

Hibiscus and Bays Local Board Workshop Record

Workshop record of the Hibiscus and Bays Local Board held on Thursday 10 February 2022, commencing at 9:30am.

PRESENT

Chairperson: Gary Brown
Members: Victoria Short
 Andy Dunn
 Janet Fitzgerald
 Julia Parfitt
 Alexis Poppelbaum

Apologies: Gary Holmes, Leanne Willis

Also in attendance: Lesley Jenkins (Local Area Manager), Matthew Kerr (Senior Local Board Advisor), Saskia Coley (Local Board Advisor), Louise Healy (Democracy Advisor)

Workshop Item	Governance role	Summary of Discussions
<u>Chairperson's welcome and apologies</u>		The chairperson opened the workshop.
<u>Administrative Matters</u>	Local initiatives and specific decisions	The senior local board advisor discussed administrative matters and sought feedback from local board members.
<u>Public feedback to proposed new Freedom Camping Bylaw</u>	Input into regional decision-making	Ms Rebekah Forman and Mr Adrian Wilson were in attendance to seek the local boards views on the public feedback for the proposed changes to the Freedom Camping Bylaw.
<u>Public feedback to proposed new Signs Bylaw</u>	Input into regional decision-making	Mr Steve Hickey and Ms Elizabeth Osborne were in attendance to seek the local boards views on the public feedback for the proposed new Signs Bylaw.
<u>Public feedback to proposed changes to the Auckland Council Stormwater Bylaw</u>	Input into regional decision-making	Ms Hannah Brightley was in attendance to seek the local board views on the public feedback for the proposed changes to the Stormwater Bylaw.

<u>Dog access rules along Orewa Marine Parade</u>	Local initiatives and specific decisions	The senior local board advisor gave an update on the dog access rules along Marine Parade, Orewa.
<u>Public feedback to proposed Property Maintenance and Nuisance Bylaw</u>	Input into regional decision-making	Mr Paul Wilson was in attendance to give an overview on the public feedback for the proposed changes to the Property Maintenance and Nuisance Bylaw.
<u>Proposed changes for some North Shore bus services</u>	Keeping informed	Auckland Transport staff were in attendance to provide an update on the proposed changes for some North Shore bus services and seek the local board's initial feedback.
<u>Speed management planning</u>	Keeping informed	Auckland Transport staff were in attendance to provide an update on the changes proposed by central government regarding speed management.
<u>NPS UD / Residential – private ways and 5 issues</u>	Keeping informed	Council staff were in attendance to provide an update on a proposed plan change to add new Unitary Plan provisions to manage private ways and 5 issues.

The workshop concluded at 2.19pm.

LOCAL BOARD UPDATE

To: Hibiscus and Bays Local Board
From: Rebekah Forman (Principal Policy Advisor, Community and Social Policy)
Date: 10 February 2022
Subject: Public feedback on proposal to make a new Freedom Camping in Vehicles Bylaw

1. Purpose

To inform you of local and Auckland wide feedback on the proposed freedom camping in vehicles bylaw.

2. Background

The proposed Te Kaunihera o Tāmaki Makaurau Te Ture ā-Rohe Noho Puni Wātea ā Waka 2022 / the Auckland Council Freedom Camping in Vehicles Bylaw 2022 sets rules for freedom camping in the Auckland region to protect areas (such as the environment), public health and safety or access to areas.

In September 2021, the Governing Body adopted the proposal for public consultation (GB/2021/112). The proposal was publicly notified for feedback from 26 October to 5 December 2021. During that time, council received Have Your Say feedback from 1,571 individuals and 46 organisations.

A further 1,914 people provided feedback through an external research survey of a representative sample of Aucklanders.¹

Staff have subsequently prepared a summary of local feedback (refer '3. Discussion') and draft public feedback summary report (**Attachment A**). A full copy of local feedback is in **Attachment B**.

3. Discussion

General rule feedback

A total of 133 Have your Say respondents (**HYS**) and 109 research survey respondents (**RS**) from the local board area provided feedback to the proposal:

- for Proposal One there was majority support, similar to the level of support in overall feedback
- for Proposal Two there was majority support for three general rules and support for an alternative departure time
- for Proposal Three there was majority support for the proposed prohibited area in the local board area
- for Proposal Four there was majority opposition for the proposed restricted area in the local board area.

Support for proposals in the local board area

Proposal	Local board feedback	Auckland-wide feedback
1: Include general rules in areas we manage where freedom camping is not otherwise prohibited or restricted	75 per cent HYS support 94 per cent RS support	55 per cent HYS support 90 per cent RS support
2: Set four general rules , which would require freedom campers staying in these areas to:		
2.1: Use a certified self-contained vehicle	72 per cent HYS support	68 per cent HYS support

¹ An independent research agency was commissioned to undertake an online survey to help mitigate the potential impact of the Covid-19 lockdown on Have Your Say feedback.

Proposal	Local board feedback	Auckland-wide feedback
	<ul style="list-style-type: none"> 12 per cent preferred certified self-contained vehicles 'unless staying in a serviced area' <p>75 per cent RS support</p>	<ul style="list-style-type: none"> 13 per cent preferred certified self-contained vehicles 'unless staying in a serviced area' <p>76 per cent RS support</p>
2.2: Stay a maximum of two nights in the same road or off-road parking area	<p>46 per cent support</p> <ul style="list-style-type: none"> 28 per cent preferred 1 night <p>76 per cent RS support</p>	<p>39 per cent support</p> <ul style="list-style-type: none"> 32 per cent preferred 1 night <p>70 per cent RS support</p>
2.3: Depart by 9am on the third day	<p>24 per cent support</p> <ul style="list-style-type: none"> 38 per cent preferred 10am 19 per cent preferred 8am <p>41 per cent RS support</p>	<p>28 per cent support</p> <ul style="list-style-type: none"> 24 per cent preferred 10am 23 per cent preferred 8am <p>52 per cent RS support</p>
2.4: Not return to the same road or off-road parking area within two weeks	<p>44 per cent support</p> <ul style="list-style-type: none"> 29 per cent preferred 4 weeks <p>56 per cent RS support</p>	<p>40 per cent support</p> <ul style="list-style-type: none"> 28 per cent preferred 4 weeks <p>55 per cent RS support</p>

Site-specific feedback

Proposal	Local board feedback (n=45) ²	Auckland-wide feedback
3: Schedule 45 prohibited areas , where no freedom camping would be allowed	<ul style="list-style-type: none"> Metro Park East: 17 support, 15 oppose Three people commented on prohibited areas outside of your local board area.³ 	Majority support for prohibition at 11 areas ⁴ Majority opposition for prohibition at 34 areas
4: Schedule 22 restricted areas , where freedom camping would be allowed subject to conditions.	<ul style="list-style-type: none"> Gulf Harbour Marina Hammerhead Reserve: 13 support, 22 oppose Three people commented on prohibited areas outside of your local board area. 	Majority support for restrictions at one area ⁵ Majority opposition for restrictions at 21 areas

Key themes from local feedback are consistent with regional feedback. For example, that:

- respondents are concerned with enforcement of the bylaw and other implementation matters
- the proposed rules are not restrictive enough of freedom camping
- freedom camping causes problems for Auckland and Aucklanders.

4. Recommendation/Action

The local board consider public feedback to the proposed new Freedom Camping in Vehicles Bylaw.

² Refer Submitter Numbers 324, 450, 483, 499, 568, 573, 589, 607, 625, 659, 664, 666, 667, 817, 848, 859, 976, 984, 992, 1040, 1041, 1044, 1053, 1138, 1169, 1177, 1206, 1209, 1210, 1243, 1305, 1311, 1472, 1474, 1518 and 1612 in Attachment B.

³ Refer Submitter Numbers 499, 848 and 1210 in Attachment B.

⁴ Proposed prohibited areas with majority support were Pakuranga Community Hall, St Heliers Community Library and Hall, Leigh Library and Grounds, Ti Point Walkway, Warkworth Town Hall Grounds, Onetangi Cemetery, Waiheke Island Artworks, Entrance of Goldie Bush Walkway, Lopdell Hall and House, Sandys Parade and Highwic House.

⁵ Proposed restricted area with majority support was Whisper Cove (adjacent roadside parking).

5. Next steps

Staff will seek your views on how the Bylaw Panel should address matters raised in public feedback to the proposal at your February business meeting. You will also have the opportunity to present your views to the Bylaw Panel at a meeting on 22 April 2022.

The Bylaw Panel will consider all formal local board views and public feedback on the proposal, deliberate and make recommendations to the Governing Body, on 29 April and 6 May 2022. The Governing Body will make a final decision on whether to adopt the proposed changes in June 2022.

Attachments:

Attachment A – Public feedback summary report

Attachment B – Local feedback

PROPOSED FREEDOM CAMPING IN VEHICLES BYLAW 2022

FEEDBACK OVERVIEW

Te take mō te pūrongo

Purpose of the report

The information in this report summarises public feedback received on a proposed new Freedom Camping in Vehicles Bylaw during the consultation period of 26 October to 5 December 2021.

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Whakarāpopototanga matua

Executive summary

We consulted with the public on a proposal to make a Freedom Camping in Vehicles Bylaw 2022 under the Freedom Camping Act 2011.

The Bylaw's purpose is to give effect to the Freedom Camping Act 2011. The Act enables freedom camping to take place on most public land we manage, unless it is prohibited or restricted in a bylaw or other enactment.

A bylaw may prohibit or restrict freedom camping to protect sensitive areas and public health and safety or to manage access.

Our main proposals were to:

1. include **general rules** in areas we manage where freedom camping is not otherwise prohibited or restricted, including most roads
2. set **four general rules**, which would require freedom campers staying in these areas to:
 - 2.1 use a certified self-contained vehicle
 - 2.2 stay a maximum of two nights in the same road or off-road parking area
 - 2.3 depart by 9am on the third day
 - 2.4 not return to the same road or off-road parking area within two weeks
3. schedule **45 prohibited areas**, where no freedom camping would be allowed
4. schedule **22 restricted areas**, where freedom camping would be allowed subject to conditions.

We received feedback from 1,571 individuals and 46 organisations through the Have Your Say consultation:

- 1,494 responses to the online survey
- personal accounts from 10 people, describing their experiences either freedom camping or encountering freedom campers, submitted via the Have Your Say webpage or email
- 111 emailed feedback, mostly comprising of general comments rather than responses to the proposals
- eight individuals and two organisations presented verbal feedback at Have Your Say events conducted by video conference¹, most of whom also provided feedback by email.

We also received feedback from a further 1,914 people through an external research survey of a representative sample of Aucklanders.² This survey explored respondents' attitudes to, and experiences of, freedom camping in Auckland and sought feedback on the general rules.³

¹ In-person events were not offered as Auckland was under Level 4 and Level 3 Covid-19 restrictions during consultation.

² The survey was commissioned to help mitigate the potential impact of the Covid-19 lockdown on Have Your Say feedback.

³ Feedback was not sought on prohibited or restricted areas due to format constraints.

Consultation items

Proposal One: Majority support for general rules, in principle

Overall, there was in-principle support for the general rules from 55 per cent of Have Your Say respondents and 90 per cent of research survey participants.

Proposal Two: Overall support for proposed general rules, with less support from Have Your Say respondents

Among Have Your Say respondents, only the proposed self-containment rule was supported by a clear majority (68 per cent), with the three other rules supported by between 28 and 40 per cent. However, in each case the proposed rule received the most support compared to the alternatives for each rule.

A majority of research survey respondents (from 52 to 76 per cent) supported each of the proposed general rules.

Proposal Three: Opposition to most of the 45 proposed prohibited areas

Of the 45 proposed prohibited areas, the majority of respondents only **supported prohibitions at 11 areas** and **opposed prohibitions at the other 34 areas**. Most respondents who opposed prohibitions wanted freedom camping allowed in that area subject to general rules.

Proposal Four: Opposition to most of the 22 proposed restricted areas

Of the 22 proposed restricted areas, a majority of respondents only **supported restrictions at one area** and **opposed restrictions at the other 21 areas**. In general, most respondents who opposed restricted areas wanted freedom camping allowed there without restrictions. In proposed restricted areas in Rodney (six) and Orakei (one) however, the majority of respondents wanted those sites prohibited rather than restricted.

Suggestions for additional prohibited or restricted areas

848 people suggested additional prohibited areas, including

- specific places (such as Tamaki Drive, or Kiwi Esplanade)
- large areas (such as Omaha Beach, Waiheke Island or the Waitakere Ranges Heritage Area)
- categories of area (such as residential roads or freedom camping near schools).

34 people suggested additional or alternative restricted areas, including amending prohibited sites to be restricted, subject to site specific restrictions or general rules.

Key themes underlying feedback

Comments in feedback provide an insight into the views that underlie respondents' support and opposition to the proposals, and concerns about the Bylaw as a whole.

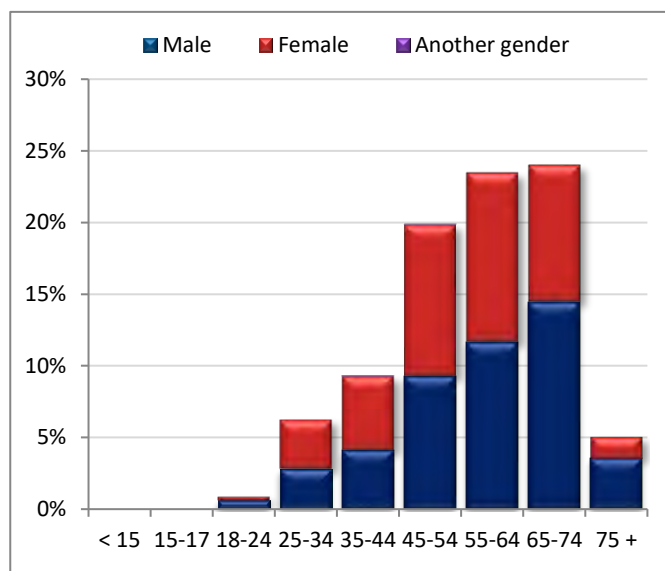
Key themes included:

- The proposed Bylaw is **not restrictive enough**: 527 respondents (for example "people could effectively live on Auckland roadsides")
- **Enforcement** of the Bylaw or other implementation matters: 518 respondents (for example "existing enforcement is insufficient, and the new rules will be even harder to enforce")
- Freedom camping causes **problems**: 351 respondents (for example "freedom campers monopolise public parking and leave waste").

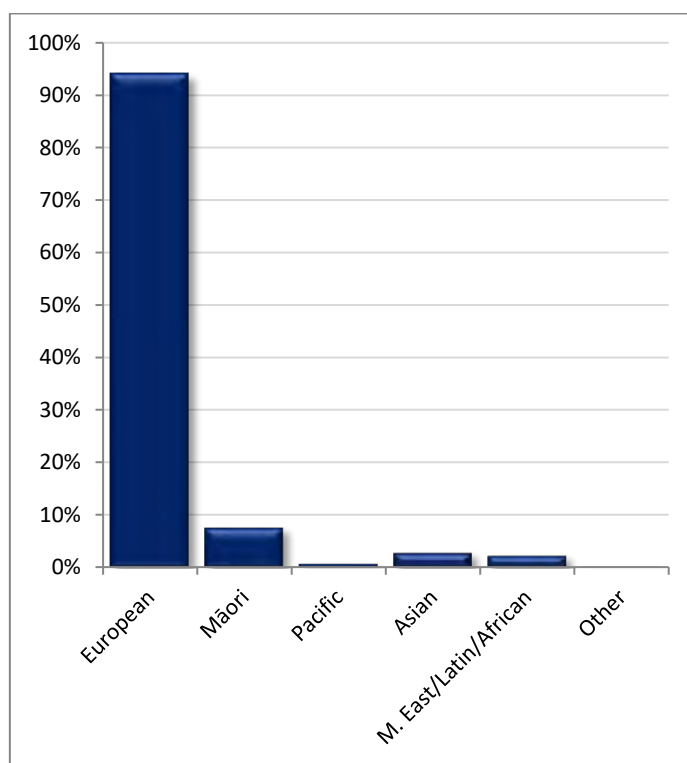
Who we heard from through the Have Your Say consultation

The tables below indicate the demographic profile of those Have Your Say respondents that answered the demographic questions.

Age	Male	Female	Another gender	Total	%
<15	0	0	0	1	0%
15-17	0	0	0	15	1%
18-24	9	4	0	115	8%
25-34	42	52	0	100	7%
35-44	62	78	1	148	10%
45-54	140	159	1	312	21%
55-64	176	178	0	365	24%
65-74	218	144	0	372	25%
75+	53	23	0	80	5%
Total	700	638	2	1508	100%



Ethnicity	#	%
European	1269	94%
Pākehā/NZ European	1224	91%
Other European	45	3%
Māori	102	8%
Pasifika	9	1%
Samoan	3	0%
Cook Islands Māori	0	0%
Tongan	3	0%
Other Pasifika	3	0%
Asian	37	3%
Chinese	11	1%
South East Asian	7	1%
Korean	1	0%
Indian	14	1%
Other Asian	4	0%
African/Middle Eastern/Latin	29	2%
Other	1	0%
Total	1348	107%



The table below indicates the total number of Have Your Say respondents by the local board that they live in.

Local Board	Individuals	Organisations	Total	%
Albert-Eden	78	5	85	5%
Aotea/Great Barrier	8	0	8	0%
Devonport-Takapuna	49	1	50	3%
Franklin	44	1	45	3%
Henderson-Massey	25	0	25	2%
Hibiscus and Bays	131	0	133	8%
Howick	52	1	53	3%
Kaipātiki	51	3	56	3%
Māngere-Ōtāhuhu	23	2	25	2%
Manurewa	7	0	7	0%
Maungakiekie-Tāmaki	52	2	54	3%
Ōrākei	180	3	183	11%
Ōtara-Papatoetoe	3	0	3	0%
Papakura	7	0	7	0%
Puketāpapa	15	0	15	1%
Rodney	446	9	456	28%
Upper Harbour	24	0	24	1%
Waiheke	67	2	69	4%
Waitākere Ranges	139	9	149	9%
Waitematā	34	0	37	2%
Whau	17	0	17	1%
Regional organisation	0	4	4	0%
Not supplied	72	3	75	5%
Outside Auckland	36	1	37	2%
I don't know	0	0	0	0%
Total	1560	46	1617	

Urupare Feedback

Proposal 1: Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

1,431 Have Your Say respondents and 1,933 research survey participants answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting from options and/or providing a comment. Respondents could choose more than one reason.

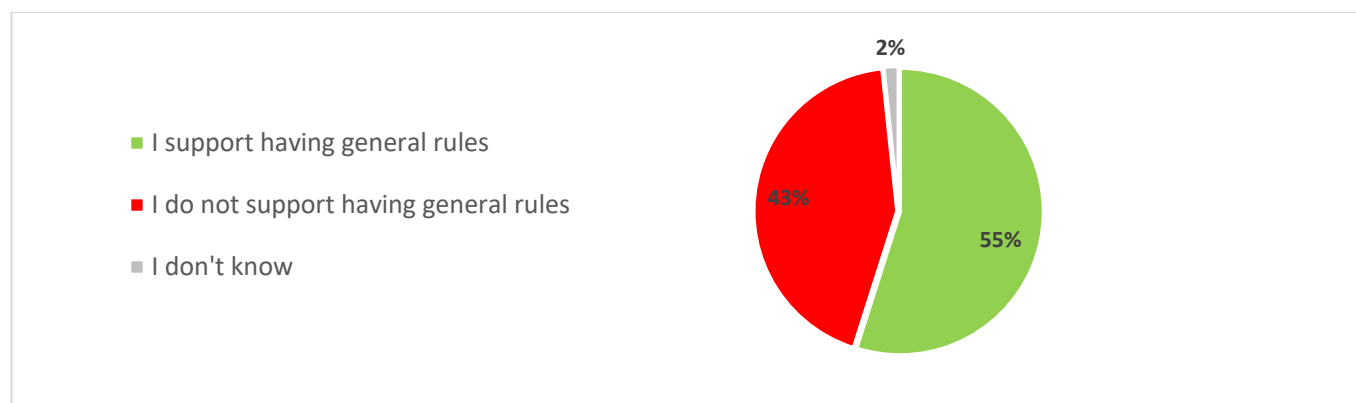
Research survey participants were simply asked whether they support having general rules.

Summary of feedback

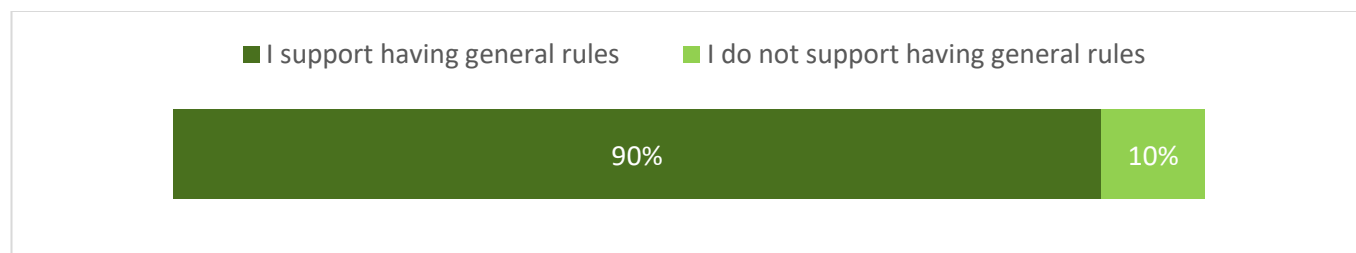
Overall, support for including general rules in the Bylaw was indicated by **55 per cent** of Have Your Say respondents and **90 per cent** of research survey participants.

The main reason for supporting the proposal was that ‘freedom campers should always be subject to some **basic rules**’ (546 responders). The main reason for opposing the proposal was ‘there are **better ways** to protect the environment, health, safety, and access from the problems freedom camping can cause’ (519 responders).

Support for general rules (Have Your Say)



Support for general rules (research survey)



Reasons for supporting general rules (Have Your Say respondents)	n=789	55%
Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping	546	69%
General rules are a reasonable way to protect Auckland’s environment, public health and safety, and public access from the problems freedom camping can cause	520	66%
Without general rules, there is a risk that any problems caused by freedom camping could move from regulated areas to unregulated areas nearby	357	45%
Another reason (see comment themes below)	65	8%

Reasons for supporting general rules (Have Your Say respondents)		n=789	55%
The proposed Bylaw is not restrictive enough of freedom camping		15	<5%
Fundamentally opposed to freedom camping		13	<5%
Freedom camping causes problems for Auckland and Aucklanders		13	<5%
Enforcement or other implementation matters		13	<5%
“General rules give a sensible framework for all freedom campers so that all can enjoy doing so.”	“General rules will help guide the freedom campers behaviour and communities who are hosting them. Ultimately we want to find a way for these two groups to co-exist happily and general rules can support this.”	“We need clear and robust rules and standards to describe clear boundaries of acceptable behaviour, and consequences for breaches.”	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Of those Have Your Say respondents who indicated they did not support general rules, many made comments that suggested opposition to widespread freedom camping in Auckland and concern about its impact on residents, rather than favouring fewer restrictions on campers.

Reasons for not supporting general rules (Have Your Say respondents)		n=624	43%
There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause (see comment themes below)		200	32%
The proposed Bylaw is not restrictive enough of freedom camping		49	8%
Council should invest in more/better facilities for freedom campers		39	6%
Enforcement or other implementation matters		31	5%
The general rules will unfairly impact some people (see comment themes below)		187	30%
Freedom camping causes problems for Auckland and Aucklanders		49	8%
Enforcement or other implementation matters		27	<5%
The proposed Bylaw is not restrictive enough of freedom camping		23	<5%
There are better ways to prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby (see comment themes below)		108	17%
Enforcement or other implementation matters		31	5%
The proposed Bylaw is not restrictive enough of freedom camping		19	<5%
Fundamentally opposed to freedom camping		13	<5%
It is not necessary to impose basic rules on freedom campers everywhere in Auckland		106	17%
Another reason (see comment themes below)		110	18%
The proposed Bylaw is not restrictive enough of freedom camping		41	7%
Fundamentally opposed to freedom camping		25	<5%
Enforcement or other implementation matters		23	<5%
“Specific locations should be identified where harm to the environment can be mitigated and where the parking of large vehicles will not endanger the safety of pedestrians and cyclists. There should be limits on the number of campers.”	“Blanket rules on everyone to stop a few causing problems is restrictive to those who are respectful of the area.”	“If there is ANY issue in these areas then the obvious solution is to build bullet proof, concrete and steel toilets that CAN be used by Freedom campers - and ENCOURAGE them to stay in locations where there is free parking, without upsetting the locals.”	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Proposal 2: Do you support each of the **four general rules** we're proposing, or would you prefer an alternative (including not having that rule)?

875 Have Your Say respondents and **1,933** research survey participants provided feedback on one or more general rule questions.

Both Have Your Say respondents and research survey participants could give feedback about each rule and indicate why they held that view by selecting from options and/or providing a comment.

Below is an overview of the support for each general rule, with a more detailed summary in the following pages.

Summary of feedback

Among **Have Your Say respondents**, only the proposed self-containment rule was supported by a clear majority (68 per cent), with the three other rules supported by between 28 and 40 per cent. However, in each case the **proposed rules received the most support** compared to any of the alternatives for each rule.

A **majority of research survey participants** (between 52 and 76 per cent) supported each of the proposed general rules.

Proposed rule	Have Your Say respondents	Research survey respondents
Self-containment rule Proposal: vehicles must be certified self-contained	68 per cent support proposal 13 per cent preferred certified self-contained vehicles 'unless staying in a serviced area'	76 per cent support proposal
Maximum stay rule Proposal: two nights	39 per cent support proposal 32 per cent preferred one night	70 per cent support proposal 5 per cent preferred no maximum stay
Set departure time rule Proposal: 9am	28 per cent support proposal 24 per cent preferred 10am 23 per cent preferred 8am	52 per cent support proposal 10 per cent preferred no set departure time
No-return period rule Proposal: two weeks	40 per cent support proposal 28 per cent preferred four weeks	55 per cent support proposal 17 per cent preferred no no-return period

Note: the level of support for each proposed rule is shown in bold, with the next most popular alternative underneath.

Proposal 2.1: Do you support the proposed general rule, that freedom campers must use a certified self-contained vehicle to stay in any area covered by the rules?

705 Have Your Say respondents and 1,933 research survey participants answered this question.

Have Your Say responders were asked if they supported the proposed self-containment rule or preferred one of four alternatives and to give the rationale for their view.

Research survey participants were asked if they supported the proposed rule, didn't support it, or were unsure, and to give the rationale for their view.

Summary of feedback

Overall, the proposed self-containment rule was supported by **68 per cent** of Have Your Say respondents and **76 per cent** of research survey participants.

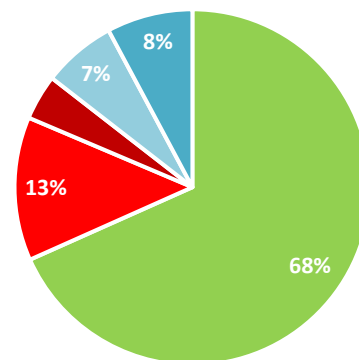
For Have Your Say responders, the main reason for supporting the rule was that non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle (372 responders).

The **most preferred alternative rule** was 'Freedom camping vehicles should be **certified self-contained UNLESS staying in a serviced area** (noting there are no serviced areas in the current proposal)' (92 responders). The main reason given for supporting this alternative rule was that the use of non-self-contained vehicles poses a risk to the environment or public health and safety, but only in un-serviced areas (56 responders).

For research survey participants, the main reason for supporting the proposed rule was that freedom campers in self-contained vehicles can camp responsibly, because they don't require public facilities to meet basic daily needs (49 per cent). The main reason for opposing the proposed rule was the cost of buying, hiring or converting to a certified self-contained vehicle is too high (48 per cent).

Support for the self-containment rule (Have Your Say)

- Yes – freedom camping vehicles should be certified self-contained
- Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)
- No – freedom camping vehicles should be self-contained, but they shouldn't have to be certified
- No – freedom camping vehicles should not be required to be self-contained
- No – I support another rule about self-containment (please explain)



Support for the self-containment rule (research survey)



Main reasons for supporting the proposed rule (Have Your Say respondents)

Freedom camping vehicles should be certified self-contained	n=481	68%
The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle	372	77%
It makes sense to match our self-containment requirements to the National Standard	226	47%
The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal	215	45%
It would be too hard to enforce the self-containment rule without referencing the National Standard	138	29%
Another reason (see comment themes below)	27	6%
Enforcement or other implementation matters	12	<5%
<p>"Yes totally agree that SSC vehicles allowed to stay. The only thing SSC vehicles leave behind is footprints. I have seen myself SCV people that own them and use for freedom camping area are very responsible."</p>	<p>"The requirement of self-contained vehicles, equipped with cooking devices, is likely help to prevent the use of open fires for cooking or heating, therefore reducing the risk of fire or fire spreading."</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Main reasons for supporting the proposed rule (research survey participants)

Freedom camping vehicles should be certified self-contained	n=1469	76%
Freedom Campers in self-contained vehicles can camp responsibly, because they don't require public facilities to meet basic daily needs	954	65%
Non-self-contained vehicles pose a risk to the environment and health and safety and should only be allowed in serviced areas (where there are suitable facilities)	779	53%
It makes sense to match our self-containment requirements to the National Standard	749	51%
Non-self-contained vehicles are a health and safety risk, and shouldn't be allowed anywhere, on principle	529	36%
The council shouldn't be providing serviced areas for Freedom Campers to use	338	23%
It would be too hard to enforce a self-containment rule that doesn't match the National Standard	308	21%
<p>"The use of public facilities puts expense onto ratepayers."</p>	<p>"For the safety of the freedom campers, especially females camping alone."</p>	<p>"It promotes freedom campers that take a serious approach to the environment they are visiting."</p>

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Main reasons for not supporting the proposed rule (research survey participants)

Freedom camping vehicles should not need to be certified self-contained		n=213	11%
The cost of buying, hiring or converting to a certified self-contained vehicle is too high		102	48%
The kind of vehicle used for freedom camping should be a personal choice		89	42%
Council should provide serviced areas for non-self-contained freedom camping vehicles		79	37%
Freedom campers in non-self-contained vehicles camp responsibly		79	37%
Using a vehicle that is not self-contained is not a health and safety risk		72	34%
The New Zealand Standard is too restrictive		62	29%
It would be too hard to enforce a requirement to be certified self-contained		53	25%
“People have a spur of the moment choice to just go and drive and hop in their car that is why people travel and explore the outdoors.”	“It restricts freedom camping to those that can afford a self contained vehicle.”	“There is a housing issue in New Zealand. There are sometimes genuine reasons people are forced to Freedom Camp.”	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Main reasons for supporting alternative rules (Have Your Say respondents)

Reasons for supporting alternative rule 1: Certified self-contained UNLESS in a serviced area

Freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting there are no serviced areas in the current proposal)		n=92	13%
The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas		56	61%
It makes sense to match our self-containment requirements to the National Standard		44	48%
Although no serviced areas have been identified in this proposal, providing sites suitable for non-self-contained vehicles should be a priority for council		37	40%
Although council has not identified any serviced areas in this proposal, I am aware of serviced areas on public land which should be included		27	29%
It would be too hard to enforce the self-containment rule without referencing the National Standard		14	15%
“You are dealing with human behaviour and some people have no respect. We have had a campervan guy just urinate outside his campervan in full view of my 90 year old mother in law. Perhaps he didn't want to soil his own van or is just totally uncouth. This is the reality of what unsuspecting host communities are dealing with.”			

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Reasons for supporting alternative rule 2: Self-contained but not certified

Freedom camping vehicles should have to be self-contained, but not certified	n=29	4%
The cost of buying, hiring, or converting to a certified self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland	12	41%
The use of non-self-contained vehicles poses a risk to the environment and/or public health and safety, but vehicle owners should decide what makes a vehicle 'self-contained'	9	31%
The use of non-self-contained vehicles poses a risk to the environment and/or public health and safety, but the National Standard is too restrictive	6	21%
It would be too hard to enforce a requirement to be certified self-contained	6	21%
The use of non-self-contained vehicles poses a risk to the environment and/or public health and safety, but the council should decide what makes a vehicle 'self-contained'	5	17%
"Potential future self-containment rules are likely to be draconian and not fit for purpose."		

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Reasons for supporting alternative rule 3: No requirement to be self-contained

Freedom camping vehicles should not have to be self-contained	n=47	7%
Using a vehicle that is not self-contained does not pose a risk to the environment or public health and safety	32	68%
The cost of buying, hiring, or converting to a self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland	32	68%
The kind of vehicle used for freedom camping in Auckland should be a personal choice	28	60%
It would be too hard to enforce a self-containment rule	6	13%
"The provision of facilities at a site will negate the requirement for self containment and allow freedom camping in the true sense of the word. We are a country famous for welcoming backpackers we need to ensure that we provide the facilities for this to continue."	"The people who dump their waste or go to the toilet outside don't have any regard for the environmental or public health impacts, and self-containment rules aren't going to stop them. Better education and providing more facilities/keeping facilities open overnight would be a better way to achieve the intended outcomes. Plus there are other bylaws that can be used to managed illegal dumping of waste."	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Reasons for supporting alternative 4: Another self-containment rule

I support another self-containment rule (key comment themes)	n=55	8%
Enforcement and other implementation matters	31	56%
The proposed Bylaw is not restrictive enough of freedom camping	9	16%
"Where 24/7 public toilets are available (which is often possible) self Containment is unnecessarily restrictive."	"I support that if you are staying in an area that does not have public facilities then you must be self-contained (but not necessarily certified). If a public facility is available within 100m of where you are parked then no need to be self-contained."	

Note: Percentages do not add up to 100% because only the key themes are identified.

Proposal 2.2: Do you support the proposed general rule, that freedom campers must stay a maximum of two nights in the same road or off-road parking area, in any area covered by the rules?

642 Have Your Say respondents and 1,929 research survey participants answered this question.

Have Your Say responders were asked if they supported the proposed maximum stay rule or preferred one of three alternatives, and the rationale for their view.

Research survey participants were asked if they supported the proposed rule, didn't support it, or were unsure and the rationale for their view. If they did not support it, they were asked which alternative they preferred.

Summary of feedback

Overall, the proposed maximum stay rule was supported by **39 per cent** of Have Your Say respondents and **70 per cent** of research survey participants.

For Have Your Say responders:

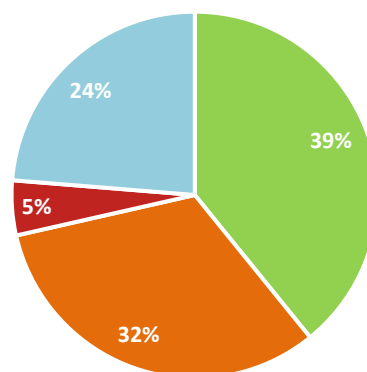
- the main reason for supporting the proposed rule was that a two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities (195 responders)
- the **most preferred alternative rule** was a **one-night** maximum stay, which was supported by **32 per cent** (207 responders). The main reason given for supporting this rule was that requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day and prevent longer-term stays (156 responders).

For research survey participants:

- the main reason for supporting the proposed rule was that two nights strikes the right balance between protecting public access and giving visitors time enjoy an area and support its local businesses (52 per cent)
- the **most preferred alternative rule** was **no maximum stay**, which was supported by **5 per cent**. There were a range of reasons given for supporting this rule each with similar levels of support, including giving campers the best opportunity to enjoy the area and support local businesses (45 per cent).

Support for the maximum stay rule (Have Your Say)

- Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area
- No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area
- No – freedom campers should be able to stay for an indefinite period in the same road or off-road parking area (no maximum stay rule)
- No – I support another maximum stay rule (please explain)



Support for the maximum stay rule (research survey)



Main reasons for supporting the proposed rule (Have Your Say respondents)

Freedom campers should be able to stay a maximum of two nights	n=251	39%
A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities	195	78%
Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste	158	63%
A two-night stay gives campers more opportunity to enjoy the area and support local businesses	153	61%
If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule	70	28%
Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary	37	15%
<p>"The limitation on nights of stay and number of vehicles is likely to reduce the risk of overcrowded sites, supporting efficient and effect access for emergency appliances should an incident occur."</p>	<p>"Two nights seems fair. Staying for longer is likely to limit the option for others."</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Main reasons for supporting the proposed rule (research survey participants)

Freedom campers should be able to stay a maximum of two nights	n=1350	70%
Two nights strikes the right balance between protecting public access and giving visitors time enjoy an area and support its local businesses	918	68%
A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities	904	67%
A two-night maximum stay encourages responsible dumping of waste	702	52%
If problems start occurring at a particular place, they are better managed with restrictions specific to that area	499	37%
<p>"Will discourage people making [an area] their permanent home."</p>		

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Reasons for supporting an alternative rule (Have Your Say and research survey respondents)

Alternative rule 1: Maximum of one night in the same road or off-road parking area

Main reasons Have your Say responders prefer this rule	n=207	32%
Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays	156	75%
A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space	132	64%
Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste	84	41%
Another reason (key comment themes below)	25	12%
Freedom camping causes problems for Auckland and Aucklanders	8	<5%
The proposed Bylaw is not restrictive enough of freedom camping	6	<5%
Main reasons research survey participants prefer this rule	n=77	4%
One night will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays	39	51%
One night strikes the right balance between protecting public access and giving visitors time to enjoy an area and support its local businesses	38	50%
One night encourages responsible dumping of waste	32	42%
<p>"The bulk of the areas attractive to freedom campers are also attractive to day visitors and locals so multiple day stays are a selfish monopolisation of a limited resource and also increase the risk of expanding monopolisation - i.e. spreading out ones camp site taking over more area. One nights stay puts freedom campers on an equal not privileged footing."</p>	<p>"Stays on residential streets should be actively discouraged with one night only allowed as a safety issue so campers have somewhere to go if they can't find a proper serviced camping ground."</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Alternative rule 2: No maximum stay in the same road or off-road parking area

Main reasons Have your Say responders prefer this rule	n=31	5%
Shorter stays are already the norm for most freedom campers, so a maximum stay rule is not necessary	24	77%
No maximum stay gives campers the best opportunity to enjoy the area and support local businesses	21	68%
Vehicles should be allowed to come back to stay in the same area after dumping their waste responsibly, it is not necessary to prevent their return through this rule	19	61%
If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule	12	39%
Main reasons research survey participants prefer this rule	n=96	5%
Gives campers the best opportunity to enjoy the area and support local businesses	43	45%
Vehicles should be allowed to come back to stay in the same area after dumping their waste responsibly	39	41%
Shorter stays are already the norm for most freedom campers, so a maximum stay rule is not necessary	28	29%
It would be too hard to enforce a maximum stay rule	28	29%
If problems start occurring at a particular place, they are better managed with restrictions specific to that area	21	22%

<p>“Maximum rule should not apply to residential, industrial streets as people camp near their or friends', families homes and near workplaces. Maximum stay rule can apply to more sensitive areas like reserves.”</p>	<p>“If someone is holding/attending a tangi (which is at least a week long), and the Marae/whare is full, the only other option is freedom camping. Maximum stay rule will definitely put a strain on whanau.”</p>
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Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Alternative rule 3: Another maximum stay rule

Most common alternative rules suggested	Number of Have Your Say responders	Percentage of Have Your Say responders	Percentage of research survey participants
Zero nights	5	<0.3%	<0.5%
Three nights	41	2.5%	0.8%
Between four and six nights	18	1.1%	1%
1 week or more	17	1.1%	1%
Another period or rule	6	<0.3%	N/A
Comments (key comment themes below)	152	24%	
Proposed rules are too restrictive of freedom camping	56	35%	
Proposed rules are not restrictive enough of freedom camping	32	21%	
Fundamentally opposed to freedom camping	25	16%	
<p>“Maximum stay would have to be related to the specific area. If it was a high usage area then 2 nights would be fine. However, if the area was not likely to interfere with local traffic or daytime use, then it could be comfortably be extended to 3-4 days.”</p>	<p>“I think two nights is not long enough, especially with the 9am vacate time. Should be three night and an 11 am vacate time. Then at least you would actually feel like you had a holiday and can explore the area better.”</p>		

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Proposal 2.3: Do you support the proposed general rule, that freedom campers must vacate their parking space by 9am on the day of departure in any area covered by the rules?

535 Have Your Say respondents and 1,932 research survey participants answered this question.

Have Your Say responders were asked if they supported the proposed departure time rule or preferred one of three alternatives, and the rationale for their view.

Research survey participants were asked if they supported the proposed rule, didn't support it, or were unsure and the rationale for their view. If they did not support it, they were asked which alternative they preferred.

Summary of feedback

Overall, the proposed 9am departure time rule was supported by **29 per cent** of Have Your Say respondents and **52 per cent** of research survey participants.

For Have Your Say responders:

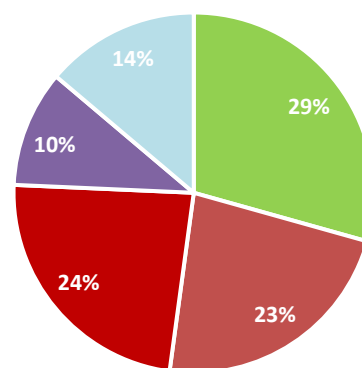
- the main reason for supporting the proposed rule was that 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours (129 responders).
- the **most preferred alternative rule** was a **10am** departure time, which was supported by **24 per cent** (126 responders). The main reason given for supporting this rule was that 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this (103 responders).

For research survey participants:

- the main reason for supporting the proposed rule was that a set departure time helps enforce the maximum stay rule (33 per cent)
- the **most preferred alternative rule** was **no set departure time** (10 per cent). The main reason given for supporting this rule was that not setting a departure time is more convenient for campers and makes it much more likely they will visit local businesses (59 per cent).

Support for the departure time rule (Have Your Say)

- Yes – freedom campers should have to vacate their parking space by 9am on the day of departure
- No – freedom campers should have to vacate their parking space by 8am on the day of departure
- No – freedom campers should have to vacate their parking space by 10am on the day of departure
- No – freedom campers should not have to leave by a set time (no set departure time rule)
- No – I support another set departure time rule (please explain)



Support for the departure time rule (research survey)



Main reasons for supporting the proposed rule (Have Your Say respondents)

Freedom campers must vacate their parking space by 9am on the day of departure	n=157	29%
9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours	129	82%
Having a set departure time will help with enforcing the maximum stay rule	78	50%
If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule	45	29%

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Main reasons for supporting the proposed rule (research survey participants)

Freedom campers must vacate their parking space by 9am on the day of departure	n=1352	70%
A set departure time helps enforce the maximum stay rule	865	64%
9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland	798	59%
9am protects access to shared parking or amenities during standard business hours	784	58%
<p>“In summer there are more people around so to leave early is good for other visitors coming to the area without disturbance.”</p>	<p>“This is the minimum for anyone. Otherwise they must pay to live anywhere for any longer than that. All humans must pay to survive whether in a home or a vehicle. Freeloading is not a way to live.”</p>	<p>“[Helps] to make room for others.”</p>

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Reasons for supporting an alternative rule (Have Your Say and research survey respondents)

Alternative rule 1: Freedom campers must vacate their parking space by 8am on the day of departure

Main reasons Have your Say responders prefer this rule	n=122	23%
Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers’ convenience	116	95%
Having a set departure time will help with enforcing the maximum stay rule	72	59%
<p>“Parking access to all other users is vital, out by at the latest 8 am.”</p>	<p>“We have children walking to school and it aligns with a lot of business hours. I know from comments from single females and children how intimidating freedom camping vans can be. Their safety should be a priority.”</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Only **two per cent** of research survey participants preferred this rule.

Alternative rule 2: Freedom campers must vacate their parking space by 10am on the day of departure

Main reasons Have your Say responders prefer this rule		n=126	24%
10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this		103	82%
A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses		79	63%
Having a set departure time will help with enforcing the maximum stay rule		49	39%
If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule		30	24%
Another reason (key comment theme below)		14	11%
The proposed Bylaw is too restrictive of freedom camping		9	<5%
Main reasons research survey participants prefer this rule		n=155	8%
10am is a typical check-out time		124	80%
10am strikes the right balance between protecting public access and campers' convenience		79	51%
A 10am departure time makes it more likely that campers will visit local businesses		46	30%
A set departure time will help with enforcing the maximum stay rule		42	27%
10am protects access to shared parking or amenities during business hours		33	21%
"Keeping in mind that most Freedom Campers are on holidays, a vacate time earlier than 10am is Draconian."	"Wait until after the peak morning traffic."	"If the people are on holiday it is not a good policy to restrict their departure time but 10am is reasonable"	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Alternative rule 3: Freedom campers should not have to leave by a set time

Main reasons Have your Say responders prefer this rule		n=56	10%
Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses		41	73%
It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities		32	57%
If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule		22	39%
It would be too hard to enforce a set departure time rule		14	25%
Another reason (key comment theme below)		10	18%
The proposed Bylaw is too restrictive of freedom camping		9	<5%
Main reasons research survey participants prefer this rule		n=155	8%
Not setting a departure time is more convenient for campers, and make it much more likely to visit local businesses		91	59%
It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities		65	42%
It would be too hard to enforce a set departure time rule		62	40%
If problems start occurring at a particular place they are better managed with restrictions specific to that area		28	18%

<p>“When you are on holiday you don't want time schedules, its supposed to be relaxing & fun, go with the flow.”</p>	<p>“It's all about the word freedom. Putting a time limit is not enjoyable or an experience that can be rushed.”</p>
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Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Alternative rule 4: Another departure time rule

Most common alternative rules suggested	Number of Have Your Say responders	Percentage of Have Your Say responders	Percentage of research survey participants
7am or earlier	11	<1%	N/A
11am	10	<1%	<1%
Midday	15	<1%	1%
Later than midday	2	<0.5%	<1%
Another period or rule	16	<1%	N/A
Comments (key comment themes below)	74	14%	
Proposed rules are not restrictive enough of freedom camping	19	26%	
Proposed rules are too restrictive of freedom camping	16	22%	
Fundamentally opposed to freedom camping	14	19%	
<p>“No - I support a more reasonable time of 11am so you can have breakfast and pack up.”</p>	<p>“I support a set time of between 8-9am unless they are parking in areas that has heavy overflow/commuter parking for PT hubs (such as streets and parking used by park and ride customers that normally fills up early) it should then be changed/designated to 7am.”</p>		

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Proposal 2.4: Do you support the proposed general rule, that freedom campers **must not return to the same road or off-road parking area for two weeks, in any area covered by the rules?**

543 Have Your Say respondents and 1,922 research survey participants answered this question.

Have Your Say responders were asked if they supported the proposed no-return period rule or preferred one of three alternatives, and the rationale for their view.

Research survey participants were asked if they supported the proposed rule, didn't support it, or were unsure and the rationale for their view. If they did not support it, they were asked which alternative they preferred.

Summary of feedback

Overall, the proposed no-return period rule was supported by **40 per cent** of Have Your Say respondents and **55 per cent** of research survey participants.

For Have Your Say responders:

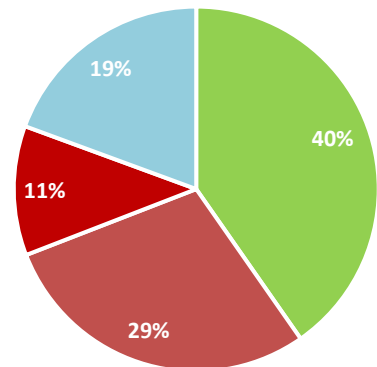
- the main reason for supporting the proposed rule was that it helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users (181 responders)
- the **most preferred alternative rule** was a **four week** no-return period, which was supported by **29 per cent** (153 responders). The main reason given for supporting the alternative rule was the same as for the proposed rule (130 responders), except it prevented campers from returning for longer.

For research survey participants:

- the main reason for supporting the proposed rule was that it would help prevent people staying in one area long-term (71 per cent)
- the **most preferred alternative rule** was **no no-return period**, which was supported by **17 per cent**. The main reason given for supporting this alternative rule was that campers should have the right to come back to favourite places during their trip (69 per cent).

Support for the no-return period rule (Have Your Say)

- Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period
- No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period
- No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)
- No – I support another no-return period rule (please explain)



Support for the no-return period rule (research survey)



Main reasons for supporting the proposed rule (Have Your Say respondents)

Freedom campers must not return to the same area for two weeks	n=214	40%
A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users	181	85%
If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule	63	29%
A no-return period will help with enforcing the maximum stay rule	60	33%
Having a shorter no-return period means campers would be able to return to a favourite place if they wanted to, as part of a longer trip	59	28%
<p>“I come from Seattle where people are living (not visiting) in camper vans all over the city. They can simply move their vehicle after 3 days to one space different and the city has no ability to make them leave the area.”</p>		

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Main reasons for supporting the proposed rule (research survey participants)

Freedom campers must not return to the same area for two weeks	n=1057	55%
Helps prevent people staying in one area long-term	750	71%
A no-return period will help with enforcing the maximum stay rule	550	52%
Two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot	550	52%
Protects access to shared parking and amenities for other users	539	51%
Campers would still be able to return to a favourite place if they wanted to	412	39%
<p>“Provides a reason for Freedom Campers to be planned on their trip / holiday.”</p>	<p>“Allows others a chance to stay in that area.”</p>	<p>“Maybe they want to stay there again on their return trip.”</p>

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Reasons for supporting an alternative rule (Have Your Say and research survey respondents)

Alternative rule 1: No return to the same road or off-road parking area for four weeks

Main reasons Have your Say responders prefer this rule	n=153	29%
A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users	130	85%
A no-return period will help with enforcing the maximum stay rule	81	53%
Having a longer no-return period means most campers are unlikely to visit an area more than once	68	44%
Another reason (key comment theme below)	13	8%
The proposed Bylaw is not restrictive enough of freedom camping	6	<5%
<p>“A longer period prevents popular areas being habitually used as a regular weekend holiday home for Auckland residents.”</p>	<p>“Having a longer no-return period better mitigates irresponsible campers skirting the maximum stay rule. If most responsible freedom campers plan trips of less than 2 weeks, then the difference between 2 and 4 weeks on responsible campers would be negligible.”</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Only **three per cent** of research survey participants preferred this rule.

Alternative rule 2: Freedom campers should be able to return to the same area anytime

Main reasons Have your Say responders prefer this rule		n=61	11%
Campers should have the right to come back to favourite places during their trip		40	66%
If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule		27	44%
A no-return period is not necessary: most campers don't return to the same place		21	34%
It would be too hard to enforce a no-return period rule		21	34%
Another reason (key comment theme below)		11	18%
The proposed Bylaw is too restrictive of freedom camping		7	<5%
Main reasons research survey participants prefer this rule		n=327	17%
Campers should have the right to come back to favourite places during their trip		226	69%
It would be too hard to enforce a no-return rule		128	39%
A no-return period is not necessary, most campers don't return to the same place		111	34%
If problems start occurring at a particular place, they are better managed with restrictions specific to that area		85	26%
“No return isn't a fair rule in a quieter week times... it's nice to have return spot you know and enjoy and don't have to travel miles wondering where to stay next.”	“What if they encountered unexpected circumstance and there is no other places for them to stay?”	“Rules make it a bad experience for the freedom camper. It isn't enjoyable anymore.”	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view.

Alternative rule 3: Another no-return period rule

Most common alternative rules suggested	HYS n=	HYS %	RS %
Less than one week	7	<0.5%	<0.5%
One week	18	1.1%	1%
More than four weeks	7	<0.5%	N/A
Variation based on location or season	8	<0.5%	
Another period or rule	6	<0.5%	
Comments (key comment themes below)	103	19%	
Proposed rules are too restrictive of freedom camping	27	26%	
Fundamentally opposed to freedom camping	18	17%	
Proposed rules are not restrictive enough of freedom camping	15	15%	
“A no-return period rule could have a seasonal peak/off-peak period. That is, keep a two-week period over the more popular summer months, but relax it to one-week over winter months.”	“Its public property. Majority are fine and should not be punished with blanket law.”	“If they stayed in Auckland then went up north & then back to Auckland that turnaround time would be less than 2 weeks.”	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Proposal 3: Do you support freedom camping prohibitions in specific sites?

526 Have Your Say respondents gave feedback on either proposed prohibited or restricted sites.

Summary of feedback

Of the 45 proposed prohibited areas, the majority of respondents **supported prohibitions at 11 areas and opposed prohibitions at 34 areas**. Most respondents who opposed prohibitions wanted freedom camping allowed in that area subject to general rules.

Proposal 3.1: Do you agree that freedom camping should be prohibited at Heron Park?

76 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Albert - Eden

Map: AE-P1



Support for Heron Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Heron Park ⁴	Number of comments
Fundamentally opposed to freedom camping	6
Proposed rules are too loose	4
"It is essentially a residential area, that doesn't reflect what freedom camping is about."	
Reasons for opposing prohibition at Heron Park ⁴	Number of comments
Proposed rules are too strict	6
Fundamentally in favour of right to freedom camp	5
"This is a pleasant area in a good location and lots of space for picnicking. I don't see the problem!"	

⁴ See Submitter Numbers 61, 87, 94, 110, 121, 122, 135, 161, 172, 189, 231, 259, 267, 279, 291, 367, 374, 379, 425, 474, 499, 501, 516, 614, 651, 810, 854, 1008, 1091, 1125, 1171, 1177, 1210, 1248, 1406, 1447 and 1479 in Attachment D.

Proposal 3.2: Do you agree that freedom camping should be prohibited at Queens Parade?

89 Have Your Say respondents answered this question.

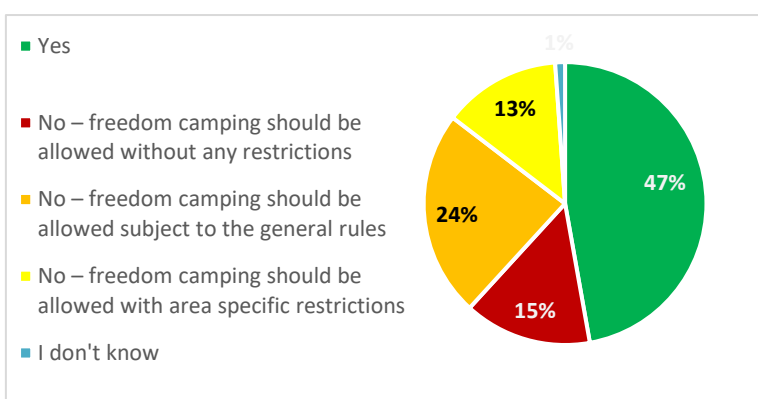
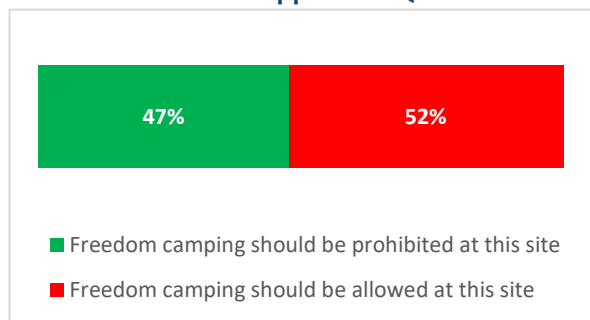
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Devonport-Takapuna

Map: DT-P1



Support for Queens Parade to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Queens Parade ⁵	Number of comments
Fundamentally opposed to freedom camping	10
Freedom camping causes problems for Aucklanders	5

“It's a heavily used commercial, visitor and tourist area throughout the day so not at all suitable.”

Reasons for not supporting Prohibition at Queens Parade ⁵	Number of comments
Proposed rules are too strict	4
Fundamentally in favour of right to freedom camp	2

“I think this is unfair and bending to the wishes of the wealthy. Freedom camping in Whau and Puketepapa is ok, but not good enough for the North Shore ...?”

Suggested area-specific restrictions	n=1
2-night maximum stay, must vacate by 8:00am	1

⁵ See Submitter Numbers 61, 87, 110, 122, 133, 135, 164, 172, 231, 247, 259, 273, 291, 367, 374, 379, 474, 499, 501, 516, 527, 607, 848, 854, 1113, 1127, 1171, 1189, 1315, 1335 and 1417 in Attachment D.

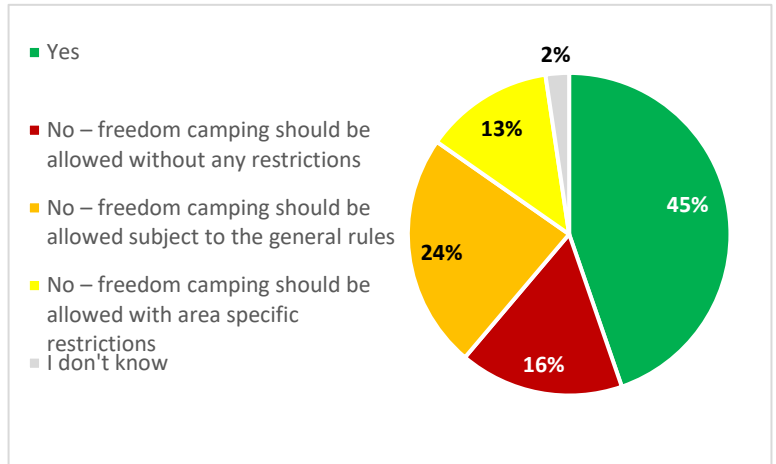
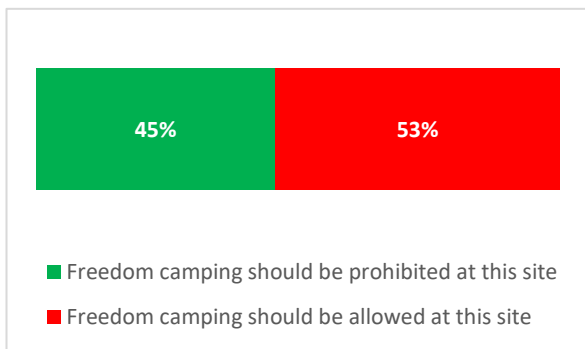
Proposal 3.3: Do you agree that freedom camping should be prohibited at Becroft Park Reserve?

85 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Becroft Park Reserve to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Becroft Park Reserve ⁶	Number of comments
Fundamentally opposed to freedom camping	10
Freedom camping causes problems for Aucklanders	3

“This is a place for children's sports etc. Not a place for freedom camping.”

Reasons for not supporting Prohibition at Becroft Park Reserve ⁶	Number of comments
Proposed rules are too strict	42

“There is absolutely NO reason not to allow freedom campers to park in this area - I know it well and it would be perfect - there are already public toilets there - they just need an upgrade!”

⁶ See Submitter Numbers 87, 110, 122, 133, 135, 151, 172, 207, 231, 247, 259, 267, 291, 367, 374, 379, 474, 516, 527, 607, 655, 854, 1113, 1171, 1189, 1315, 1335 and 1385 in Attachment D.

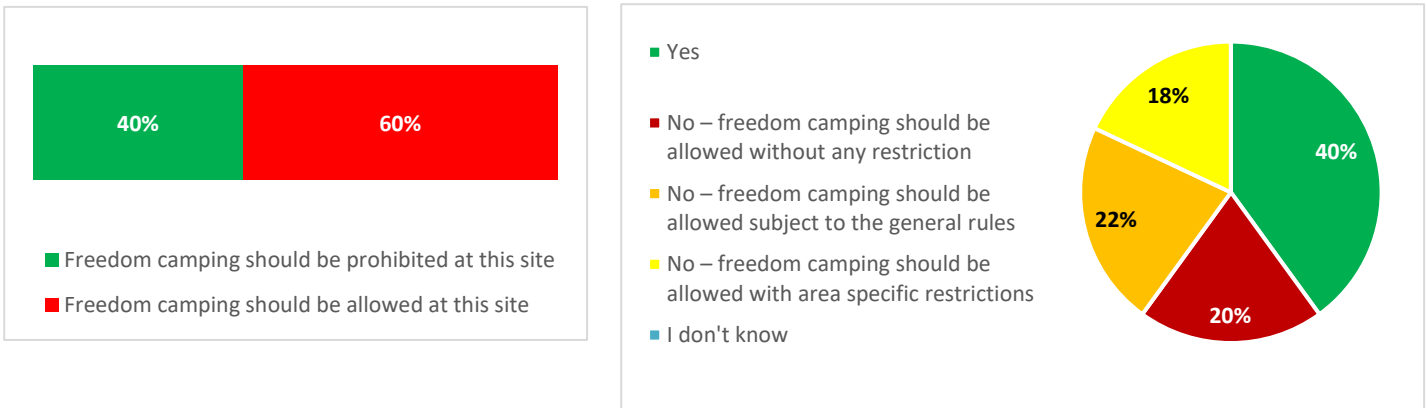
Proposal 3.4: Do you agree that freedom camping should be prohibited at Maraetai Community Hall Grounds?

50 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Maraetai Community Hall Grounds to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Maraetai Community Hall Grounds ⁷	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems for Aucklanders	2

Reasons for not supporting Prohibition at Maraetai Community Hall Grounds ⁷	Number of comments
Proposed rules are too strict	4

Suggested area-specific restrictions	n=1
2-night maximum stay, every 3 – 6 months	1

⁷ See Submitter Numbers 61, 87, 110, 122, 135, 197, 244, 259, 291, 367, 474, 516, 848, 854, 1081 and 1389 in Attachment D.

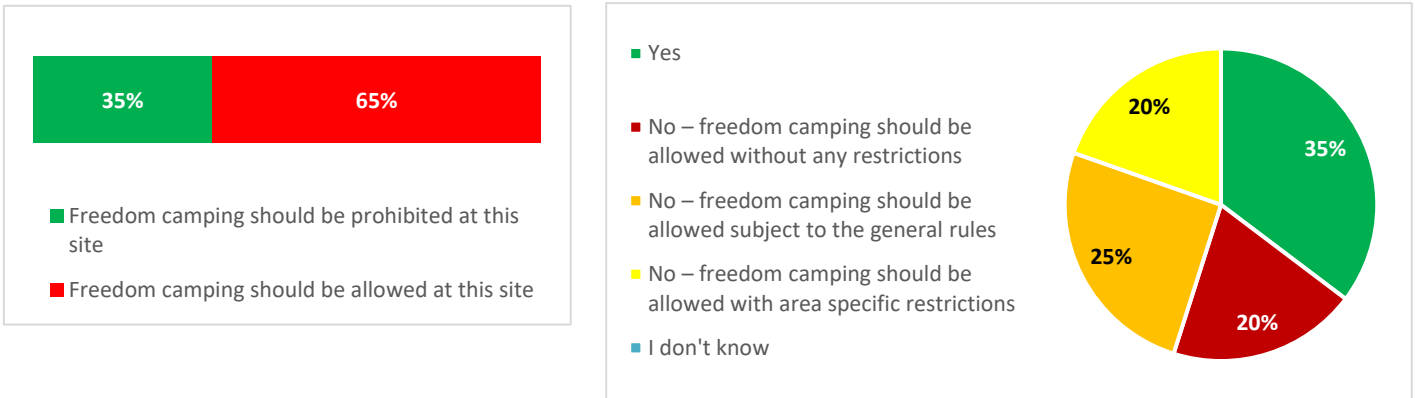
Proposal 3.5: Do you agree that freedom camping should be prohibited at Maraetai Park and Maraetai Foreshore?

51 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Maraetai Park and Maraetai Foreshore to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Maraetai Park and Maraetai Foreshore ⁸	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems for Aucklanders	4

“Already a very busy stretch of road in the summer with limited parking.”

Reasons for not supporting Prohibition at Maraetai Park and Maraetai Foreshore ⁸	Number of comments
Proposed rules are too strict	4
Fundamentally in favour of right to freedom camp	2

“There are very few places to stay in this area. Just because there is a boating marina doesn't mean it should not be able to be enjoyed by others and it's a lovely place to stay.”

Suggested area-specific restrictions	n=1
2-night maximum stay, every 3 – 6 months	1

⁸ See Submitter Numbers 87, 110, 121, 122, 135, 172, 244, 259, 291, 367, 474, 516, 848, 854, 1073, 1081, 1171 and 1389.

Proposal 3.6: Do you agree that freedom camping should be prohibited at Orere Point Library and Grounds?

44 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Franklin

Map: FR-P3

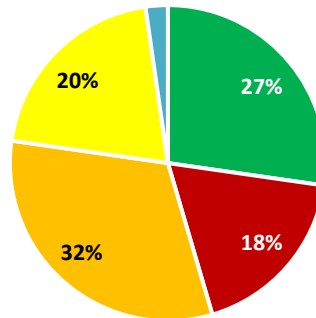


Support for Orere Point Library and Grounds to be a Prohibited Site – Overview and Detail

Overall response for freedom camping being prohibited at Orere Point Library



- Yes
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should be allowed with area specific restrictions
- I don't know



There were no specific comments supporting or opposing Orere Point Library and Grounds to be a Prohibited Site

Proposal 3.7: Do you agree that freedom camping should be prohibited at Orpheus Road Boatramp?

48 Have Your Say respondents answered this question.

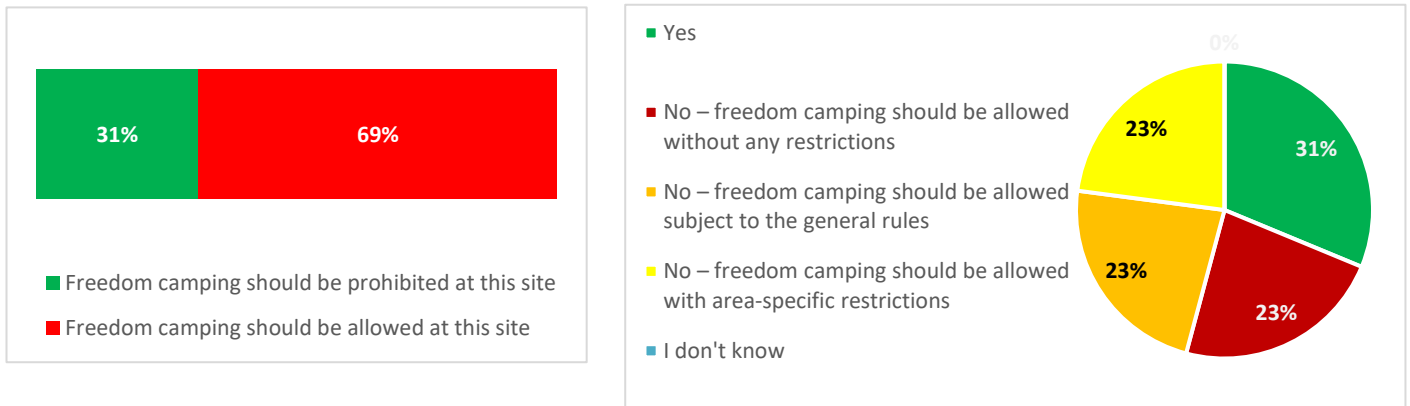
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Franklin

Map: FR-P4



Support for Orpheus Road Boatramp to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Orpheus Road Boatramp ⁹	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems for Aucklanders	3

Reasons for not supporting Prohibition at Orpheus Road Boatramp ⁹	Number of comments
Proposed rules are too strict	4
Fundamentally in favour of right to freedom camp	3

“No one is impacted by low key camping in this site.”

Suggested area-specific restrictions	n=1
2-night maximum stay, every 3 – 6 months	1

⁹ See Submitter Numbers 87, 110, 121, 122, 135, 172, 197, 259, 291, 367, 474, 516, 595, 667, 854, 1081 and 1389 in Attachment D.

Proposal 3.8: Do you agree that freedom camping should be prohibited at Blind Bay?

58 Have Your Say respondents answered this question.

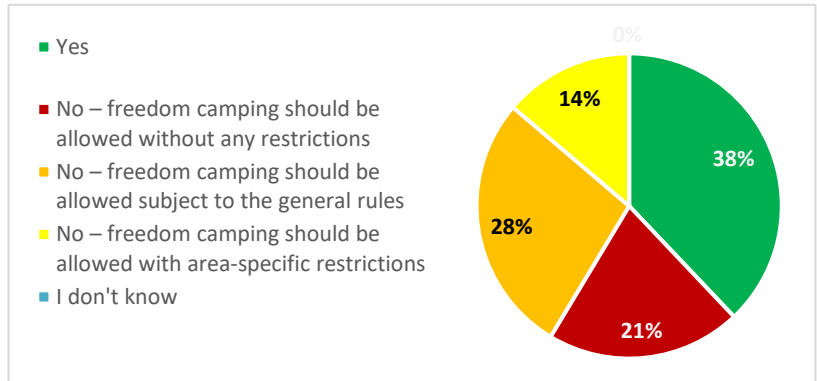
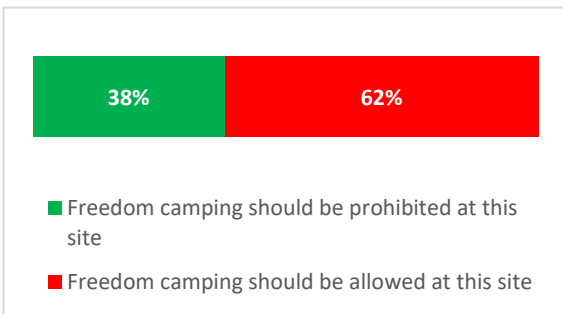
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Aotea / Great Barrier

Map: GBI-P1



Support for Blind Bay to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Blind Bay ¹⁰	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems for Aucklanders	3

“Great Barrier is finely balanced socially, environmentally and economically and tends to be a pretty peaceful place over a good part of the year. So, to allow freedom campers who could technically stay on the island as long as they like, wherever they like could prove to be very disruptive to both the environment and to the local communities.”

Reasons for not supporting Prohibition at Blind Bay ¹⁰	Number of comments
Fundamentally in favour of right to freedom camp	3
Proposed rules are too strict	3

“It's near the ferry terminal and thus easy access to visitors. There is very little accommodation on Great Barrier Island. Auckland Council must provide facilities for toilets, washing and beach bbqs.”

¹⁰ See Submitter Numbers 87, 110, 121, 122, 135, 172, 189, 259, 267, 291, 367, 379, 474, 508, 516, 854, 1127 and 1171 in Attachment D.

Proposal 3.9: Do you agree that freedom camping should be prohibited at Gooseberry Flat?

59 Have Your Say respondents answered this question.

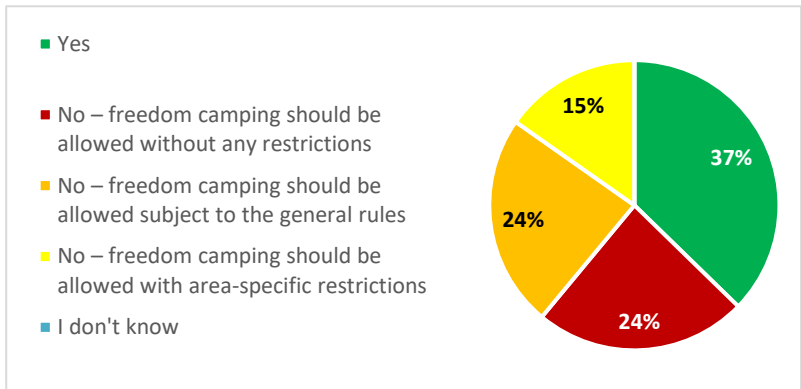
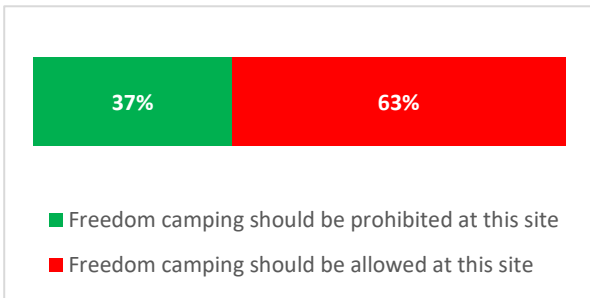
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Aotea / Great Barrier

Map: GBI-P2



Support for Gooseberry Flat to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Gooseberry Flat ¹¹	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems for Aucklanders	4

Reasons for not supporting Prohibition at Gooseberry Flat ¹¹	Number of comments
Fundamentally in favour of right to freedom camp	4
Proposed rules are too strict	3

“Council needs to add facilities here to make sure toilets, showers pay as you go are available here. Such as is done in Nelson by the city council and Motueka by Tasman District Council.”

¹¹ See Submitter Numbers 87, 110, 122, 135, 172, 189, 259, 267, 291, 367, 379, 474, 516, 854, 1127, 1171 in Attachment D.

Proposal 3.10: Do you agree that freedom camping should be prohibited at Medlands Carpark?

58 Have Your Say respondents answered this question.

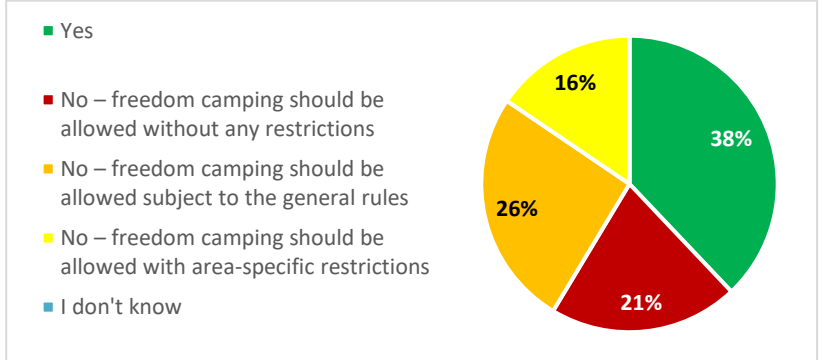
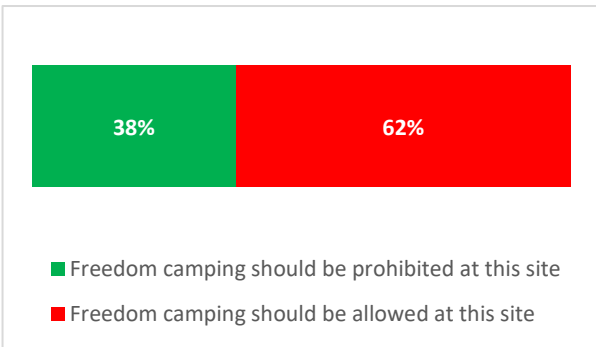
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Aotea / Great Barrier

Map: GBI-P3



Support for Medlands Carpark to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Medlands Carpark ¹²	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems for Aucklanders	4

Reasons for not supporting Prohibition at Medlands Carpark ¹²	Number of comments
Fundamentally in favour of right to freedom camp	3
Proposed rules are too strict	2

“Good spot near popular Medlands beach. Council needs to add facilities here to make sure toilets, showers pay as you go are available here.”

¹² See Submitter Numbers 87, 110, 121, 122, 135, 172, 189, 259, 267, 291, 367, 379, 474, 516, 854, 1171 in Attachment D.

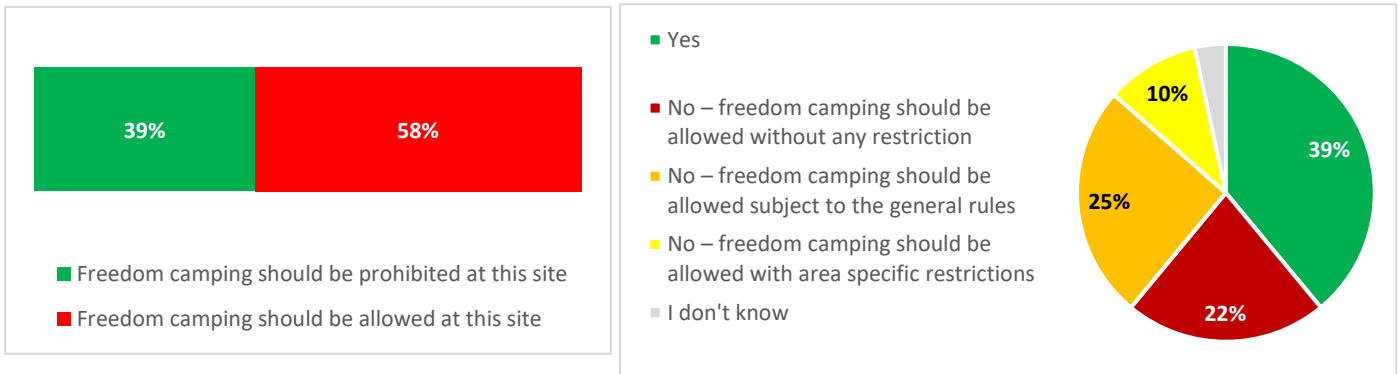
Proposal 3.11: Do you agree that freedom camping should be prohibited at Old Service Centre?

59 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Old Service Centre to be a Prohibited Site – Overview and Detail



Reasons for supporting Prohibition at Old Service Centre ¹³	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems for Aucklanders	4
“Freedom campers are a menace. They leave their rubbish and waste in the street or where they park up. They should stick to camp grounds.”	

Reasons for not supporting Prohibition at Old Service Centre ¹³	Number of comments
Proposed rules are too strict	3
Fundamentally in favour of right to freedom camp	2
“Close to services and shops that will benefit from freedom campers.”	

¹³ See Submitter Numbers 87, 110, 122, 135, 172, 259, 267, 291, 367, 379, 474, 516, 854, 1127 and 1171 in Attachment D.

Proposal 3.12: Do you agree that freedom camping should be prohibited at Metro Park East?

100 Have Your Say respondents answered this question.

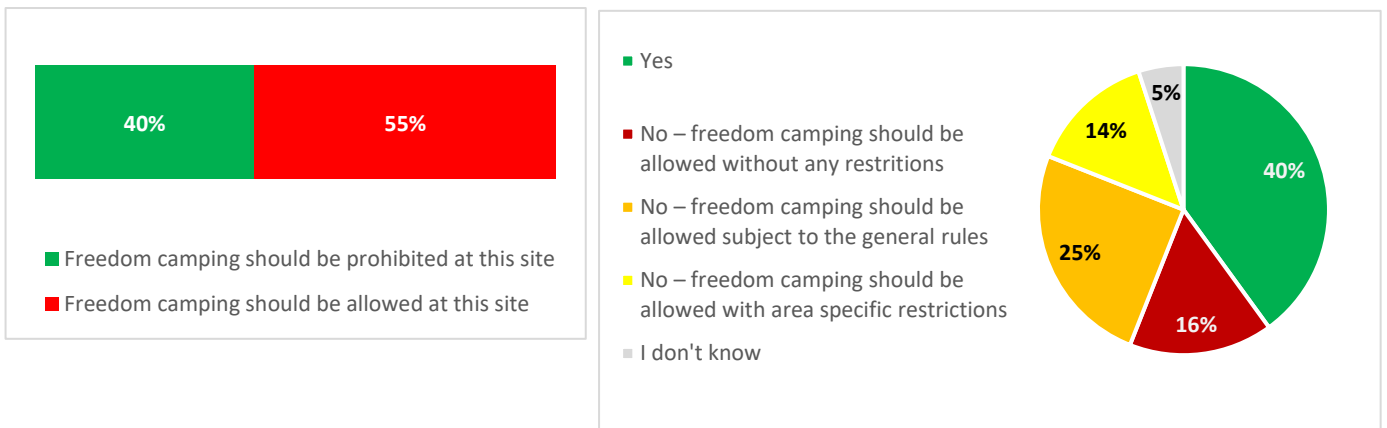
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting by providing a comment.

Local Board Area: Hibiscus and Bays

Map: HB-P1



Support for Metro Park East to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Metro Park East ¹⁴	Number of comments
Fundamentally opposed to freedom camping	8
Freedom camping causes problems for Aucklanders	6

Reasons for opposing prohibition at Metro Park East ¹⁴	Number of comments
Proposed rules are too strict	4
Fundamentally in favour of right to freedom camp	2

“This is a wonderful site away from a Residential area and is incredibly convenient for campervans carrying E-Bikes to make use of the wonderful estuary track. As the area is so big, a designated area for up to 10 vehicles could be easily created.”

Suggested area-specific restrictions	n=1
1-night maximum stay	1

¹⁴ See Submitter Numbers 87, 122, 151, 231, 247, 259, 267, 287, 291, 308, 323, 367, 374, 379,450, 474, 516, 589, 664, 810, 824, 848, 854, 976, 984, 1041 and 1127 in Attachment D.

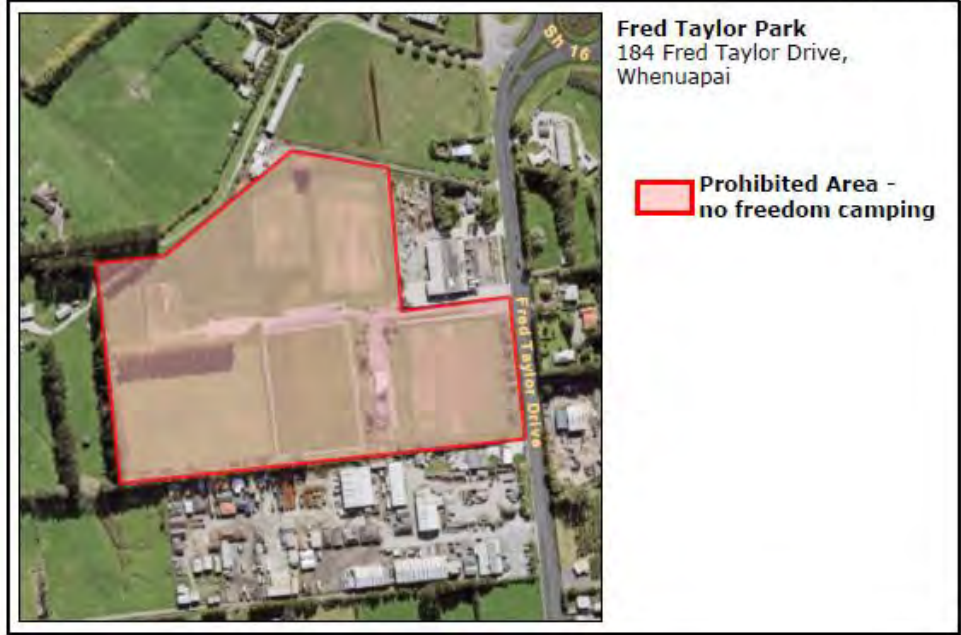
Proposal 3.13: Do you agree that freedom camping should be prohibited at Fred Taylor Park?

56 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Henderson-Massey

Map: HM-P1



Support for Fred Taylor Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Fred Taylor Park ¹⁵	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems for Auckland	3
“Not what I call a scenic holiday pit stop.”	

Reasons for opposing prohibition at Fred Taylor Park ¹⁵	Number of comments
Proposed rules are too strict	3
Fundamentally in favour of right to freedom camp	1
“A perfectly good park and feel safe staying there.”	

¹⁵ See Submitter Numbers 120, 122, 135, 259, 267, 291, 367, 374, 379, 474, 485, 516, 854, 1146, 1171, 1192 and 1262 in Attachment D.

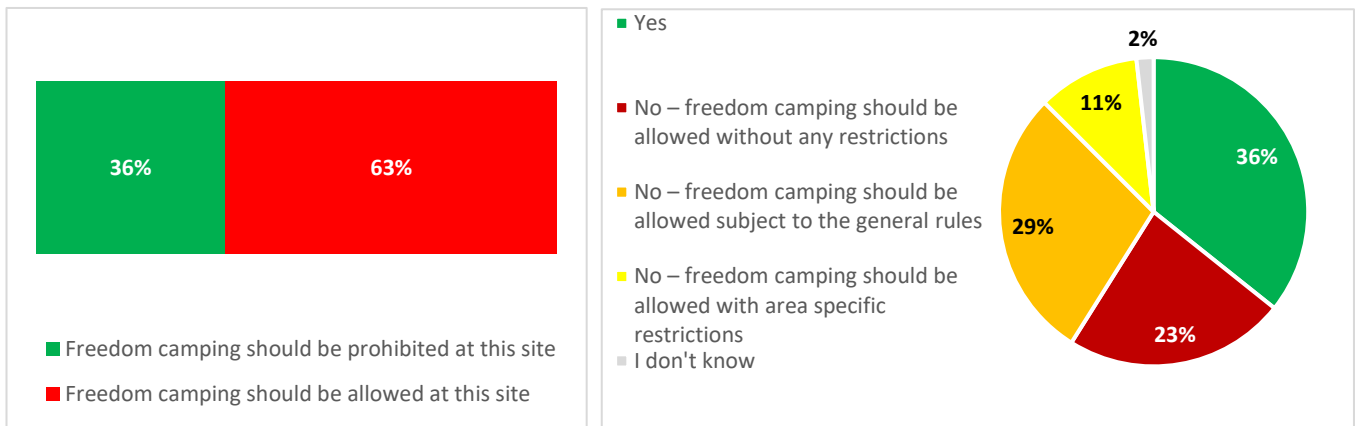
Proposal 3.14: Do you agree that freedom camping should be prohibited at McLeod Park?

56 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting by providing a comment.



Support for McLeod Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at McLeod Park ¹⁶	Number of comments
Fundamentally opposed to freedom camping	7
Freedom Camping causes problems for Auckland	4

Reasons for opposing prohibition at McLeod Park ¹⁶	Number of comments
Proposed rules are too strict	3
Fundamentally in favour of right to freedom camp	1

¹⁶ See Submitter Numbers 122, 259, 267, 291, 321, 367, 374, 379, 474, 485, 516, 854 and 1192 in Attachment D.

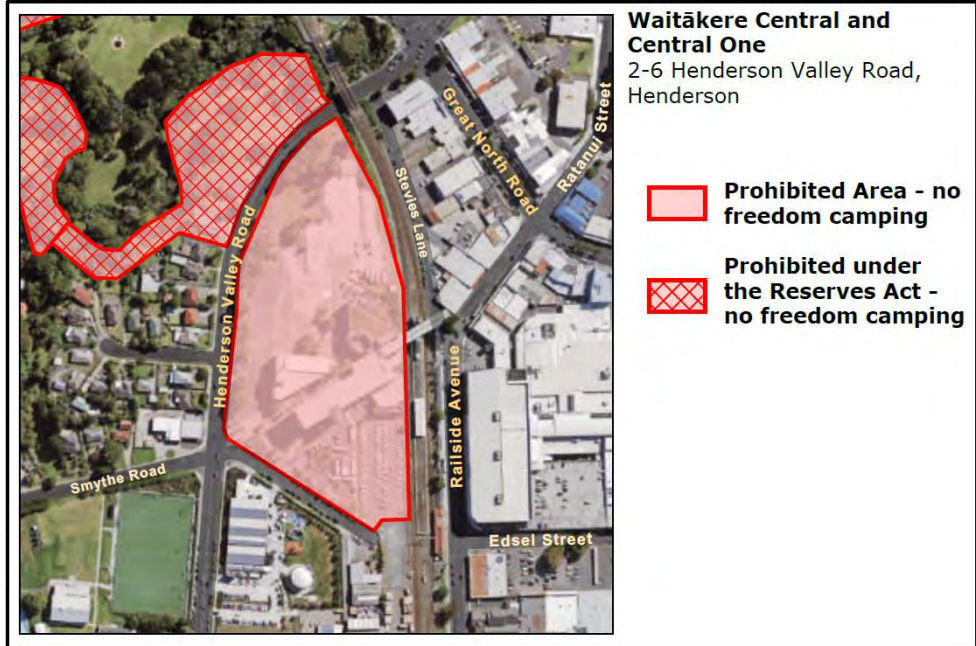
Proposal 3.15: Do you agree that freedom camping should be prohibited at Waitakere Central and Central One?

56 Have Your Say respondents answered this question.

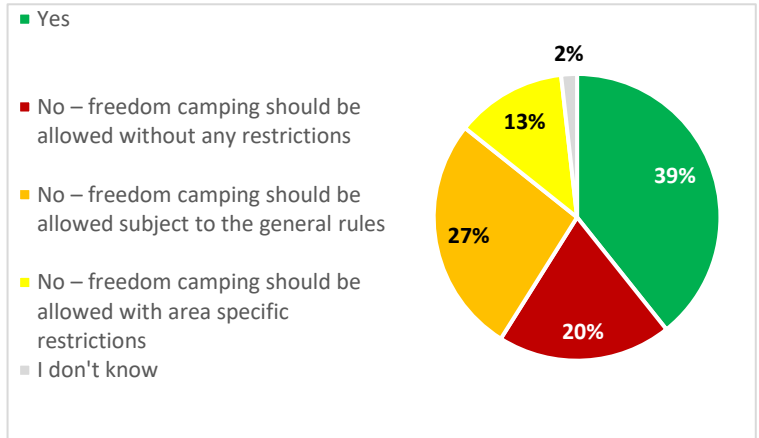
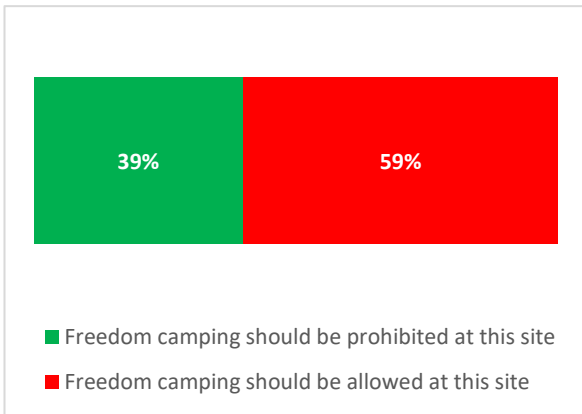
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting by providing a comment.

Local Board Area: Henderson-Massey

Map: HM-P3



Support for Waitakere Central and Central One to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Waitakere Central and Central One ¹⁷	Number of comments
Fundamentally opposed to freedom camping	7
Freedom camping causes problems for Auckland	5
“Would just turn the area to scum. Already enough problems in Henderson.”	

Reasons for opposing prohibition at Waitakere Central and Central One ¹⁷	Number of comments
Proposed rules are too strict	3
Fundamentally in favour of right to freedom camp	1
“This is in an industrial area and is suitable for freedom camp.”	

¹⁷ See Submitter Numbers 122, 135, 151, 259, 291, 367, 374, 379, 474, 485, 516, 854, 1146, 1171 and 1192 in Attachment D.

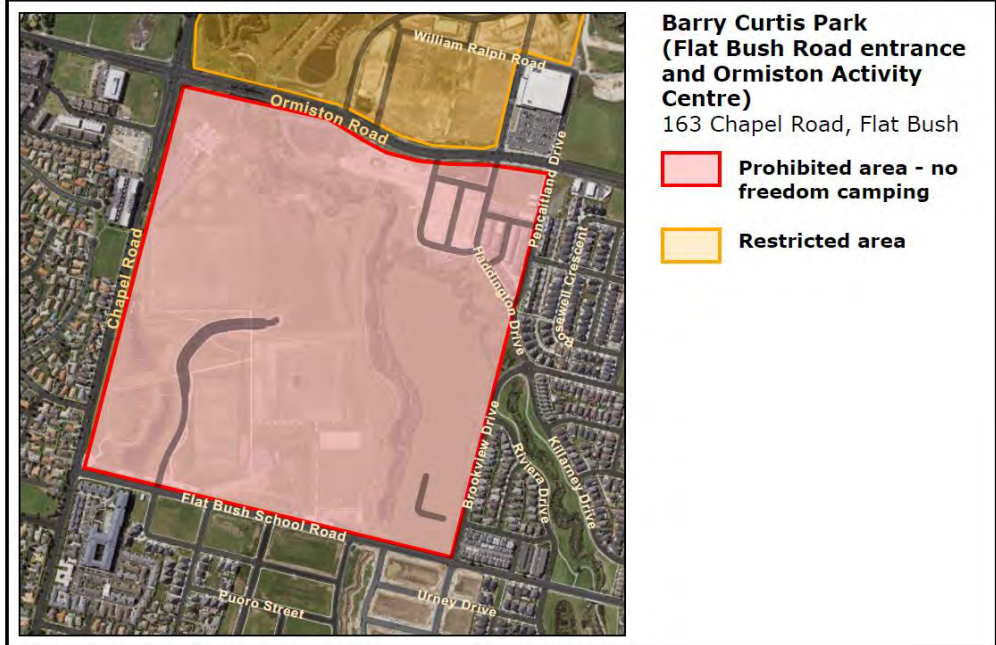
Proposal 3.16: Do you agree that freedom camping should be prohibited at Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre)?

70 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting by providing a comment.

Local Board Area: Howick

Map: HW-P1



Support for Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) ¹⁸	Number of comments
Fundamentally opposed to freedom camping	9
Proposed rules are too loose	7

Reasons for opposing prohibition at Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) ¹⁸	Number of comments
Proposed rules are too strict	6

“I think there needs to be somewhere in the Howick, Pakuranga & Botany area where people can stay overnight with rules. Barry Curtis Park would be one suggestion I would make as it is an area that has ample room for such provision to be made.”

Suggested area-specific restrictions	n=2
1-night maximum stay	2

¹⁸ See Submitter Numbers 122, 151, 259, 267, 291, 367, 374, 379, 516, 810, 854, 975, 1114, 1171, 1303, 1314 and 1347.

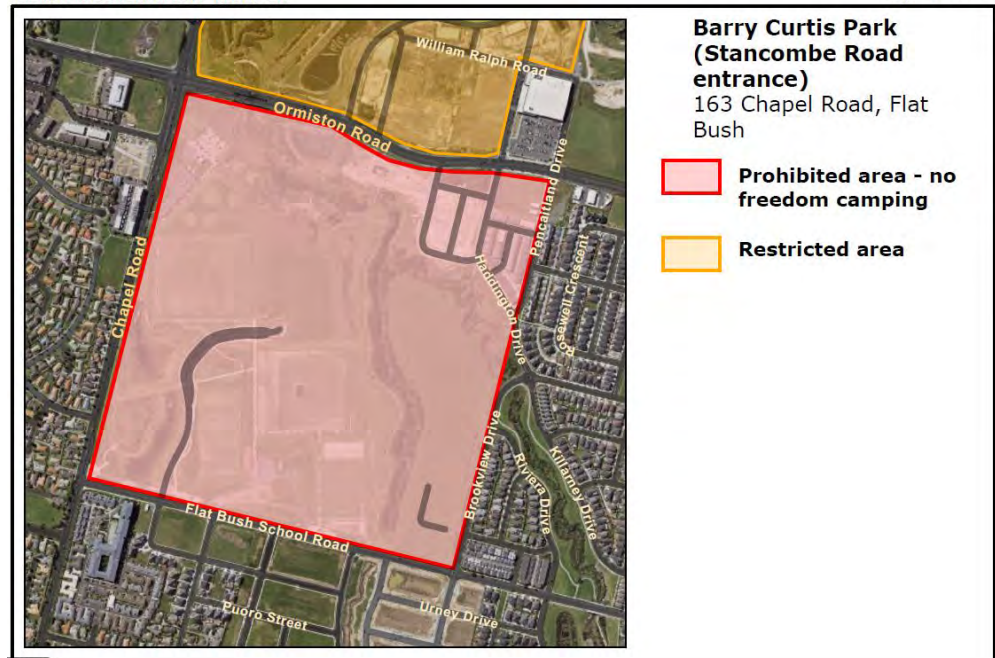
Proposal 3.17: Do you agree that freedom camping should be prohibited at Barry Curtis Park (Stancombe Road entrance)?

Local Board Area: Howick

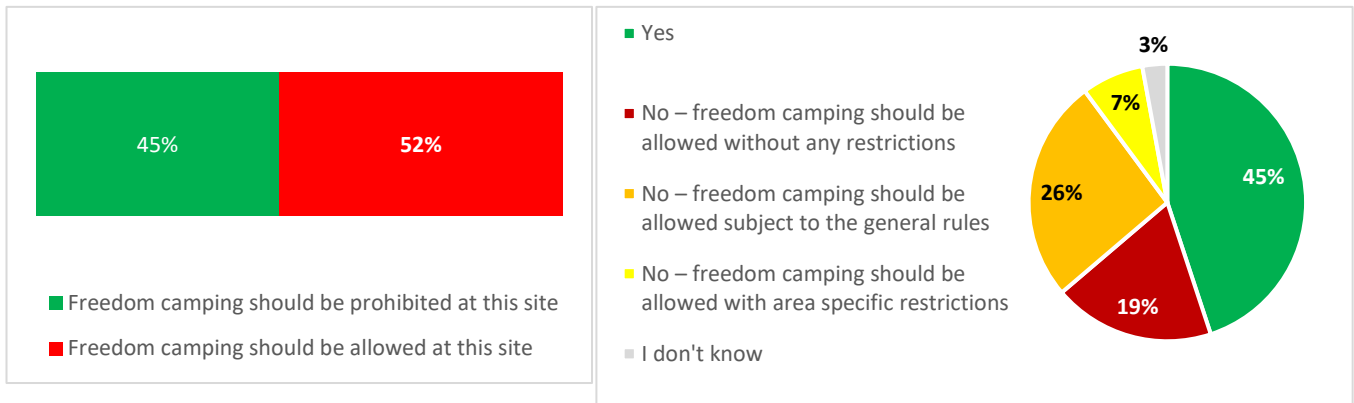
Map: HW-P2

69 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Barry Curtis Park (Stancombe Road entrance) to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Barry Curtis Park (Stancombe Road entrance) ¹⁹	Number of comments
Fundamentally opposed to freedom camping	6
Proposed rules are too loose	4
“I support the prohibition only with the inclusion of the Chapel Road entrance site being available for freedom camping.”	

Reasons for opposing prohibition at Barry Curtis Park (Stancombe Road entrance) ¹⁹	Number of comments
Proposed rules are too strict	4

Suggested area-specific restrictions	n=1
1-night maximum stay	1

¹⁹ See Submitter Numbers 122, 151, 259, 267, 291, 367, 379, 516, 810, 854, 1314 and 1347 in Attachment D.

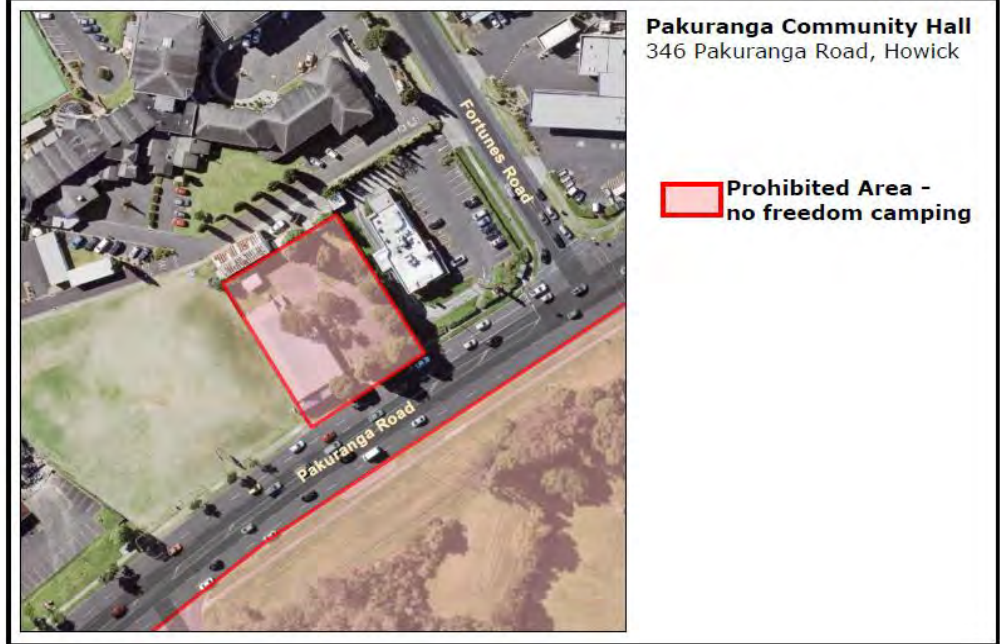
Proposal 3.18: Do you agree that freedom camping should be prohibited at Pakuranga Community Hall?

Local Board Area: Howick

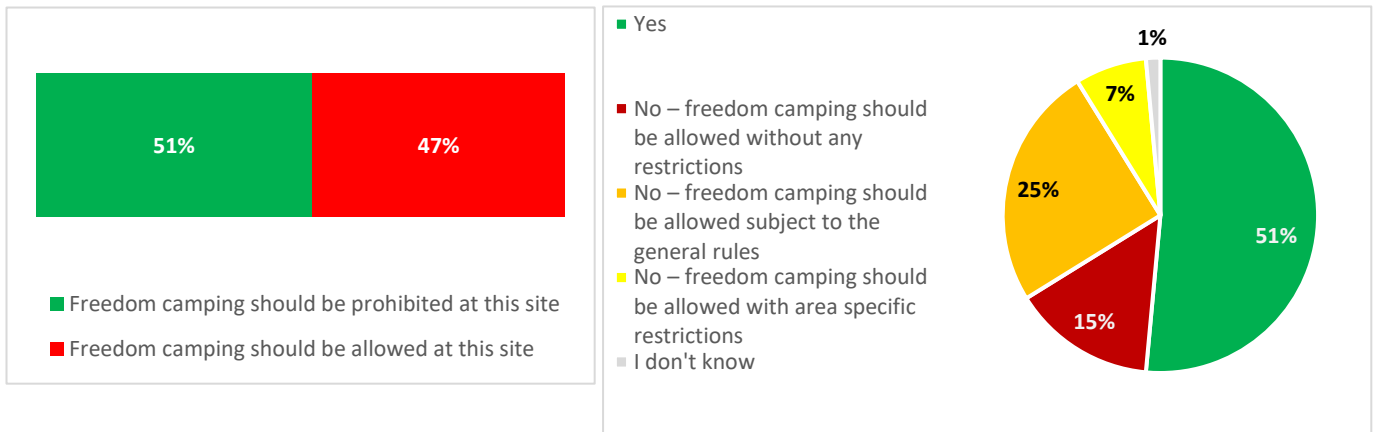
Map: HW-P3

68 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Pakuranga Community Hall to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Pakuranga Community Hall ²⁰	Number of comments
Fundamentally opposed to freedom camping	10
Proposed rules are too loose	5
"It's a community facility and parking should only be available for those using the facility not overnight."	

Reasons for opposing prohibition at Pakuranga Community Hall ²⁰	Number of comments
Proposed rules are too strict	6
"It's a good site but would need limits on numbers so it doesn't inconvenience hall users."	

Suggested area-specific restrictions	n=1
1-night maximum stay	1

²⁰ See Submitter Numbers 122, 135, 151, 259, 291, 367, 374, 379, 481, 516, 642, 854, 886, 975, 1114, 1171, 1314 and 1347.

Proposal 3.19: Do you agree that freedom camping should be prohibited at Gloucester Park North?

Local Board Area: Maungakiekie-Tāmaki

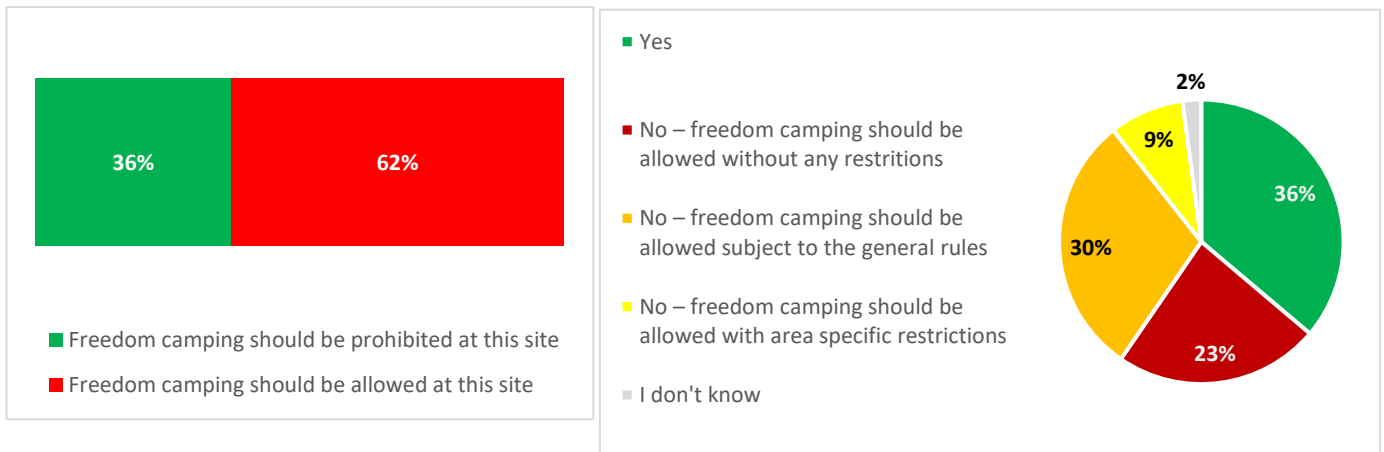
Map: MT-P1

47 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Gloucester Park North to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Gloucester Park North ²¹	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems for Auckland	3

Reasons for opposing prohibition at Gloucester Park North ²¹	Number of comments
Proposed rules are too strict	4
Fundamentally in favour of right to freedom camp	1

“Prohibition is excessive and against the spirit of the legislation - what is so special about this area?
Seems a suitable place for freedom camping to me.”

Suggested area specific restrictions	n=1
2-night maximum stay, every 3 – 6 months	1

²¹ See Submitter Numbers 110, 122, 151, 203, 231, 259, 267, 291, 367, 379, 499, 516, 537, 606, 854, 991, 1068 and 1171 in Attachment D.

Proposal 3.20: Do you agree that freedom camping should be prohibited at Weymouth Community Hall?

44 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Manurewa

Map: MR-P1



Support for Weymouth Community Hall to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Weymouth Community Hall ²²	Number of comments
Fundamentally opposed to freedom camping	6
Freedom Camping causes problems for Auckland	3
“A community hall is not a camp ground by any stretch of the imagination.”	

Reasons for opposing prohibition at Weymouth Community Hall ²²	Number of comments
Proposed rules are too strict	2
Fundamentally in favour of right to freedom camp	1

²² See Submitter Numbers 122, 151, 203, 259, 291, 367, 379, 503, 516 and 854 in Attachment D.

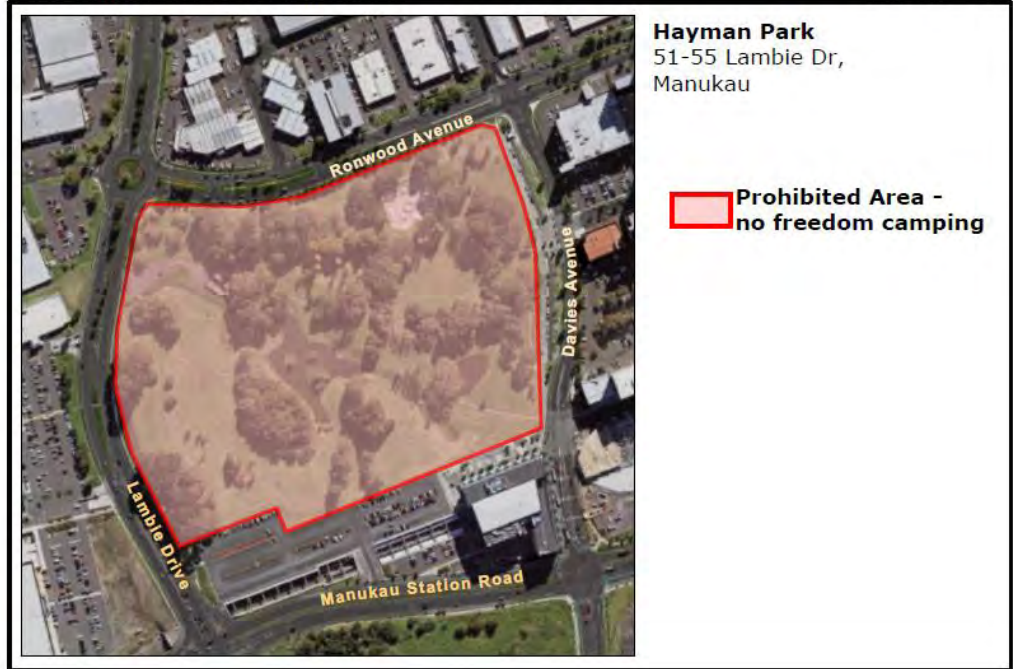
Proposal 3.21: Do you agree that freedom camping should be prohibited at Hayman Park?

Local Board Area: Ōtara-Papatoetoe

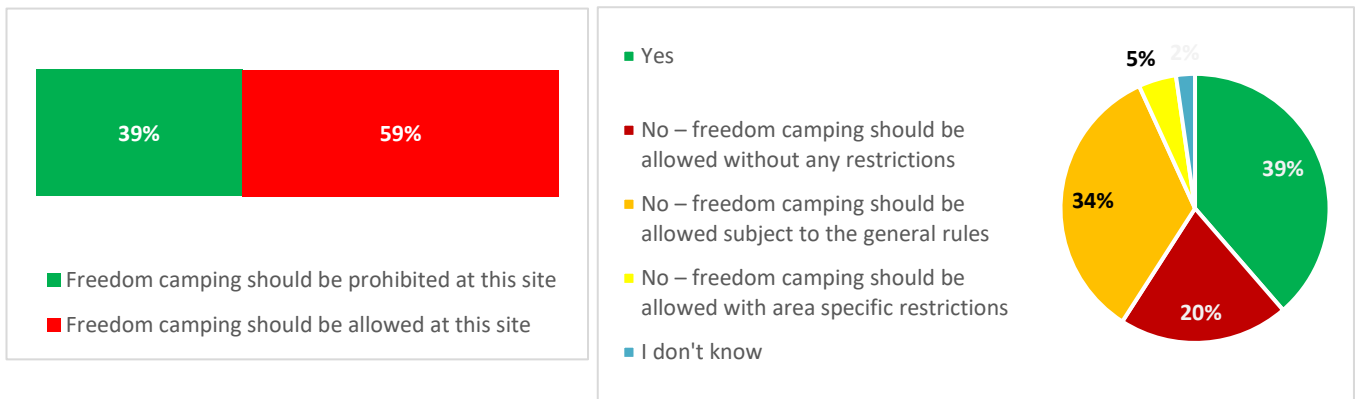
Map: OP-P1

44 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Hayman Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Hayman Park ²³	Number of comments
Fundamentally opposed to freedom camping	7
Proposed rules are too loose	3
“That’s a big area if campers potentially find themselves in trouble.”	

Reasons for opposing prohibition at Hayman Park ²³	Number of comments
Proposed rules are too strict	3

²³ See Submitter Numbers 122, 151, 203, 259, 267, 291, 367, 379, 503, 516, 854 and 1171 in Attachment D.

Proposal 3.22: Do you agree that freedom camping should be prohibited at Otaru Town Centre?

44 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting by providing a comment.



Support for Otaru Town Centre to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Otaru Town Centre ²⁴	Number of comments
Fundamentally opposed to freedom camping	6
Proposed rules are too loose	4
“Would encourage homelessness.”	

Reasons for opposing prohibition at Otaru Town Centre ²⁴	Number of comments
Proposed rules are too strict	3

²⁴ See Submitter Numbers 122, 151, 203, 259, 267, 291, 367, 379, 499, 503, 516 and 854 in Attachment D.

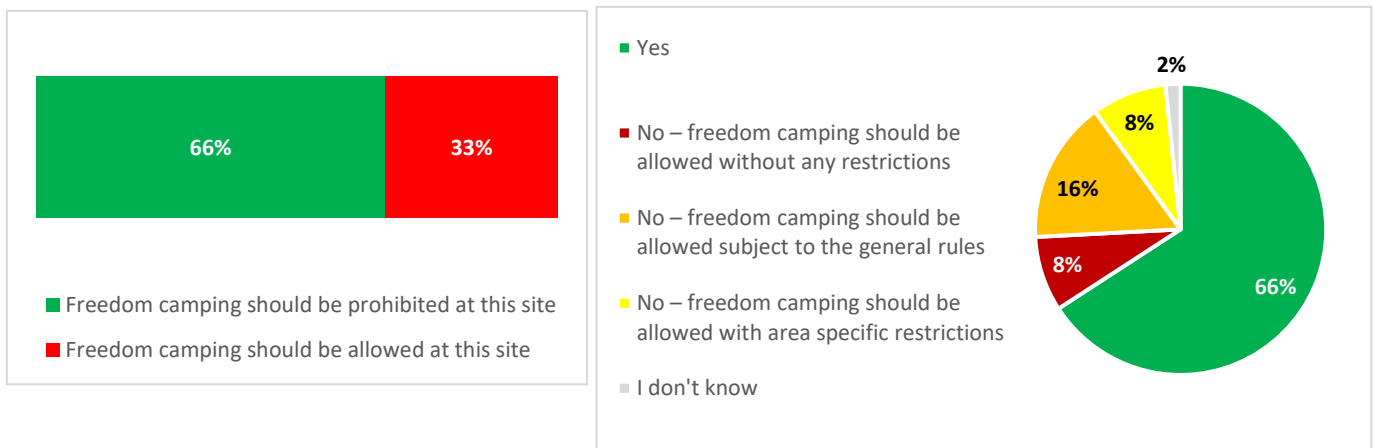
Proposal 3.23: Do you agree that freedom camping should be prohibited at St Heliers Community Library and Hall?

120 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for St Heliers Community Library and Hall to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at St Heliers Community Library and Hall ²⁵	Number of comments
Fundamentally opposed to freedom camping	29
Proposed rules are too loose	17
“The roads are already crowded and tight for passers by, cyclists and with parking. The area already has parking issues, just no need to make it worse. This area needs less traffic - not more. Parking bays have recently been removed.”	

Reasons for opposing prohibition at St Heliers Community Library and Hall ²⁵	Number of comments
Proposed rules are too strict	7
Fundamentally in favour of right to freedom camp	2
“This will at the very least keep unsightly vans off Tamaki Drive.”	

²⁵ See Submitter Numbers 10, 19, 24, 30, 61, 66, 67, 122, 131, 135, 151, 203, 231, 259, 291, 374, 376, 378, 379, 386, 387, 390, 396, 403, 404, 513, 516, 522, 618, 854, 979, 1030, 1071, 1072, 1180, 1245, 1317, 1322, 1383, 1399, 1467, 1481, 1485 and 1491 in Attachment D.

Proposal 3.24: Do you agree that freedom camping should be prohibited at Helensville Civic Centre Grounds?

46 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Helensville Civic Centre Grounds to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Helensville Civic Centre Grounds ²⁶	Number of comments
Fundamentally opposed to freedom camping	3
Freedom camping causes problems for Auckland	2

Reasons for opposing prohibition at Helensville Civic Centre Grounds ²⁶	Number of comments
Proposed rules are too strict	2

“There’s plenty of public open space and no environmental reasons for prohibiting freedom camping here.”

Suggested area-specific restrictions	n=1
1-night maximum stay, between the hours of 6:00pm and vacating at 9:00am	1

²⁶ See Submitter Numbers 122, 151, 247, 259, 267, 291, 613, 778, 810, 854, 984, 1081, 1127, 1147 and 1352 in Attachment D
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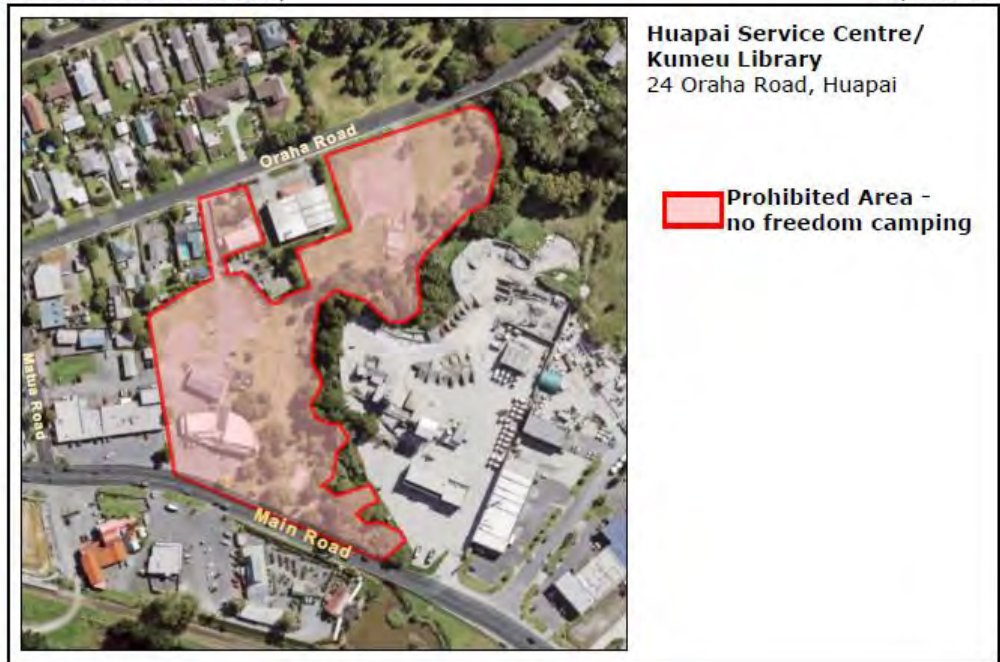
Proposal 3.25: Do you agree that freedom camping should be prohibited at Huapai Service Centre?

42 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Rodney

Map: RD-P2



Support for Huapai Service Centre to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Huapai Service Centre ²⁷	Number of comments
Fundamentally opposed to freedom camping	4

Reasons for opposing prohibition at Huapai Service Centre ²⁷	Number of comments
Proposed rules are too strict	2
Fundamentally in favour of right to freedom camp	2
“Plenty of space at the pump station, very suitable.”	

Suggested area-specific restrictions	n=1
1-night maximum stay, between the hours of 6:00pm and vacating at 9:00am	1

²⁷ See Submitter Numbers 122, 151, 247, 259, 267, 291, 516, 613, 778, 810, 854, 1081 and 1352 in Attachment D.

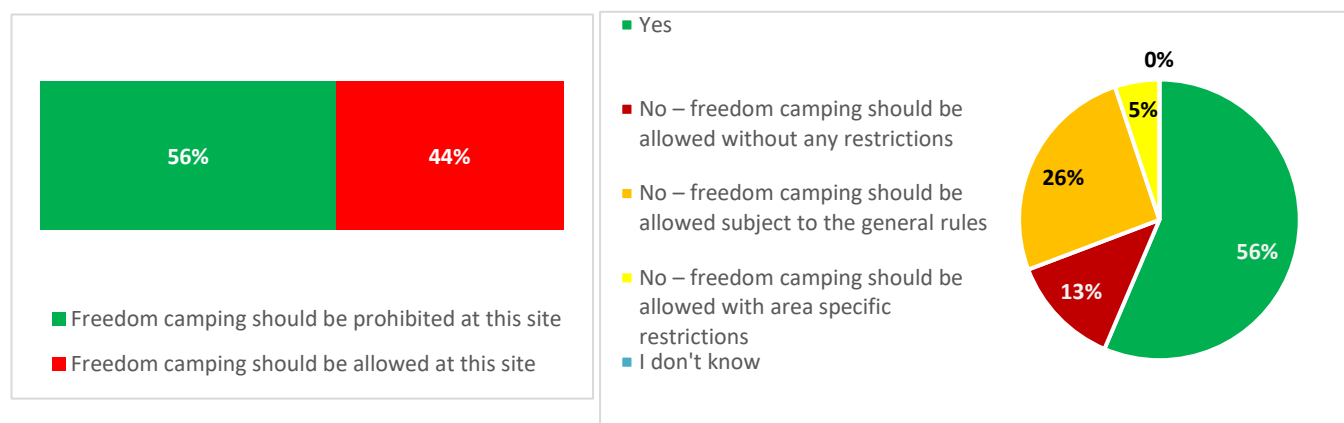
Proposal 3.26: Do you agree that freedom camping should be prohibited at Leigh Library and Grounds?

78 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Leigh Library and Grounds to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Leigh Library and Grounds ²⁸	Number of comments
Fundamentally opposed to freedom camping	4
Proposed rules are too loose	4
“There is already a local council owned campsite only 3 km away.”	

Reasons for opposing prohibition at Leigh Library and Grounds ²⁸	Number of comments
Proposed rules are too strict	2
Fundamentally in favour of right to freedom camp	2

Suggested area-specific restrictions	n=1
1-night maximum stay, between the hours of 6:00pm and vacating at 9:00am	1

²⁸ See Submitter Numbers 122, 151, 201, 247, 259, 267, 291, 345, 516, 527, 589, 613, 778, 810, 854, 1081, 1091, 1130, 1164, 1215, 1262 and 1352 in Attachment D.

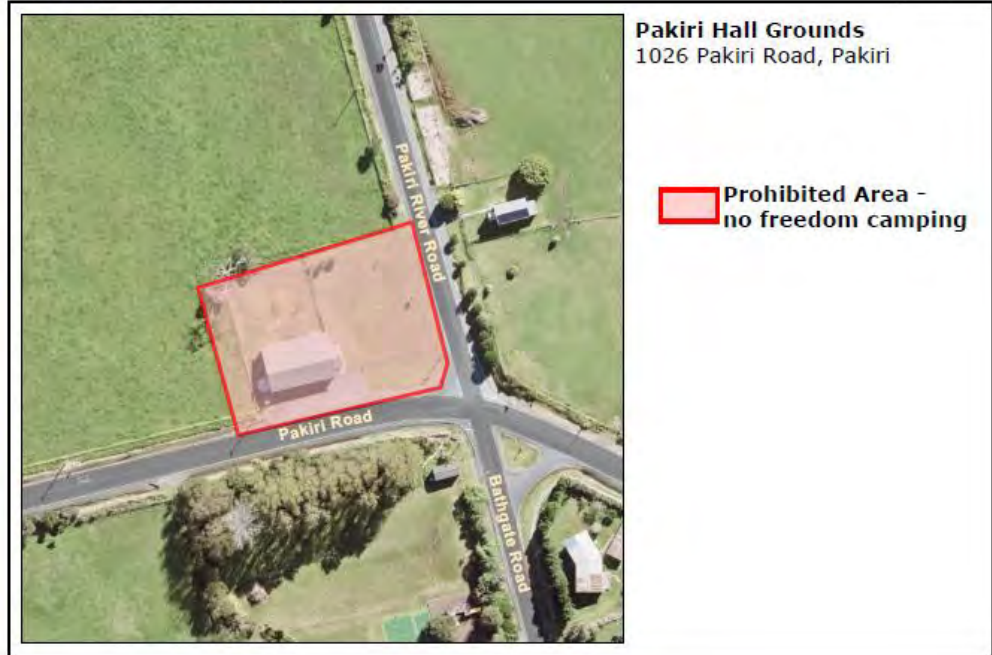
Proposal 3.27: Do you agree that freedom camping should be prohibited at Pakiri Hall Grounds?

61 Have Your Say respondents answered this question.

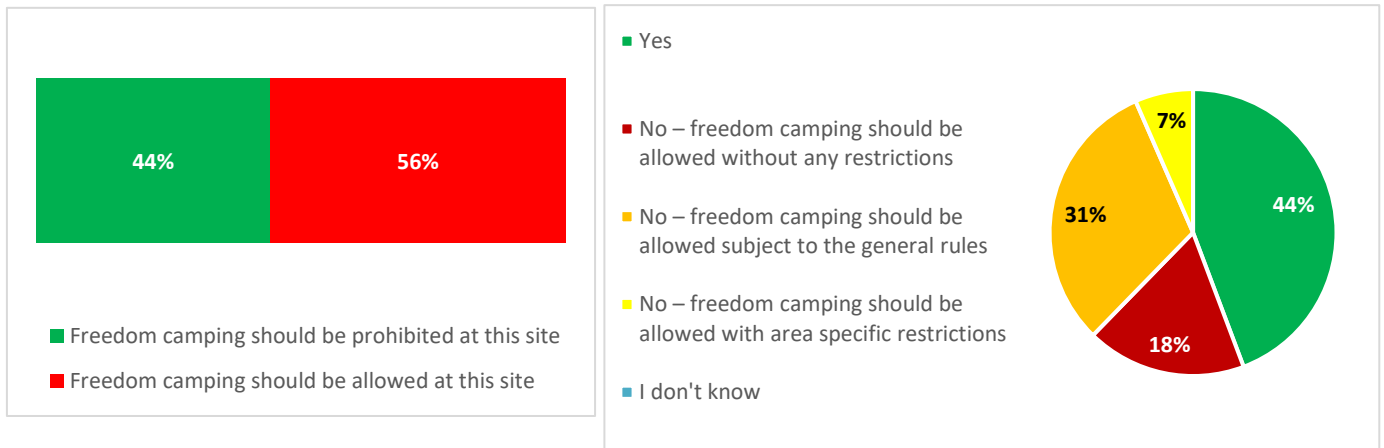
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Rodney

Map: RD-P4



Support for Parkiri Hall Grounds to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Parkiri Hall Grounds ²⁹	Number of comments
Fundamentally opposed to freedom camping	6

“This is an essential local amenity, cared for by the community and is a quintessential asset in the area. In addition to this area the green space between the camp ground and car park by the beach should be restricted so that locals and day trippers can park and access the beach.”

Reasons for opposing prohibition at Parkiri Hall Grounds ²⁹	Number of comments
Proposed rules are too strict	3

Suggested area-specific restrictions	n=2
1-night maximum stay	1
1-night maximum stay, between the hours of 6:00pm and vacating at 9:00am	1

²⁹ See Submitter Numbers 122, 151, 247, 259, 267, 291, 516, 527, 589, 613, 660, 778, 810, 854, 1081, 1352, 1405 and 1594.

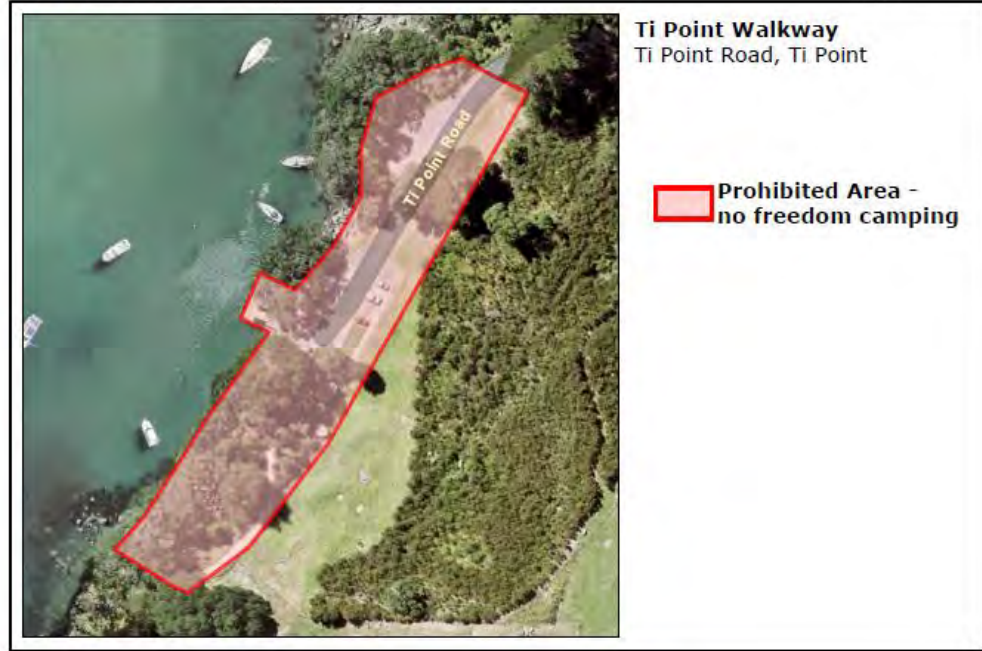
Proposal 3.28: Do you agree that freedom camping should be prohibited at Ti Point Walkway?

79 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Rodney

Map: RD-P5



Support for Ti Point Walkway to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Ti Point Walkway ³⁰	Number of comments
Fundamentally opposed to freedom camping	5
Freedom Camping causes problems for Auckland	2
“Parking here is at a premium for those wishing to enjoy the walkway. It is not appropriate for freedom camping.”	

Reasons for opposing prohibition at Ti Point Walkway ³⁰	Number of comments
Proposed rules are too strict	4
Fundamentally in favour of right to freedom camp	4

Suggested area-specific restrictions	n=1
1-night maximum stay, vacating at 9:00am	1

³⁰ See Submitter Numbers 122, 151, 201, 247, 259, 267, 291, 516, 527, 528, 589, 613, 624, 778, 854, 1081, 1127, 1160, 1210, 1262, 1352, 1420, 1442, 1472 and 1521.

Proposal 3.29: Do you agree that freedom camping should be prohibited at Waimauku War Memorial Hall?

42 Have Your Say respondents answered this question.

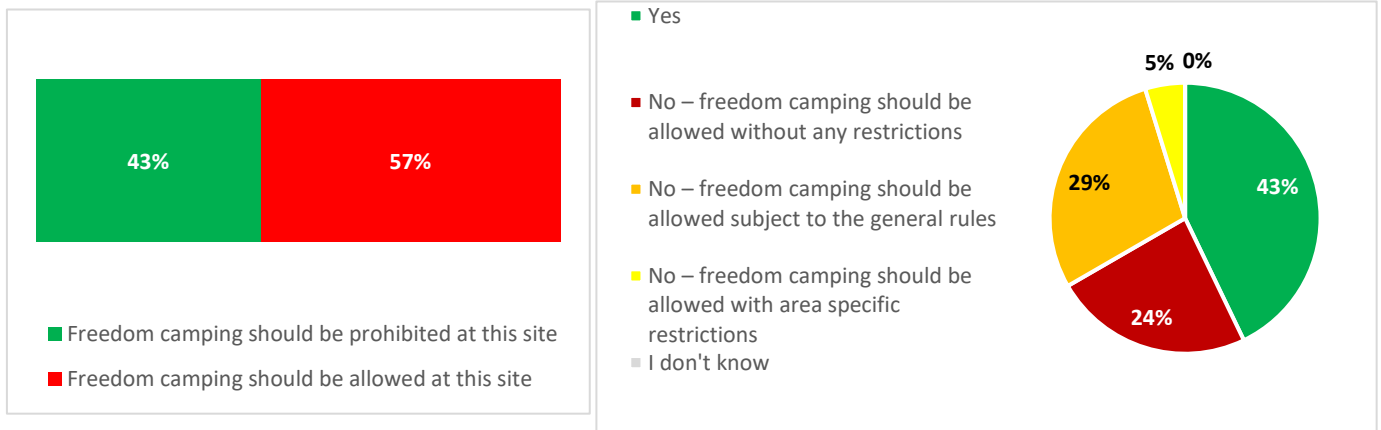
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Rodney

Map: RD-P6



Support for Waimauku War Memorial Hall to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Waimauku War Memorial Hall ³¹	Number of comments
Fundamentally opposed to freedom camping	4
Proposed rules are too loose	1

Reasons for opposing prohibition at Waimauku War Memorial Hall ³¹	Number of comments
Proposed rules are too strict	2

“There are no reasons for prohibiting freedom camping here. In fact it would improve security for facilities on the site. There is adequate space and public facilities to provide for camping, and it can be accommodated without disrupting neighbours.”

Suggested area-specific restrictions	n=1
1-night maximum stay, between the hours of 6:00pm and vacating at 9:00am	1

³¹ See Submitter Numbers 122, 151, 247, 259, 291, 516, 613, 778, 810, 854, 1081 and 1352 in Attachment D.

Proposal 3.30: Do you agree that freedom camping should be prohibited at Warkworth Town Hall Grounds?

Local Board Area: Rodney

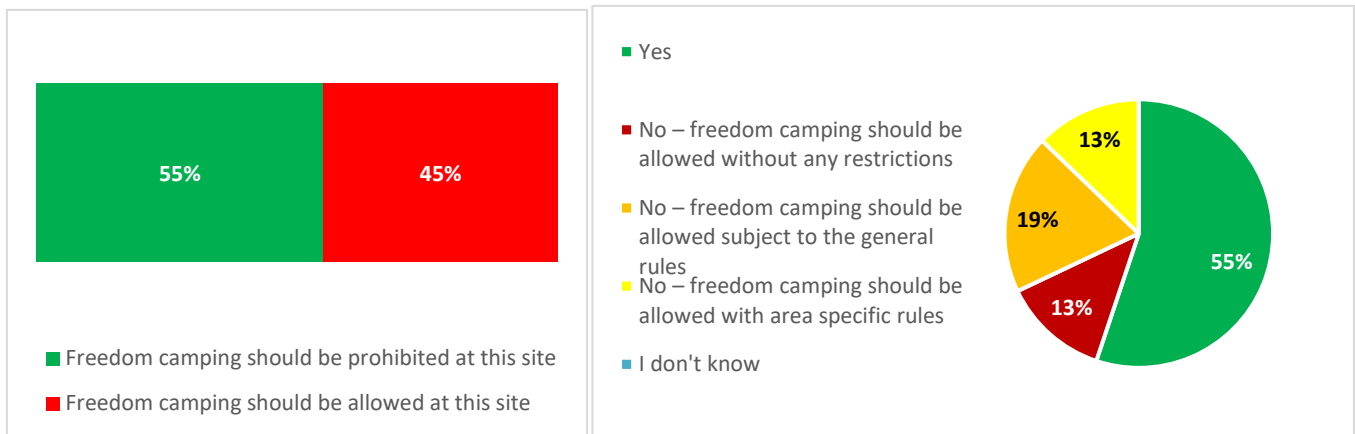
Map: RD-P7

78 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Warkworth Town Hall Grounds to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Warkworth Town Hall Grounds ³²	Number of comments
Fundamentally opposed to freedom camping	4
Proposed rules are too loose	1

Reasons for opposing prohibition at Warkworth Town Hall Grounds ³²	Number of comments
Proposed rules are too strict	4

“There's no harm from freedom camping here. In fact the more sites like this, the better because it distributes and dilutes campers across more sites, avoiding concentration effects.”

Suggested area-specific restrictions	n=2
1-night maximum stay	1
2-night maximum stay, once every six months	1

³² See Submitter Numbers 122, 151, 247, 259, 287, 291, 516, 589, 627, 778, 854, 984, 1081 and 1352 in Attachment D.

Proposal 3.31: Do you agree that freedom camping should be prohibited at North Shore Memorial Park?

67 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for North Shore Memorial Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at North Shore Memorial Park ³³	Number of comments
Fundamentally opposed to freedom camping	9
Proposed rules are too loose	5
"They should pay to stay in a campsite and not wreck a park with their rubbish and sewage and noise."	

Reasons for opposing prohibition at North Shore Memorial Park ³³	Number of comments
Proposed rules are too strict	6
Fundamentally in favour of right to freedom camp	2
"Be ideal for parking to be able to have a night for a quick visit on the North Shore."	

Suggested area specific restrictions	n=3
1-night maximum stay	3
Must vacate by 9:00am	1

³³ See Submitter Numbers 110, 122, 133, 151, 247, 259, 267, 287, 291, 367, 379, 516, 607, 786, 854, 1171 in Attachment D.

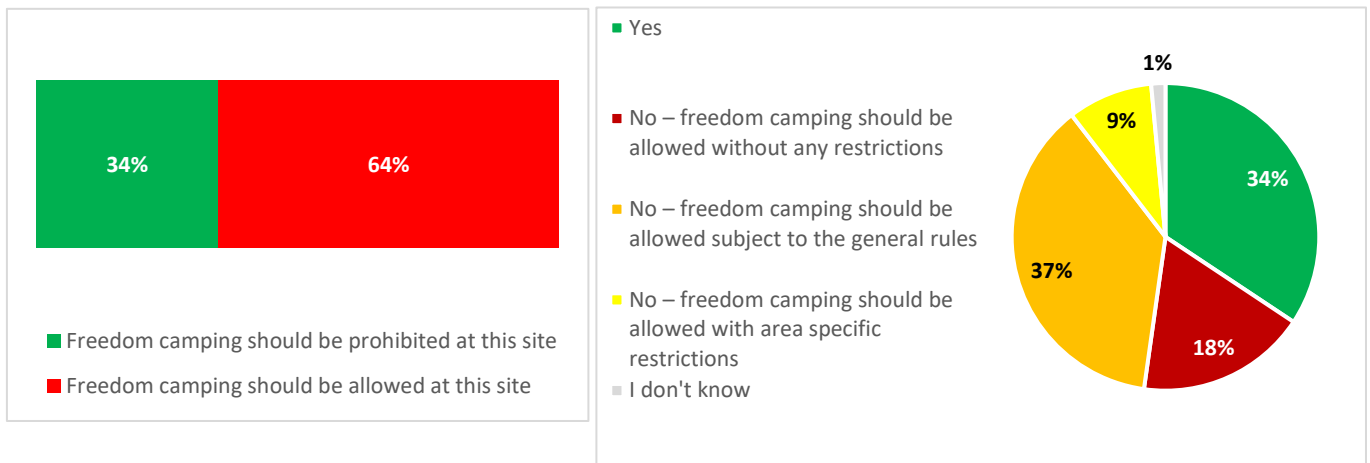
Proposal 3.32: Do you agree that freedom camping should be prohibited at Jack Hinton Drive?

67 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by selecting by providing a comment.



Support for Jack Hinton Drive to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Jack Hinton Drive ³⁴	Number of comments
Fundamentally opposed to freedom camping	8
Proposed rules are too loose	3

Reasons for opposing prohibition at Jack Hinton Drive ³⁴	Number of comments
Proposed rules are too strict	8
Fundamentally in favour of right to freedom camp	3

³⁴ See Submitter Numbers 122, 133, 151, 247, 259, 267, 287, 291, 379, 516, 607, 786, 854, 1171 and 1398 in Attachment D.

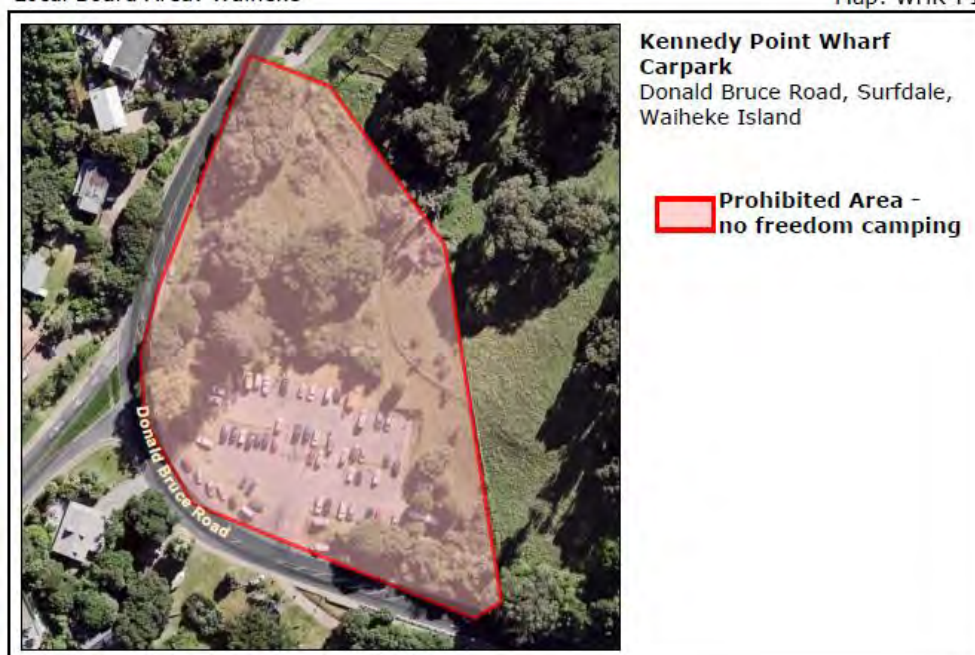
Proposal 3.33: Do you agree that freedom camping should be prohibited at Kennedy Point Wharf Carpark?

95 Have Your Say respondents answered this question.

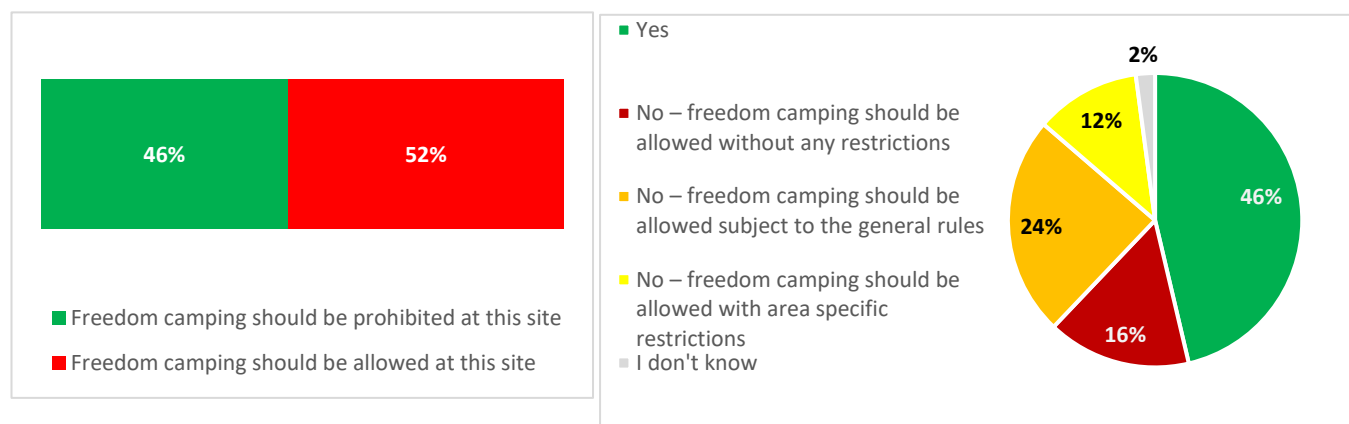
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Waiheke

Map: WHK-P1



Support for Kennedy Point Wharf Carpark to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Kennedy Point Wharf Carpark ³⁵	Number of comments
Fundamentally opposed to freedom camping	5
Proposed rules are too loose	3
“Waiheke has limited infrastructure & already gets very busy in peak season & the environment needs to be protected.”	

Reasons for opposing prohibition at Kennedy Point Wharf Carpark ³⁵	Number of comments
Proposed rules are too strict	6
Freedom camping benefits Auckland	2

Suggested area-specific restrictions	n=3
1-night maximum stay	3
Must vacate by 9:00am	1

³⁵ See Submitter Numbers 17, 122, 151, 189, 231, 259, 267, 273, 291, 368, 379, 402, 420, 431, 434, 443, 454, 480, 510, 516, 608, 645, 854, 899, 945, 953, 1127 and 1613 in Attachment D.

Proposal 3.34: Do you agree that freedom camping should be prohibited at Onetangi Cemetery?

94 Have Your Say respondents answered this question.

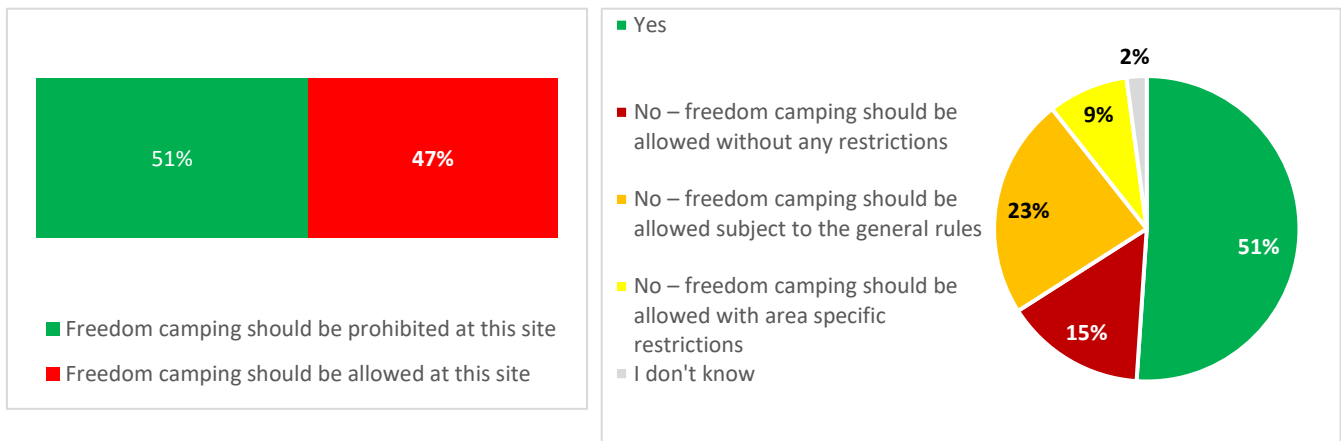
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Waiheke

Map: WHK-P2



Support for Onetangi Cemetery to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Onetangi Cemetery ³⁶	Number of comments
Fundamentally opposed to freedom camping	13
Proposed rules are too loose	6
“Waiheke has limited infrastructure & already gets very busy in peak season & the environment needs to be protected.”	

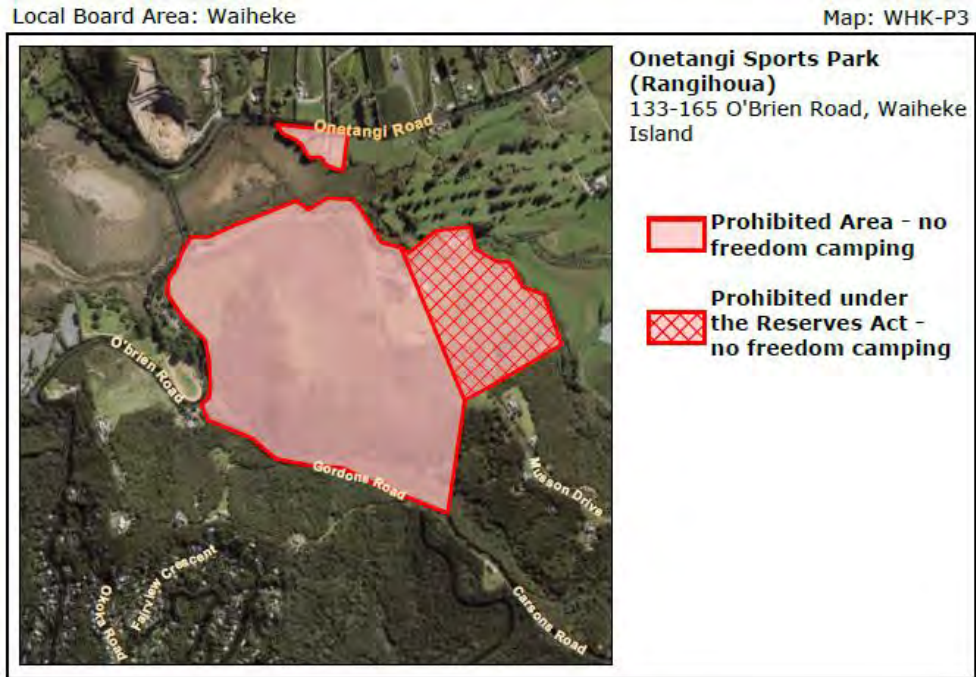
Reasons for opposing prohibition at Onetangi Cemetery ³⁶	Number of comments
Proposed rules are too strict	5
Freedom camping benefits Auckland	2

³⁶ See Submitter Numbers 10, 17, 122, 151, 189, 231, 259, 267, 291, 368, 379, 402, 431, 434, 443, 480, 510, 516, 608, 645, 854 and 1127 in Attachment D.

Proposal 3.35: Do you agree that freedom camping should be prohibited at Onetangi Sports Park?

94 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Onetangi Sports Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Onetangi Sports Park ³⁷	Number of comments
Fundamentally opposed to freedom camping	11
Proposed rules are too loose	9

“This area is used by current Residents of Waiheke who have no other options for living. Encouraging freedom campers from the rest of the country to this site is absurd!”

Reasons for opposing prohibition at Onetangi Sports Park ³⁷	Number of comments
Proposed rules are too strict	12
Fundamentally in favour of right to freedom camp	6

“This is actually one of the few sites actually SOMEWHAT SUITABLE for freedom camping in summer as there ARE toilets, showers, and water (given we have water shortages on the island). Some rules should still apply - eg x days limit.”

³⁷ See Submitter Numbers 17, 122, 151, 189, 227, 231, 259, 291, 341, 355, 368, 379, 402, 420, 431, 434, 443, 454, 480, 487, 496, 510, 516, 608, 645, 854, 945, 1127 and 1171 in Attachment D.

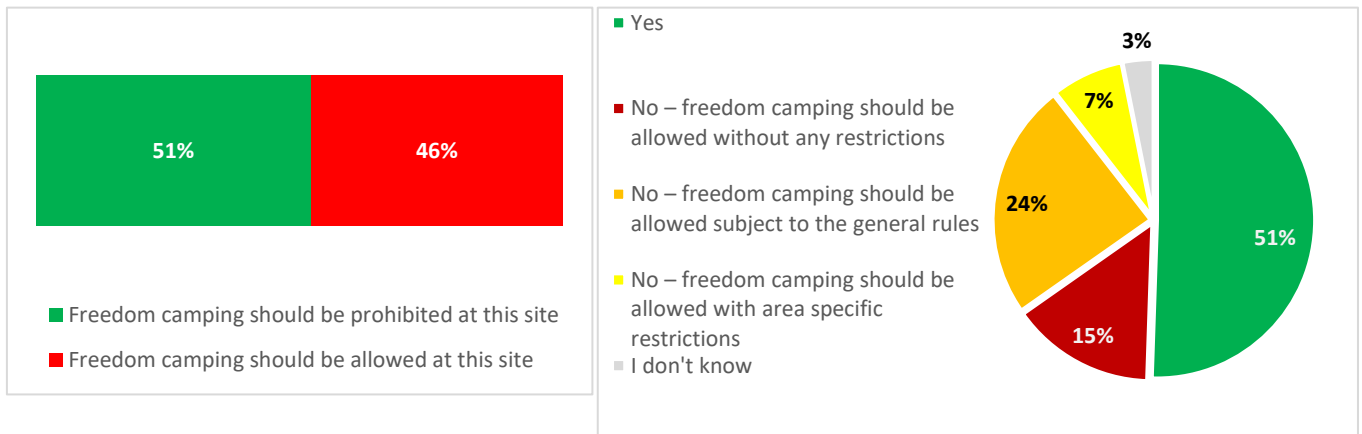
Proposal 3.36: Do you agree that freedom camping should be prohibited at Waiheke Island Artworks?

95 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Waiheke Island Artworks to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Waiheke Island Artworks ³⁸	Number of comments
Fundamentally opposed to freedom camping	19
Proposed rules are too loose	7
“Waiheke has limited infrastructure & already gets very busy in peak season & the environment needs to be protected.”	

Reasons for opposing prohibition at Waiheke Island Artworks ³⁸	Number of comments
Proposed rules are too strict	6
Freedom camping benefits Auckland	3
“Why shut down the location when by having it there, the campers are likely to spend money in the region? Make them accessible – build toilets but charge them if necessary!”	

³⁸ See Submitter Numbers 17, 122, 151, 231, 259, 267, 352, 353, 368, 379, 402, 422, 431, 434, 443, 480, 488, 510, 516, 592, 608, 635, 645, 647, 854 and 1171 in Attachment D.

Proposal 3.37: Do you agree that freedom camping should be prohibited at Entrance of Goldie Bush Walkway?

121 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Entrance of Goldie Bush Walkway to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Entrance of Goldie Bush Walkway ³⁹	Number of comments
Fundamentally opposed to freedom camping	8
Freedom camping causes problems for Auckland	5
“This is within the Waitakere Ranges Heritage Area and freedom camping is contrary to the intent of the Act. This area gets congested with day visitor parking. The addition of Freedom Campers will exacerbate the parking issues.”	

Reasons for opposing prohibition at Entrance of Goldie Bush Walkway ³⁹	Number of comments
Proposed rules are too strict	2
“It allows people to get to the site early for walking the track (when it's open).”	

Suggested area-specific restrictions	n=1
1-night maximum stay	1

³⁹ See Submitter Numbers 10, 61, 105, 122, 151, 189, 231, 240, 259, 267, 273, 291, 330, 367, 379, 408, 516, 611, 847, 854, 1039, 1081, 1108, 1211, 1221, 1239, 1292, 1304, 1312, 1361, 1372, 1395, 1401, 1425 and 1458 in Attachment D.

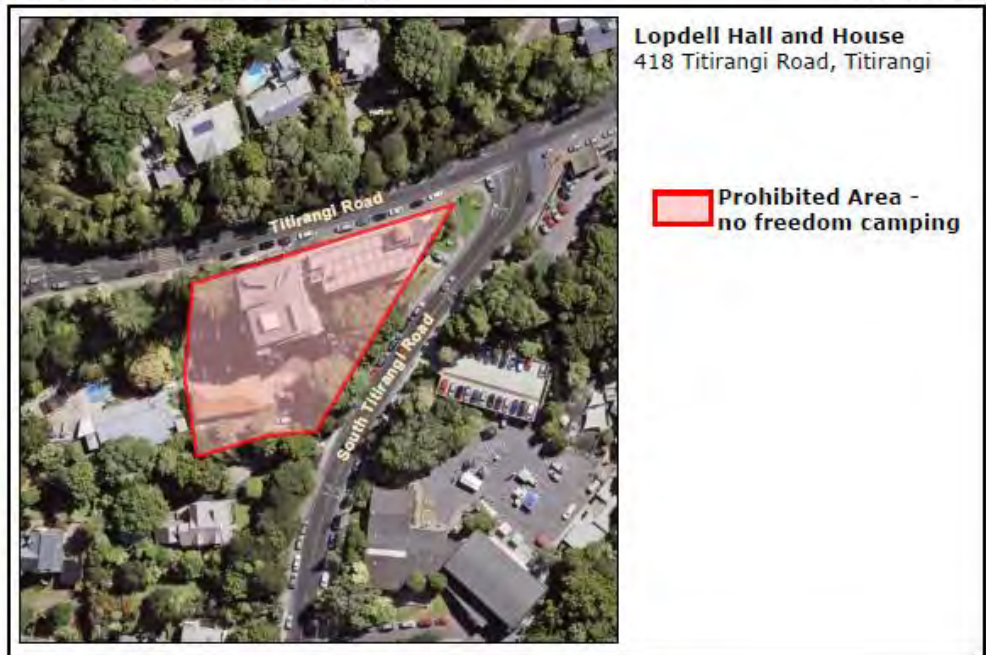
Proposal 3.38: Do you agree that freedom camping should be prohibited at Lopdell Hall and House?

Local Board Area: Waitākere Ranges

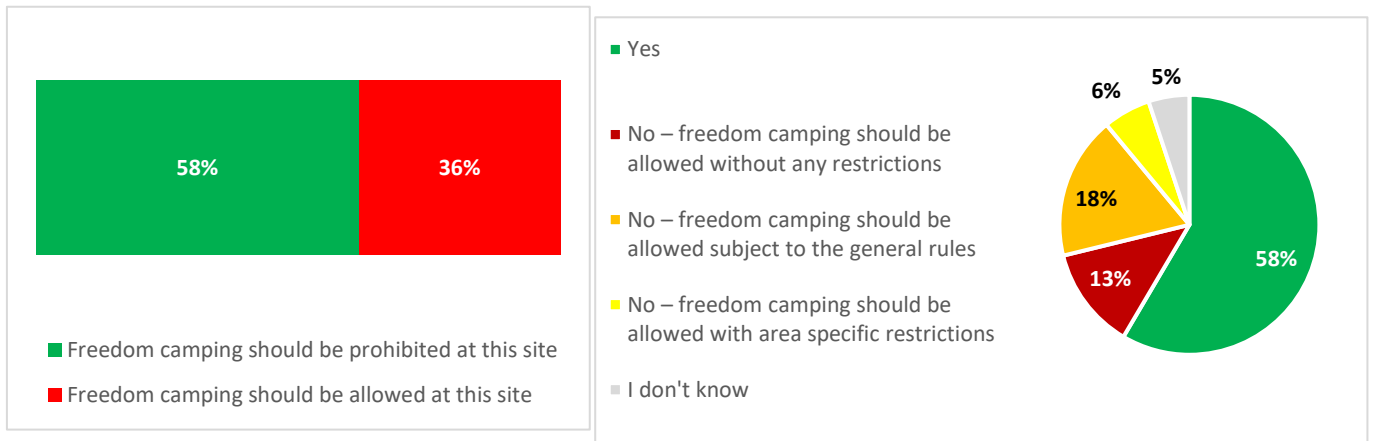
Map: WTK-P2

118 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Lopdell Hall and House to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Lopdell Hall and House ⁴⁰	Number of comments
Fundamentally opposed to freedom camping	7
Freedom camping causes problems for Auckland	6
“This is ridiculous as it is one of only a few carpark for the Titirangi shoppers. Parking is already a problem here and losing the Lopdell area will impact the main road thru Titirangi.”	
Reasons for opposing prohibition at Lopdell Hall and House ⁴⁰	Number of comments
Proposed rules are too strict	2
Fundamentally in favour of right to freedom camp	2

Suggested area-specific restrictions	n=3
1-night maximum stay	1
No vehicle access between 8:00 – 9:15am and 3:00 – 6:00pm	1
Must vacate by 10:00am	1

⁴⁰ See Submitter Numbers 4, 92, 105, 110, 121, 122, 151, 231, 240, 259, 291, 342, 367, 379, 516, 611, 847, 854, 1039, 1171, 1221, 1292, 1361, 1372, 1395, 1401 and 1458 in Attachment D.

Proposal 3.39: Do you agree that freedom camping should be prohibited at Sandys Parade?

119 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Sandys Parade to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Sandys Parade ⁴¹	Number of comments
Fundamentally opposed to freedom camping	8
Freedom camping causes problems for Auckland	8
“Again, narrow roads, small beaches, no infrastructure and intrusion on the locals make it obviously a no-go area.”	
Reasons for opposing prohibition at Sandys Parade ⁴¹	Number of comments
Fundamentally in favour of right to freedom camp	3
Proposed rules are too strict	2
“There's little harm in camping here - especially compared with the harm done by all the houses and poorly functioning public sewerage / septic tank systems.”	
Suggested area-specific restrictions	n=1
5 parking spaces with restrictions (not specified)	1

⁴¹ See Submitter Numbers 4, 105, 110, 121, 122, 151, 189, 233, 239, 259, 267, 291, 342, 356, 367, 379, 516, 611, 640, 847, 854, 1037, 1039, 1081, 1122, 1156, 1171, 1211, 1221, 1254, 1292, 1298, 1304, 1350, 1361, 1372, 1395, 1401, 1444, 1458.

Proposal 3.40: Do you agree that freedom camping should be prohibited at Highwic House?

Local Board Area: Waitematā

Map: WTM-P1

72 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Highwic House to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Highwic House ⁴²	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems for Auckland	3
"These areas are significant to Tamaki Makaurau and having lots of vans and freedom campers will destroy the amenities. WE do not need more freedom camping areas."	

Reasons for opposing prohibition at Highwic House ⁴²	Number of comments
Proposed rules are too strict	3

Suggested area-specific restrictions	n=1
1-night maximum stay	1

⁴² See Submitter Numbers 110, 122, 151, 231, 247, 259, 291, 379, 516, 854, 877 and 1069 in Attachment D.

Proposal 3.41: Do you agree that freedom camping should be prohibited at Myers Park?

72 Have Your Say respondents answered this question.

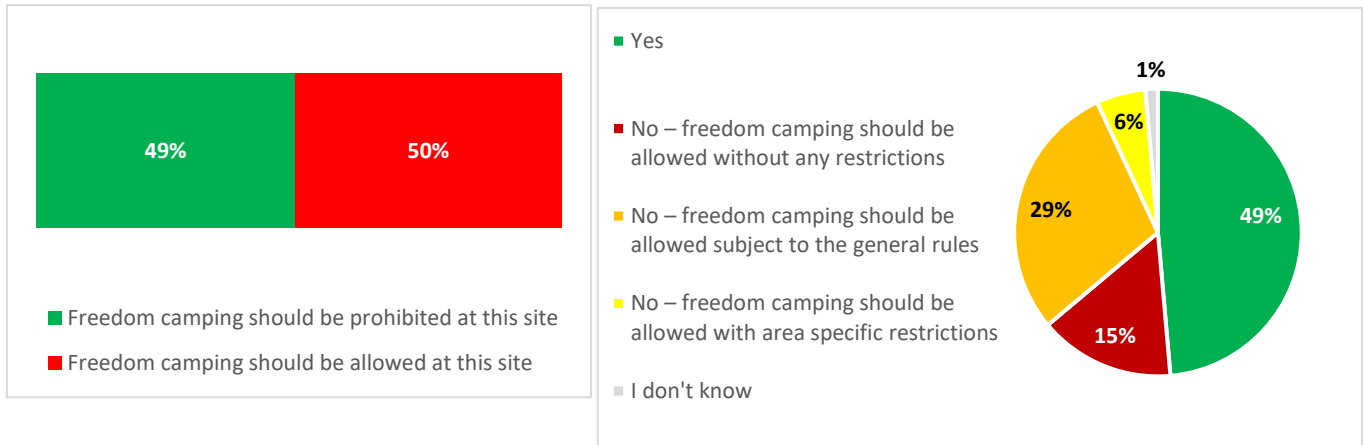
Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Waitematā

Map: WTM-P2



Support for Myers Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Myers Park ⁴³	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems for Auckland	4
“It’s a dangerous place after dark at the best of times why make it worse.”	

Reasons for opposing prohibition at Myers Park ⁴³	Number of comments
Proposed rules are too strict	3

⁴³ See Submitter Numbers 82, 110, 122, 151, 185, 231, 247, 259, 291, 367, 379, 516, 854, 877 and 1069 in Attachment D.

Proposal 3.42: Do you agree that freedom camping should be prohibited at Outhwaite Park?

73 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Waitematā

Map: WTM-P3



Support for Outhwaite Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Outhwaite Park ⁴⁴	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems for Auckland	3

Reasons for opposing prohibition at Outhwaite Park ⁴⁴	Number of comments
Proposed rules are too strict	3

“Auckland is chronically short of public camping areas for short term tourism/vacation that don't cost astronomical fees. Council should be providing this service across the Auckland area.”

Suggested area-specific restrictions	n=1
3-night maximum stay	1

⁴⁴ See Submitter Numbers 110, 122, 151, 189, 198, 231, 247, 259, 291, 379, 481, 516, 854, 877, 1069, 1171 in Attachment D.

Proposal 3.43: Do you agree that freedom camping should be prohibited at Pt Erin Park?

72 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Waitematā

Map: WTM-P4



Support for Pt Erin Park to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Pt Erin Park ⁴⁵	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems for Auckland	4
<p>“There has previously been free camping in this area and it was a mess. OK with parking in lower section by motorway/harbour as not being utilised but do not want as before freedom campers to taking over Pt Erin swimming pool carpark. Parking is already insufficient.”</p>	

Reasons for opposing prohibition at Pt Erin Park ⁴⁵	Number of comments
Proposed rules are too strict	3
Fundamentally in favour of right to freedom camp	2
<p>“This area is under utilised and well located. Used for swimming pool parking. As long as campers had a designated space to park.”</p>	

⁴⁵ See Submitter Numbers 79, 105, 110, 122, 151, 185, 198, 231, 247, 259, 267, 291, 367, 379, 481, 516, 854, 877, 1069, 1171 and 1262 in Attachment D.

Proposal 3.44: Do you agree that freedom camping should be prohibited at Seddon Fields?

71 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.



Support for Seddon Fields to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Seddon Fields ⁴⁶	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems for Auckland	3
“This is home to New Zealand’s largest sports club, home to over 200 football teams, many small children frequent the area & parking/free space is already insufficient.”	

Reasons for opposing prohibition at Seddon Fields ⁴⁶	Number of comments
Proposed rules are too strict	3

⁴⁶ See Submitter Numbers 122, 151, 185, 231, 247, 259, 291, 379, 516, 854, 877, 1069 and 1171 in Attachment D.

Proposal 3.45: Do you agree that freedom camping should be prohibited at Wynyard Tank Farm?

73 Have Your Say respondents answered this question.

Have Your Say respondents were asked to choose a response, and then indicate why they held that view by providing a comment.

Local Board Area: Waitematā

Map: WTM-P6



Support for Wynyard Tank Farm to be a Prohibited Site – Overview and Detail



Reasons for supporting prohibition at Wynyard Tank Farm ⁴⁷	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems for Auckland	2
“WE have spent many millions of dollars improving this site and having lots of vans and freedom campers will destroy the amenities. WE do not need more freedom camping areas.”	
Reasons for opposing prohibition at Wynyard Tank Farm ⁴⁷	Number of comments
Proposed rules are too strict	3
Fundamentally in favour of right to freedom camp	2
“Would allow people to be in the city and use local restaurants etc including drinking without having to drive.”	
Suggested area-specific restrictions	n=2
1-night maximum stay, vacate by 9am	1
Pay meters for 24-hour parking / pay-per-use facilities	1

⁴⁷ See Submitter Numbers 110, 122, 151, 185, 198, 231, 247, 257, 259, 267, 291, 379, 516, 854, 877, 1069, 1127, 1171 and 1521 in Attachment D.

Proposal 4: Do you support freedom camping restrictions in specific sites?

526 Have Your Say respondents gave feedback on either proposed prohibited or restricted sites.


Summary of feedback

Of the 22 proposed restricted areas, a majority of respondents **supported restrictions at one area** and a majority **opposed restrictions at 21 areas**. In general, most respondents who opposed restricted areas wanted freedom camping allowed there without restrictions. On proposed restricted areas in Rodney (six) and Orakei (one) however, the majority of respondents wanted those sites prohibited rather than restricted.

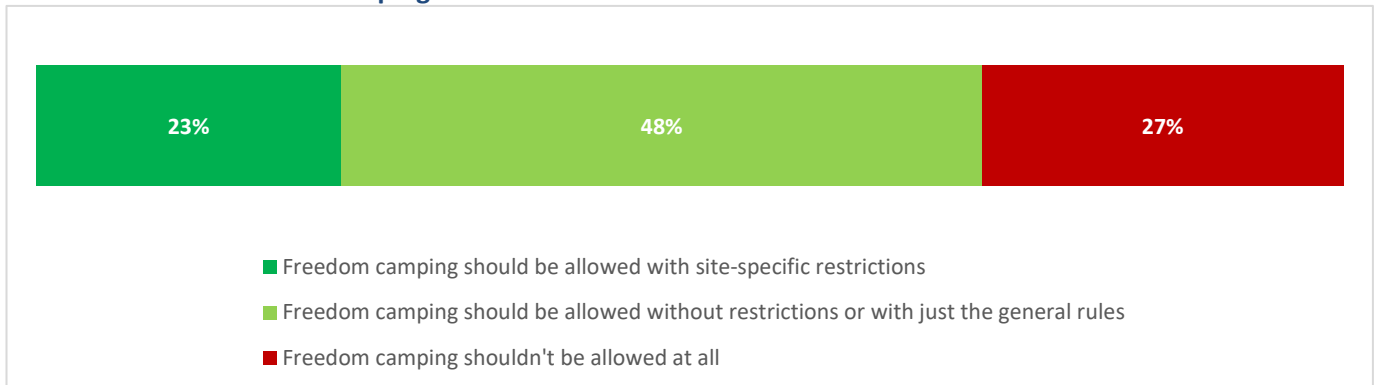
Proposal 4.1: Do you agree that **Waiuku Service Centre should be a restricted area, where freedom camping is allowed subject to site-specific conditions?**

48 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

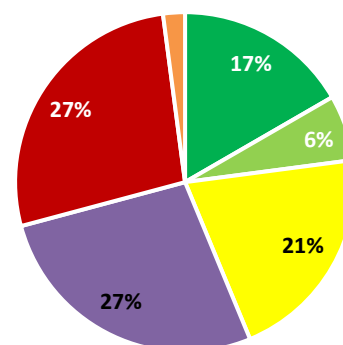
<p>Local Board Area: Franklin Map: FR-R1</p>  <p>Waiuku Service Centre 12 King Street, Waiuku</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of three freedom camping vehicles may stay overnight in the area. A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 48 Have Your Say respondents, **11** provided comments⁴⁸ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2
"There are no environmental impacts from allowing people to camp here"	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	3
Freedom camping causes problems causes problems for Aucklanders	3
"This is a very busy area where Mums and Dads park to pick up and drop off kids for school"	

Suggested alternative restrictions for freedom camping at this area

Three Have Your Say respondents suggested alternative restrictions.⁴⁹

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Three vehicles	One vehicle	1
		No maximum	1
Maximum stay	One night	Two nights	1
		Three nights	1
Departure time	9am	8am	1
		10am	1
No-return period	Two weeks	One week	1
		Four weeks	1
		More than five weeks	1


⁴⁸ See Submitter Numbers 87, 122, 259, 260, 291, 457, 516, 810, 854, 1081 and 1389 in Attachment D.

⁴⁹ See Submitter Numbers 41, 100 and 474 in Attachment D.

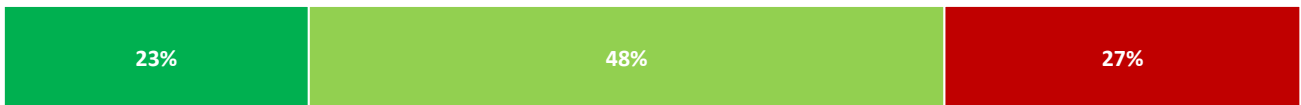
Proposal 4.2: Do you agree that Recreation and Parking (Colson Lane) should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

52 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Franklin Map: FR-R2</p>  <p>Recreation and Parking (Colson Lane) 18 Carlton Crescent, Maraetai</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) Prohibited under the Reserves Act - No Freedom Camping 	<p>Proposed restrictions for this area</p> <p>A maximum of two freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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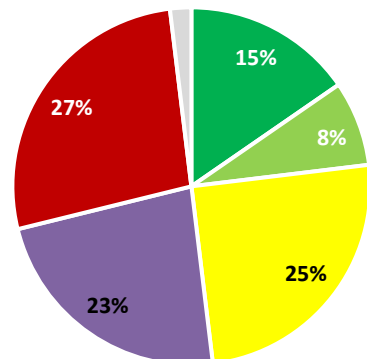
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 52 Have Your Say respondents, **12** provided comments⁵⁰ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2
“This is a site that facilitates use of the beach without impacts on natural values.”	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems causes problems for Aucklanders	4
“I don't imagine the neighbours there would be thrilled to have campers on their back doorstep.”	

Suggested alternative restrictions for freedom camping at this area

Four Have Your Say respondents suggested alternative restrictions.⁵¹

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Two vehicles	Four vehicles	2
		No maximum	1
Maximum stay	One night	Two nights	1
		Three nights	1
Departure time	9am	10am	2
No-return period	Two weeks	One week	1
		More than five weeks	1


⁵⁰ See Submitter Numbers 87, 122, 172, 259, 291, 367, 516, 854, 1073, 1081, 1146 and 1389 in Attachment D.

⁵¹ See Submitter Numbers 110, 197, 271 and 474 in Attachment D.

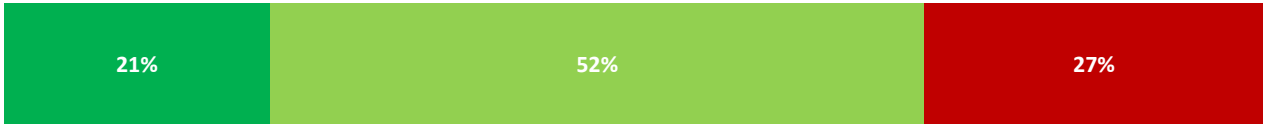
Proposal 4.3: Do you agree that [Maraetai Dressing Sheds Reserve](#) should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

52 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Franklin Map: FR-R3</p>  <p>Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) Prohibited area - no freedom camping 	<p>Proposed restrictions for this area</p> <p>A maximum of two freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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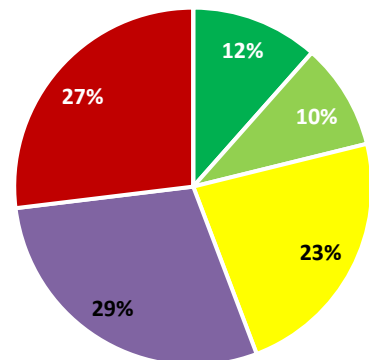
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 52 Have Your Say respondents, **14** provided comments⁵² to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2
"Ideal site which little used by public after hours (including holiday periods)."	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems causes problems for Aucklanders	5
"Escalating violence at night on beach and roads around Maraetai... it is now menacing and dangerous at night."	

Suggested alternative restrictions for freedom camping at this area

Five Have Your Say respondents suggested alternative restrictions.⁵³

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Two vehicles	One vehicle	1
		Three vehicles	1
		Four vehicles	1
		No maximum	1
Maximum stay	One night	Two nights	1
		Three nights	1
Departure time	9am	8am	1
		10am	1
No-return period	Two weeks	One week	1
		More than five weeks	1
		No return	1


⁵² See Submitter Numbers 87, 122, 172, 244, 259, 291, 367, 516, 854, 1073, 1075, 1081, 1146 and 1389 in Attachment D.

⁵³ See Submitter Numbers 41, 110, 197, 244 and 474 in Attachment D.

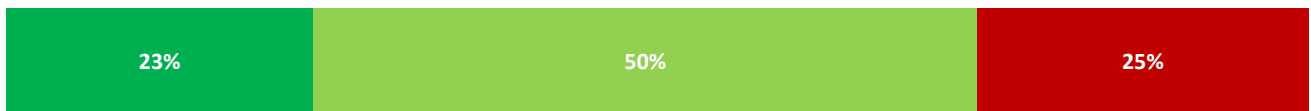
Proposal 4.4: Do you agree that **Trusts Arena should be a restricted area, where freedom camping is allowed subject to site-specific conditions?**

56 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Henderson-Massey Map: HM-R1</p>  <p>Trusts Arena Central Park Drive, Henderson</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) Prohibited under the Reserves Act - No Freedom Camping 	<p>Proposed restrictions for this area</p> <p>A maximum of three freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a two-week consecutive period
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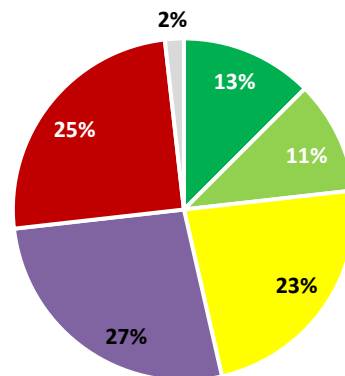
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 56 Have Your Say respondents, **11** provided comments⁵⁴ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3
"Freedom campers are NOT SAFE anywhere where there are only 1-3 vehicles. We are safer in bigger numbers."	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems causes problems for Aucklanders	4

Suggested alternative restrictions for freedom camping at this area

Six Have Your Say respondents suggested alternative restrictions.⁵⁵

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Three vehicles	More than five vehicles	3
Maximum stay	Two nights	Three nights	2
Departure time	9am	10am	3
		12pm	1
No-return period	Two weeks	No no-return period	1
		One week	1


⁵⁴ See Submitter Numbers 87, 122, 259, 367, 374, 379, 485, 516, 854, 1130 and 1192 in Attachment D.

⁵⁵ See Submitter Numbers 137, 223, 474, 810, 1130 and 1262 in Attachment D.

Proposal 4.5: Do you agree that [Gulf Harbour Marina Hammerhead Reserve](#) should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

109 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Hibiscus and Bays Map: HB-R1</p>  <p>Gulf Harbour Marina Hammerhead Reserve 40 Gulf Harbour Drive, Gulf Harbour</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of ten freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a four-week consecutive period
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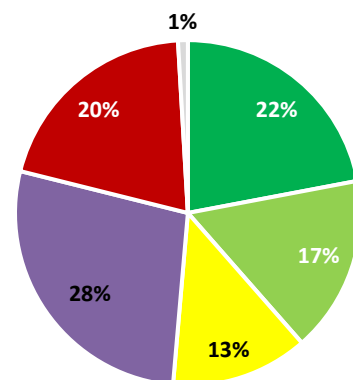
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 109 Have Your Say respondents, 45 provided comments⁵⁶ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1
“At the moment campers are staying far too long, way beyond 10 vehicles, encroaching on boat trailer parking area.”	

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	4
“It’s a very large area and could easily accommodate more vehicles safely and with very little inconvenience to locals. It’s a long journey out there from the main road with no other options available once out there, forcing campers to park randomly around the streets if the ten slots are taken. Given the entire area is nothing more than a parking lot for ferry commuters and fishers, it doesn’t seem too much of a stretch to allow more vehicles and for them to stay three nights if desired.”	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	11
Freedom camping causes problems causes problems for Aucklanders	5
Proposed rules are not restrictive enough of freedom camping	2
“No camping oct-March.”	

Suggested alternative restrictions for freedom camping at this area

79 Have Your Say respondents suggested alternative restrictions.⁵⁷

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Ten vehicles	One vehicle	1
		Two vehicles	2
		Three vehicles	2
		Four vehicles	2
		Five vehicles	21
		No vehicles	7
		Other suggestion	6
		No maximum	10
Maximum stay	Two nights	One night	14
		Three nights	10
		Four nights	3

⁵⁶ See Submitter Numbers 19, 34, 74, 87, 122, 149, 151, 158, 161, 165, 171, 231, 259, 267, 287, 291, 296, 302, 308, 367, 379, 499, 568, 595, 625, 664, 810, 817, 821, 848, 854, 984, 1040, 1041, 1053, 1127, 1130, 1206, 1243, 1360, 1474, 1517, 1518, 1530 and 1612 in Attachment D.

⁵⁷ See Submitter Numbers 5, 10, 19, 41, 50, 74, 87, 102, 105, 110, 135, 145, 149, 151, 161, 165, 171, 173, 184, 203, 209, 231, 247, 255, 267, 269, 271, 287, 291, 302, 307, 308, 321, 440, 450, 481, 483, 499, 501, 508, 516, 573, 584, 589, 595, 607, 613, 664, 799, 817, 821, 824, 848, 854, 859, 984, 992, 1040, 1041, 1121, 1127, 1130, 1136, 1146, 1153, 1169, 1171, 1210, 1224, 1243, 1262, 1266, 1309, 1311, 1360, 1420, 1469, 1472 and 1474 in Attachment D.


Area restriction	Proposed restriction	Alternatives suggested	Respondents
		More than five nights	3
		No nights	1
		No maximum	8
Departure time	9am	7am	1
		8am	5
		10am	16
		12pm	3
		2pm	1
		Other suggestion	4
		No set departure time	9
No-return period	Four weeks	One week	2
		Two weeks	10
		More than five weeks	1
		Other suggestion	6
		No no-return period	8
Proposed location of freedom camping parking spaces	See map	Various suggestions ⁵⁸	10

⁵⁸ See Submitter Numbers 74, 105, 481, 499, 516, 848, 854, 1040, 1171 and 1420 in Attachment D.

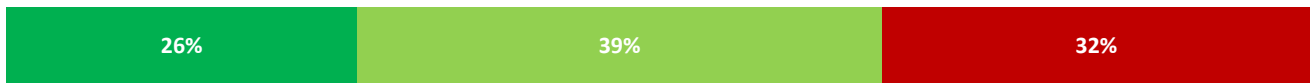
Proposal 4.6: Do you agree that Barry Curtis Park – parking area off Chapel Road, St Pauls area should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

69 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Howick Map: HW-R1</p>  <p>Barry Curtis Park - parking area off Chapel Road, St Pauls area 163 Chapel Road, Flat Bush</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) Prohibited area - no freedom camping 	<p>Proposed restrictions for this area</p> <p>A maximum of ten freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a four-week consecutive period
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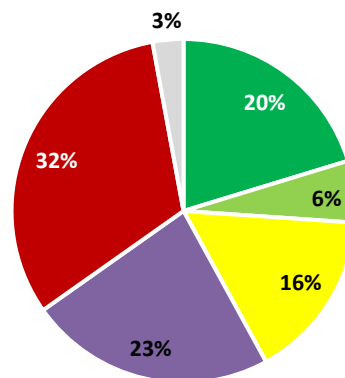
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 69 Have Your Say respondents, **14** provided comments⁵⁹ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3
"Most campers cannot afford self-containment. Council needs to add facilities here to make sure toilets, showers pay as you go are available here."	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems causes problems for Aucklanders	4
Proposed rules are not restrictive enough of freedom camping	4
"This park should be recognized as a neighbourhood park. Parking can become congested on weekends. It is not appropriate for freedom campers."	

Suggested alternative restrictions for freedom camping at this area

Three Have Your Say respondents suggested alternative restrictions.⁶⁰

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Ten vehicles	More than five vehicles	2
Maximum stay	Two nights	Three nights	1
Departure time	9am	N/A	N/A
No-return period	Four weeks	Four weeks	1


⁵⁹ See Submitter Numbers 87, 122, 151, 259, 291, 296, 337, 367, 379, 516, 613, 854, 1171 and 1303 in Attachment D.

⁶⁰ See Submitter Numbers 1146, 1153 and 1314 in Attachment D.

Proposal 4.7: Do you agree that 27 Moore Street Carparking should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

68 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Howick Map: HW-R2</p>  <p>27 Moore Street Carparking 27 Moore Street, Howick</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of seven freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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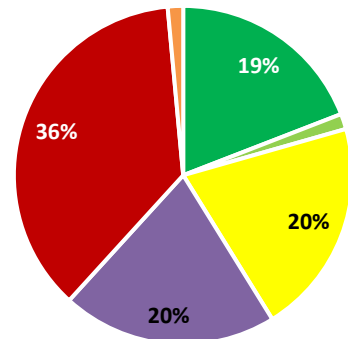
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 68 Have Your Say respondents, **16** provided comments⁶¹ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1
"In this case (Moore ST) I think that the 1-night rule is not unreasonable as this is a very residential and business area."	

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	1
"Build a few rubbish bins or add an information board outlining rules and indicating where the closest waste disposal site is."	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	10
Freedom camping causes problems causes problems for Aucklanders	2
"This area is very busy with parking for locals frequenting shops and the market. It is often very difficult to get a parking spot there, especially on Saturdays. This needs to be available for local residents."	

Suggested alternative restrictions for freedom camping at this area


No Have Your Say respondents proposed any alternative restrictions for this area.

⁶¹ See Submitter Numbers 87, 110, 122, 151, 203, 259, 337, 379, 516, 613, 854, 975, 1048, 1146, 1171 and 1303 in Attachment D.

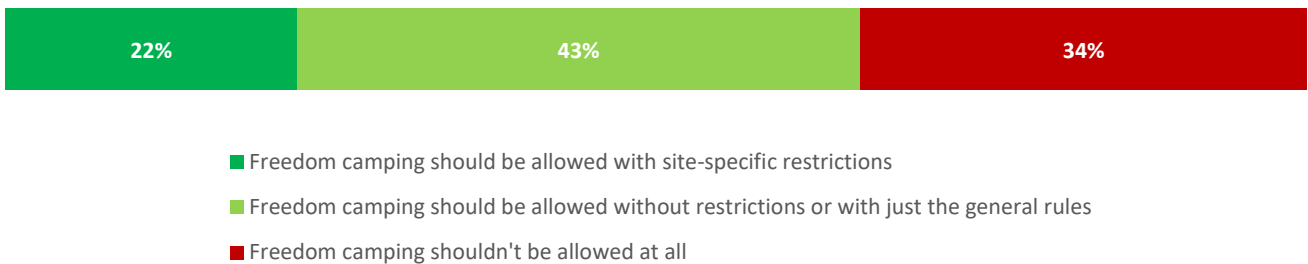
Proposal 4.8: Do you agree that 20-24 Uxbridge Road Carparking should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

68 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

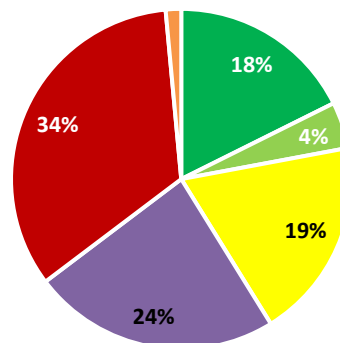
<p>Local Board Area: Howick Map: HW-R3</p>  <p>20 - 24 Uxbridge Carparking 20 - 24 Uxbridge Road, Howick</p> <ul style="list-style-type: none"> Restricted area Area where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of seven freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 68 Have Your Say respondents, 19 provided comments⁶² to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2
“General rules including hygiene, sanitation, littering, noise control are enough.”	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	10
Freedom camping causes problems causes problems for Aucklanders	5
Proposed rules are not restrictive enough of freedom camping	9
“This is in the heart of a residential area, freedom camping should be out of the city in non-density areas.”	

Suggested alternative restrictions for freedom camping at this area

Two Have Your Say respondents suggested alternative restrictions.⁶³

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Seven vehicles	N/A	N/A
Maximum stay	One night	Three nights	1
Departure time	9am	N/A	N/A
No-return period	Two weeks	Four weeks	1
		More than five weeks	1


⁶² See Submitter Numbers 87, 122, 151, 203, 259, 191, 337, 379, 516, 613, 833, 854, 998, 1048, 1114, 1146, 1171, 1202 and 1338 in Attachment D.

⁶³ See Submitter Numbers 110 and 1314 in Attachment D.

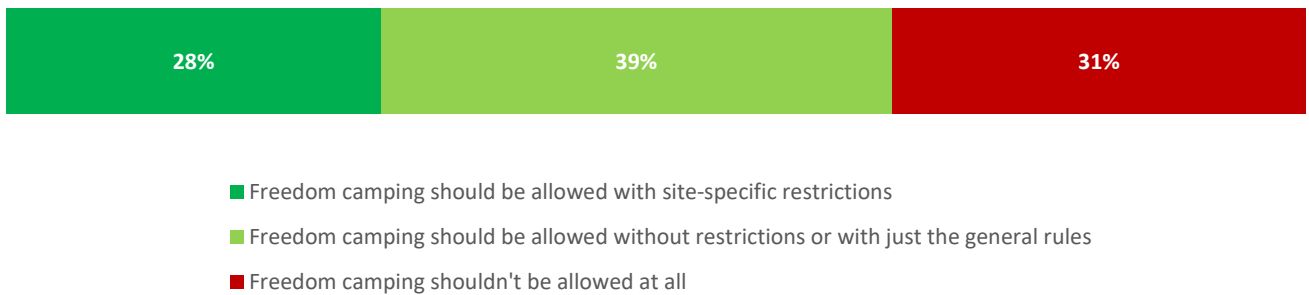
Proposal 4.9: Do you agree that Taumanu Reserve (Onehunga Foreshore) should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

67 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

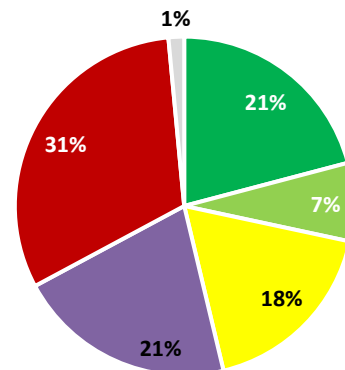
<p>Local Board Area: Maungakiekie-Tāmaki Map: MT-R1</p>  <p>Taumanu Reserve (Onehunga Foreshore) Orpheus Drive, Onehunga</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of five freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 67 Have Your Say respondents, 15 provided comments⁶⁴ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2
"This is an obvious site for Freedom campers...to the motorway - but out of the way!"	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	2
Freedom camping causes problems causes problems for Aucklanders	3
Proposed rules are not restrictive enough of freedom camping	2
"A beautiful foreshore for all to enjoy not polluted by vans. Don't imagine the locals who pay rates across the road would appreciate freedom campers to contribute nothing."	

Suggested alternative restrictions for freedom camping at this area

Six Have Your Say respondents suggested alternative restrictions.⁶⁵

Area restriction	Proposed restriction	Alternatives suggested	Respondents
Maximum number of vehicles	Five vehicles	Three vehicles	2
Maximum stay	One night	Two nights	1
Departure time	9am	8am	3
		10am	2
No-return period	Two weeks	Four weeks	1
		More than five weeks	1


⁶⁴ See Submitter Numbers 87, 122, 151, 203, 231, 259, 291, 367, 379, 516, 854, 1130, 1171, 1431 and 1492 in Attachment D.

⁶⁵ See Submitter Numbers 110, 445, 991 and 1068 in Attachment D.

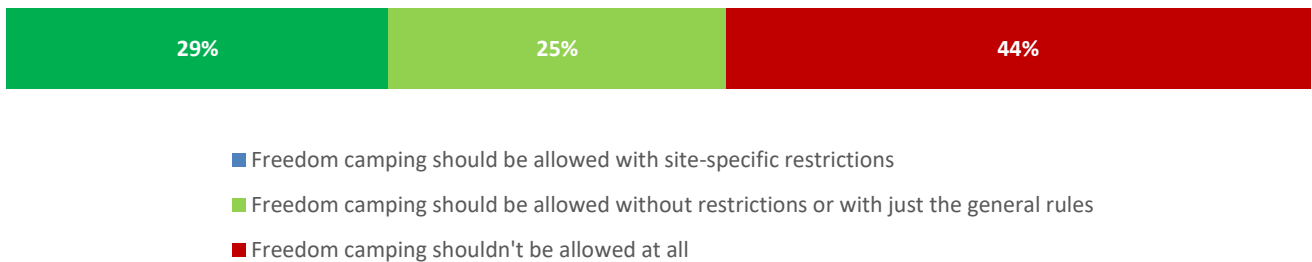
Proposal 4.10: Do you agree that Carpark on Road Reserve by Anderson’s Beach Reserve should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

118 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

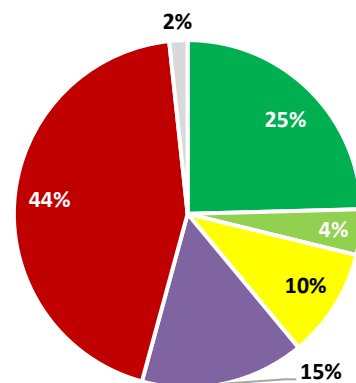
<p>Local Board Area: Ōrākei Map: OR-R1</p>  <p>Carpark on Road Reserve by Anderson’s Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie</p> <ul style="list-style-type: none"> Restricted area Area where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of two freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 118 Have Your Say respondents, **37** provided comments⁶⁶ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	2
“This is a lovely area to freedom camp in and as a local from Glendowie Rd I am very happy to see people staying there overnight.”	

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2
“It’s a Public domain put facilities in all these spots. Certified means to have a toilet where you sleep I mean who does this at home do you want to put a potty under your bed.”	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	20
Freedom camping causes problems causes problems for Aucklanders	14
Proposed rules are not restrictive enough of freedom camping	12
“The road is already an area impacted by large groups congregating at night. Residents are impacted by rubbish and noise.”	

Suggested alternative restrictions for freedom camping at this area

Five of the Have Your Say suggested alternative restrictions.⁶⁷

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Two vehicles	More than five vehicles	1
		No maximum	1
Maximum stay	One night	Two nights	1
		Four nights	1
Departure time	9am	8am	2
		10am	1
No-return period	Two weeks	Four weeks	1
		No return at all	1


⁶⁶ See Submitter Numbers 10, 19, 67, 87, 122, 131, 151, 203, 231, 259, 272, 291, 367, 374, 379, 404, 442, 446, 516, 46, 622, 854, 1048, 1072, 1130, 1146, 1171, 1245, 1317, 1342, 1399, 1402, 1404, 1439, 1443, 1485 and 1516 in Attachment D.

⁶⁷ See Submitter Numbers 3, 269, 622, 641 and 1130 in Attachment D.

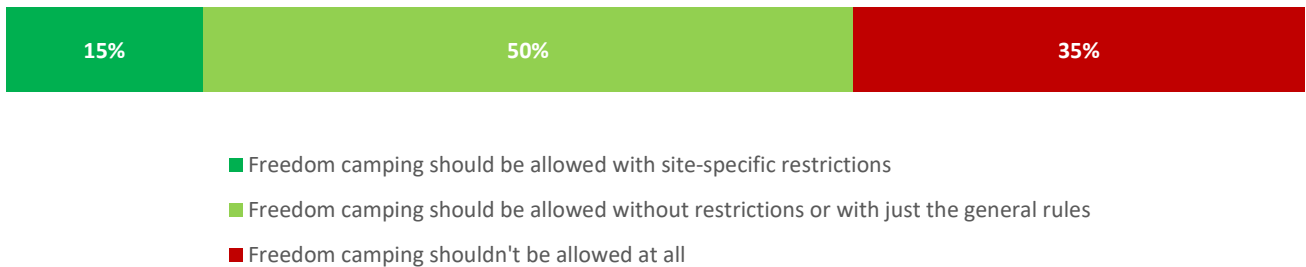
Proposal 4.11: Do you agree that Roadside parking adjacent to Hingaia Reserve should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

46 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

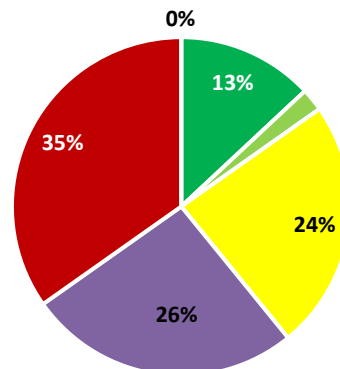
<p>Local Board Area: Papakura Map: PPK-R1</p>  <p>Hingaia Reserve Hingaia Road (near 380 Hingaia Road), Hingaia</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of eight freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a four-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 46 Have Your Say respondents, **13** provided comments⁶⁸ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	1
“As a responsible person – why not?” (In support of freedom camping with no restrictions)	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	6
Freedom camping causes problems causes problems for Aucklanders	4
“This is a vulnerable part of the inner harbour and needs to be protected.”	

Suggested alternative restrictions for freedom camping at this area

One Have Your Say respondent suggested alternative restrictions.⁶⁹

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Eight vehicles	Two vehicles	1
Maximum stay	Two nights	N/A	N/A
Departure time	9am	N/A	N/A
No-return period	Four weeks	N/A	N/A


⁶⁸ See Submitter Numbers 87, 122, 151, 203, 259, 291, 367, 379, 503, 854, 1146, 1171 and 1389 in Attachment D.

⁶⁹ See Submitter Number 613 in Attachment D.

Proposal 4.12: Do you agree that Margaret Griffen Park should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

46 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Puketāpapa</p> <p>Map: PKTTP-R1</p>  <p>Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) Prohibited under the Reserves Act - No Freedom Camping 	<p>Proposed restrictions for this area</p> <p>A maximum of ten freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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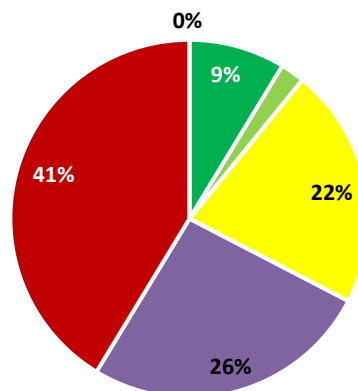
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 46 Have Your Say respondents, 13 provided comments⁷⁰ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	8
Freedom camping causes problems causes problems for Aucklanders	4
Proposed rules are not restrictive enough of freedom camping	6
Enforcement and other implementation matters	3

“The last time freedom camping was trialed in this park, the numbers were significant and impacted on other users of the park and YMCA.”

Suggested alternative restrictions for freedom camping at this area

None of the Have Your Say respondents proposed any alternative restrictions.


Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Ten vehicles	N/A	N/A
Maximum stay	One night	N/A	N/A
Departure time	9am	N/A	N/A
No-return period	Two weeks	N/A	N/A

⁷⁰ See Submitter Numbers 28, 87, 151, 203, 259, 291, 379, 516, 613 84, 877, 1146 and 1171 in Attachment D.

Proposal 4.13: Do you agree that **Carpark at 8 Church Hill should be a restricted area, where freedom camping is allowed subject to site-specific conditions?**

77 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Rodney Map: RD-R1</p>  <p>Carpark at 8 Church Hill 8 Church Hill, Warkworth</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of two freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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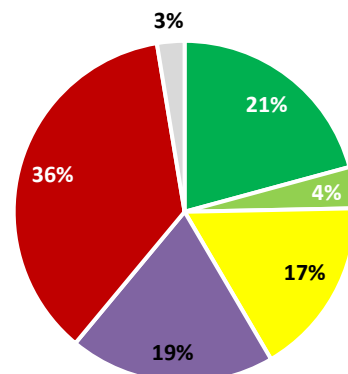
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 77 Have Your Say respondents, **14** provided comments⁷¹ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	4
“This is an ideal spot for stop overs.”	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems causes problems for Aucklanders	1
Proposed rules are not restrictive enough of freedom camping	1
“This is a busy much used carpark for the local church and community, it cannot have vans parked overnight, already parking is very tight.”	

Suggested alternative restrictions for freedom camping at this area

Three Have Your Say respondents suggested alternative restrictions.⁷²

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Two vehicles	More than five vehicles	1
		No maximum	1
Maximum stay	One night	Two nights	1
Departure time	9am	8am	1
		10am	1
No-return period	Two weeks	Four weeks	1


⁷¹ See Submitter Numbers 87, 122, 151, 247, 259, 287, 291, 516, 589, 613, 778, 854, 1146 and 1352 in Attachment D.

⁷² See Submitter Numbers 287, 641 and 1117 in Attachment D.

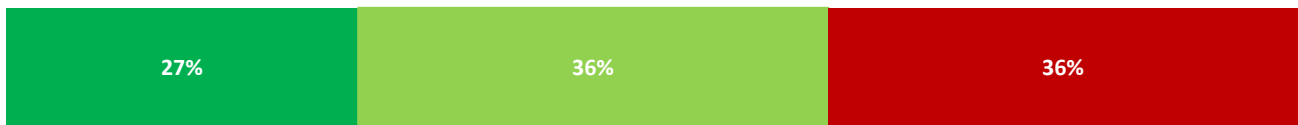
Proposal 4.14: Do you agree that Parry Kauri Park should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

77 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Rodney Map: RD-R2</p>  <p>Parry Kauri Park 32 Tudor Collins Drive, Warkworth</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of three freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a four-week consecutive period
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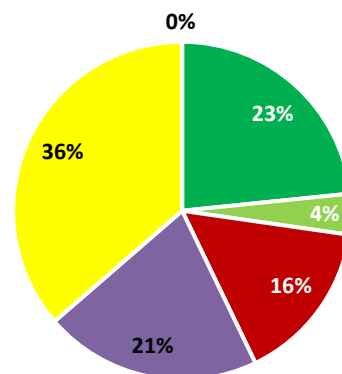
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 77 Have Your Say respondents, 19 provided comments⁷³ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1
Freedom camping benefits Auckland and Aucklanders	1

“Designated parking would be useful.”

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3

“A lovely spot to take in the beauty of the forest, park like grounds and relax which is what we all need at this time of high anxiety and fear.”

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems causes problems for Aucklanders	1
Proposed rules are not restrictive enough of freedom camping	2

“This area should be CLOSED at night to protect the native bush and Kauri tree. Risk of fire from BBQ or smoking.”

Suggested alternative restrictions for freedom camping at this area

Three Have Your Say respondents suggested alternative restrictions.⁷⁴

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Three vehicles	Two vehicles	1
		More than five vehicles	1
		No maximum	1
Maximum stay	Two nights	One night	1
Departure time	9am	8am	1
		10am	1
No-return period	Four weeks	Two weeks	1


⁷³ See Submitter Numbers 34, 87, 122, 151, 203, 247, 259, 282, 291, 306, 516, 589, 613, 627, 778, 854, 1167, 1352 and 1442 in Attachment D.

⁷⁴ See Submitter Numbers 287, 641 and 1117 in Attachment D.

Proposal 4.15: Do you agree that Port Albert Wharf Reserve carpark should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

55 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Rodney Map: RD-R3</p>  <p>Port Albert Wharf Reserve Carpark Adjacent to Wharf Road, Port Albert</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of ten freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a four-week consecutive period
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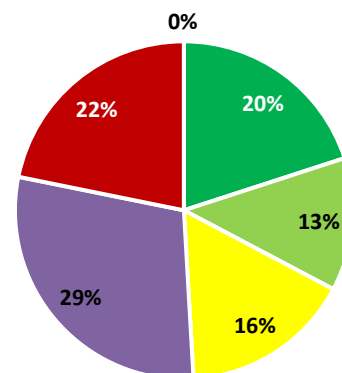
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 55 Have Your Say respondents, **17** provided comments⁷⁵ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1
Freedom camping benefits Auckland and Aucklanders	3

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3
“A nice site, peaceful, away from housing.”	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems causes problems for Aucklanders	1
Proposed rules are not restrictive enough of freedom camping	1
“They should pay to stay in a campsite and not wreck a park with their rubbish and sewage and noise.”	

Suggested alternative restrictions for freedom camping at this area

Five Have Your Say respondents suggested alternative restrictions.⁷⁶

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Ten vehicles	Three vehicles	1
		More than five vehicles	2
		No maximum	1
Maximum stay	Two nights	No maximum	1
Departure time	9am	No departure time	1
		10am	1
No-return period	Four weeks	No no-return period	1
		Two weeks	1


⁷⁵ See Submitter Numbers 5, 87, 122, 151, 171, 247, 259, 291, 516, 621, 778, 854, 984, 1041, 1127 and 1352 in Attachment D.

⁷⁶ See Submitter Numbers 171, 560, 613, 621 and 1081 in Attachment D.

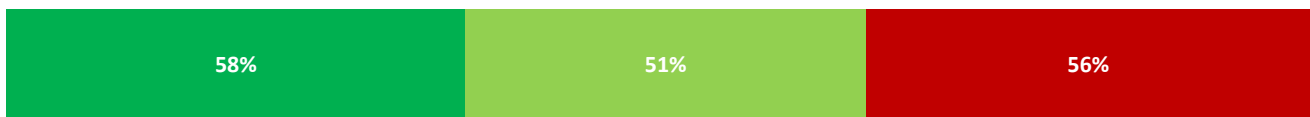
Proposal 4.16: Do you agree that **Whisper Cove (adjacent carpark on road reserve) should be a restricted area, where freedom camping is allowed subject to site-specific conditions?**

92 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Rodney Map: RD-R4</p>  <p>Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of two freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a four-week consecutive period
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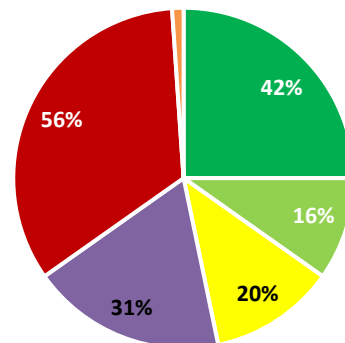
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 92 Have Your Say respondents, 32 provided comments⁷⁷ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Freedom camping benefits Auckland and Aucklanders	2

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3
"This area is discreet and there are no adverse effects from freedom camping -no neighbours or environmental impacts."	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems causes problems for Aucklanders	2
Proposed rules are not restrictive enough of freedom camping	1
"Despite the map supplied (& relied upon), the adjacent area is now a vibrant cafe. Plus, the relatively small car park is actively used by many, many people who park and exercise along the foreshore. Allowing any form of extended use would severely impact on the ability of local (& not-so local) visitors to enjoy our foreshore. There are other facilities not far away which are far better suited to the provision of overnight camping."	

Suggested alternative restrictions for freedom camping at this area

Eight Have Your Say respondents suggested alternative restrictions.⁷⁸

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Two vehicles	Four vehicles	2
		More than five vehicles	3
Maximum stay	Two nights	One night	1
		Three nights	1
Departure time	9am	10am	2
No-return period	Four weeks	No no-return period	1
		Two weeks	2


⁷⁷ See Submitter Numbers 74, 87, 122, 151, 247, 259, 291, 438, 439, 452, 481, 516, 521, 589, 613, 627, 653, 656, 778, 854, 1081, 1127, 1130, 1279, 1352, 1375, 1384, 1398, 1437, 1456, 1472 and 1530 in Attachment D.

⁷⁸ See Submitter Numbers 269, 450, 1041, 1117, 1130, 1262, 1437 and 1472 in Attachment D.

Proposal 4.17: Do you agree that Wellsford Community Centre Grounds should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

49 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Rodney Map: RD-R5</p>  <p>Wellsford Community Centre Grounds 1 Matheson Road, Wellsford</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of five freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a four-week consecutive period
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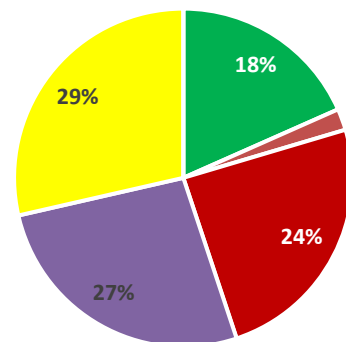
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 49 Have Your Say respondents, **13** provided comments⁷⁹ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3
"There's a huge amount of capacity on this site with the massive carpark to accommodate freedom camping sustainably."	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	5
Freedom camping causes problems causes problems for Aucklanders	1
Proposed rules are not restrictive enough of freedom camping	1
"Urban and suburban carparks are not appropriate for freedom camping. Designating such carparks for freedom camping indicates that the purpose of freedom camping is to avoid paying for accommodation. This idea should not be encouraged."	

Suggested alternative restrictions for freedom camping at this area

One Have Your Say respondent suggested alternative restrictions.⁸⁰

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Five vehicles	More than five vehicles	1
Maximum stay	One night	N/A	N/A
Departure time	9am	N/A	N/A
No-return period	Four weeks	N/A	N/A


⁷⁹ See Submitter Numbers 87, 122, 151, 203, 247, 259, 291, 516, 613, 778, 810, 854 and 1081 in Attachment D.

⁸⁰ See Submitter Number 1117 in Attachment D.

Proposal 4.18: Do you agree that 118 Rodney Street Carparking should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

49 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Rodney Map: RD-R6</p>  <p>118 Rodney Street 118 Rodney Street, Wellsford</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of five freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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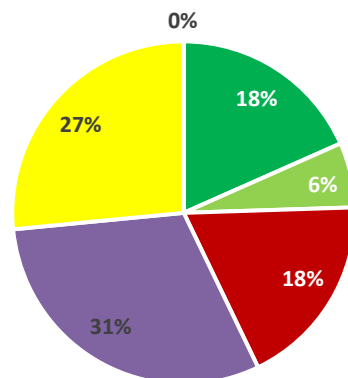
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 49 Have Your Say respondents, 12 provided comments⁸¹ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Freedom camping benefits Auckland and Aucklanders	1

“There are hardly any houses around here so okay to freedom camp with strict restrictions.
One night only and must be self contained.”

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	3

“The 0900 leave time is too early to ensure a proper cleanup and check.”

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	5
Proposed rules are not restrictive enough of freedom camping	1

“It's unsafe the carpark slopes it gets too busy at times.”

Suggested alternative restrictions for freedom camping at this area

Three Have Your Say respondents suggested alternative restrictions.⁸²

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Five vehicles	More than five vehicles	1
		No maximum	1
Maximum stay	One nights	No maximum	1
Departure time	9am	No departure time	2
No-return period	Two weeks	No no-return period	1


⁸¹ See Submitter Numbers 87, 122, 151, 203, 247, 259, 291, 516, 613, 778, 854 and 984 in Attachment D.

⁸² See Submitter Numbers 595, 1081 and 1117 in Attachment D.

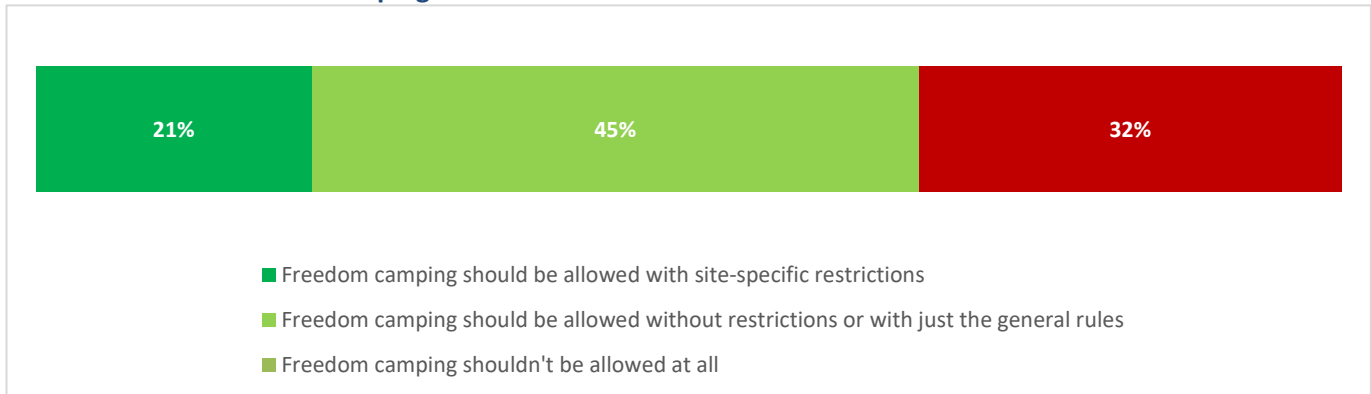
Proposal 4.19: Do you agree that Cox’s Bay Esplanade should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

73 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

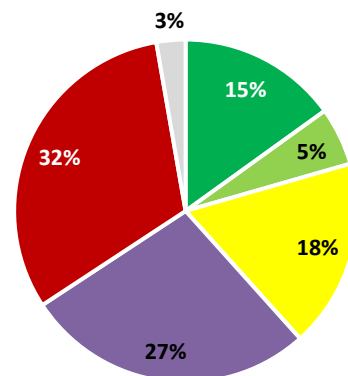
<p>Local Board Area: Waitematā Map: WTM-R1</p>  <p>Cox's Bay Esplanade West End Road, Herne Bay</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of three freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 73 Have Your Say respondents, **17** provided comments⁸³ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	2
Freedom camping benefits Auckland and Aucklanders	2

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	4
<p>"I live in this area - I LIKE having freedom campers in the area generally they are good people, keen to experience all that is great about Auckland and will conform to the few common sense and easily understood rules - we need Public Toilets and a Pay Shower system, but other than that we should be WELCOMING them to our areas!"</p>	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	4
Freedom camping causes problems causes problems for Aucklanders	3
<p>"Tamaki Makaurau's attraction to live and survive is based on the beauty of its beaches and open spaces - freedom camping should not be allowed in these areas - there has been no evidence or reasoning that we should provide free accommodation to travelers."</p>	

Suggested alternative restrictions for freedom camping at this area

Two Have Your Say respondents suggested alternative restrictions.⁸⁴

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Three vehicles	N/A	N/A
Maximum stay	One night	More than five nights	1
Departure time	9am	8am	1
No-return period	Two weeks	No no-return period	1
		Four weeks	1

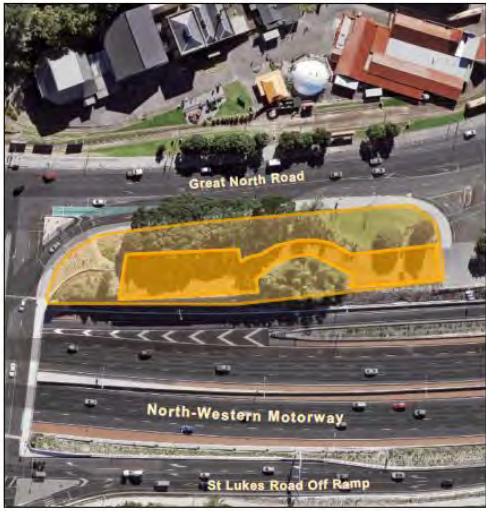
⁸³ See Submitter Numbers 79,87,110, 122, 151, 185, 231, 247, 259, 367, 379, 516, 854, 877, 1069, 1127 and 1171 in Attachment D.

⁸⁴ See Submitter Numbers 231 and 392 in Attachment D.

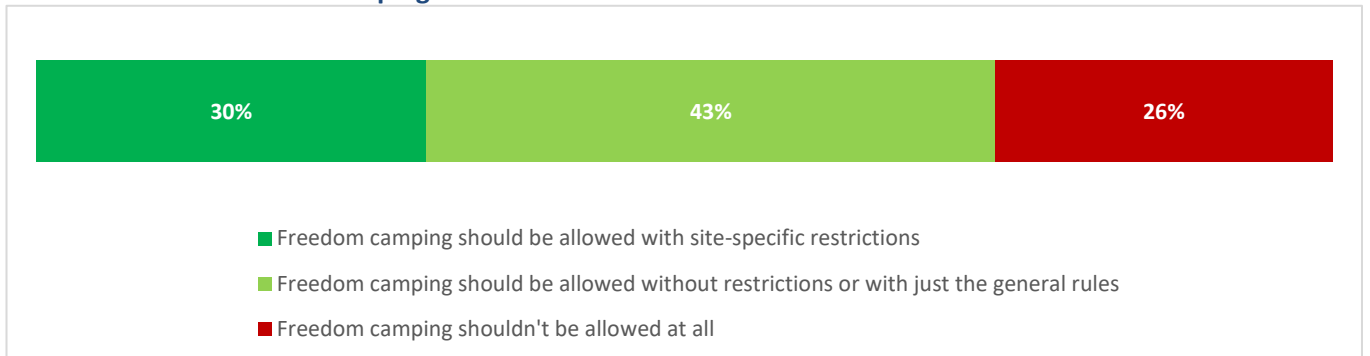
Proposal 4.20: Do you agree that **Roadside Carpark opposite Western Springs Reserve should be a restricted area, where freedom camping is allowed subject to site-specific conditions?**

74 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

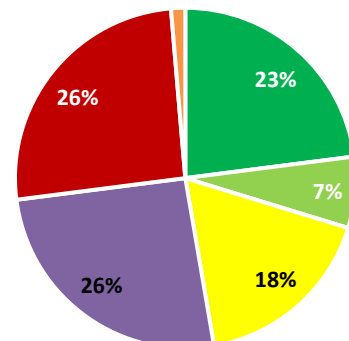
<p>Local Board Area: Waitematā Map: WTM-R2</p>  <p>Western Springs Reserve 820 Great North Road, Grey Lynn</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of five freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 74 Have Your Say respondents, **16** provided comments⁸⁵ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Freedom camping benefits Auckland and Aucklanders	1

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	4
"This is an area that visitors will WANT to visit so we should make provision to improve the location with proper public toilets and a Pay shower system if possible!"	

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	2
Freedom camping causes problems causes problems for Aucklanders	3
"It's a high traffic area and not suited for freedom campers. The only experience they'll have there is a bad one."	

Suggested alternative restrictions for freedom camping at this area

Three Have Your Say respondents suggested alternative restrictions.⁸⁶

Area restriction	Proposed restriction	Alternatives proposed	Respondents
Maximum number of vehicles	Five vehicles	N/A	N/A
Maximum stay	One night	Two nights	1
Departure time	9am	8am	1
		10am	1
		Other suggestion	1
No-return period	Two weeks	Four weeks	1


⁸⁵ See Submitter Numbers 87, 110, 122, 151, 185, 198, 231, 247, 259, 367, 379, 516, 854, 1069, 1127 and 1171 in Attachment D.

⁸⁶ See Submitter Numbers 231, 392 and 1262 in Attachment D.

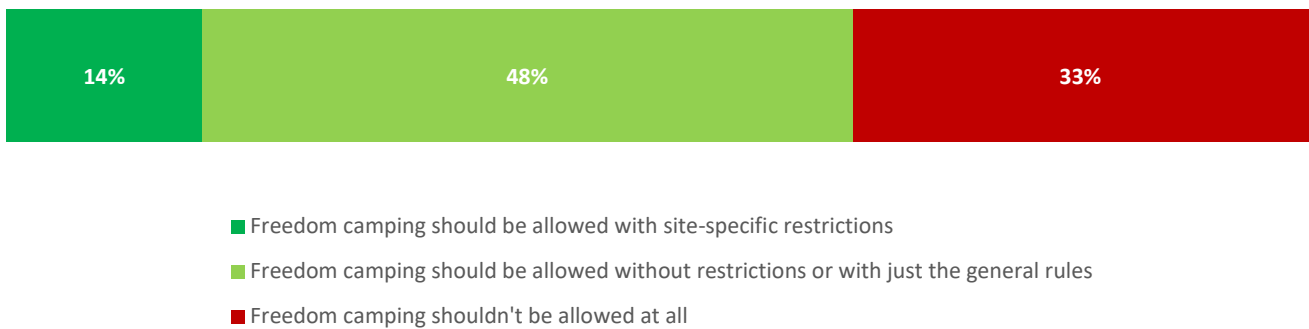
Proposal 4.21: Do you agree that Carpark adjacent to Valonia Reserve should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

42 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

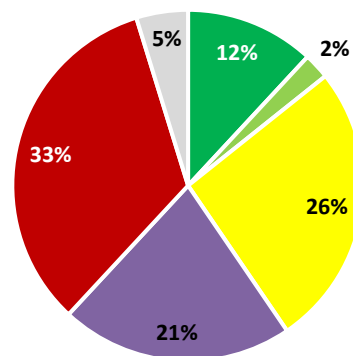
<p>Local Board Area: Whau Map: WH-R1</p>  <p>Valonia Reserve Carpark 35 Valonia Street, New Windsor</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) Prohibited under the Reserves Act - No Freedom Camping 	<p>Proposed restrictions for this area</p> <p>A maximum of four freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of one night; (4) vacate their parking space by 9am (0900 hours) on the second day; and (5) stay a maximum of two nights in a two-week consecutive period
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Overall views on freedom camping in this area



Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 42 Have Your Say respondents, **11** provided comments⁸⁷ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
Fundamentally in favour of the right to freedom camp	1

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	3
Freedom camping causes problems causes problems for Aucklanders	3
“Appears too close to residential areas.”	

Suggested alternative restrictions for freedom camping at this area


No Have Your Say respondents suggested alternative restrictions.

⁸⁷ See Submitter Numbers 87, 122, 151, 225, 259, 291, 367, 379, 516, 854 and 1171 in Attachment D.

Proposal 4.22: Do you agree that Wingate Reserve should be a restricted area, where freedom camping is allowed subject to site-specific conditions?

42 Have Your Say respondents gave feedback on this proposal.

Respondents were asked to choose a response and indicate why they held that view. If respondents agreed it should be a restricted area but with different conditions, we asked what restrictions they preferred.

<p>Local Board Area: Whau Map: WH-R2</p>  <p>Wingate Reserve 43 Wingate Street, Avondale</p> <ul style="list-style-type: none"> Restricted area Areas where designated site could be located (as indicated by signage) 	<p>Proposed restrictions for this area</p> <p>A maximum of two freedom camping vehicles may stay overnight in the area</p> <p>A person wishing to stay overnight must</p> <ol style="list-style-type: none"> (1) use a certified self-contained vehicle at all times; (2) use one of the marked spaces in the designated parking area, if applicable; (3) stay a maximum of two nights; (4) vacate their parking space by 9am (0900 hours) on the third day; and (5) stay a maximum of two nights in a two-week consecutive period
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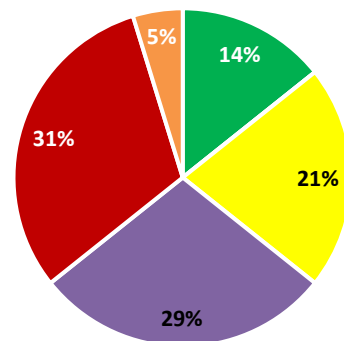
Overall views on freedom camping in this area



- Freedom camping should be allowed with site-specific restrictions
- Freedom camping should be allowed without restrictions or with just the general rules
- Freedom camping shouldn't be allowed at all

Detailed views on freedom camping in this area

- Yes – restricted freedom camping should be allowed, and I support the proposed restrictions
- Yes – restricted freedom camping should be allowed, but with different restrictions
- No – freedom camping should be allowed without any restrictions
- No – freedom camping should be allowed subject to the general rules
- No – freedom camping should not be allowed in this area
- I don't know



Comments about freedom camping at this area

Of the 42 Have Your Say respondents, **11** provided comments⁸⁸ to expand on the reasons for their feedback.

Reasons for supporting the freedom camping with the proposed restrictions	Number of comments
None given	N/A

Reasons for supporting freedom camping with different restrictions OR the general rules OR no restrictions	Number of comments
Proposed rules are too restrictive of freedom camping	2

Reasons for not supporting freedom camping at this site	Number of comments
Fundamentally opposed to freedom camping	3
Freedom camping causes problems causes problems for Aucklanders	3

Suggested alternative restrictions for freedom camping at this area

No Have Your Say respondents suggested alternative restrictions to those proposed.

⁸⁸ See Submitter Numbers 87, 122, 151, 203, 225, 259, 291, 379, 516, 854 and 1171 in Attachment D.

Suggestions for additional prohibited or restricted areas

848 people suggested additional prohibited areas, including

- large areas (such as Omaha Beach, Waiheke Island or the Waitakere Ranges Heritage Area)
- specific places (such as Tamaki Drive, or Kiwi Esplanade)
- categories of area (such as residential roads or freedom camping near schools).

Suggestions for additional large areas

Large areas	n=270
Omaha Beach	154
Waitakere Ranges Heritage Area and surrounds (Piha mentioned most notably)	67
Waiheke Island	18
Aotea / Great Barrier Island	4
Hatfields Beach	4
Awhitu Peninsula	4
Eastern Bays	3
Māngere	3
Browns Bay	2
Takapuna	2
Orakei	2
Northcote Point	2
Snells Beach	2
Matheson Bay	1
Mission Bay	1
Beachlands	1

Suggestions for additional specific places

Specific places	n=314
Karekare Road Carpark, Karekare	39
Anawhata Road, Anawhata	33
Kiwi Esplanade, Mangere Bridge	26
Te Henga Bethells Road, Te Henga	16
Tamaki Drive	16
French Bay Carpark, Titirangi	15
Bethells Road, Te Henga	14
Marine Parade North Carpark, Piha	10
Glen Esk Road Carpark, Piha	9
Marine Parade South Carpark, Piha	9
Seaview Road, Piha	8
Shelly Beach Parade, Cockle Bay	7
Little Huia, Huia Road	6

Specific places	n=314
Woodall Carpark, Narrow Neck Beach	5
The Strand, Onetangi	3
Beach Haven Wharf	3
Point Chevalier Beach Carpark	3
Buckletons Beach Reserve	3
Rothesay Bay Reserve (Rothesay Bay Road)	2
Arundel Reserve, Orewa Beach	2
Waikaraka Park (Captain Springs Road)	2
Vellenoweth Green, St Heliers	2
Titirangi Beach Carparks	2
Phyllis Reserve, Mount Albert	2
Campbells Bay Beach	1
Queen Street, Northcote	1
Kihikihi Lane, Snells Beach	1
Masterton Road, Rothesay Bay	1
Totara Park, Manurewa	1
McEldowney Road / Paturoa Road junction at entrance to Davies Bay	1
South Titirangi Road Jenkins Bay boat ramp carparks	1
Herrings Cove carparks, Titirangi	1
Godley Road end, Titirangi	1
Arama Ave road end, Titirangi	1
Arapito Road end, Titirangi	1
Whatipu Scenic Reserve	1
Milford Beach Reserve	1
Claude Abel Reserve, Garden Road	1
Colonial Road, Birkenhead	1
Mangere Bridge Memorial Hall Carpark	1
Hooton Reserve, Albany	1
Kennedy Point, Waiheke Island	1
Glover Park	1
The Esplanade, Big Manly Beach	1
Ngapara Street, Red Beach Waterfront	1
Arkles Strand, Arkles Bay	1
Matakatia Parade, Matakatia Beach	1
De Luen Avenue, Tindalls Bay	1
Stanmore Bay Road, Stanmore Bay	1
Langton Road, Stanmore Bay	1
Moreton Drive, Manly	1
Beach Road, Manly	1
Brown Street, Manly	1

Specific places	n=314
Whangaparoa Road, Whangaparoa	1
The Strand, Waiwera	1
Wood Bay, Titirangi	1
Davies Bay, Titirangi	1
Herrings Cove, Titirangi	1
Laingholm Beach, Titirangi	1
Mahoe Road end, Titirangi	1
Aydon Road end, Titirangi	1
Okewa Road end, Titirangi	1
The Parade Road end, Titirangi	1
Valley Road end, Titirangi	1
Opou Road end, Titirangi	1
Woodbay Road end, Titirangi	1
Inaka Place Road end, Titirangi	1
Lancewood Ave Road end, Titirangi	1
Rangiwai Road end, Titirangi	1
The Drive Road end, Titirangi	1
Westridge Road end, Titirangi	1
Valley View Road end, Titirangi	1
Tainui Road end, Titirangi	1
Boylan Road end, Titirangi	1
York Road end, Titirangi	1
Jays Road end, Titirangi	1
Sylvan Valley Ace Road end, Titirangi	1
Minnehaha Ave road end, Titirangi	1
Landing Road end, Titirangi	1
Helios Place Road end, Titirangi	1
Deirdre Place Road end, Titirangi	1
Fawcett Road end, Titirangi	1
Brownie Road end, Titirangi	1
Janet Place Road end, Titirangi	1
Exhibition Drive Titirangi (both ends)	1
Tawini Road end, Titirangi	1
Rainbow's End Reserve	1
Stanmore Bay Road Carpark	1
Waiata Avenue, Remuera	1
Walker Park, Point Chevalier	1
Eric Armishaw Park, Point Chevalier	1
Coyle Park, Point Chevalier	1
Ōwairaka Park, Ōwairaka	1

Specific places	n=314
Kūkūwai Park, Ōwairaka	1
Mount Albert War Memorial Reserve, Mount Albert	1
Chamberlain Park, Mount Albert	1
Mount Albert Library, Mount Albert	1
Mt Albert Town Centre Carpark	1
Warren Freer Park	1
Kariotahi Beach	1

Suggestions for additional categories of areas

Categories of area	n=264
Residential streets / road reserves	231
Auckland Central / CBD	10
Sport / Yacht Club carparks	8
(Outside or in the vicinity of) Schools / Early Childhood Education Centres (ECE)	4
All beachfronts	4
Community halls (and long-term leased carparks)	3
Urupa sites	1
Coastal Marine Areas (within 50m of mean high-water mark)	1
Any area with no public facilities (public toilet facilities)	1
Roads less than a certain width	1

Underlying themes in feedback on the Bylaw proposal

Many Have Your Say respondents took opportunities to express general views about freedom camping when providing written comments online, or when giving feedback via email or verbally to the Panel.

These general comments provide an insight into the views that underlie respondents' support and opposition to the specific Bylaw proposals, and to freedom camping regulation overall.

These views have been summarised into nine themes. Sample verbatim comments are provided for each theme.

Comment theme	Total number of comments	Percentage of total feedback
1. The proposed Bylaw is not restrictive enough of freedom camping	527	33%
2. Enforcement of the Bylaw or other implementation matters	518	32%
3. Freedom camping causes problems for Auckland and Aucklanders	351	22%
4. Fundamental opposition to freedom camping in Auckland	217	13%
5. The proposed Bylaw is too restrictive of freedom camping	182	11%
6. Council should invest in more/better facilities for freedom campers	153	9%
7. Fundamental support for the right to freedom camp	94	6%
8. Freedom camping benefits Auckland and Aucklanders	52	3%
9. Concerns about the Bylaw's impacts on people living in vehicles , including those experiencing homelessness	48	3%

Note: Percentages do not add up to 100% because one response could be coded under multiple themes.

Theme 1: The proposed Bylaw is not restrictive enough of freedom camping

Key views from 527 comments, 33 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
Need fewer or different sites than those proposed (general view)	264	50%
Freedom camping should be prohibited in built-up areas / the CBD Freedom camping should only be allowed in rural areas	245	46%
Certain rules should be stricter depending on the characteristics of the area or the use of the area, for example: <ul style="list-style-type: none"> shorter stays in the city centre no large vehicles in areas with narrow streets no camping in areas susceptible to flooding 	116	22%
Housing intensification is making parking/traffic worse in built-up areas, and freedom camping will exacerbate this Freedom campers will compete with residents for parking	108	20%
Should preserve the current approach (freedom camping only allowed in a small number of named areas, rather than the other way around)	72	14%
People living in vehicles long-term as a lifestyle choice will use these rules to live in Auckland streets / desirable areas	45	9%
Need stricter standards for freedom camping vehicles	20	4%
Concern about people camping outside schools and ECEs	6	1%

<p>“Locals are struggling to cope now with the ever-increasing beach visitor numbers and their vehicle congestion. Far too much congestion now with inadequate access for essential services of Fire and Ambulance particularly weekends without freedom campers as well.”</p>	<p>“I believe that Freedom Camping is a great Kiwi experience but it should be an experience based where there is little to no infrastructure, not in the middle of a city.”</p>	<p>“The streets of Auckland are crowded and parking often difficult without allowing Freedom Camping ...This mass freedom on Auckland roads unless specified as regulated is awful, as it does not cover coastal areas which in turn will disavail flexible and available parking for visiting public.”</p>
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Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 2: Enforcement and other implementation matters (operational feedback)

Key views from 518 comments, 32 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
The proposed rules are not enforceable The areas where freedom camping will be allowed are too large to feasibly enforce	201	39%
Enforcement is critical to success, but resources are already insufficient	133	26%
Other enforcement / implementation matters	101	19%
Enforcement of freedom camping rules is falling – or will fall – to local residents, which is not appropriate	76	15%
Need stronger enforcement of self-containment certification Certification stickers are easy to buy illegally / falsify Other issues with certification	52	10%
Need harsh(er) enforcement, fines and penalties as a deterrent	28	5%
Need more / better / clearer signage at: <ul style="list-style-type: none"> • Areas where freedom camping will be allowed • Popular places where freedom camping will be prohibited 	20	4%
Council needs to raise awareness of the rules through a communications campaign / education / information	14	3%
Maintenance / cleaning of public areas critical to social license Council needs to invest more in maintenance / cleaning of public areas	5	1%
<p>“I believe it is unsuitable to open up residential streets without significant planning and resource allocated to monitoring this. This will also require additional funding and policing in a time when both of these resources are extremely stretched.”</p>	<p>“The rule relating to self-contained vehicles is appropriate. However “self-contained” brings to mind nice “Maui” type vans. Unfortunately the “Juicy” van can also get “selfcontained certification” as they have a loo under the seat/bed. It should be noted that rental rebates were given if the seal on the loo was unbroken when returned. This is not in the spirit of what Council is defining as self-contained and encourages toilet habits that are not conducive to Councils aims.”</p>	<p>“The weekends create excessive parking in my area for people wishing to enjoy the beach as it is. Residential streets are not right for campers in principle. Who and how is this going to be monitored? Council will be reliant of residents to monitor and what happens with issues.”</p>

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 3: Freedom camping causes problems for Auckland and Aucklanders

Key views from 351 comments, 22 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
Freedom campers compete with other people trying to use parking and amenities	202	58%
Freedom campers: <ul style="list-style-type: none"> • leave litter/waste • pollute the natural environment • make a mess ...in public places (for example public toilets and carparks)	194	55%
Freedom campers cause other safety issues (for example, vehicles cause a hazard to other drivers and pedestrians)	116	33%
Freedom campers behave anti-socially (for example, making excessive noise, partying, drug-use or harassment)	93	26%
Freedom campers/campsites/vehicles: <ul style="list-style-type: none"> • are unsightly • block others' views • ruin the ambience of a place 	51	15%
<p>"Freedom camper vehicles take up parking spaces needed by the rate payers of Auckland to visit their amenities. Freedom campers should also have to take their rubbish with them, not dispose of it in public rubbish bins or receptacles - often see items piled up and left behind for others to clean up."</p>	<p>"I am totally opposed to the concept of "freedom camping" anywhere in NZ. It may be free for campers but someone - either taxpayers or rate payers have to foot the cost of services, cleaning, compliance issues, security, etc. There are already campsites that provide this service and this should not be a part of core Council services."</p>	<p>"Many roads are too narrow to allow for the movement of traffic when a campervan(s) is parked. There is a public safety issue; emergency services vehicles may not be able to get through. I submit freedom camping should be prohibited on roads less than a specified width."</p>

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 4: Fundamental opposition to freedom camping in Auckland

Key views from 217 comments, 13 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
The law needs to be changed to ban freedom camping Don't support the legislative right to freedom camp	128	59%
Concern about people freedom camping in residential areas or on residential roads, in principle	87	40%
Campers should stay in campgrounds Freedom camping competes unfairly with accommodation businesses	74	34%
Ratepayers shouldn't have to subsidise freedom campers, for example by: <ul style="list-style-type: none"> • providing dedicated facilities for freedom campers • allowing freedom campers to use public facilities • cleaning up areas used by freedom campers 	30	14%

<p>“Freedom camping is becoming a synonym for freeloading, where people are choosing to live in vehicles long term not because they can't afford rent or have no jobs but because they can live on a beachfront free of charge without having to pay for the infrastructure they use.”</p>	<p>“I STRENUOUSLY OPPOSE Freedom Camping on any residential streets at any time ever!”</p>	<p>“People should not be able to camp in areas other than those designed for that purpose AND they should pay for the facilities those areas provide and that they need and use.”</p>
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Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 5: The proposed Bylaw is too restrictive of freedom camping

Key views from 182 comments, 11 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
Campers are on holiday and any restrictions should allow people time to relax / explore the area / avoid peak traffic	87	48%
There are not enough designated areas to camp Under-supply of legal camping areas will cause overcrowding at these areas and worsen problems	32	18%
<p>“How can you put more value on someone else using that park than the freedom camper staying those extra few hours who as you have mentioned - could be spending money at local businesses. Being too strict and unreasonable is not good for tourism and is also not very Kiwi.”</p>	<p>“Blanket rules on everyone to stop a few causing problems is restrictive to those who are respectful of the area.”</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 6: Council should invest in more/better facilities for freedom campers (operational feedback)

Key views from 153 comments, 9 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
Need more facilities for users of public areas generally, including freedom campers (for example 24hr toilets, bins)	69	45%
Council should provide more dedicated freedom camping sites with facilities (for example toilets, showers, dump stations)	54	35%
Council should look at developing / enabling others to develop user-pays facilities, such as coin-operated showers	19	12%
<p>“If all major towns and cities had well documented toilet facilities, issues which annoy residents would not continue. The irony is that in many places where facilities do exist, they are locked overnight. Rather than penalising all freedom campers with blanket bans, ablutions facilities should be upgraded nationwide.”</p>	<p>“Build MORE regulated and approved freedom camping sites WITH public toilets AND paid for SHOWERS. Make them MORE welcome so they DO use Regulated sites rather than block them out - and force them to look for unregulated sites!”</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 7: Fundamental support for the right to freedom camp

Key views from 94 comments, 6 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
All people have a fundamental right to access and enjoy public space	43	46%
It's important to have low-cost holiday options available	28	30%
<p>"All NZ residents should be allowed free access without restriction. Fine [for council to respond] if they actually do something like dump water or waste."</p>	<p>"Freedom camping is part of freedom to roam and access to wilderness - it's important to widen the choice of freedom camping especially with all the youth hostels closing. If self contained campers are truly self contained and fully functional - then there should be no problem."</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 8: Freedom camping benefits Auckland and Aucklanders

Key views from 52 comments, 3 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
Freedom camping is a great way to see / share all the region has to offer	24	46%
Auckland should welcome all visitors and try to give them a good experience	16	31%
<p>"What freedom campers save on accommodation, they spend on activities and experiences so money will still be flowing into the economy. Therefore, if it's really about the environment (which I highly doubt) then build more infrastructure to encourage people in general to use."</p>	<p>"Freedom camping is a positive experience for many to learn that not everything has to be owned or bought to be enjoyed. It also provides business to local enterprises, and facilitates greater numbers of tourists who cannot afford to travel by other means."</p>	

Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

Theme 9: Concerns about the Bylaw's impacts on people living in vehicles, including those experiencing homelessness

Key views from 48 comments, 3 per cent of submissions	Total number of respondents giving this view	Percentage of comments on this theme
Need compassion for people living in vehicles, not discrimination This Bylaw will make their lives harder	26	54%
The housing crisis, low wages and other economic and social factors are the real drivers of the problem	17	35%
Enforcement staff need to give special consideration to people experiencing homelessness	13	27%
<p>"As housing has become unattainable for most of the population, mobile living is getting more popular. It needs to be supported and enabled as an alternative for our less fortunate, rather than kept and regulated behind a veil of privilege."</p>	<p>"With the price of rent it seems unfair to punish those who are trying to get by.. I am for being self contained but everyone has to live let them be."</p>	

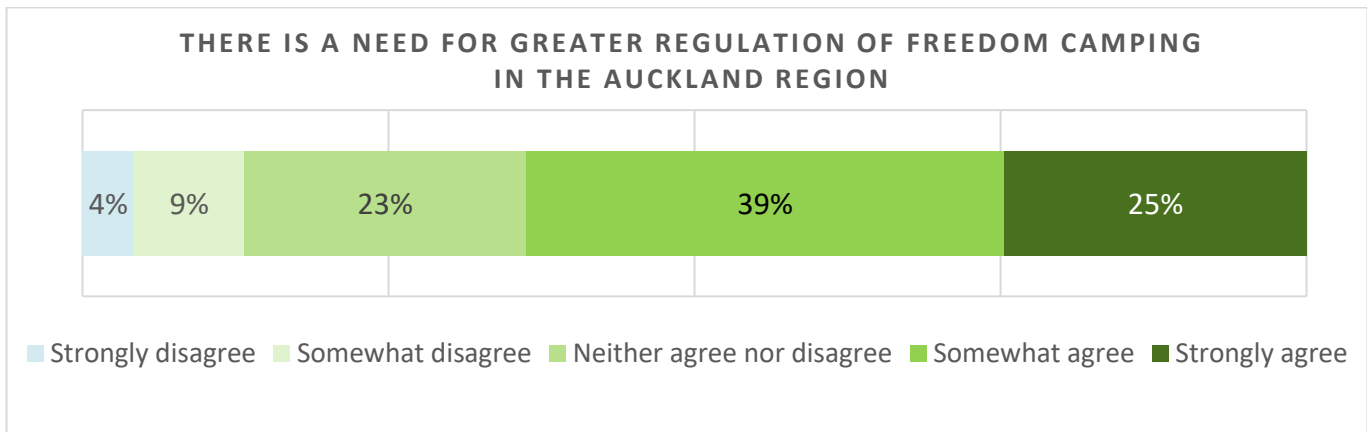
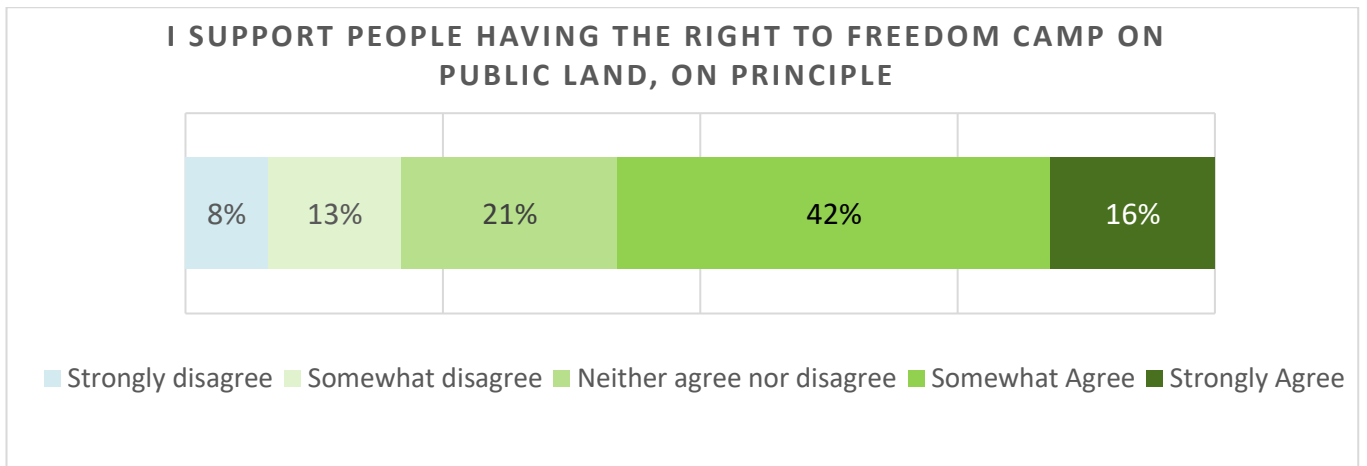
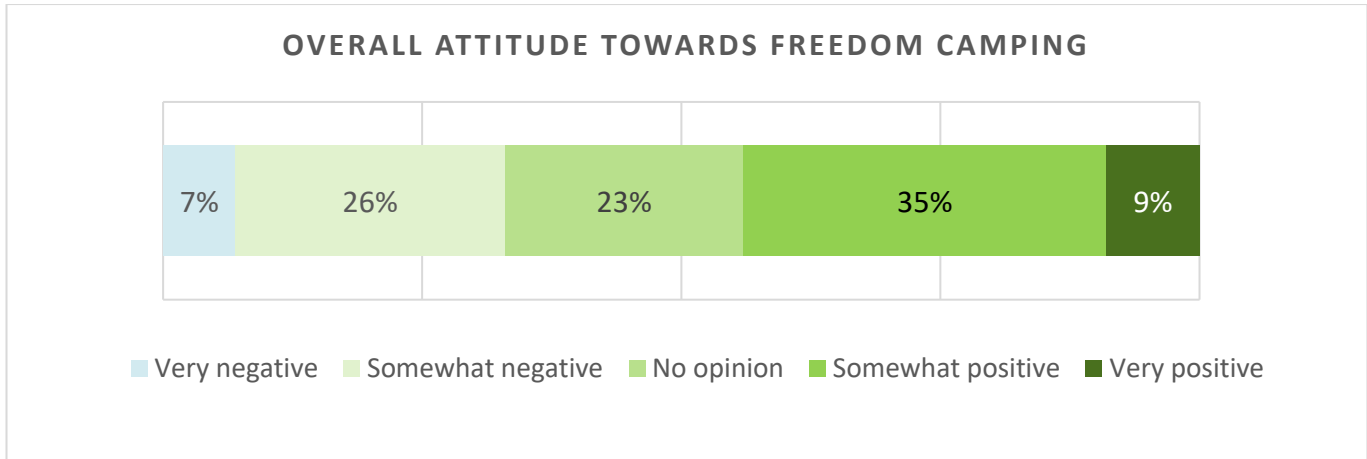
Note: Percentages do not add up to 100% because respondents could choose more than one reason for their view, and only the key themes are identified

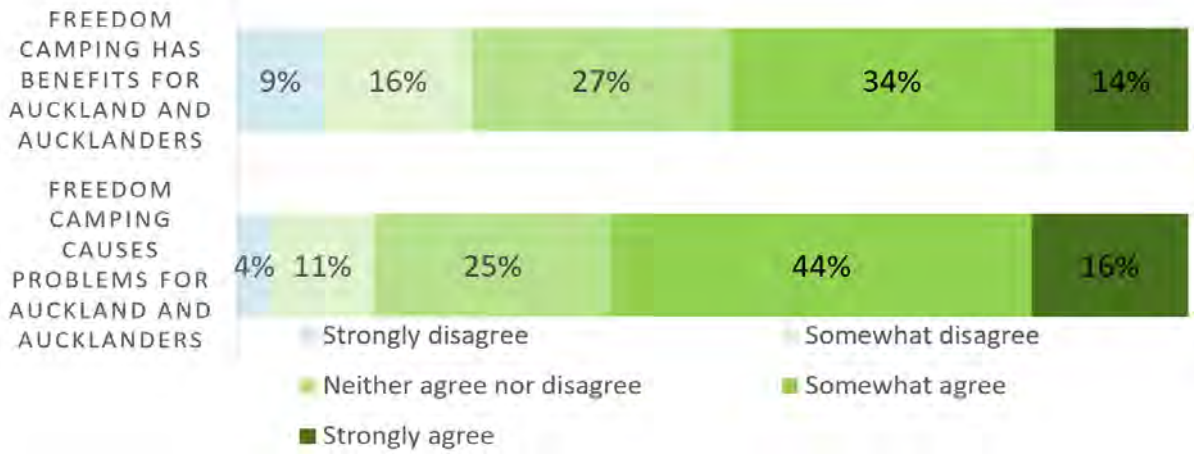
Key attitudinal findings from the research survey

The full research survey summary is attached as Appendix 1. Some key findings are shown below.

Overview of Aucklanders' current attitudes towards freedom camping

Aucklanders value freedom camping on principle. While recognising the benefits, they feel that there are problems as it currently occurs, and they would like to see greater regulation put in place.



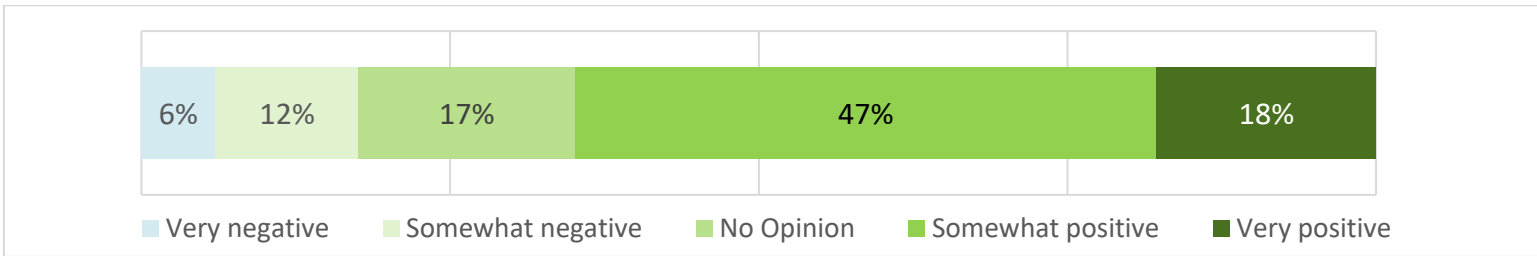


Anticipated effects of general rules on Aucklanders’ attitudes towards freedom camping

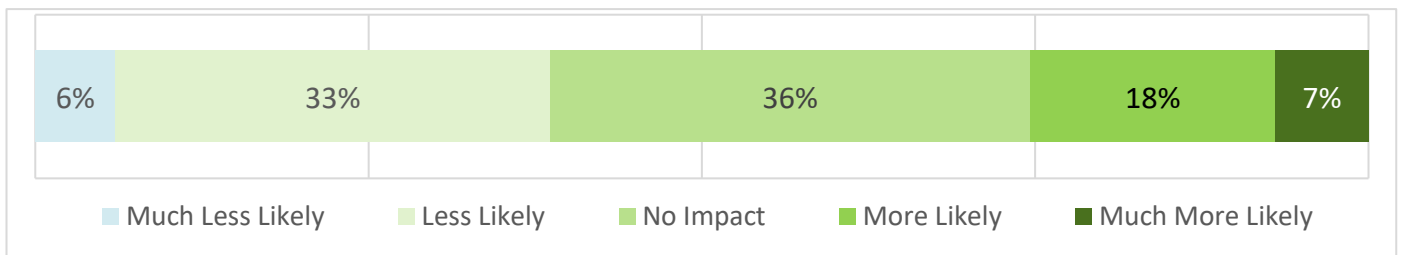
Based on the responses from research survey participants, if the general rules were introduced,

- Aucklanders would feel more positive about freedom camping
- it is unlikely that there would be a significant increase in freedom camping
- the level of concern about freedom camping is likely to reduce
- Aucklanders would perceive greater benefits and fewer problems with freedom camping

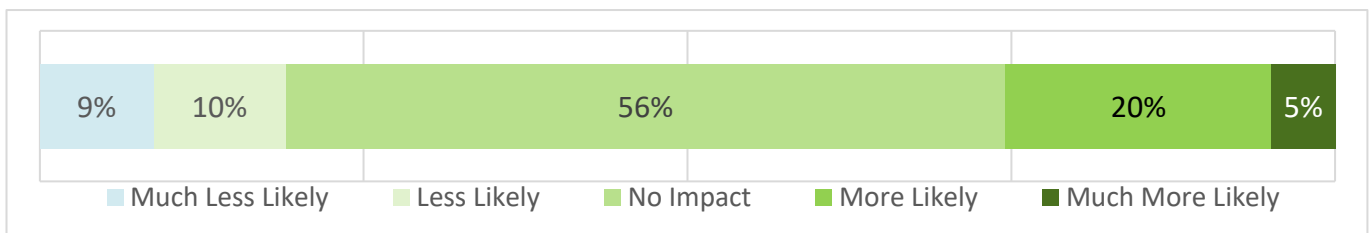
Q: How would you feel about freedom camping in the Auckland region overall, under the proposed Four [General] Rules?



Q: With these rules in place, [would you] be [more/less] likely to feel concerned about freedom camping in the Auckland region?



Q: With these rules in place, [would you] be [more/less] likely to freedom camp [yourself]?



APPENDIX ONE
EXTERNAL RESEARCH SURVEY: SUMMARY OF FINDINGS

Freedom Camping in Vehicles: Aucklanders' experiences, attitudes and behaviours

Research conducted for Auckland Council by Nexus Research, 2021



Freedom Camping in Vehicles

A survey of Aucklanders experiences, attitudes and behaviours.



SECTION 1

Methodology

Background

Auckland City Council have drawn up a new draft Bylaw regulating Freedom Camping which was consulted upon between 26th October and 5th December 2021.

Objective of the research

The objective of this research was to complement the consultation process with a representative view of attitudes towards Freedom Camping, the proposed general rules and their potential effects, of Aucklanders aged eighteen or above.

Research Design

A questionnaire was designed to understand current attitudes and experience, reaction to the proposed general rules , and anticipated response or outcome should the general rules be adopted.

The survey and report have four sections,

- Attitudes towards Freedom Camping,
- Experience of Freedom Camping, either as a camper or as somebody impacted by it,
- Feedback on the proposed General Rules,
- Projected changes to attitudes, and intentions regarding Freedom Camping should the General Rules be adopted.

An overview of the questionnaire is provided in Appendix B : Survey Design.

Sample and population of interest

- The overall population of interest is all people aged 18 and over who live in the Auckland Region.
- A sample representative of Aucklanders and large enough to report by Local Board area was drawn from the Dynata and Consumerlink online panels which have approximately 100,000 members aged 18 or over from the Auckland Region. The sample was complemented by 62 respondents from Waiheke Island via the Auckland Council People’s Panel.
- The target sample was 1,900 (1,914 achieved) and targeted minimum sample of 75 was set for each local board.
- Sub-groups of interest include sub-regional groupings (North, South, Central, East, West) and Local Board areas.
- Broad sub-population targets were also set for age, gender and ethnicity, and the entire sample was weighted to ensure the sample reflected the composition of the Aucklanders aged 18 or over.
- A table of target population and sample counts is provided in Appendix A : Population estimates and sample.
- Great Barrier Island residents were also invited to participate via the People’s Panel with 6 responses received and these are part of the total base count for each question. However the sample size is too small to be representative for Aotea / Great Barrier Local Board and are not included in any Local Board breakdowns in the report.

A note on differences in this report

Significant differences in this report – like most survey based research this report draws on a sample that represents the population, with results subject to sampling error. Results that are significantly different (at a 95% probability level) are indicated by arrows on the charts that follow an ‘up arrow’ ↑ indicates a result is significantly higher, a down arrow, ↓ indicates a result is significantly lower. In the context of this report the arrows indicate significant differences in the proportions of sub-populations from the entire population aged 18 or over. No arrows indicate no difference between the population as a whole and a sub-population group.

SECTION 2

Findings

Summary

Currently Freedom Camping is a polarising issue for Aucklanders - 32% of Aucklanders (aged 18+) feel negatively towards Freedom Camping and 44% of Aucklanders (aged 18+) feel positively towards Freedom Camping.

Aucklanders value Freedom Camping on principle (58% support). While recognising benefits, Aucklanders feel that there are problems as it currently occurs (59% agree), and they would like to see greater regulation put in place (65% agree).

Aucklanders are strongly in favour of using general rules to regulate Freedom Camping in the Auckland Region (90% in favour). A majority of Aucklanders support each of the four proposed general rules. Support was widespread with the majority of every sub-population group also in favour of each of the rules as proposed.

<i>Do you support the proposed general rule...</i>	Yes	No	Unsure
Rule 1. Self-contained vehicle	76%	11%	13%
Rule 2. Maximum Stay two nights	70%	16%	13%
Rule 3. 9am departure time	52%	26%	22%
Rule 4. Two weeks no-return	55%	26%	22%

A majority of Aucklanders anticipate greater benefits and fewer problems with the rules in place. Nearly half (49%) of Aucklanders **agreed** that Freedom Camping would have more benefits for Auckland and Aucklanders with the four rules in place. While slightly more than half (58%) of Aucklanders **agreed** that Freedom Camping would cause fewer problems for Auckland and Aucklanders with the four rules in place.

<i>To what extent would you agree/disagree with this statement, with these rules in place.....</i>	Agree	Disagree
Freedom Camping will have more benefits for Auckland and Aucklanders	49%	17%
Freedom Camping will cause fewer problems for Auckland and Aucklanders	58%	15%

SECTION 2

Part 1a : Current Attitudes

Part 1a : Current Attitudes

In 'Part 1a : Current Attitudes' we look at how Aucklanders feel about Freedom Camping.

- How do you feel about Freedom Camping in the Auckland region overall?
- How do you feel about Freedom Camping in the Auckland region overall? x sub-population groups
- Right to freedom camp on public land
- Right to freedom camp on public land x sub-population groups
- Need for greater regulation
- Right to freedom camp on public land x sub-population groups
- Freedom Camping Benefits and Problems
- Freedom Camping Benefits x sub-population groups
- Freedom Camping Problems x sub-population groups
- Frequency of Benefits
- Frequency of Problems

Summary: Current Attitudes of Aucklanders towards Freedom Camping

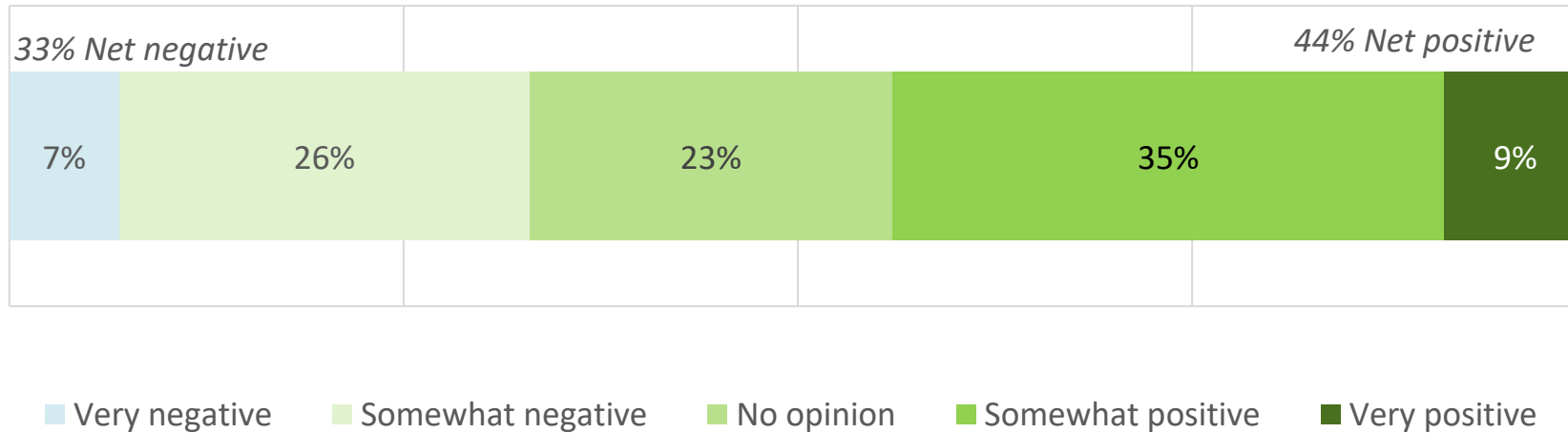
Aucklanders value Freedom Camping on principle, whilst recognising benefits, they feel that there are problems as it currently occurs, and they would like to see greater regulation put in place.

- A slender majority (44%) of Aucklanders are more positive than negative (33%) towards Freedom Camping overall.
- A greater proportion (58%) feel that people should be able to Freedom Camp on public land as a right.
- An even greater majority (64%) of Aucklanders feel that there is a need for greater regulation of Freedom Camping within the Auckland Region.
- Aucklanders recognise that Freedom Camping brings problems and benefits. Nearly half (48%) of Aucklanders agree Freedom Camping has benefits, while a greater proportion (60%) agree Freedom Camping causes problems, for Auckland and Aucklanders.
- Attitudes are mostly strongly related to a combination of age and previous experience with Freedom Camping and Freedom Campers.
 - Younger Aucklanders (aged 18-34) feel more positively towards Freedom Camping than Older Aucklanders, while Māori feel more positively towards Freedom Camping than non-Māori. Those who had Freedom Camped were most positive towards Freedom Camping. Those who had encountered Freedom Campers (and not Freedom Camped themselves) were more likely to hold no opinion. Those who had neither Freedom Camped nor encountered Freedom Campers felt more negatively towards Freedom Camping.

How do you feel about Freedom Camping in the Auckland region overall?

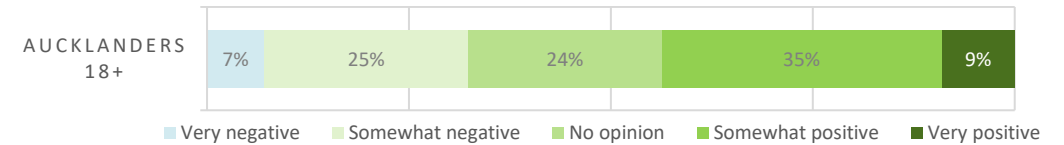
On balance Aucklanders are mildly positive towards Freedom Camping.

OVERALL ATTITUDE TOWARDS FREEDOM CAMPING



Q: How do you feel about Freedom Camping in the Auckland region overall?
 Base: All people aged 18+ in the Auckland Region (Population 1,196,000 (2018 Census))
 Base n=1950

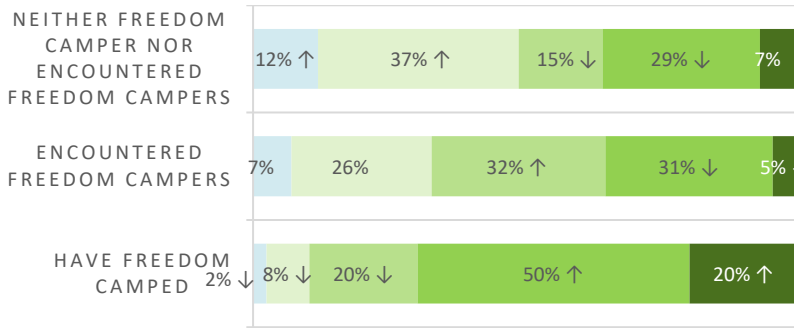
How do you feel about Freedom Camping in the Auckland region overall? x sub-population groups



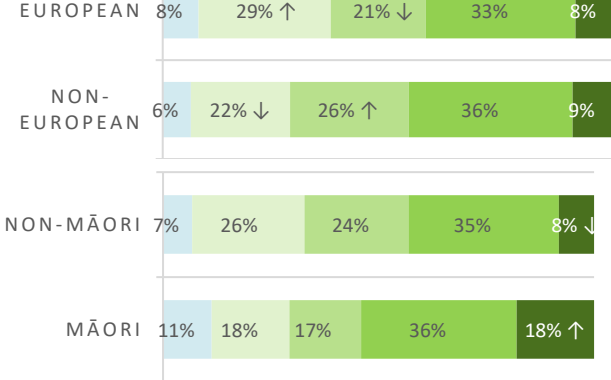
Groups of Aucklanders of different ages, ethnicity and experience with freedom camping hold significantly differing attitudes. Attitudes varied a little by local board (Waiheke & Maungakiekie-Tamaki respondents feel more negatively towards Freedom Camping).

- Experience with Freedom Camping and Freedom Campers : Those who had Freedom Camped felt more positively towards Freedom Camping. Those who had encountered Freedom Campers (and not freedom camped themselves) were more likely to hold no opinion. Those who had neither Freedom Camped nor encountered freedom campers felt more negatively towards Freedom Camping.
- Age : Younger Aucklanders (aged 18-34) feel more positively towards Freedom Camping than Older Aucklanders.
- Ethnicity : Māori feel more positively towards Freedom Camping than non-Māori.

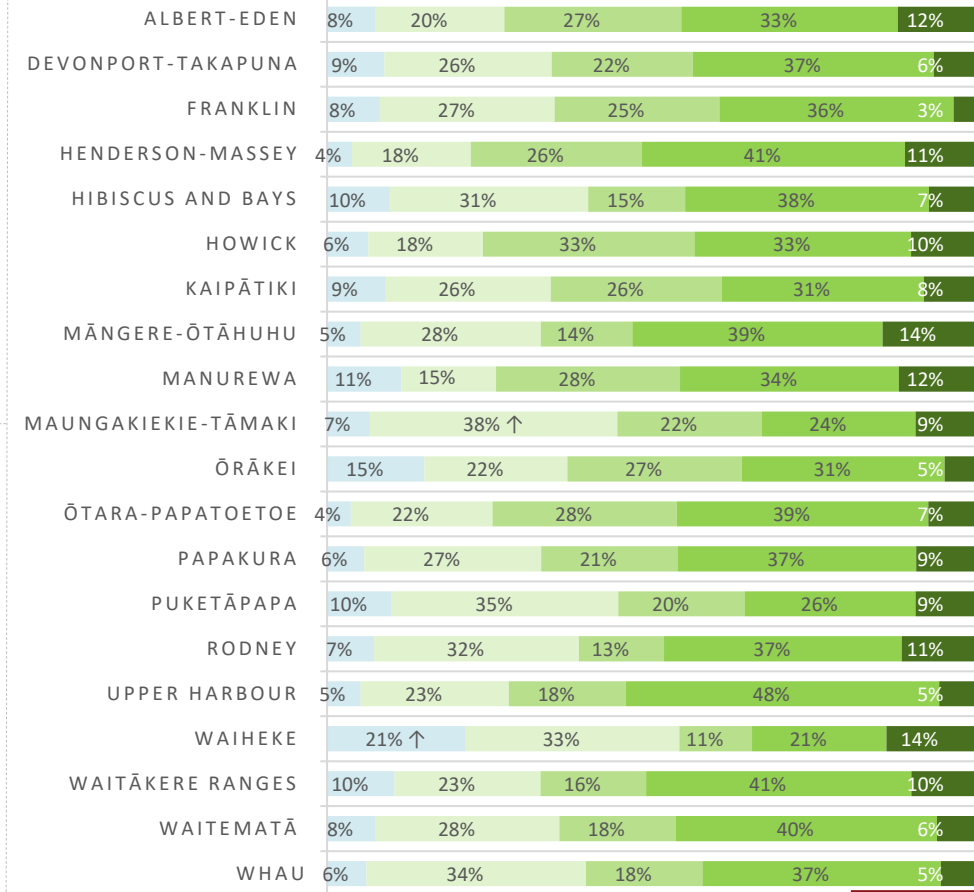
Experience



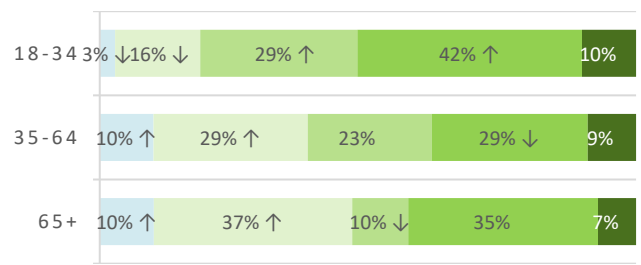
Ethnicity



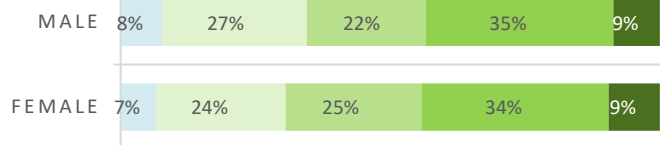
Local Board



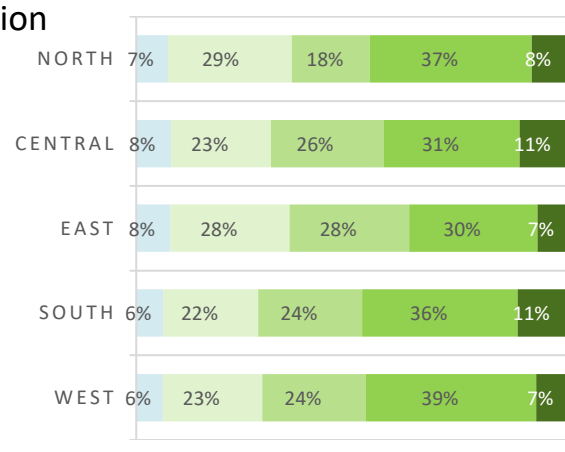
Age



Gender



Region



How much do you agree or disagree with this statement about Freedom Camping?

“I support people having the right to freedom camp on public land, on principle.”

A majority of Aucklanders support people having the right to freedom camp on public land, on principle.

I SUPPORT PEOPLE HAVING THE RIGHT TO FREEDOM CAMP ON PUBLIC LAND, ON PRINCIPLE

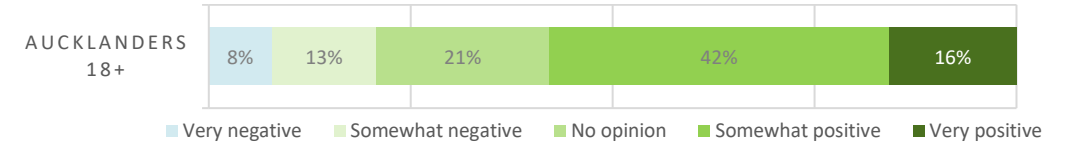


Strongly disagree Somewhat disagree Neither agree nor disagree Somewhat Agree Strongly Agree

Q: So bearing in mind that Freedom Camping means, “Staying overnight (for free) in a vehicle for leisure/lifestyle purposes on public land managed by the council”, How much do you agree or disagree with this statement about Freedom Camping? I support people having the right to freedom camp on public land, on principle
Base: All people aged 18+ in the Auckland Region (Population 1,196,000 (2018 Census))

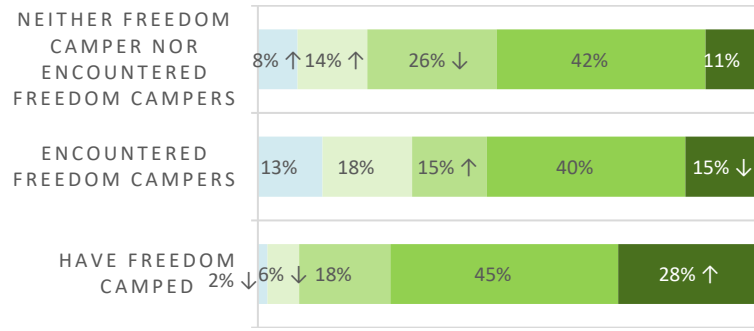
Right to freedom camp on public land x sub-population groups

Similar distinctions between sub-group support for Freedom Camping overall were evident with this measure. Groups of Aucklanders of different ages, ethnicity, and experience with freedom camping hold significantly differing views.

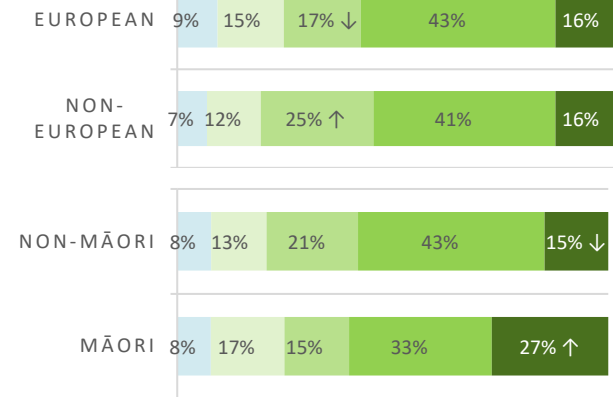


- Experience with Freedom Camping and Freedom Campers : Those who had freedom camped were more likely to agree. Those who had encountered Freedom Campers (and not freedom camped themselves) were more likely to hold no opinion. Those who had neither freedom camped nor encountered freedom campers felt more negatively towards Freedom Camping.
- Age: Younger Aucklanders (aged 18-34) were more likely to agree with the statement than Older Aucklanders.
- Ethnicity: Māori were more likely to agree with the statement than non-Māori.

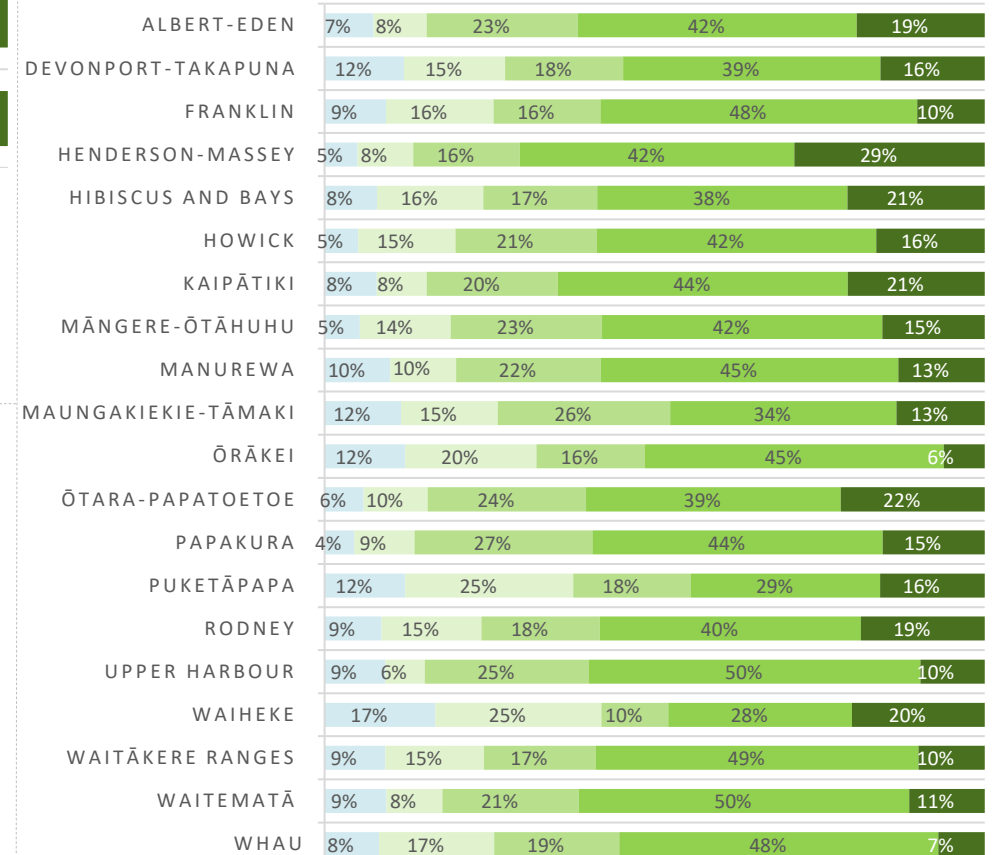
Experience



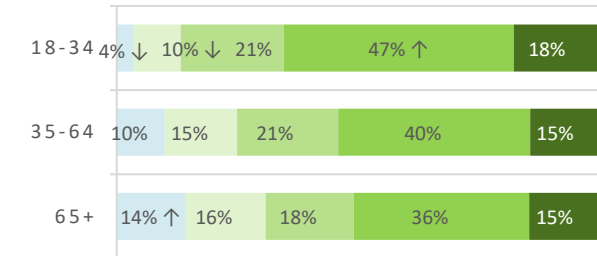
Ethnicity



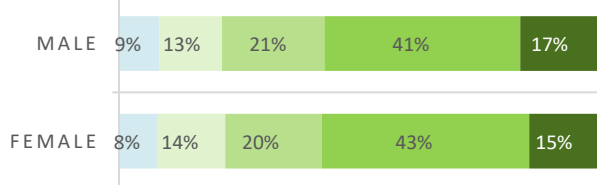
Local Board



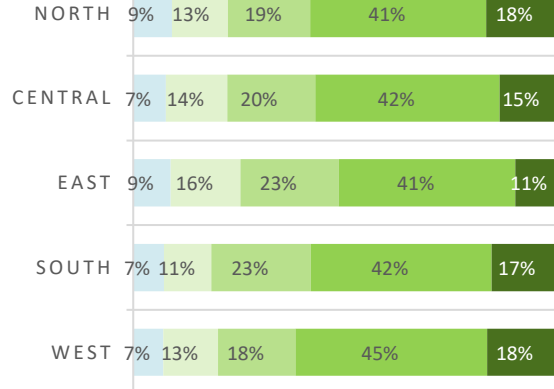
Age



Gender



Region

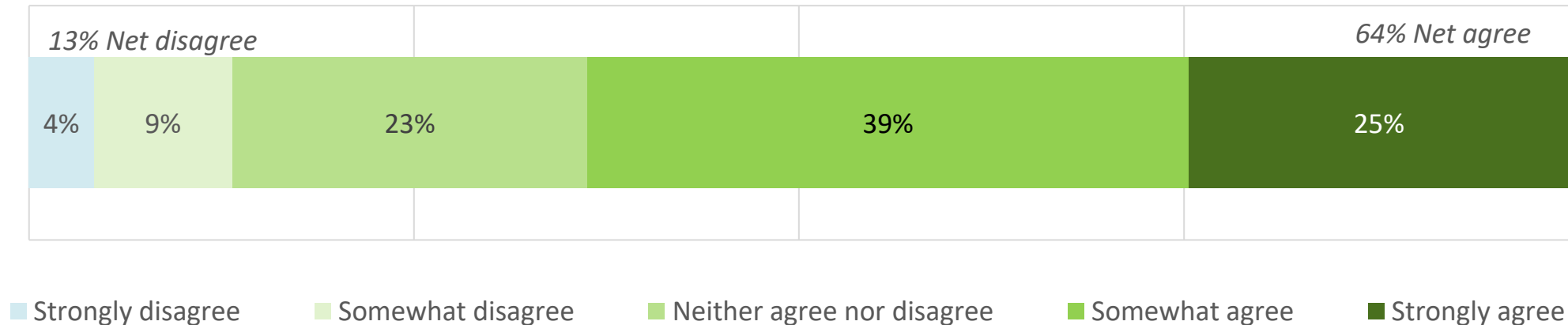


How much do you agree or disagree with this statement about Freedom Camping?

“There is a need for greater regulation of freedom camping in the Auckland Region.”

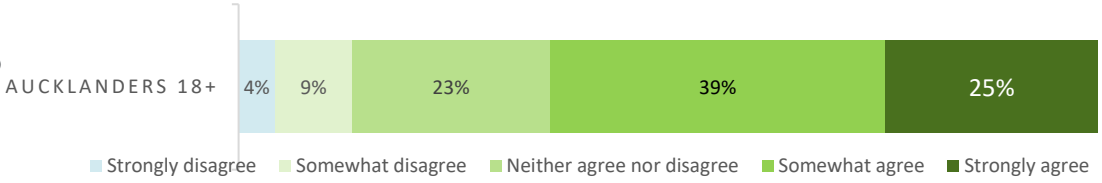
64% of Aucklanders believe there is a need for greater regulation of Freedom Camping in the Auckland Region

THERE IS A NEED FOR GREATER REGULATION OF FREEDOM CAMPING
IN THE AUCKLAND REGION



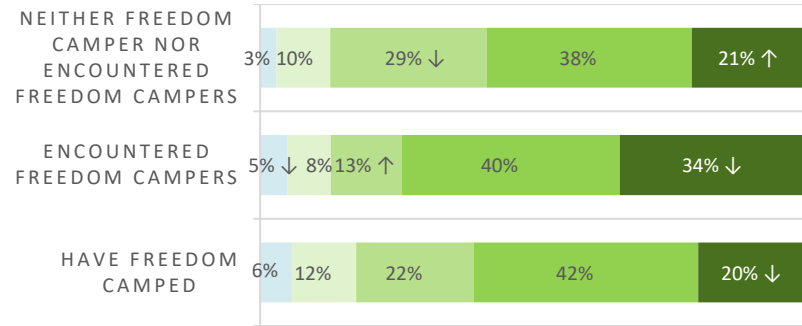
Q: So bearing in mind that Freedom Camping means, “Staying overnight (for free) in a vehicle for leisure/lifestyle purposes on public land managed by the council” , How much do you agree or disagree with this statement about Freedom Camping? There is a need for greater regulation of freedom camping in the Auckland Region
Base: All people aged 18+ in the Auckland Region (Population 1,196,000 (2018 Census))

How much do you agree or disagree with this statement about Freedom Camping? *There is a need for greater regulation of freedom camping in the Auckland Region*

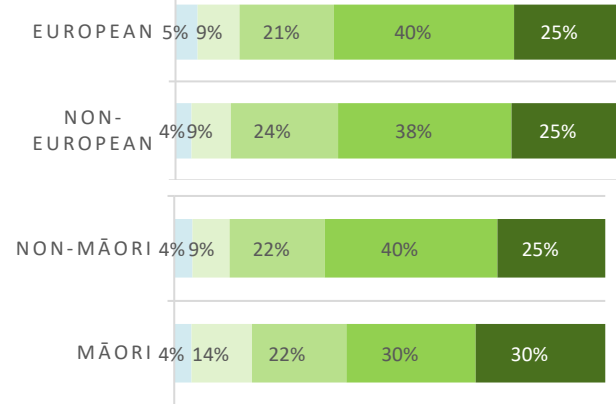


- Experience with Freedom Camping and Freedom Campers: Those without direct experience were more likely to agree with the statement.
- Age: Older Aucklanders (aged 35+) were more likely to agree with the statement than younger Aucklanders.
- Local Board: Those in Puketapapa Local Board were more likely to agree strongly, with respondents in Papakura more likely to somewhat disagree.

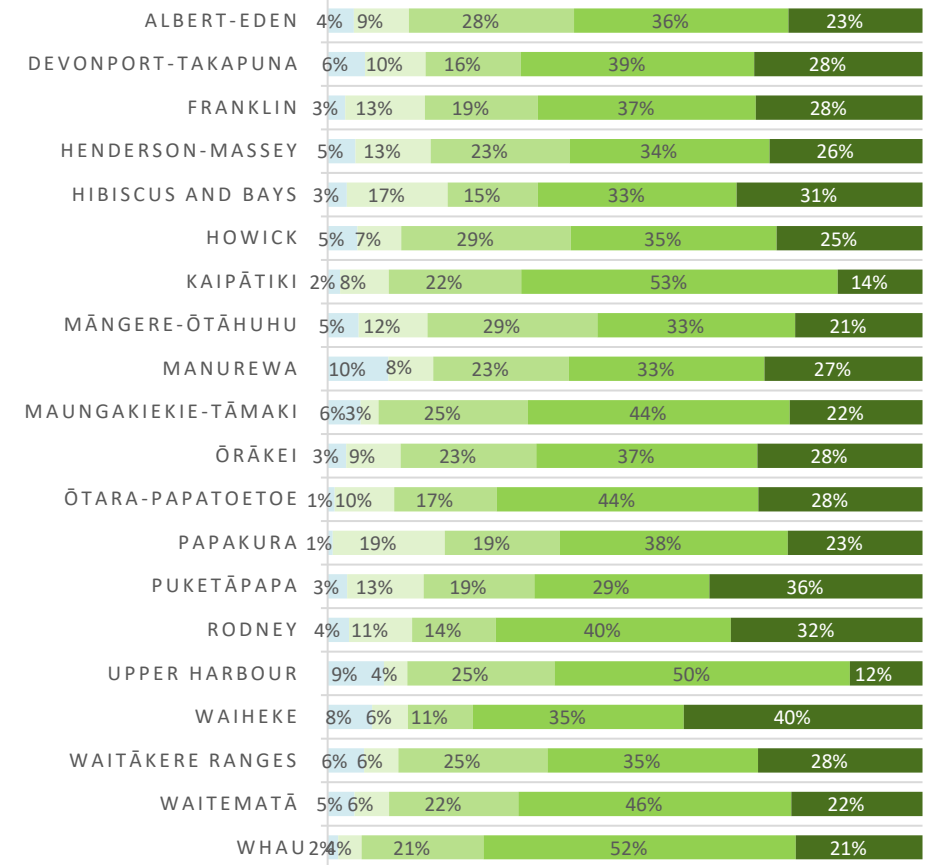
Experience



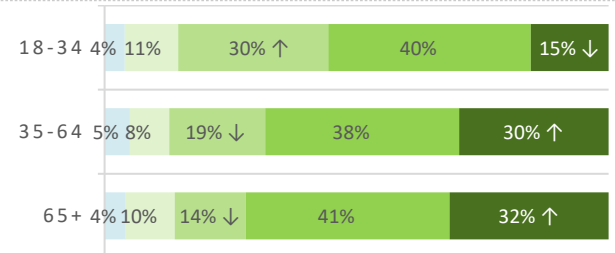
Ethnicity



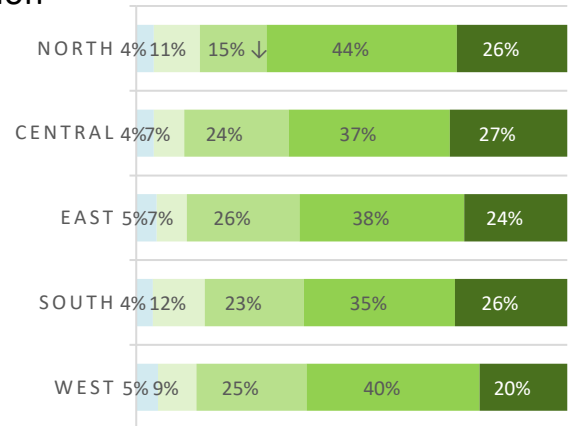
Local Board



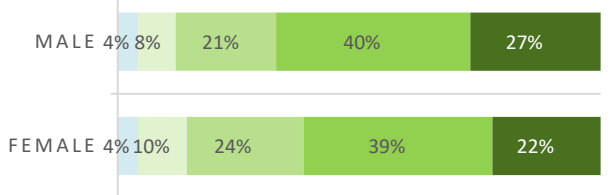
Age



Region



Gender

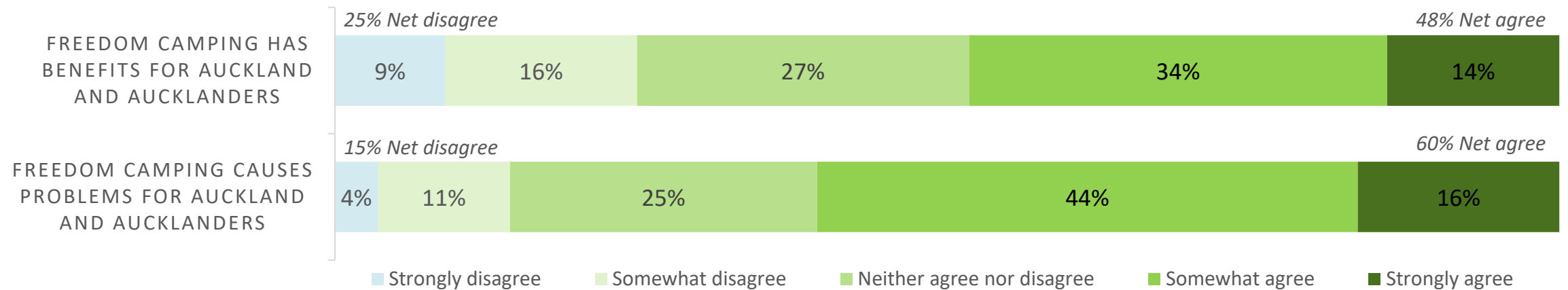


How much do you agree or disagree with these statements about Freedom Camping?

Freedom camping has benefits for Auckland and Aucklanders

Freedom camping causes problems for Auckland and Aucklanders

48% of Aucklanders agree Freedom Camping has benefits, 60% agree Freedom Camping causes problems, for Auckland and Aucklanders.



Base n=1948

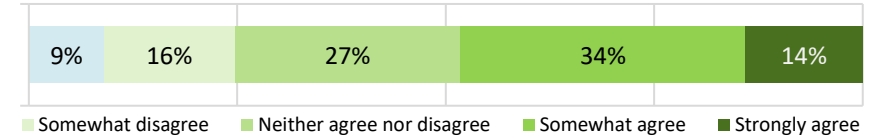
Q: So bearing in mind that Freedom Camping means, “Staying overnight (for free) in a vehicle for leisure/lifestyle purposes on public land managed by the council” , How much do you agree or disagree with this statement about Freedom Camping? *Freedom camping has benefits for Auckland and Aucklanders*
 How much do you agree or disagree with this statement about Freedom Camping? *Freedom camping causes problems for Auckland and Aucklanders*
 Base: All people aged 18+ in the Auckland Region (Population 1,196,000 (2018 Census))

How much do you agree or disagree with this statement about Freedom Camping?

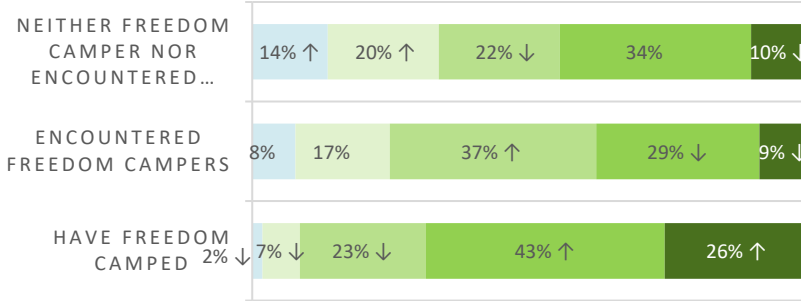
Freedom camping has benefits for Auckland and Aucklanders

- Age: Younger Aucklanders (18-34) were more likely to agree
- Gender: Males more likely to disagree strongly. Females less likely to disagree strongly.
- Ethnicity : Māori more likely to agree strongly.
- Local Board : Waiheke and Ōrākei respondents were generally more likely to disagree strongly, Maungakiekie-Tāmaki respondents were more likely to disagree.

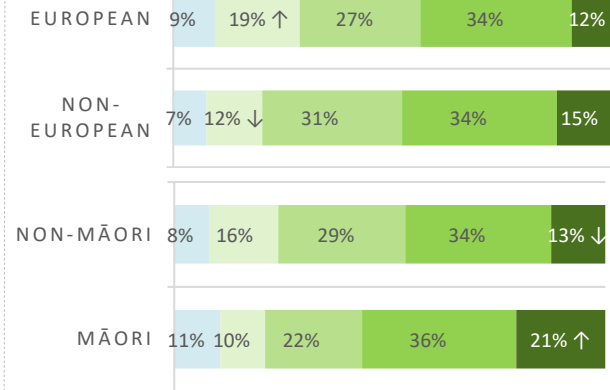
AUCKLANDERS
18+



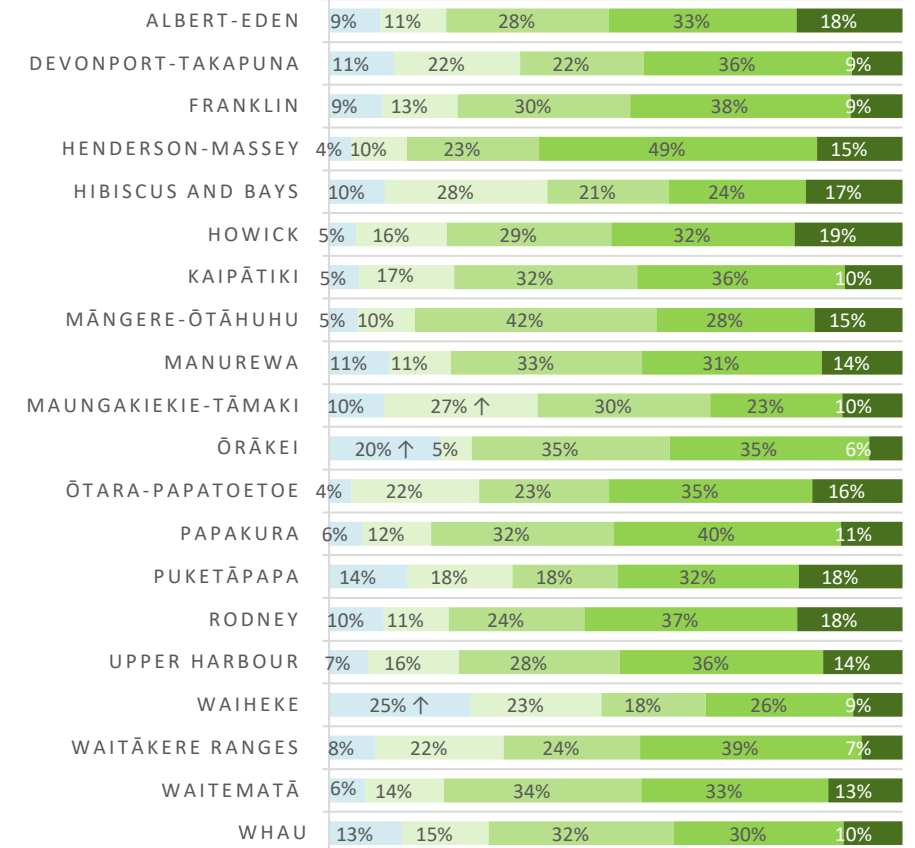
Experience



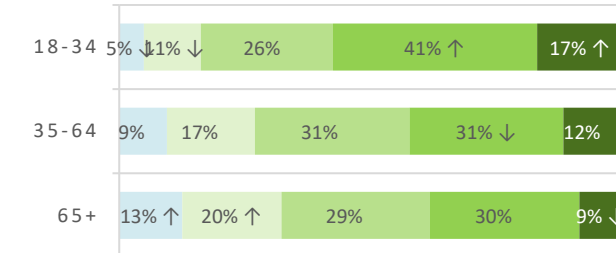
Ethnicity



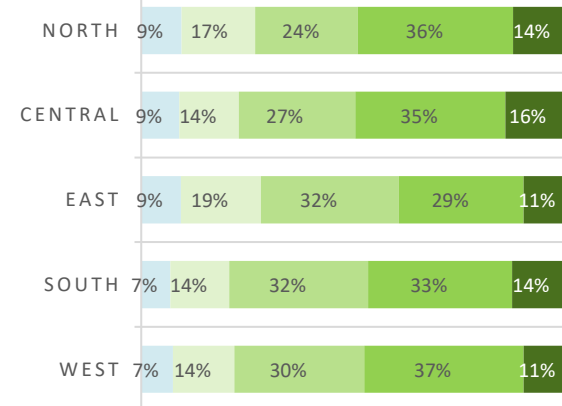
Local Board



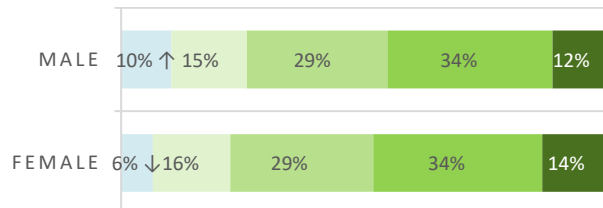
Age



Region



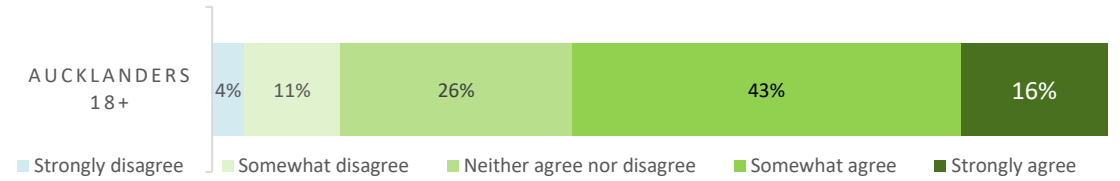
Gender



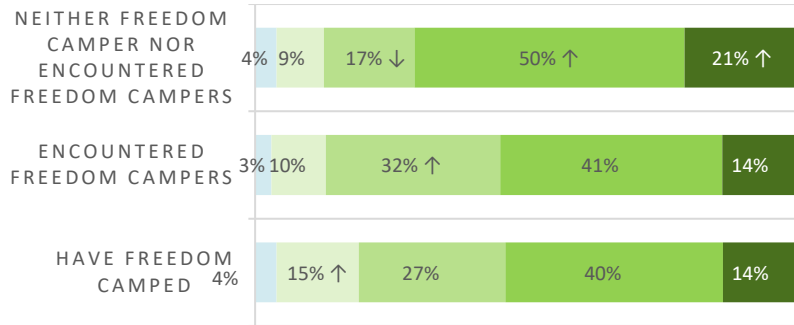
How much do you agree or disagree with this statement about Freedom Camping?

Freedom camping causes problems for Auckland and Aucklanders

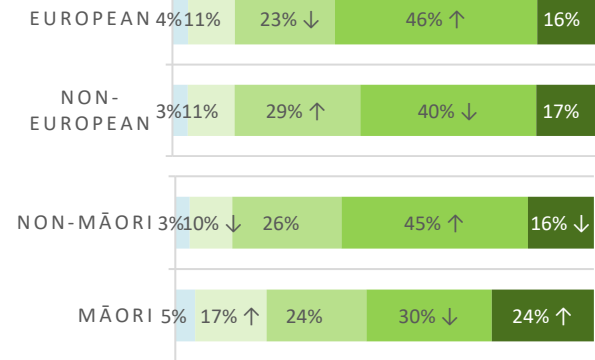
- Experience : Those without experience more likely to agree strongly. Those who encountered Freedom Campers more likely to hold no opinion. Those who had Freedom Camped were more likely to disagree somewhat.
- Age: Younger Aucklanders (18-34) were more likely to agree
- Gender: Males more likely to disagree strongly. Females less likely to disagree strongly.
- Ethnicity : Māori more likely to agree strongly and also disagree somewhat.



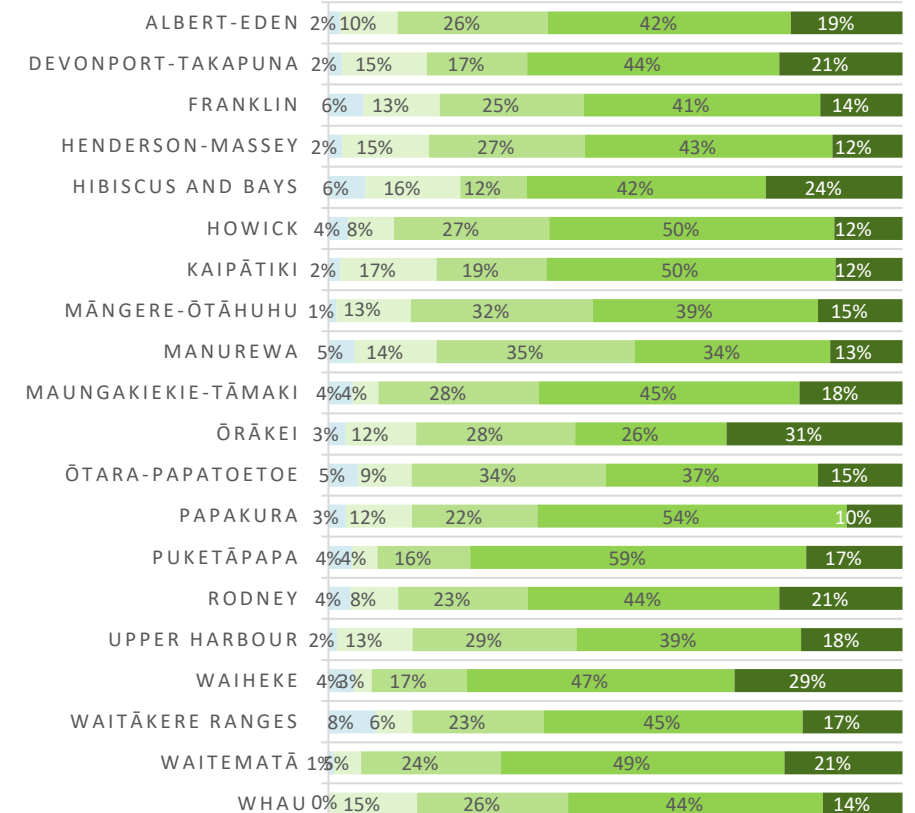
Experience



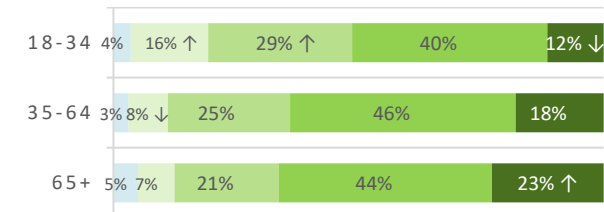
Ethnicity



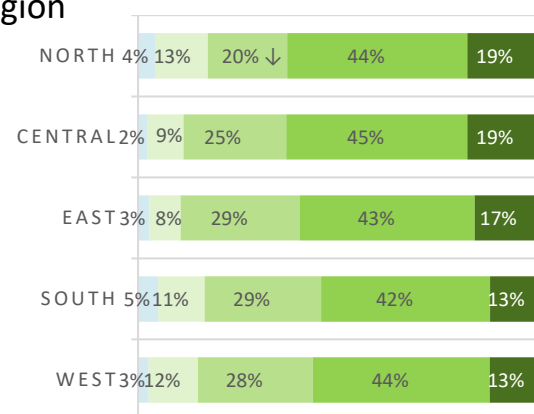
Local Board



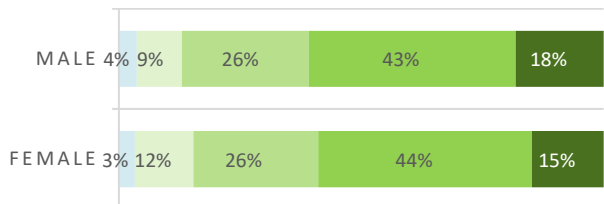
Age



Region

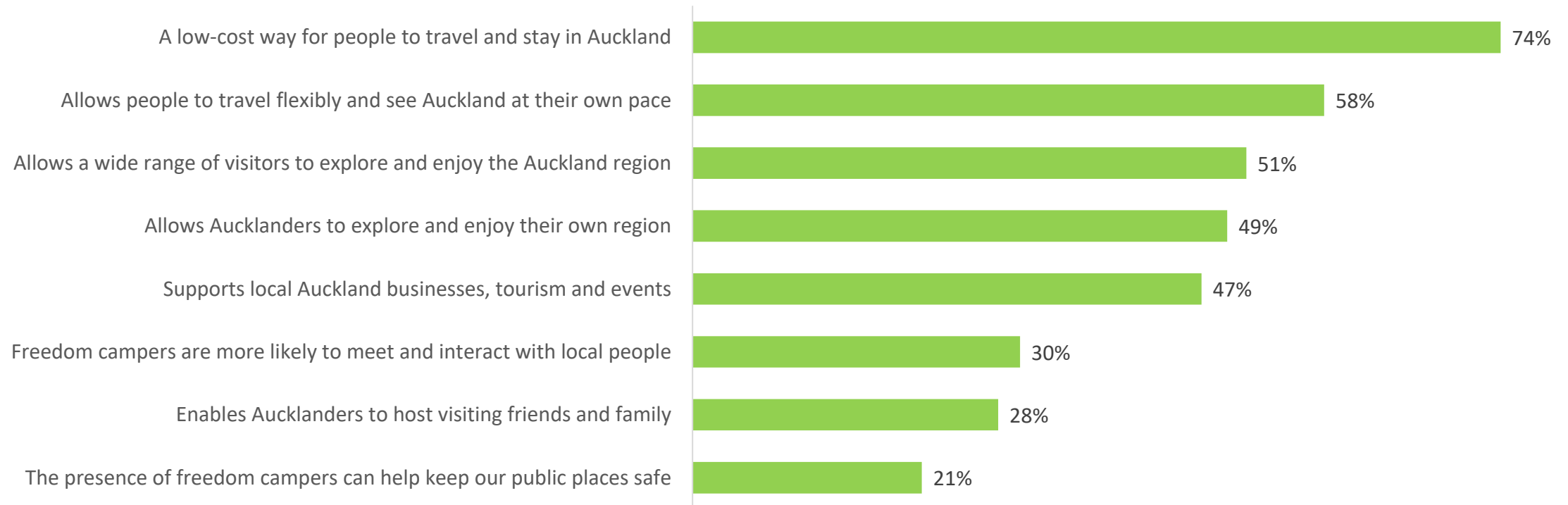


Gender



Which, if any, of these *benefits* does Freedom Camping bring to Auckland and Aucklanders? (Pick none or as many as apply)

The most common benefits of Freedom Camping are perceived as offering an economical way to travel the Auckland region, allowing a wide range of travellers, visitors and Aucklanders, to enjoy the Auckland region at their own pace.



Base = 1,659

Other benefits mentioned include:

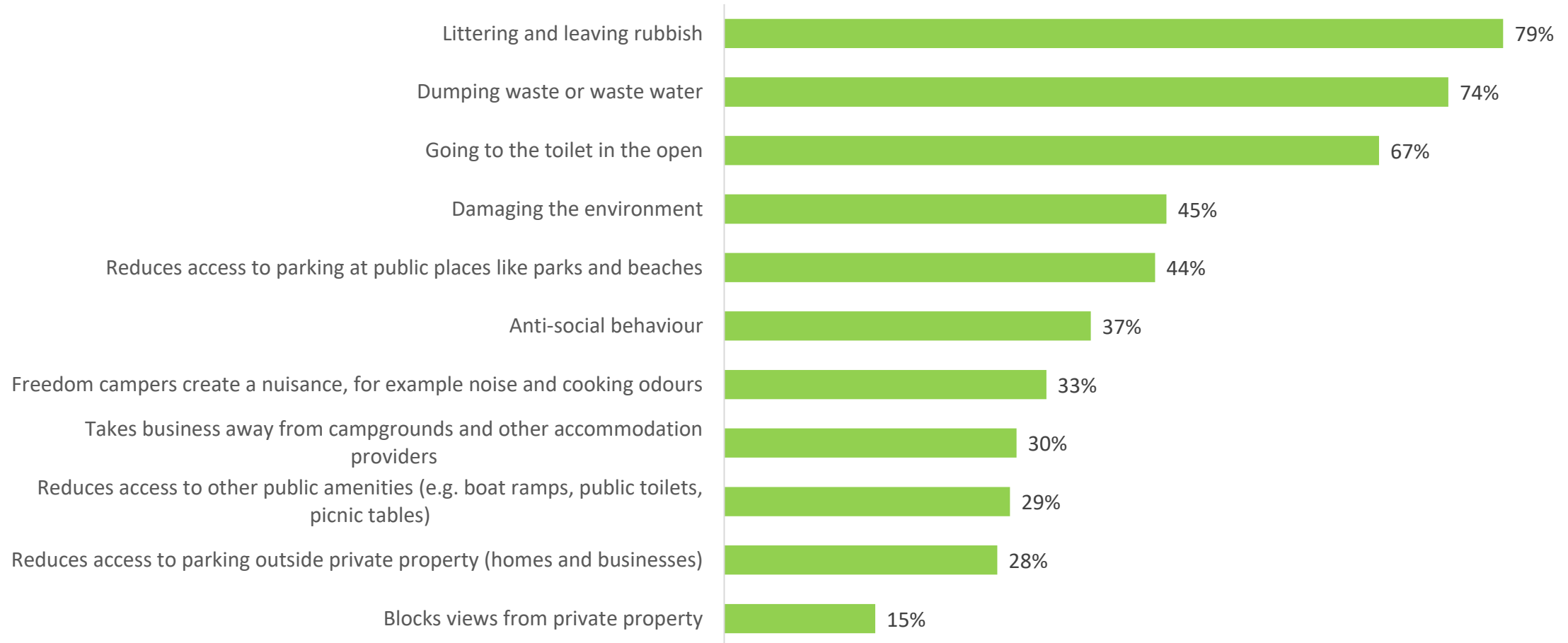
- *Place for the homeless to stay (1% n=16)*
- *Reinforces the Kiwi lifestyle (1% n=13)*

**Respondents had an option to enter other benefits, these were analysed and the majority recoded into the categories that exist above. The Other benefits here were the most frequently mentioned benefits that did not fit the categories above.*

Which, if any, of these *problems* does Freedom Camping bring to Auckland and Aucklanders?

(Pick none or as many as apply)

The most common problems of Freedom Camping are perceived as leaving rubbish, dumping waste, going to the toilet in the open and damaging the environment.



Other problems mentioned include:

- *Safety concerns (2% n=20)*
- *Cost to ratepayers (1% n=12)*

Base = 1,659

**Respondents had an option to enter other problems, these were analysed and the majority recoded into the categories that exist above. The Other benefits here were the most frequently mentioned benefits that did not fit the categories above.*

SECTION 2

Part 1b : Experience

Part 1b : Experience

In 'Part 1b : Experience we look at how the Freedom Camping behaviour of Aucklanders.

- Have you been Freedom Camping in the Auckland region?
- Have you ever encountered freedom campers when out and about in the Auckland Region?
- Experience with Freedom Camping and Freedom Campers x Overall attitude towards Freedom Camping
- Overall attitude towards Freedom Camping – important variables

Summary: Aucklanders' Experience of Freedom Camping

23% of Aucklanders claim to have Freedom Camped, while 48% felt they had encountered Freedom Campers whilst out and about in the Auckland Region.

45% had neither Freedom Camped nor met Freedom Campers (this group holds the most negative attitude towards Freedom Camping).

- A majority (54%) of those Aucklanders who had Freedom Camped found the experience positive, citing
 - An economical way to holiday, family bonding, feeling of community , unique experience and being able to camp with little planning as reasons why.
- (3%) found the experience to be negative as a result of conflict, not feeling safe and facilities.

The majority of the 48% who had encountered Freedom Campers while out and about found the experience to be neutral (51%) with the remainder split between positive (28%) and negative (21%).

Reasons for a positive experience included meeting friendly, good people who were tidy, cared about the environment, and supported local communities.

Reasons for a negative experience included being exposed to campers' rubbish, waste, going to the toilet in the open, being rowdy, loud, taking parking and staying a long time.

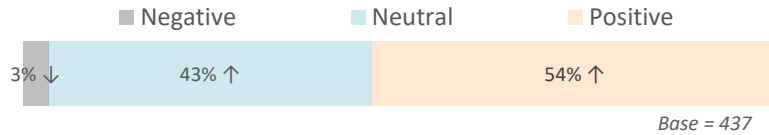
Have you been Freedom Camping in the Auckland region? *(Between Wellsford in the North and the Bombays in the South)*



■ Yes, in the last 3 years ■ Yes, more than 3 years ago ■ No, never



HOW WOULD YOU DESCRIBE YOUR EXPERIENCE FREEDOM CAMPING IN THE AUCKLAND REGION?



Why negative?

Conflict

- *“Hysterical challenges by a local even though we were in a legal area and self contained. This turned to abuse and has been repeated on other occasions with other legal campers. It leaves a bitter taste.”*
- *“It created a lot of conflict.”*

Unsafe

- *“Scared not feeling safe as was in a industrial area.”*

Lack of facilities/places

- *“We found that there were not a lot of places for self-contained i.e., built in toilets. A lot of places weren’t able to accommodate us.”*
- *“It’s too busy to freedom camp in Auckland it makes it messy.”*

Why positive?

Economical

- *“Good way as a student on a \$0 budget, to explore New Zealand and chill with your mates.”*
- *“Quick, cheap and easy way to have a break with the family and we were able to be closer to the place we wanted to be than we otherwise would have been able.”*

Family bonding

- *“It was good, for the kids.”*
- *“Because me and my family and some extended were able to enjoy each other’s company and fun during our camping trip, and anyone who camped alongside us were really friendly too.”*

Close to home

- *“It was enjoyable to camp on a beach away from home but close enough to do so in a weekend.”*

Unique experience

- *“A safe way to enjoy a night at the beach without driving home late in the evening.”*
- *“Allowed exploration of different locations. Not limited to areas where paid camping is located.”*

Casual

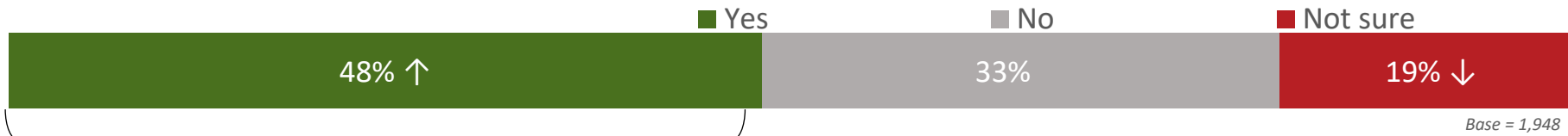
- *“I like the concept of freedom to camp casually if needed.”*

Freedom Camping Community

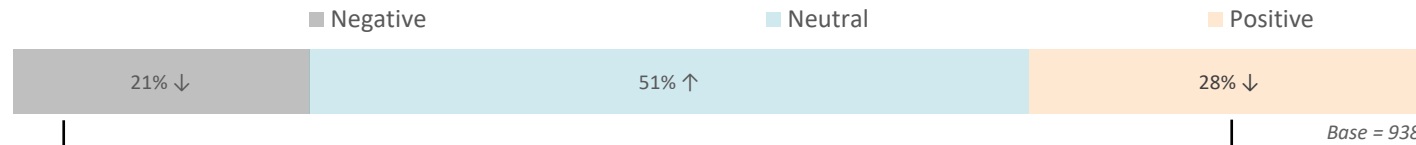
- *“Freedom campers are very warm and welcoming when you take some time to talk to them.”*
- *“They are friendly and you can enjoy a beverage with them hear their stories.”*

Have you ever encountered freedom campers when out and about in the Auckland Region?

- 48% had encountered Freedom Campers, of these 28% felt it was a positive experience, 51% neutral 20% negative.



If answered yes asked..... HOW WOULD YOU DESCRIBE YOUR EXPERIENCE ENCOUNTERING FREEDOM CAMPERS IN THE AUCKLAND REGION?
n = 938



Why negative? (most common themes with examples)

Rubbish and waste

- "There was rubbish bags piled up beside an already full council rubbish bin."

Toilet in the open

- "Saw them using the land as a bathroom and had no regard for those around them."

Disrespectful of environment

- "They are dirty and ruin the environment."

Antisocial behaviour

- "Rude, loud, making other members of the public uncomfortable."
- "They are rowdy and take over our local parks/beaches."

Parking

- "Parking all day in prime parking spots, which should be able to be rotated by other visitors."
- "Take up parking areas that I want to use when I go on early morning fishing adventures."

Cost to ratepayers

- "Freedom camping does not contribute to the economy, but utilises resources and services which the rate payers have paid for."
- "Use all the local facilities and then move on when it suits them."

Overstaying

- "They were parked up for several weeks taking up a lot of car parks at our local park."

Why positive? (most common themes with examples)

Met friendly, good people

- "Nice chatty people, love nature and outdoor life..."
- "They shared their kai."
- "Young European visitors with good manners and a positive attitude to New Zealand and its environment."

Supporting Local Communities

- "Making use of local amenities and supporting local cafes, dairies etc."
- "They spend a lot of money and are just enjoying life."

Tidy & care about the environment

- "Happy tourists enjoying and respecting the surroundings."
- "They were parked in a nice location in fully self-contained vehicles and were treating the area with far more respect than the general public were!"

Responsible and followed rules

- "The campers were polite, friendly and were behaving responsibly."
- They kept to themselves and seemed to be clean and tidy as I think it is important, they are not making a mess or causing any trouble."

SECTION 2

Findings

Part 2 : Proposed General Rules

Summary: Proposed General Rules

- Aucklanders are strongly in favour of using general rules to control Freedom Camping in the Auckland Region (90% in favour).
- A majority of Aucklanders support each of the proposed general rules.

<i>Do you support the proposed general rule...</i>	Yes	No	Unsure
Rule 1. Self-contained vehicle	76%	11%	13%
Rule 2. Maximum Stay two nights	70%	16%	13%
Rule 3. 9am departure time	52%	26%	22%
Rule 4. Two weeks no-return	55%	23%	22%

- There is broad support for the proposed rules across population sub-groups.
 - Some sub-population groups, including people who have Freedom Camped previously, older and younger Aucklanders, Māori and non-Māori, differ in the extent to which they were in favour of each rule, however in almost all cases the majority of every sub-population group was in favour of each of the rules as proposed.

Part 2: Proposed General Rules

In 'Part 2 : Proposed General Rules' we look at how Aucklanders respond to proposals for regulating Freedom Camping in the Auckland Region.

- Use of General Rules
- Rule 1. Self-Containment
- Rule 1. Self-Containment – why? Why not?
- Rule 1. Self-Containment Rule x sub-population groups
- Rule #2 Departure time rule
- Rule #2 Departure time rule why? / why not?
- Rule #2 Departure time rule x population sub-group
- Rule #3 Maximum Stay rule
- Rule #3 Maximum Stay rule why? / why not?
- Rule #3 Maximum Stay rule x population sub-group
- Rule #4 No Return Rule
- Rule #4 No Return Rule why? / why not?
- Rule #4 No Return Rule x population sub-group
- Summary – Proposed General Rules

Use of General Rules

Auckland Council are proposing four general rules to help manage Freedom Camping in the Auckland region.

Parliament passed a Freedom Camping Act in 2011.

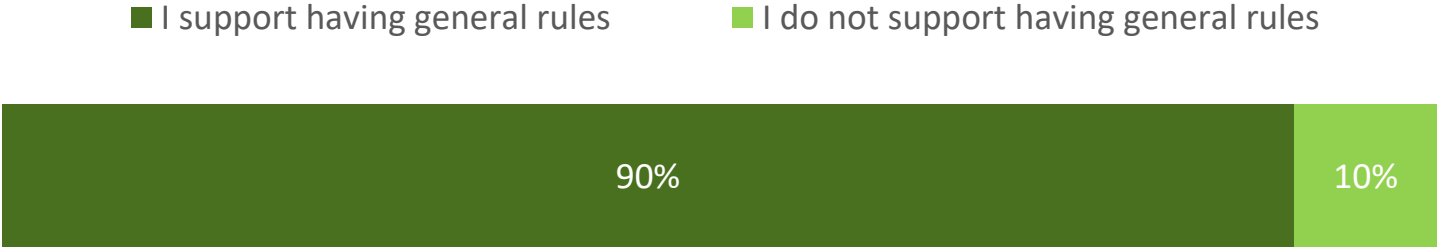
This Act gives people the right to freedom camp on most public land in New Zealand, as long as they obey any existing laws (for example not camping on reserves without permission) and local regulations (for example parking restrictions).

The Act allows councils to make reasonable freedom camping rules to protect the environment, public health and safety, and public access on the land they manage. Auckland Council is proposing to ban freedom camping in 45 areas which aren't suitable for freedom camping and set specific restrictions in 22 other areas. All of the other land council manages would be covered by four general rules.

These general rules would cover most public roadsides and un-gated carparks in Auckland.

Examples of general rules include, only being allowed to camp in a particular type of vehicle, or only being allowed to stay in an area for a period of time.

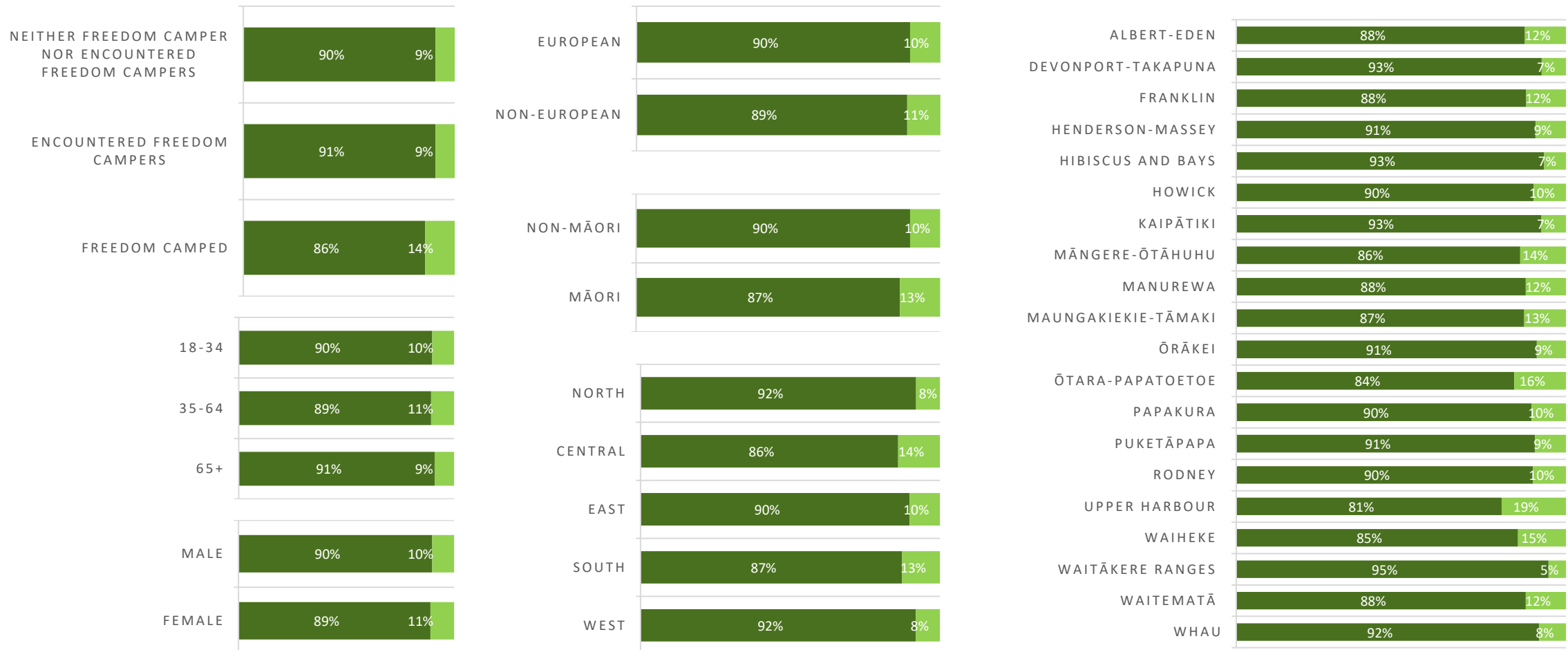
Do you support the use of general rules to manage freedom camping in areas not otherwise prohibited or restricted?



Base n=1933

Use of General Rules x population sub-group

Support for the use of General Rules to control Freedom Camping in the Auckland Region is extremely strong and widespread across all sub population groups measured in the survey.



Rule #1 : Self-Containment

Rule 1. Self-Containment It is proposed that freedom campers must use a certified self-contained vehicle.

To be certified self-contained, a vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days.

To be 'certified', the vehicle must be assessed every four years against the New Zealand Self-Containment Standard. These vehicles display a nationally recognised certification sticker.

Auckland Council believes that,

Freedom campers travelling in these vehicles can camp responsibly in most places, because they don't require access to public facilities to meet their basic daily needs.

Do you support the proposed certified self-containment vehicle rule?

■ Yes ■ No ■ Unsure

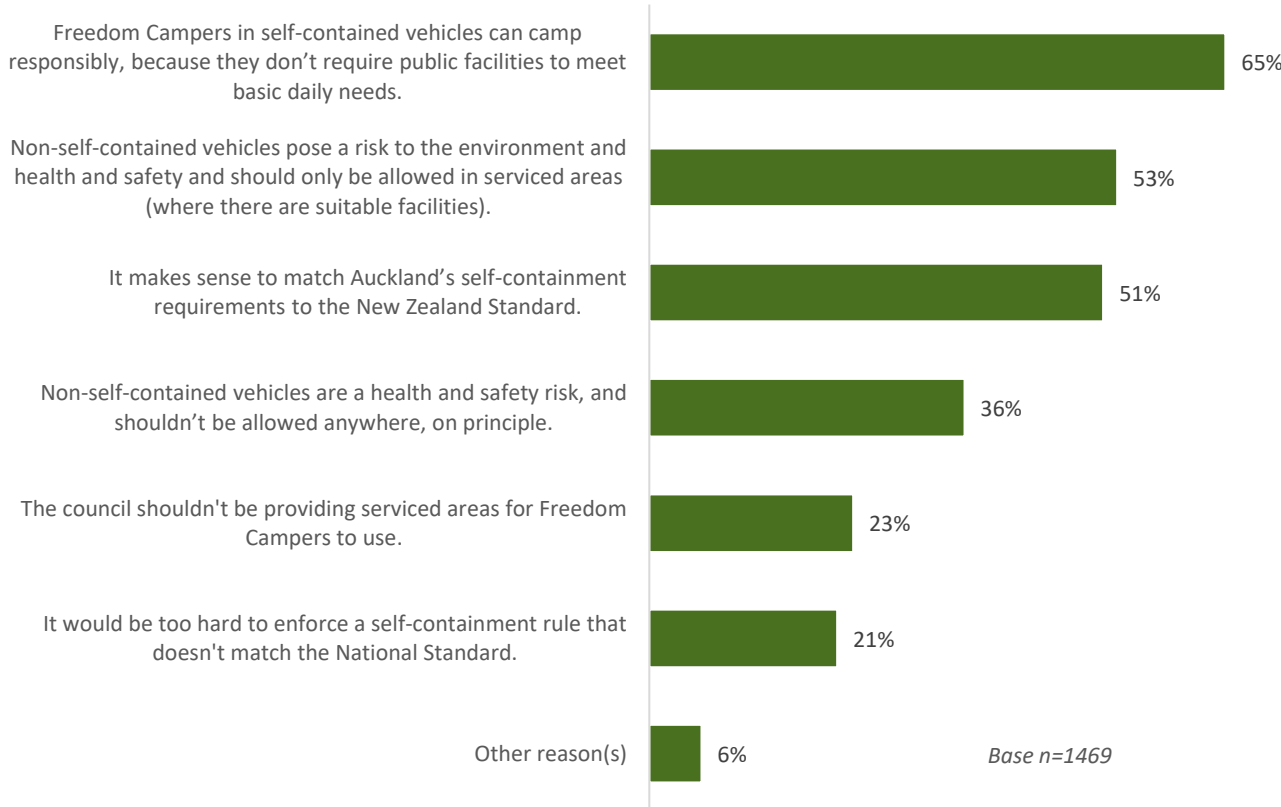


Rule #1 : Self-Containment by reasons why

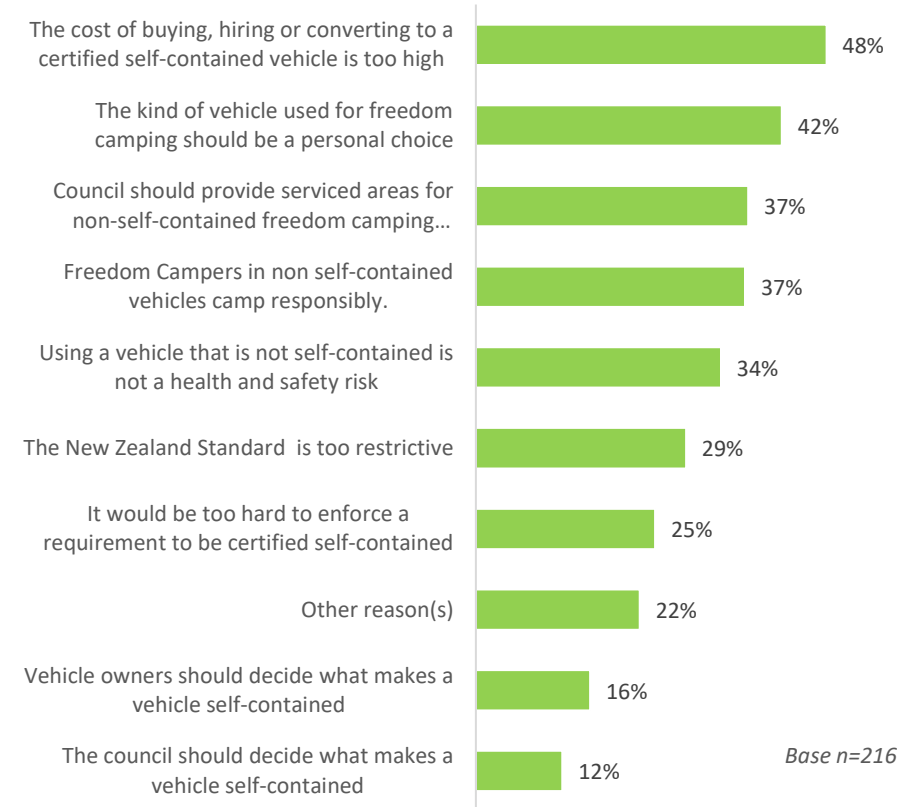
■ Yes ■ No ■ Unsure



IF YES WHY?



IF NO WHY?



Rule #1 : Self-Containment by other reasons – why? / why not?

IF YES WHY?

IF NO WHY?

Other reasons (comments represent additional different themes)

Otherwise cost is born by ratepayers

- “The use of public facilities puts expense onto ratepayers.”

Safety

- “For the safety of the freedom campers, especially females camping alone.”

Promotes concern for the environment

- “It promotes freedom campers that take a serious approach to the environment they are visiting.”

Prohibits spontaneous travel

- “People have a spare of the moment choice to just go and drive and hope in their car that is why people travel and explore the outdoors.”

Inequitable – excludes poor

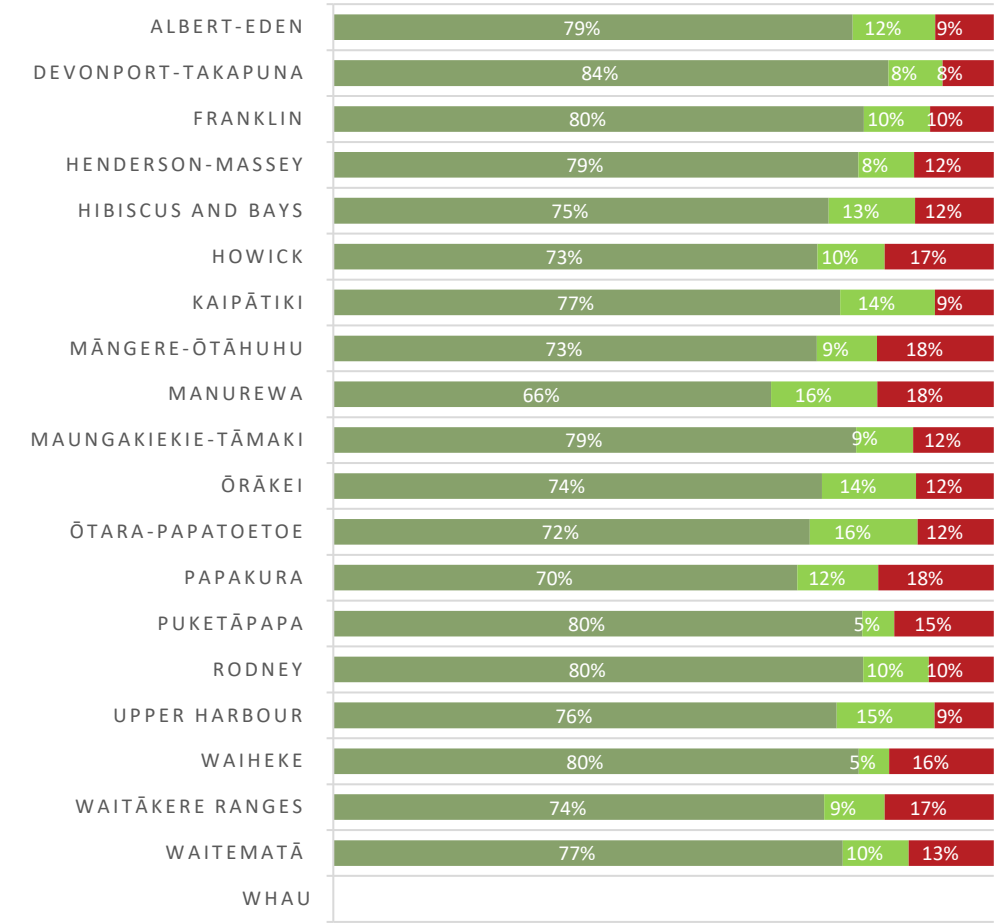
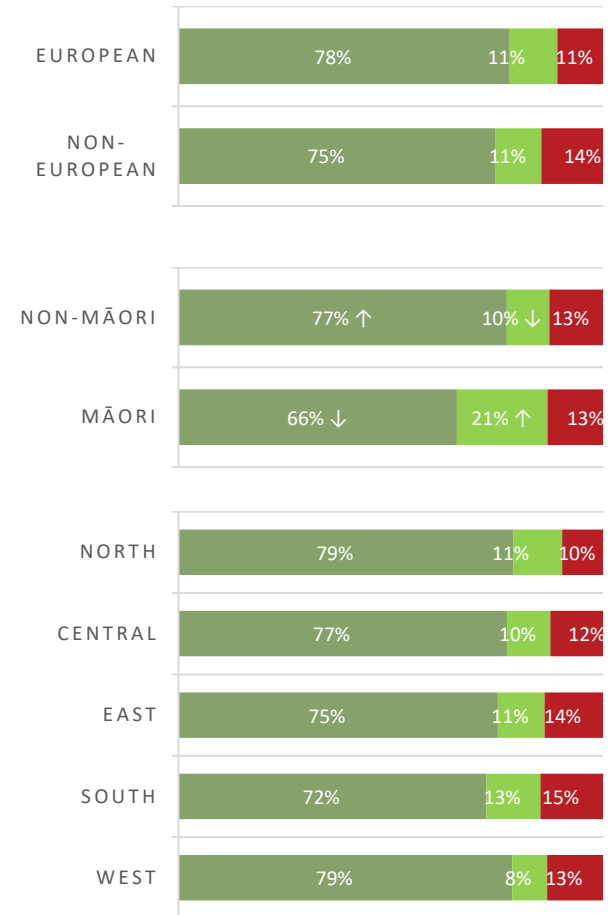
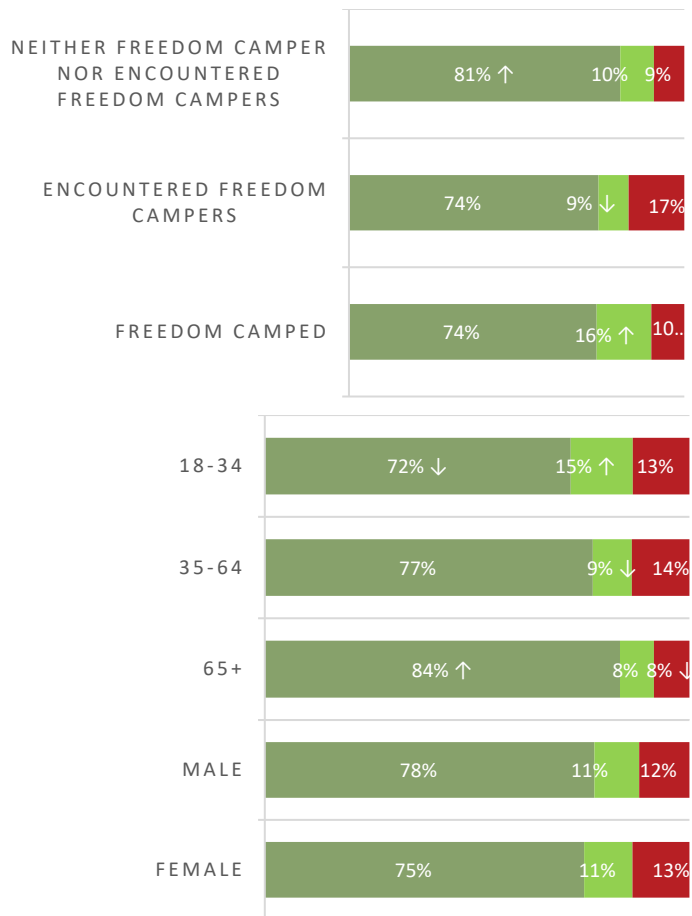
- “It restricts freedom camping to those that can afford a self contained vehicle.”

Housing shortage forces some to Freedom Camp

- “There is a housing issue in New Zealand. There are sometimes genuine reasons people are forced to Freedom Camp.”

Rule #1 : Self-Containment by population sub-groups

■ Yes ■ No ■ Unsure



Rule #2 : Two Night Maximum Stay Rule

Rule 2. Maximum stay rule

It is proposed that freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area, in any area covered by this rule.

Auckland Council believes that,

A two-night maximum stay encourages campers to move on and dump their waste responsibly because certified self-contained vehicles are required to be able to store waste for occupants for at least three days.

A two-night maximum stay also helps prevent campers from staying in one parking space long-term, while still giving visitors time to explore and enjoy an area and support local businesses.

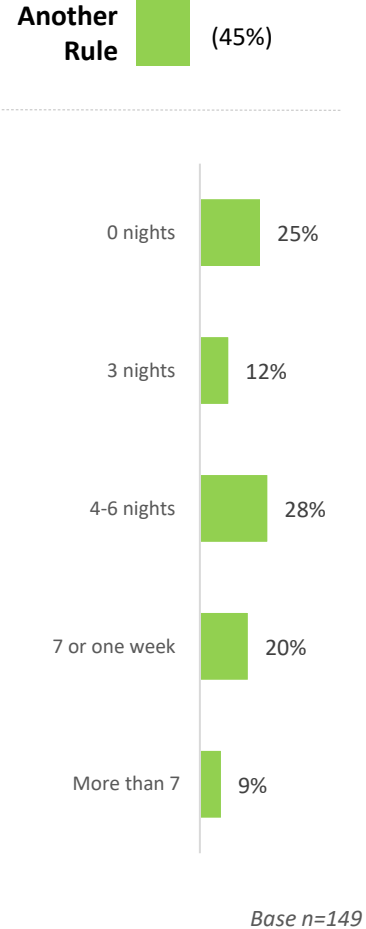
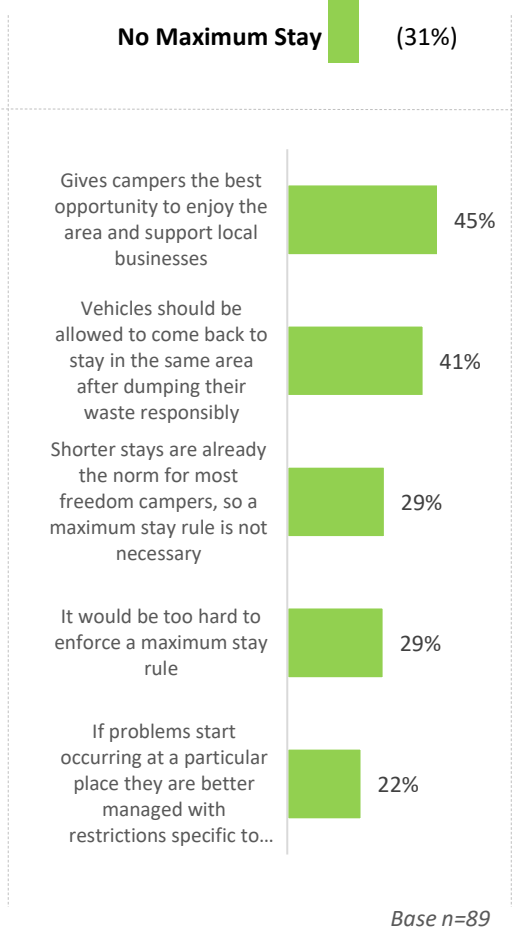
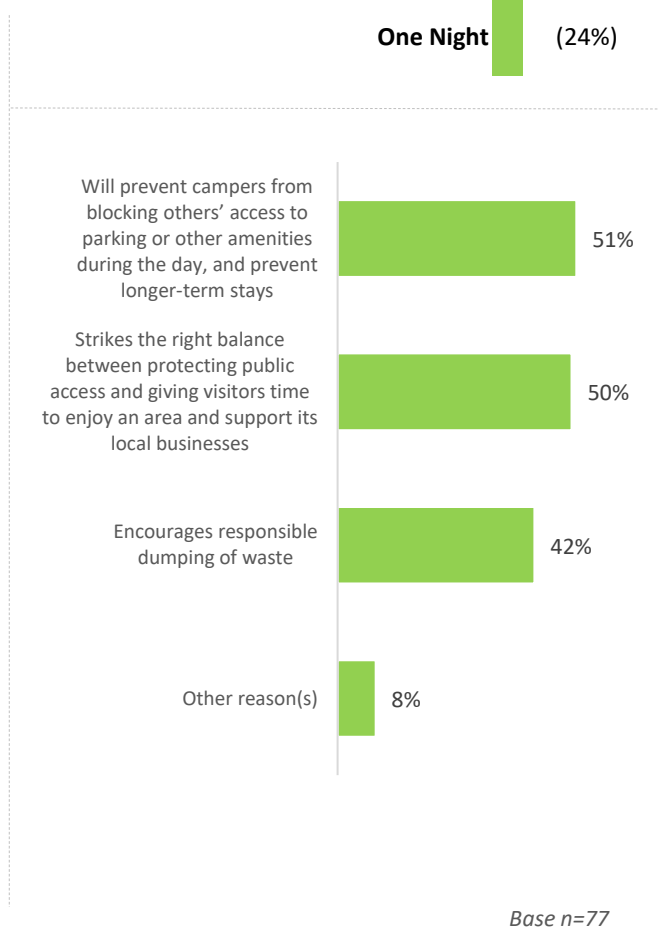
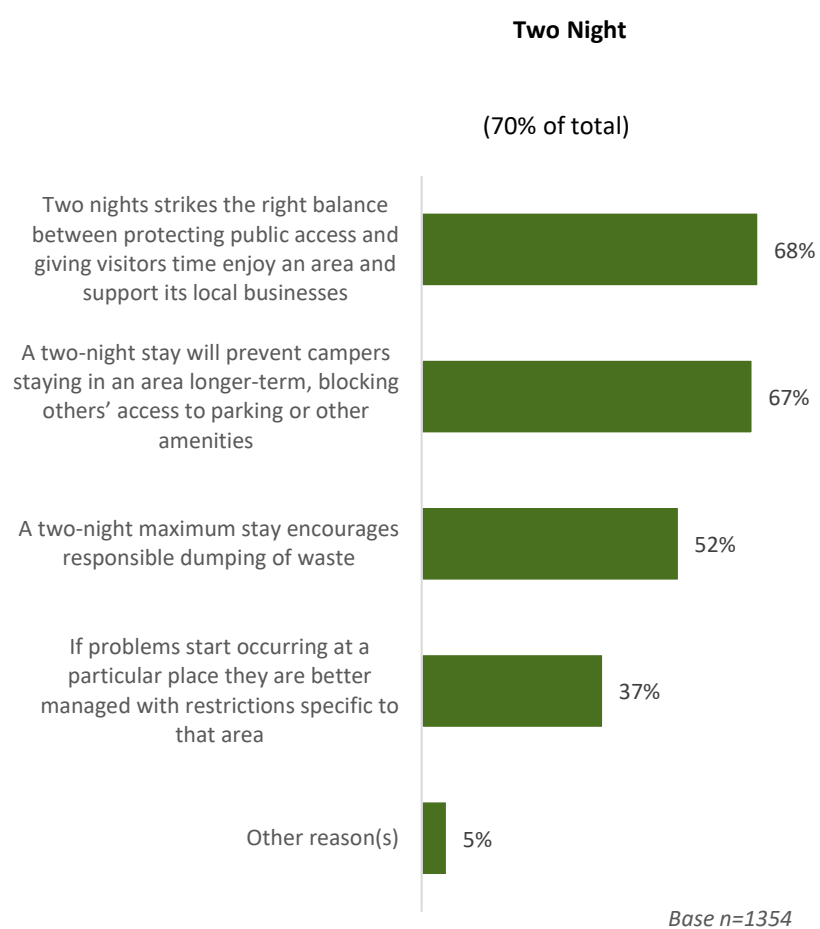
Do you support the proposed two night maximum stay rule?



Rule #2 : Two Night Maximum Stay Rule reasons why



NO? WHAT IS YOUR PREFERENCE? Base n=315



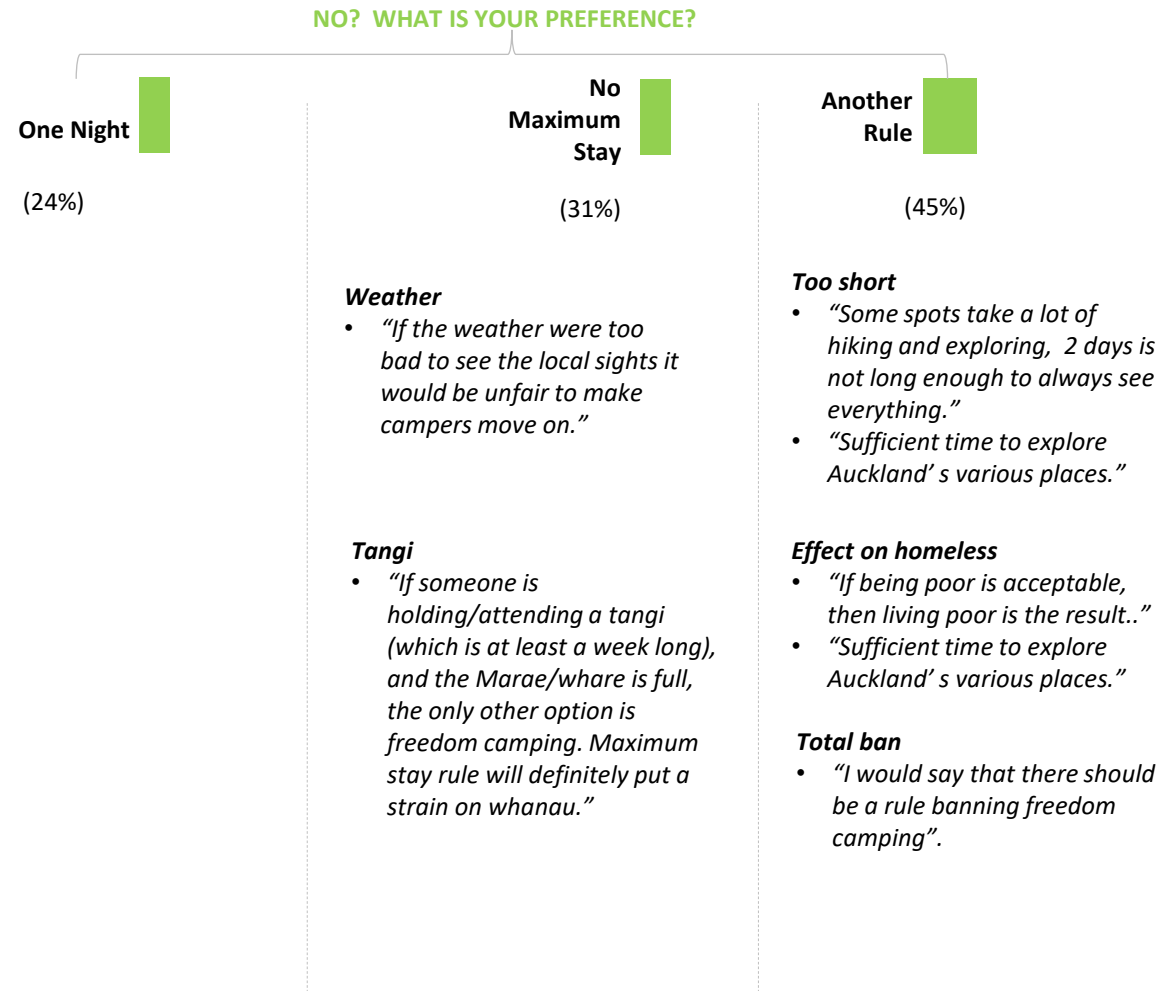
Rule #2 : Two Night Maximum Stay Rule – why ? / why not? by other reasons

IF YES WHY?

Other reasons (comments represent additional different themes)

Prevents long term living

- “If there is no limit homeless travellers can stay too long in one place.”
- “Stops "Homeless" people squatting in an area and making a mess of it.”
- “Will discourage people making it their permanent home.”

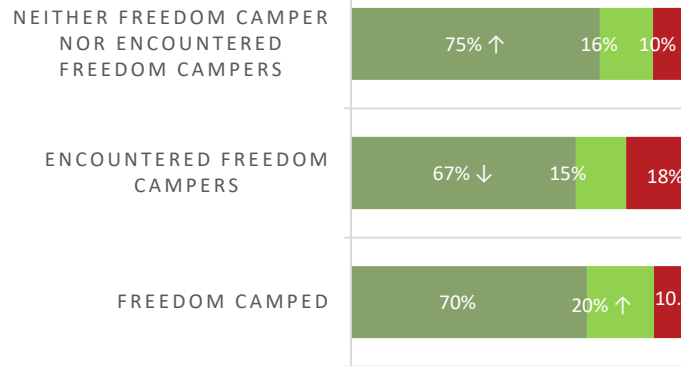


Rule #2 : Two Night Maximum Stay Rule x population sub-groups

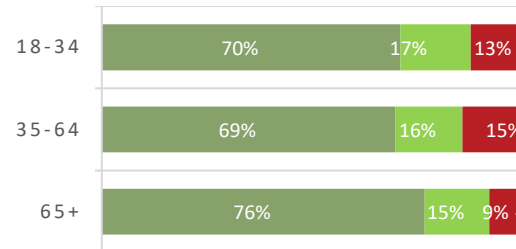
■ Yes ■ No ■ Unsure



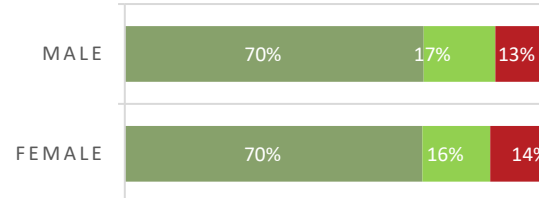
Experience



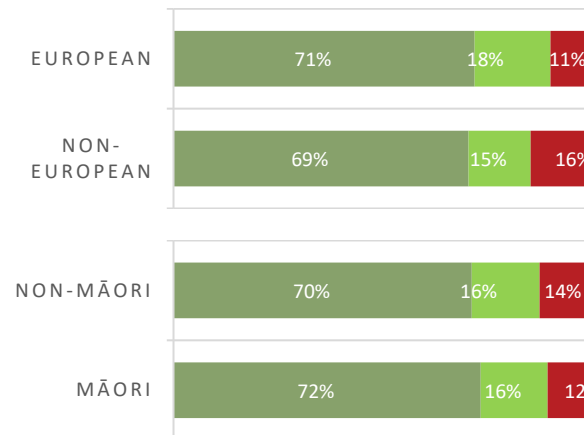
Age



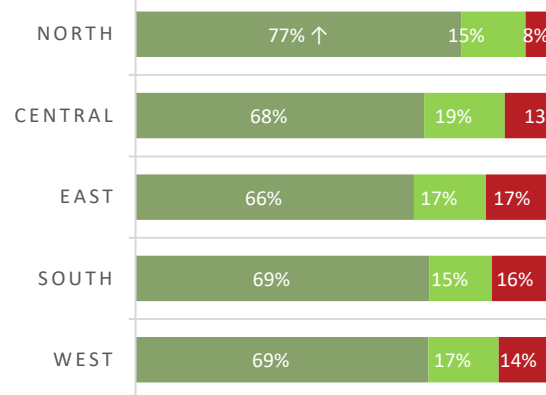
Gender



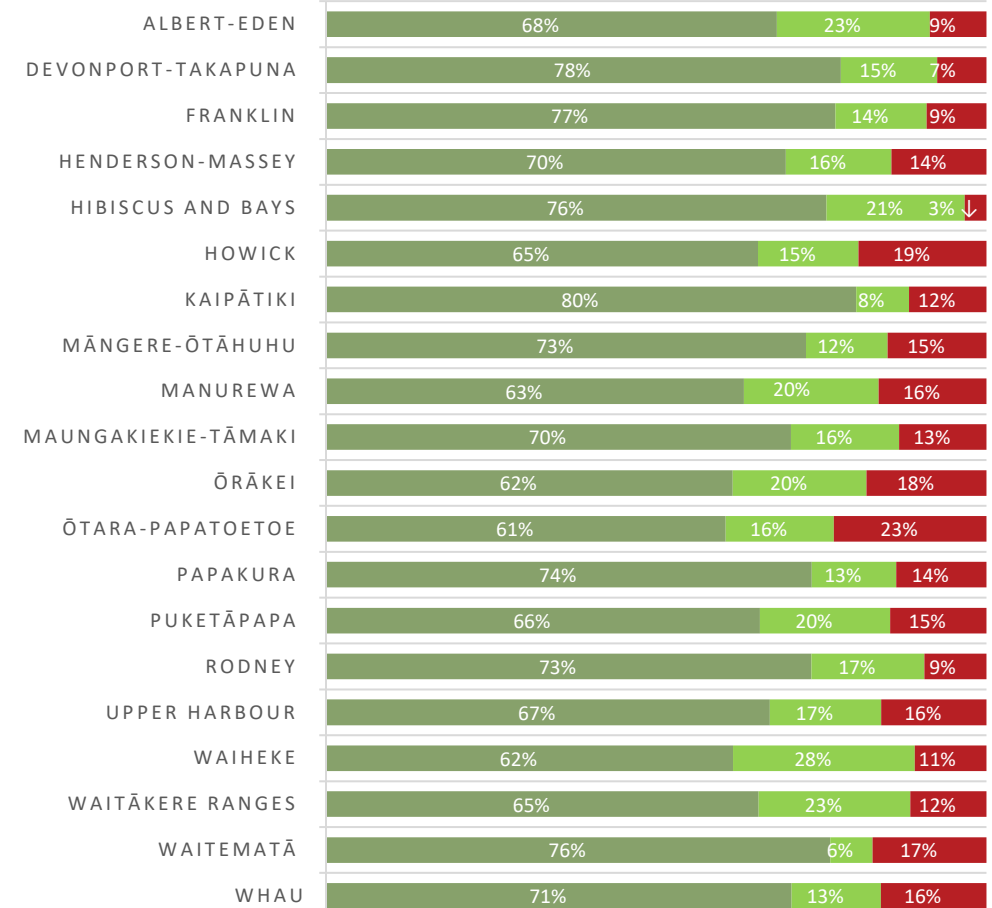
Ethnicity



Region



Local Board



Rule #3 : Departure time rule

Rule 3. Departure time rule

It is proposed that freedom campers should have to vacate their parking space by 9am on the day of departure, in any area covered by this rule.

Auckland Council believes that,

A set departure time ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

9am strikes the right balance between protecting public access during business hours, and giving visitors a more enjoyable experience (compared with an earlier departure time).

Do you support the proposed 9am departure time rule?

■ Yes ■ No ■ Unsure

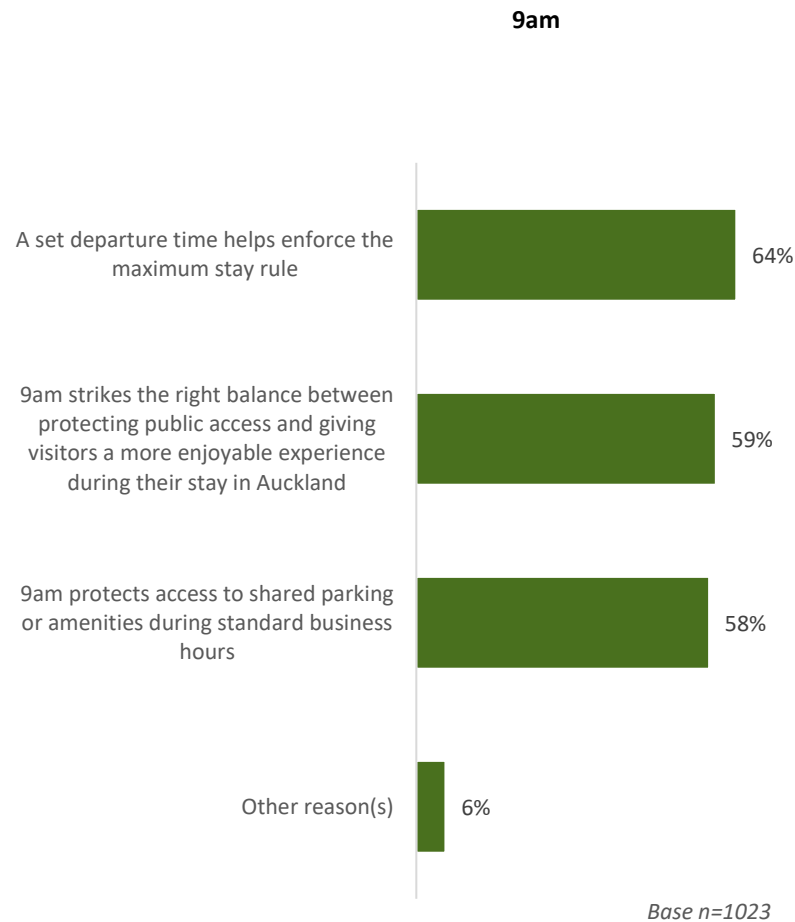


Rule #3 : 9am Departure Time Rule

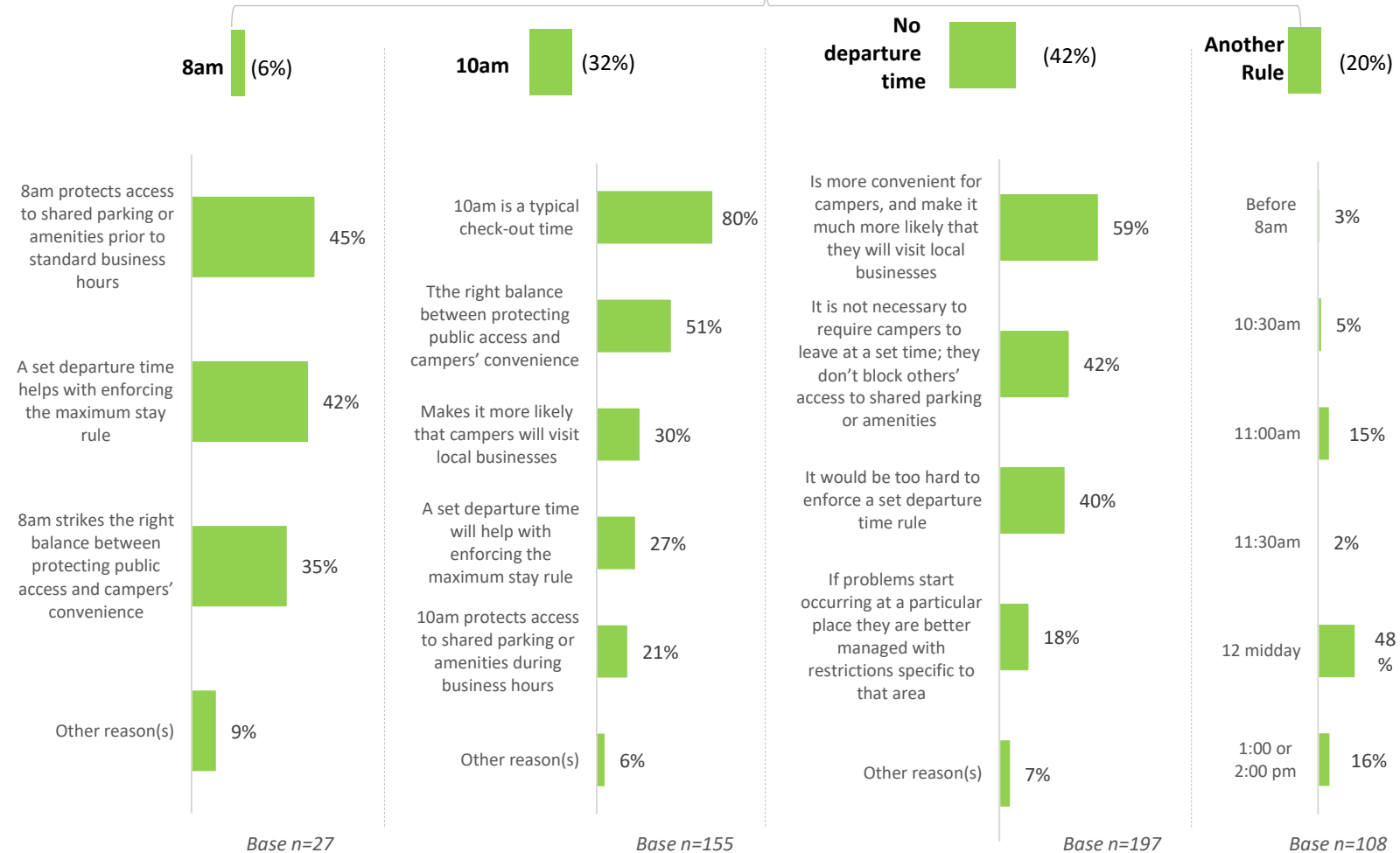
■ Yes ■ No ■ Unsure



YES

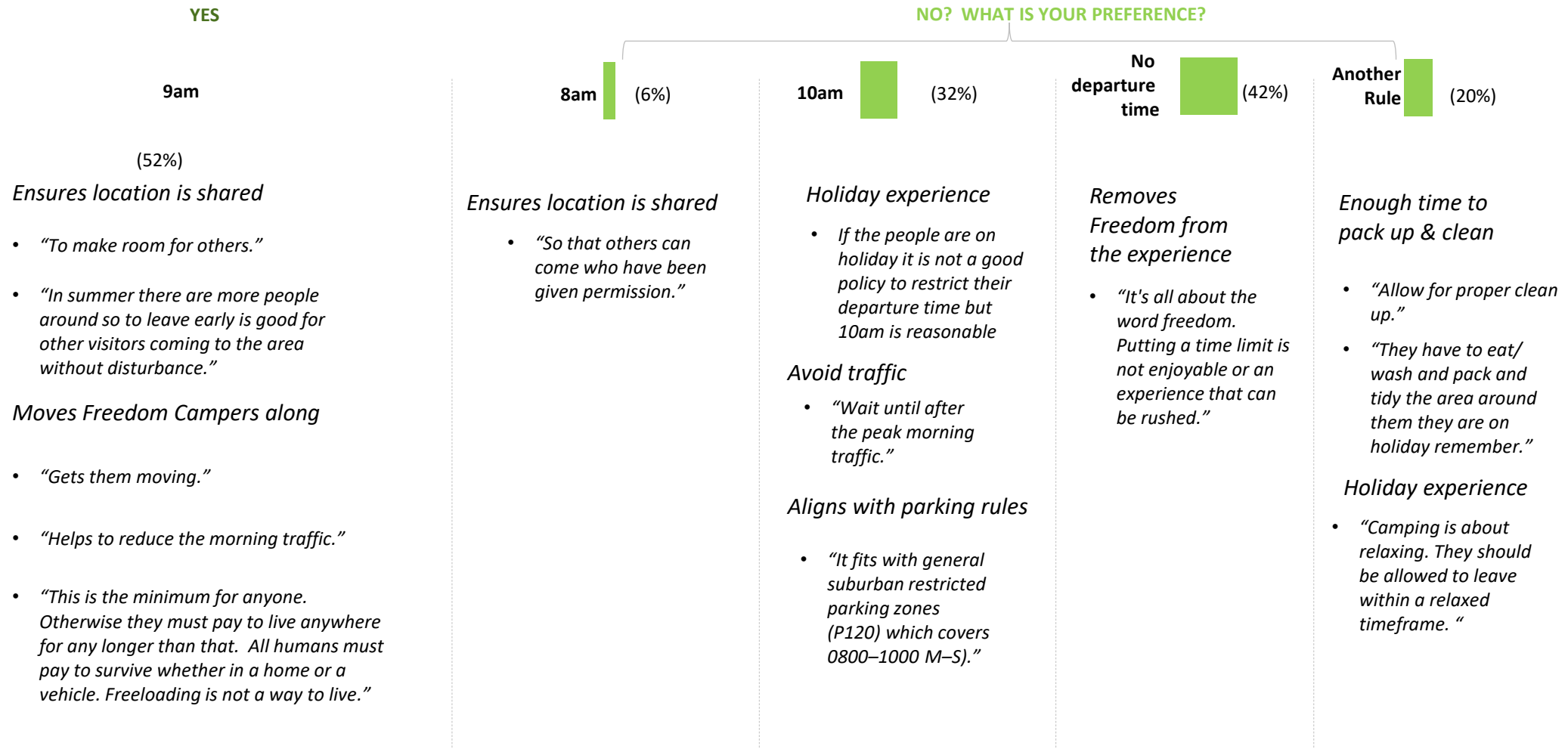


NO? WHAT IS YOUR PREFERENCE? Base n=487



Rule #3 : 9am Departure Time Rule – why?/why not

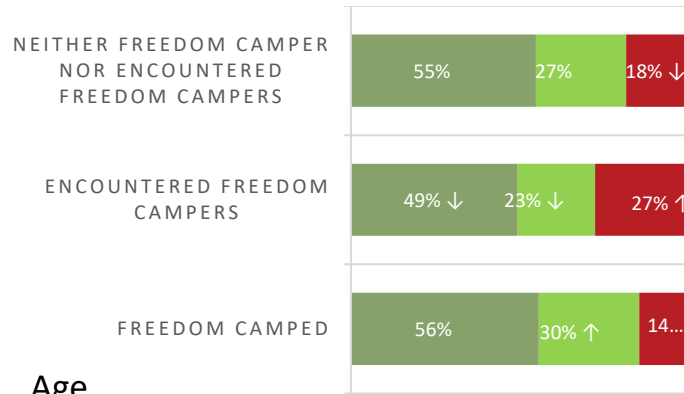
Other reasons (comments represent additional different themes)



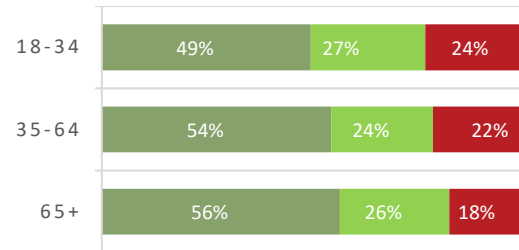
Rule #3 : 9am Departure Time Rule x sub-population groups



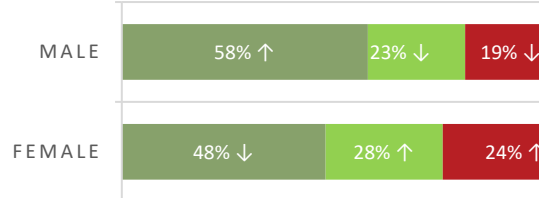
Experience



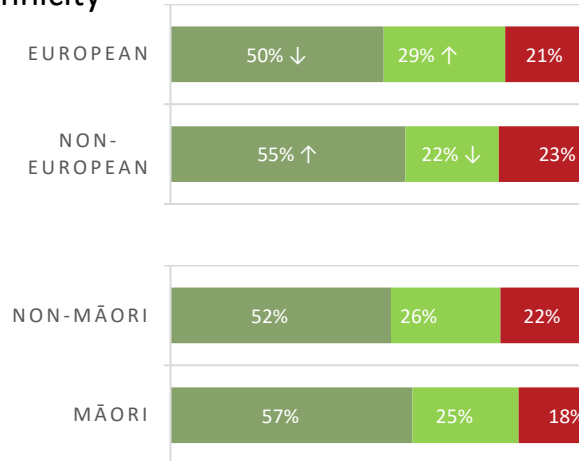
Age



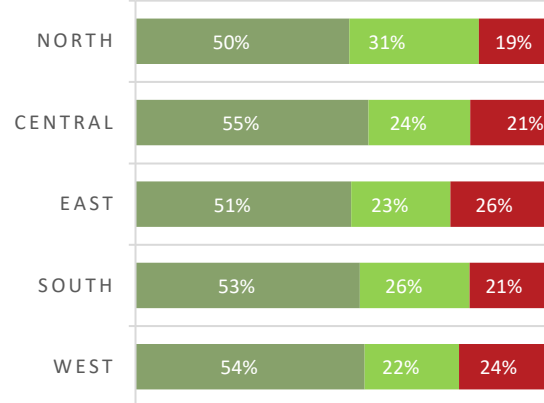
Gender



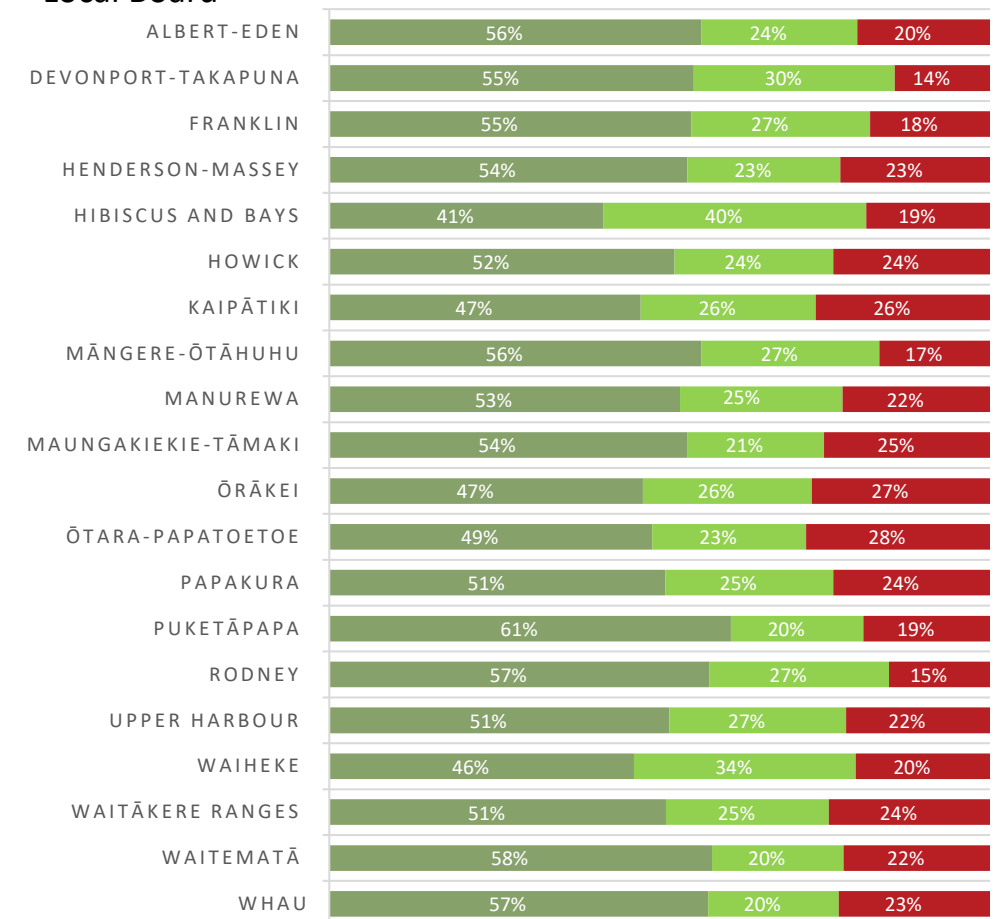
Ethnicity



Region



Local Board



Rule #4 : No return period rule

Rule 4. No-return period rule

It is proposed that freedom campers can't return to stay overnight in the same road or off-road parking area for two weeks, in any area covered by this rule.

Auckland Council believe that,

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

Do you support the proposed two week no-return rule?

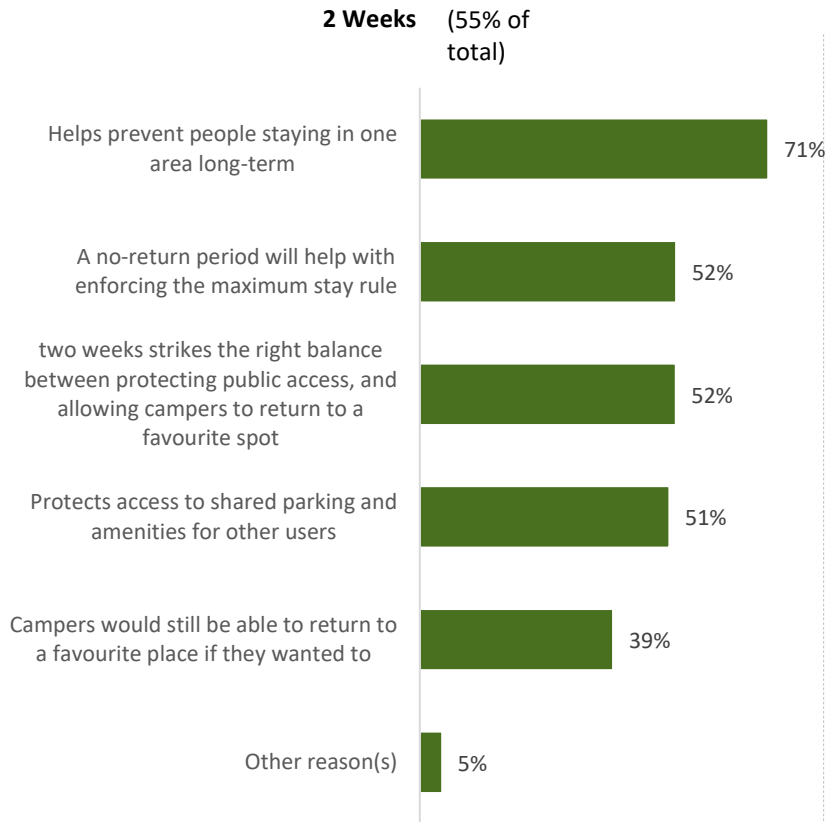


Rule #4 : Two week no-return period rule

■ Yes ■ No ■ Unsure

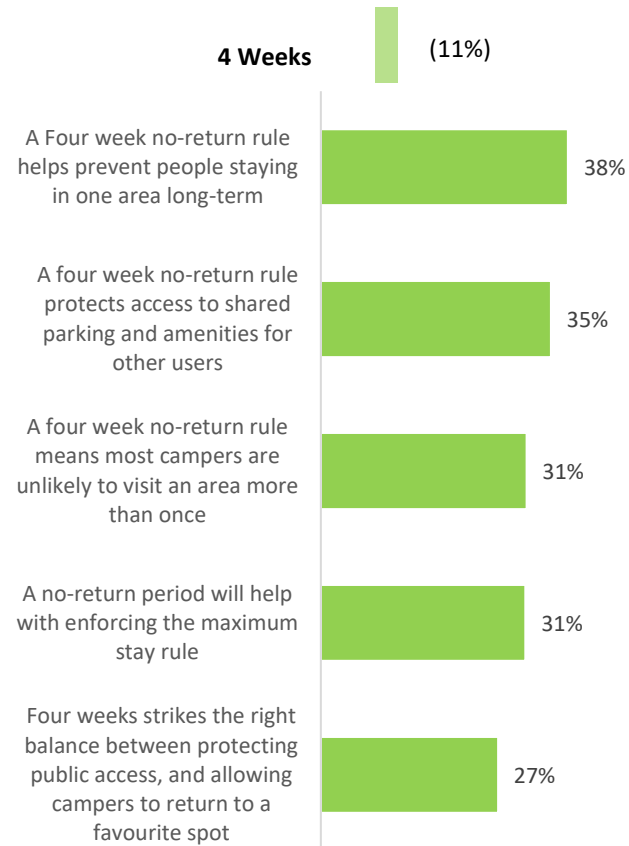


YES



Base n=1056

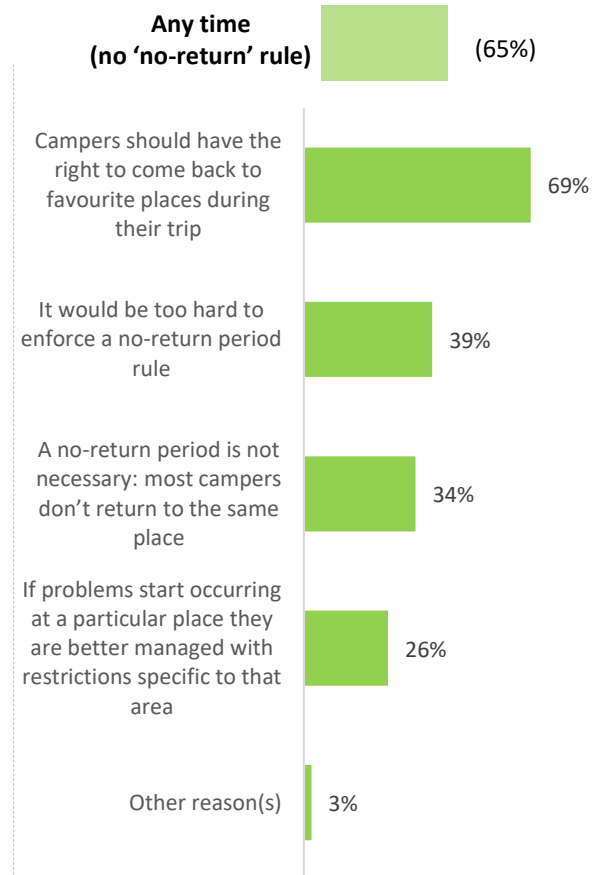
4 Weeks (11%)



Base n=47

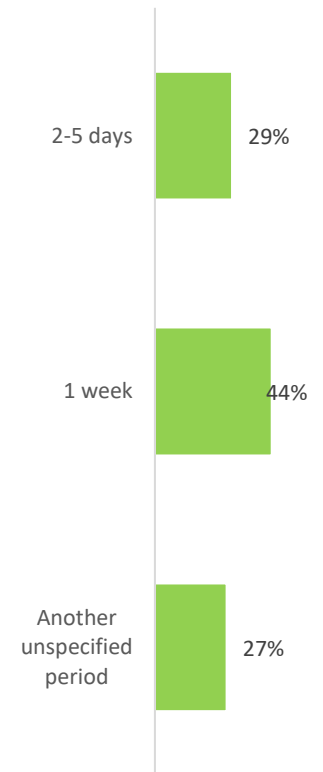
NO? WHAT IS YOUR PREFERENCE? Base n=439

Any time (no 'no-return' rule) (65%)



Base n=279

Another no-return rule (24%)



Base n=112

Rule #4 : Two week no-return period rule – why?/why not

Other reasons (comments represent additional different themes)

YES

2 Weeks
(55% of total)

4 Weeks
(no responses) (11%)

NO? WHAT IS YOUR PREFERENCE?

Any time
(no 'no-return' rule) (65%)

Another no-return rule (24%)

Fair - Ensures location is shared

- “Allows others a chance to stay in that area .”
- “It gives everyone a fair chance to take a new and different spot.”
- “Maybe they want to stay there again on their return trip.”

Helps campers plan their holiday

- “Provides a reason for Freedom Campers to be planned on their trip / holiday.”
- “Maybe they want to stay there again on their return trip.”

Removes freedom from the experience

- “Rules make it a bad experience for the freedom camper. It isn't enjoyable anymore.”

Effect on homeless

- “Homeless people having a safe place to park.”

Unforeseen circumstances

- “What if they encountered unexpected circumstance and there is no other places for them to stay?”

Two weeks is too long

- “One week is sufficient 2 or 4 weeks is a long time.”
- “Two week is too long.”

Too long for Auckland’s location

- If they stayed in Auckland then went up north & then back to Auckland that turn around time would be less than 2 weeks.
- It may be too long if they only decide to travel for a little while and then come back but may need a rest stop along the way.

Overly restrictive

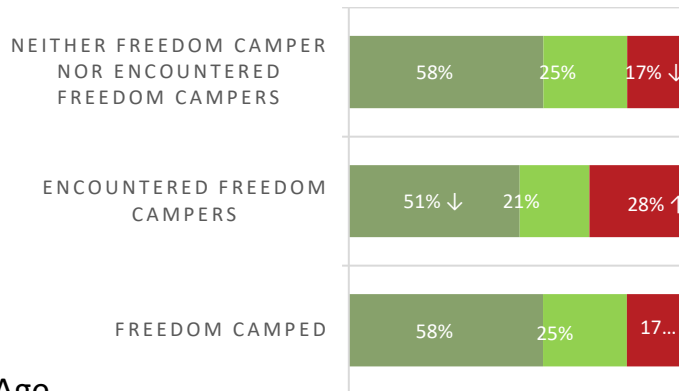
- Its public property. Majority are fine and should not be punished with blanket law.

Rule #4 : Two week no-return period rule x sub-population groups

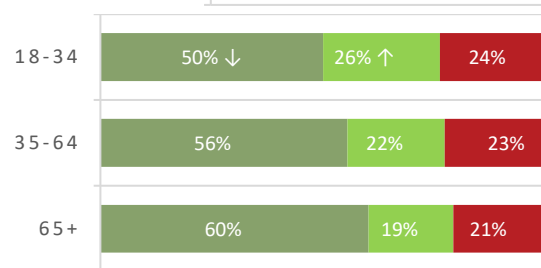
■ Yes ■ No ■ Unsure



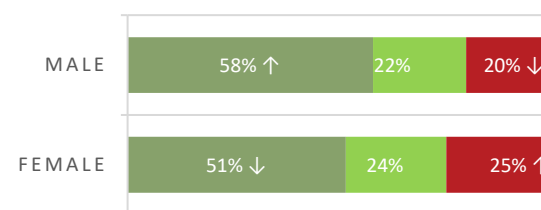
Experience



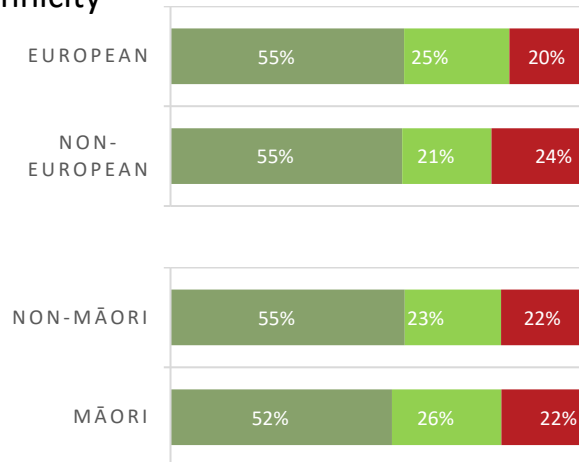
Age



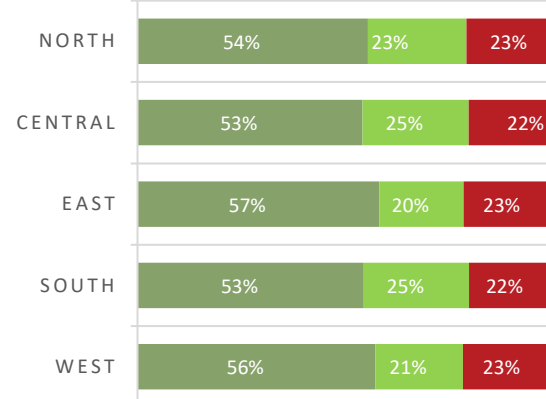
Gender



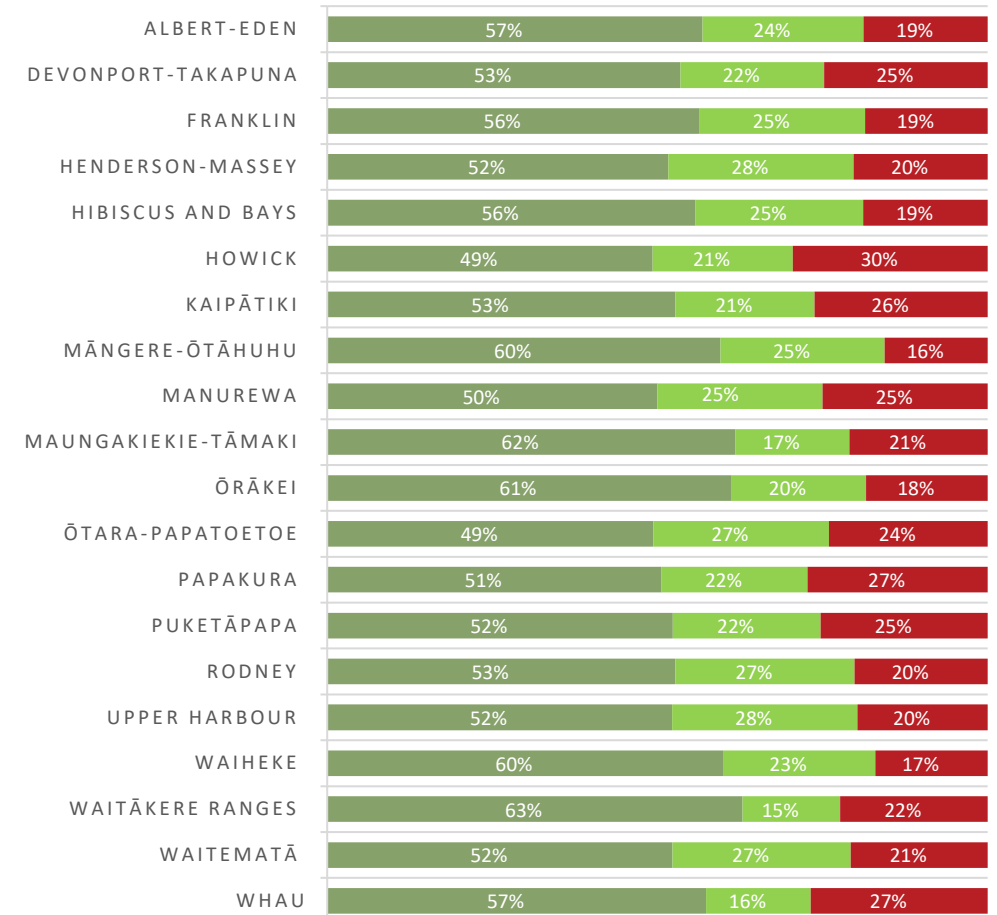
Ethnicity



Region



Local Board



SECTION 2

Part 3 : Anticipated Effects of General Rules

Part 3: Anticipated Effects of General Rules on Freedom Camping Attitudes and Intentions

In 'Part 3 : Anticipated Effects of General Rules on Freedom Camping Attitudes and Intentions '

We ask Aucklanders about their attitudes and behaviours towards Freedom Camping imagining the four rules are in place.

- How would you feel about Freedom Camping in the Auckland Region Overall, under the proposed Four Rules
- How would you feel about Freedom Camping in the Auckland Region Overall, under the proposed Four Rules x sub-population groups
- Would you be ... Affected by Freedom Camping, under the proposed Four Rules
- Would you be Affected by Freedom Camping, under the proposed Four Rules x sub-population groups
- How likely would you beTo Freedom Camp under the proposed Four Rules
- How likely would you be ...To Freedom Camp under the proposed Four Rules x sub-population groups
- How likely would you be ...To feel concerned about freedom camping in the Auckland region under the proposed Four Rules
- How likely would you be...To feel concerned about freedom camping in the Auckland region under the proposed Four Rules x sub-population groups
- Agree/disagree Freedom Camping will have more benefits for Auckland and Aucklanders under the proposed Four Rules
- Agree/disagree Freedom Camping will have more benefits for Auckland and Aucklanders under the proposed Four Rules x sub-population groups
- Agree/disagree Freedom Camping will cause fewer problems for Auckland and Aucklanders under the proposed Four Rules
- Agree/disagree Freedom Camping will cause fewer problems for Auckland and Aucklanders under the proposed Four Rules x sub-population groups

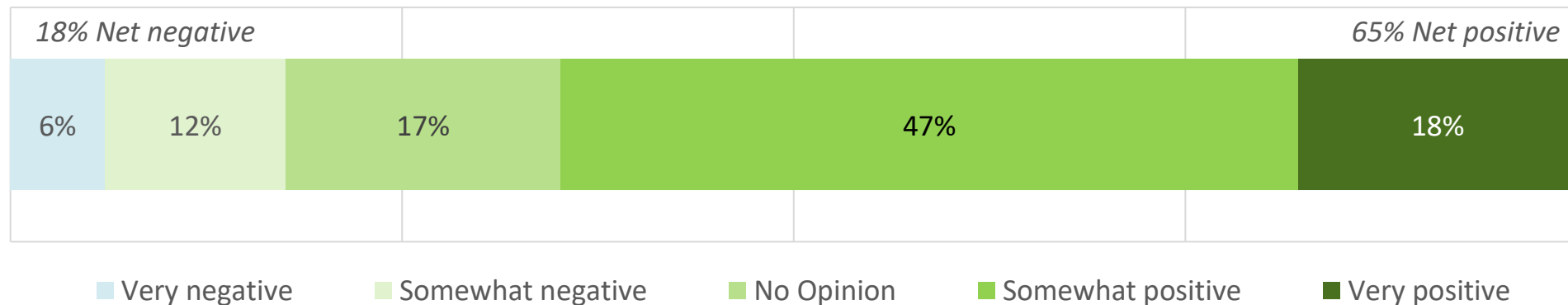
Summary: Anticipated Effects of General Rules

- 65% of Aucklanders say they would feel positive about Freedom Camping under the general rules, compared with 44% at the start of the survey.
- According to the response of Aucklanders in this survey, it is unlikely that there would be a significant increase in Freedom Camping under the rules.
 - 25% felt they would be more likely to Freedom Camp, while 19% said they would be less likely to Freedom Camp, under the rules. Within these groups, 9% responded much less likely, 5% much more likely.
- The level of concern about Freedom Camping is likely to reduce under the rules.
 - 39% responded that they were less likely to be concerned about Freedom Camping under the four rules, compared with 25% who felt that they would be more likely to feel more concerned.
- Aucklanders perceive greater benefits and fewer problems with Freedom Camping under the rules.
 - 58% of Aucklanders **agreed** that Freedom Camping would cause fewer problems for Auckland and Aucklanders with the four rules in place (15% disagreed).
 - 49% of Aucklanders **agreed** that Freedom Camping would have more benefits for Auckland and Aucklanders with the four rules in place (17% disagreed).

Imagine that these four rules were in place,

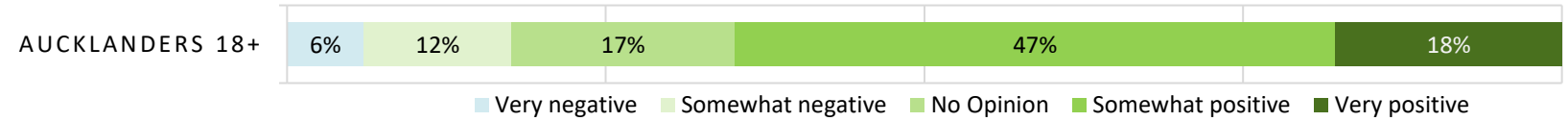
How would you feel about Freedom Camping in the Auckland Region Overall, under the proposed Four Rules?

- 65% of Aucklanders feel positively towards Freedom Camping under the proposed Four Rules, 18% feel negatively towards Freedom Camping under the proposed Four Rules.

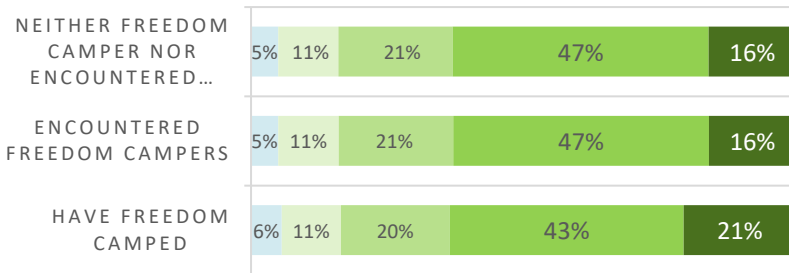


- In comparison 44% of Aucklanders currently feel positively towards Freedom Camping while 32% feel negatively towards Freedom Camping.

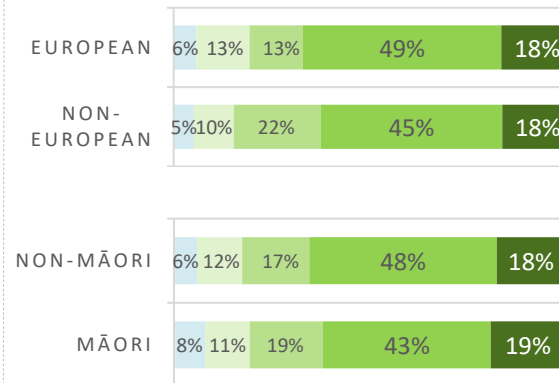
Imagine that these four rules were in place,
How would you feel about Freedom Camping in the Auckland Region Overall, under the proposed Four Rules?



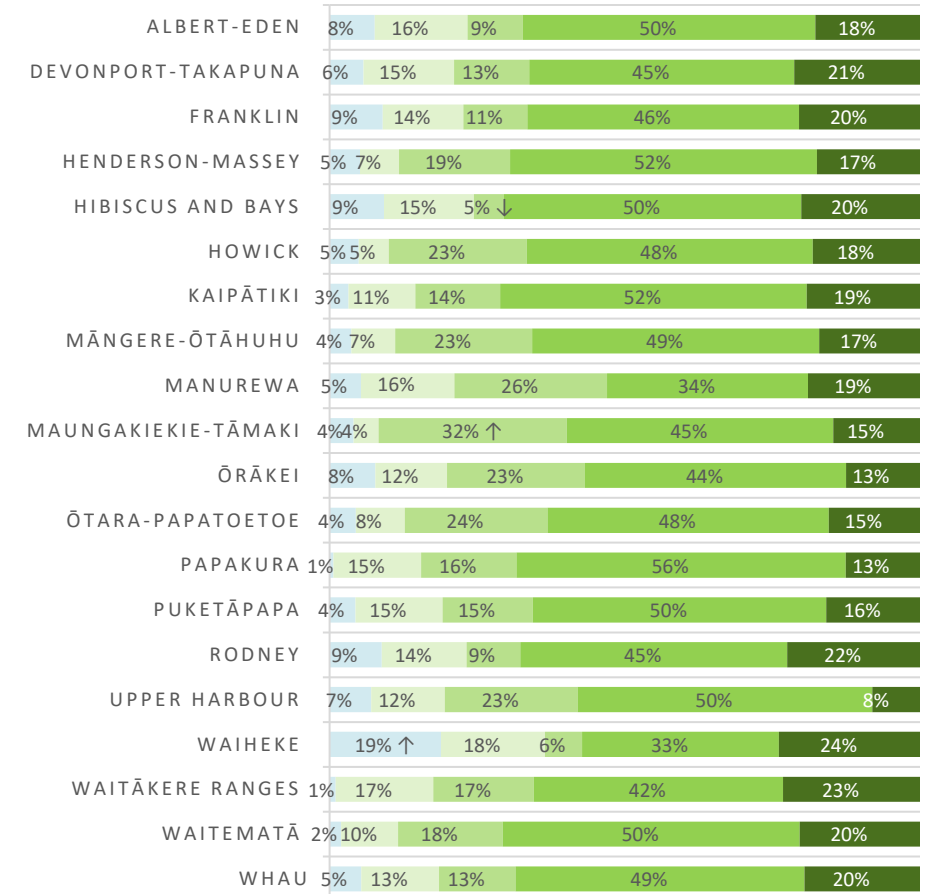
Experience



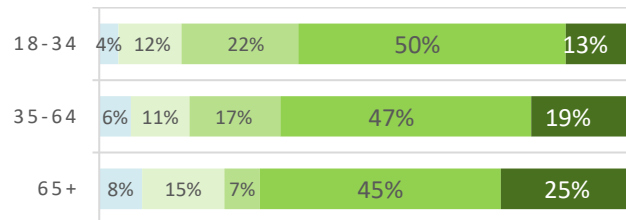
Ethnicity



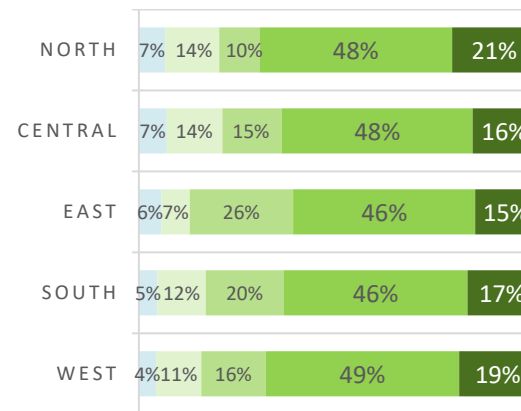
Local Board



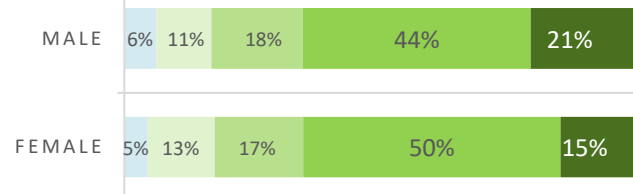
Age



Region



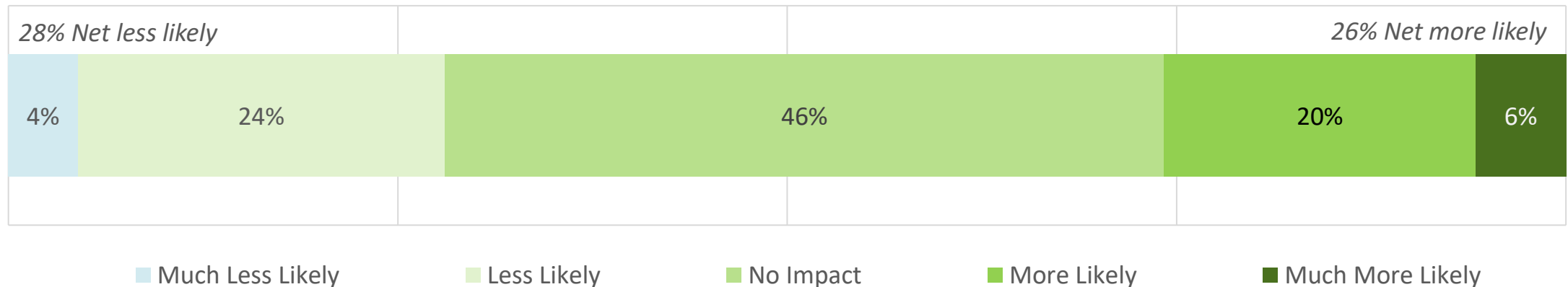
Gender



Imagine that these rules were in place,

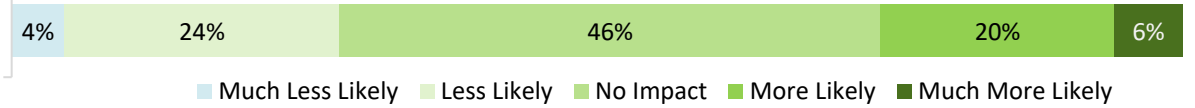
Now please complete the sentence below by selecting the option that is true for you... with these rules in place, I would be more/less likely to..... **Be affected by freedom camping in the Auckland region**

- 26% of Aucklanders feel that would be more likely to be affected Freedom Camping under the proposed Four Rules, while 28% feel that they would be less likely to be affected by Freedom Camping under the proposed Four Rules.

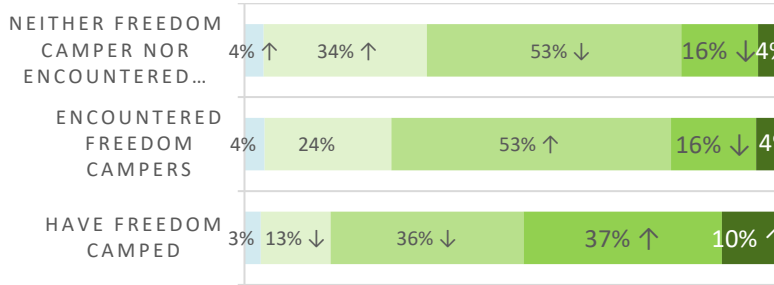


Imagine that these rules were in place, Now please complete the sentence below by selecting the option that is true for you... with these rules in place, I would be more/less likely to..... **Be affected by freedom camping in the Auckland region**

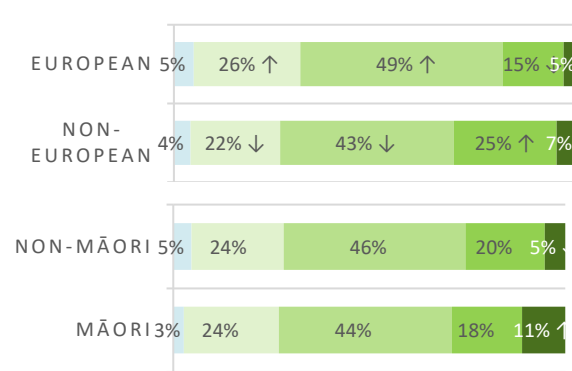
AUCKLANDERS 18+



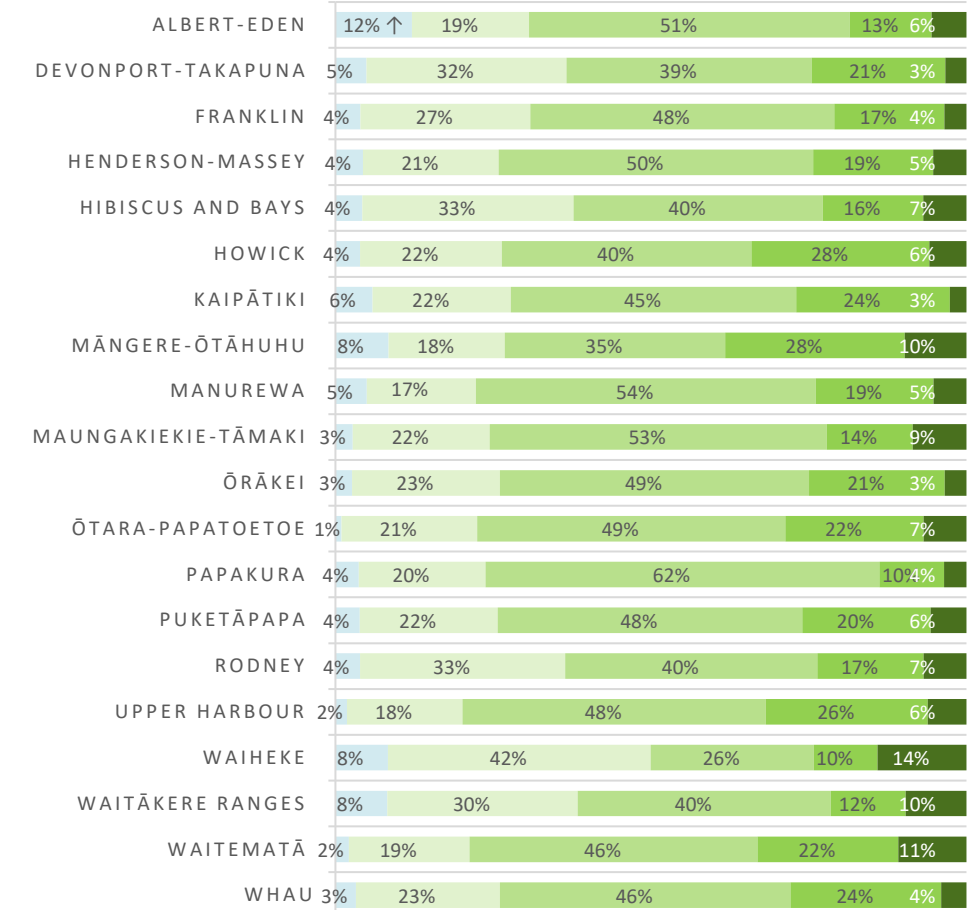
Experience



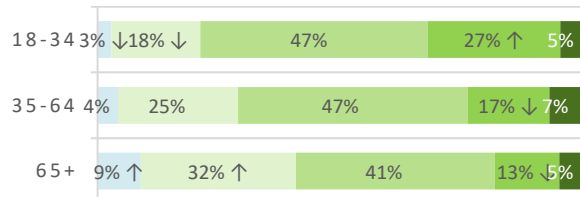
Ethnicity



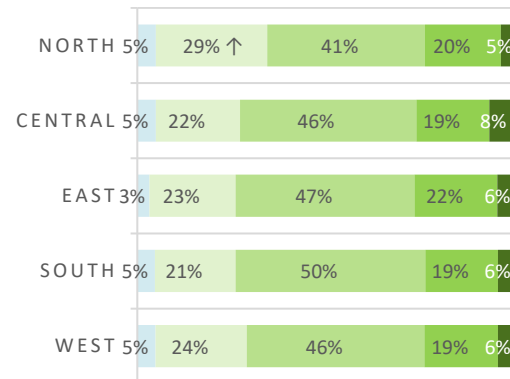
Local Board



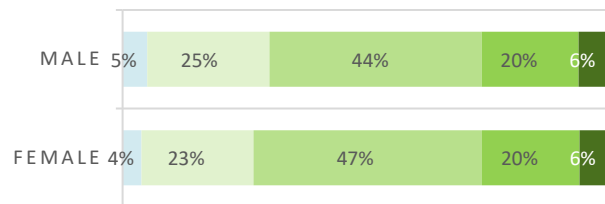
Age



Region



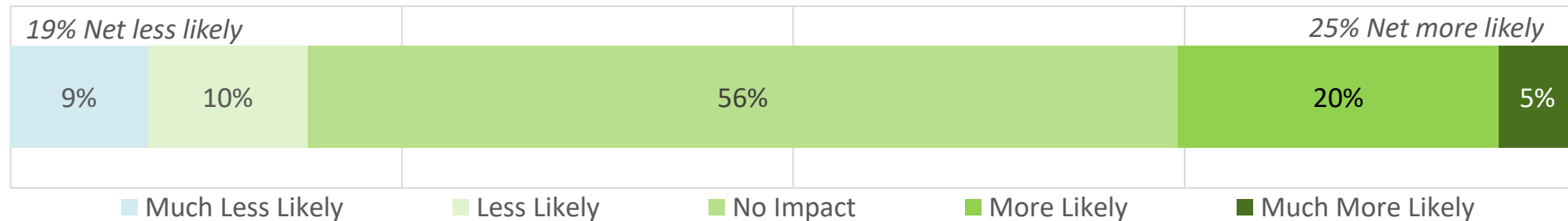
Gender



Imagine that these four rules were in place,

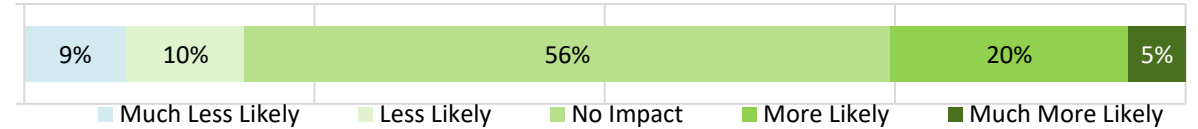
Now please complete the sentence below by selecting the option that is true for you... *with these rules in place, I would be more/less likely to.....Freedom camp myself*

- 25% of Aucklanders feel that would be more likely to Freedom Camp themselves under the proposed Four Rules, while 19% feel that they would be less likely to Freedom Camp under the proposed rules.

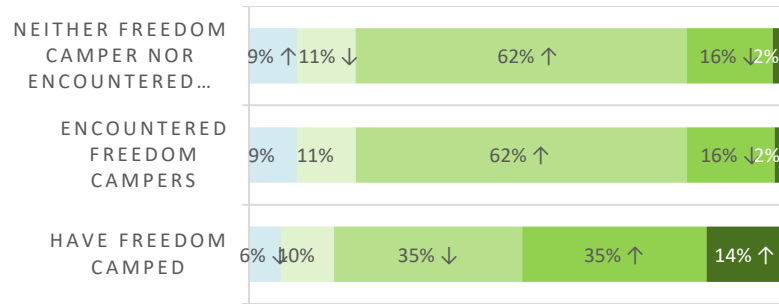


Imagine that these four rules were in place, Now please complete the sentence below by selecting the option that is true for you... with these rules in place, I would be more/less likely to.....**Freedom camp myself**

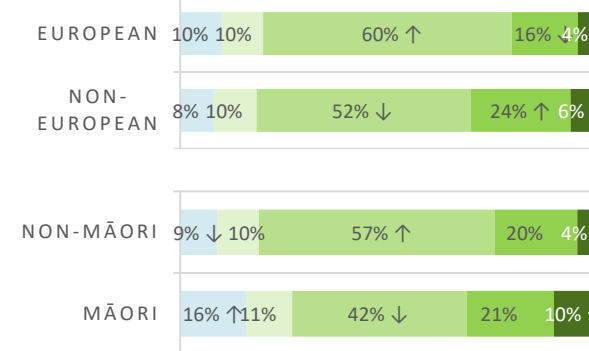
AUCKLANDERS 18+



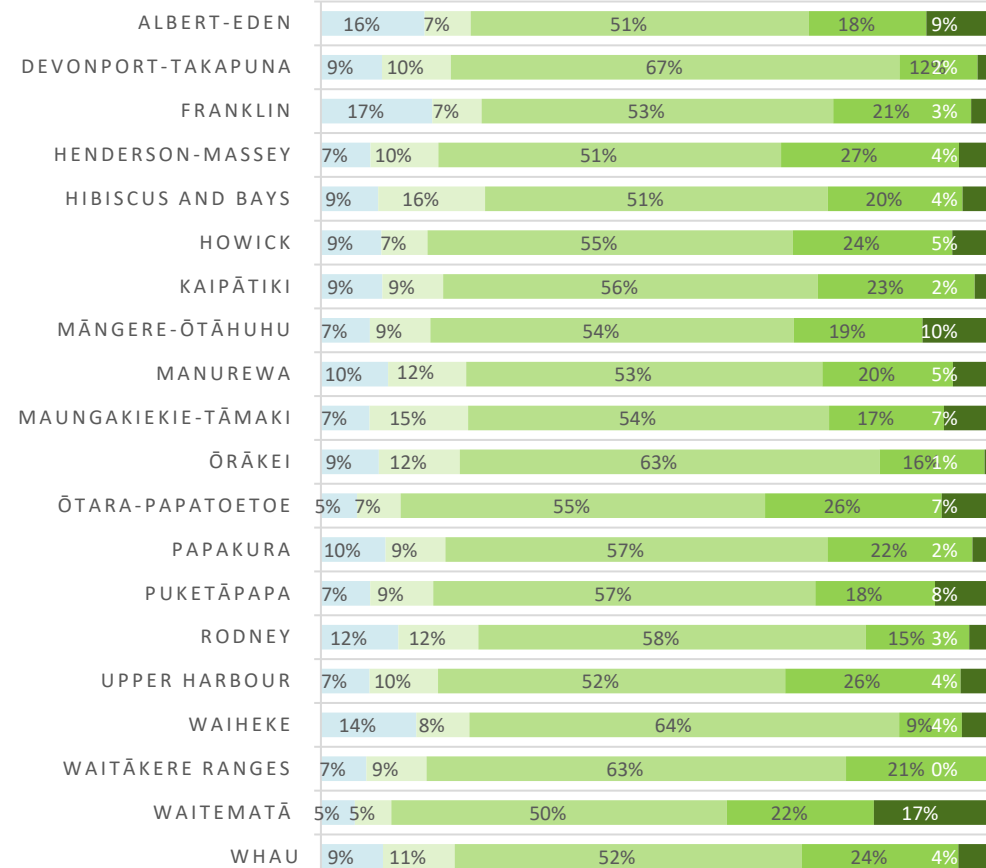
Experience



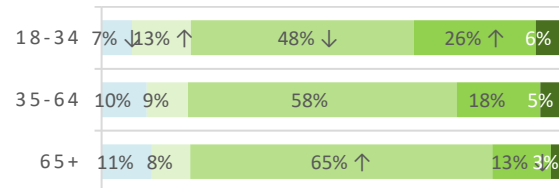
Ethnicity



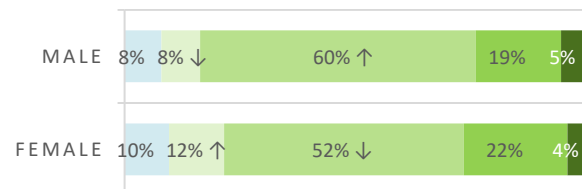
Local Board



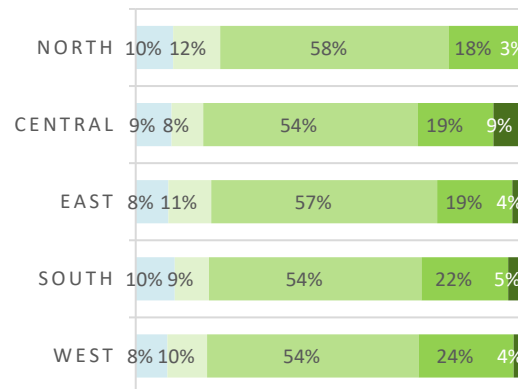
Age



Gender



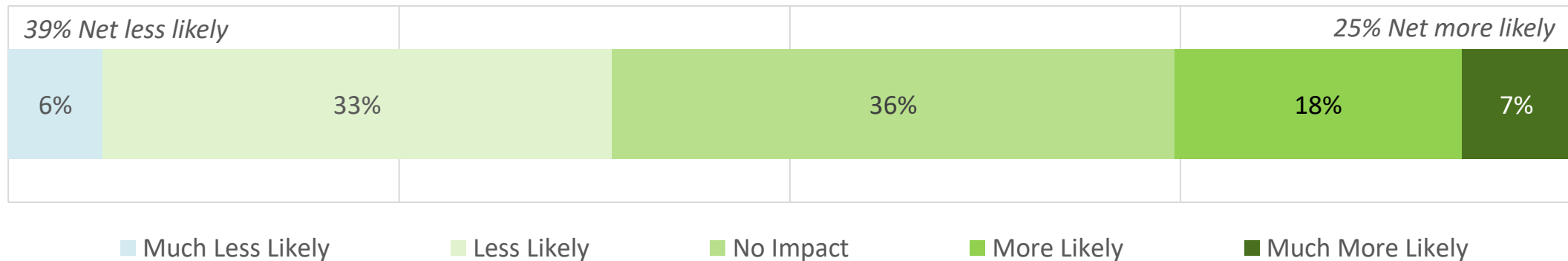
Region



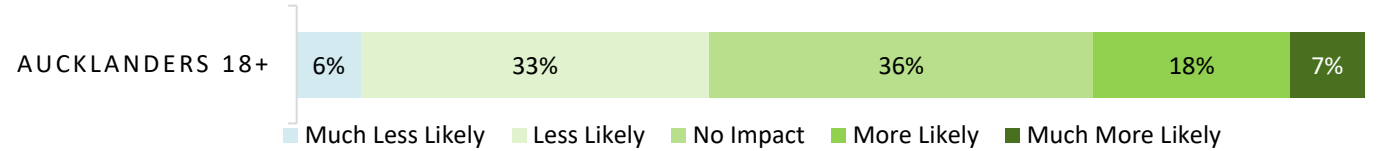
Imagine that these four rules were in place,

Now please complete the sentence below by selecting the option that is true for you... *with these rules in place, I would be more/less likely to..... **feel concerned about freedom camping in the Auckland region.***

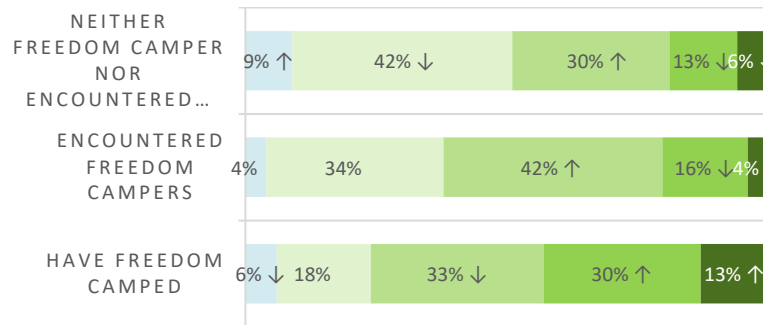
- 25% of Aucklanders feel that would be **more likely** to **feel concerned about freedom camping in the Auckland region** under the proposed Four Rules, while 39% feel that they would be **less likely** to **feel concerned about freedom camping in the Auckland region** under the proposed Four Rules.



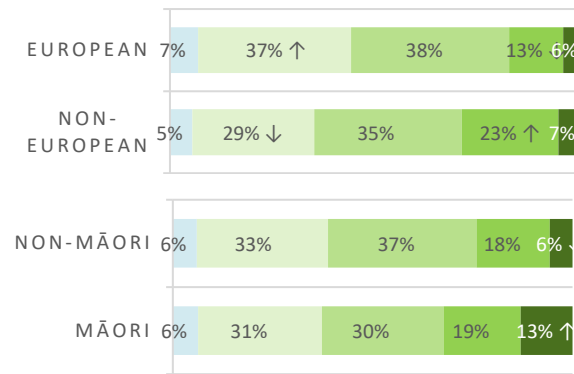
Imagine that these four rules were in place, Now please complete the sentence below by selecting the option that is true for you... with these rules in place, I would be more/less likely to... **feel concerned about freedom camping in the Auckland region.**



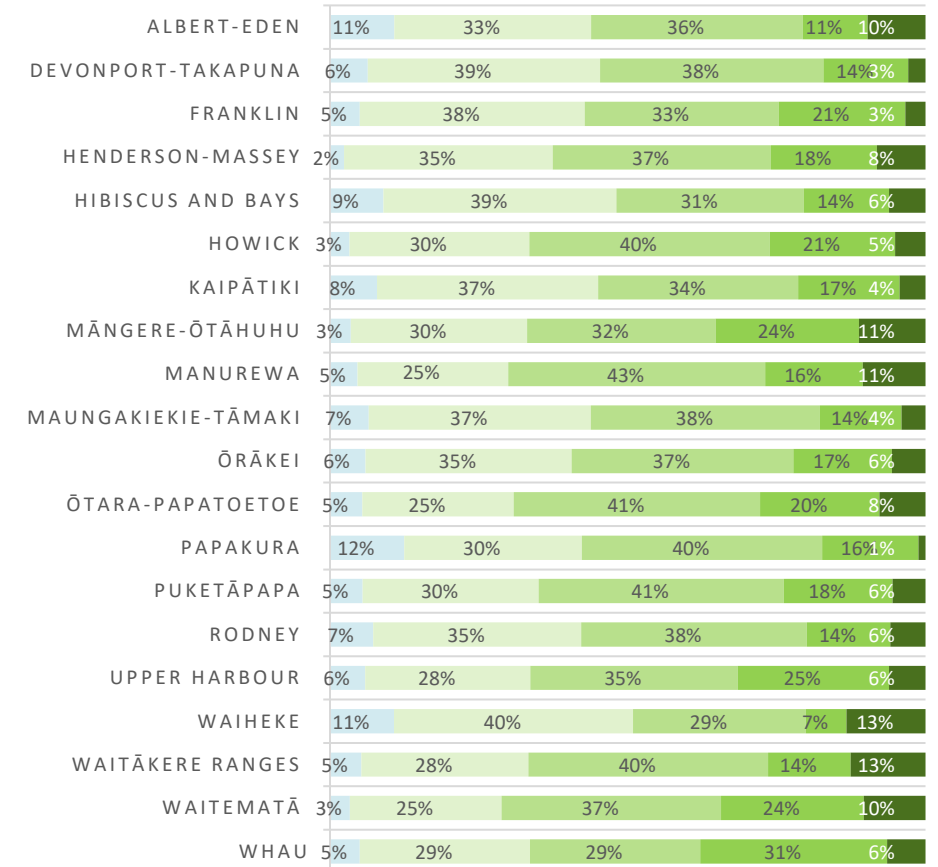
Experience



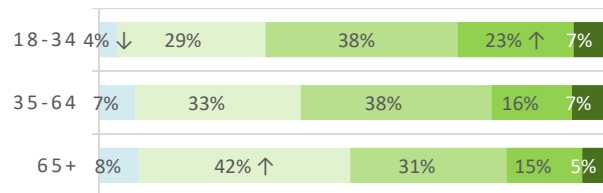
Ethnicity



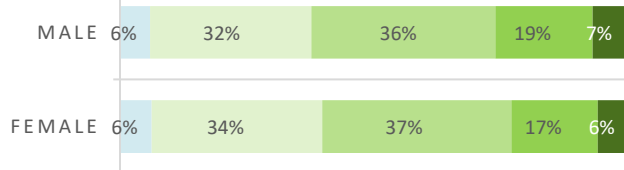
Local Board



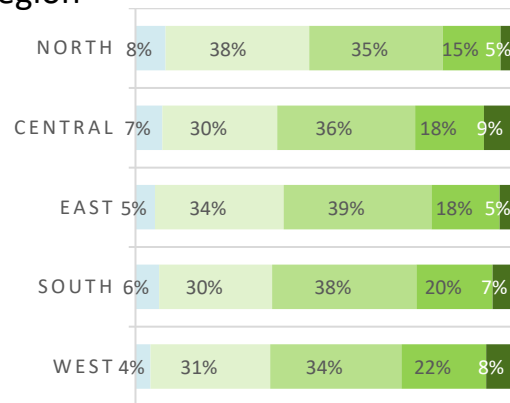
Age



Gender



Region

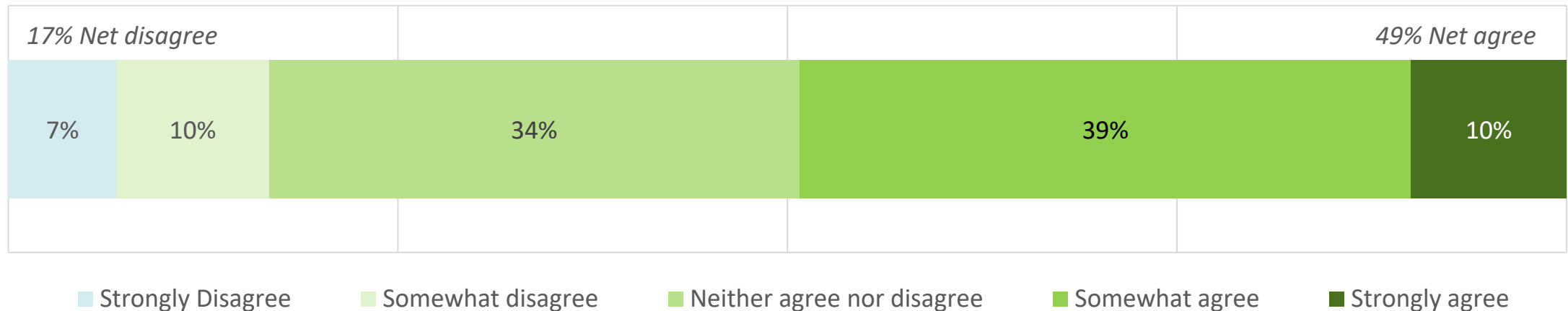


Imagine that these four rules were in place,

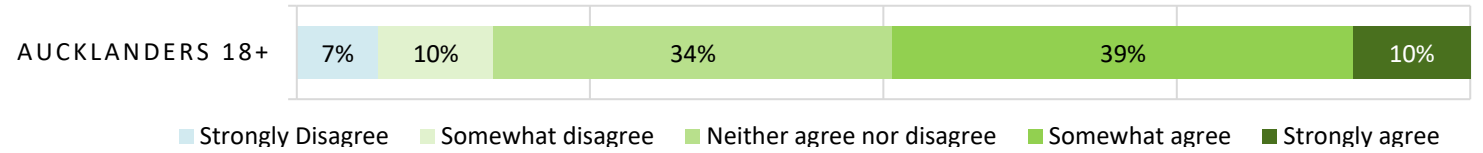
To what extent would you agree/disagree with this statement,

With these rules in place, Freedom Camping will have more benefits for Auckland and Aucklanders

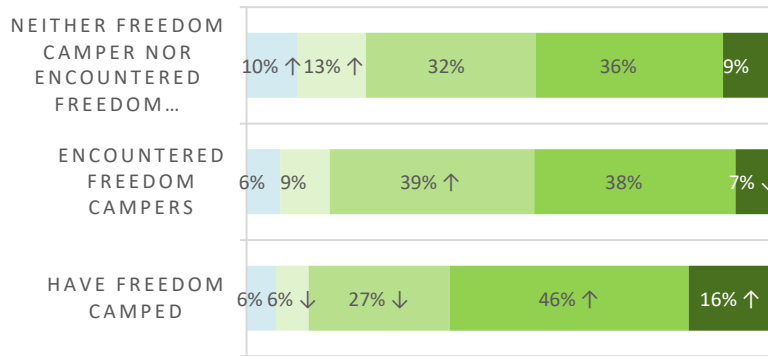
- 49% of Aucklanders **agreed** that Freedom Camping would have more benefits for Auckland and Aucklanders with the Four Rules in place.
- 17% of Aucklanders **disagreed** that Freedom Camping would have more benefits for Auckland and Aucklanders with the Four Rules in place.



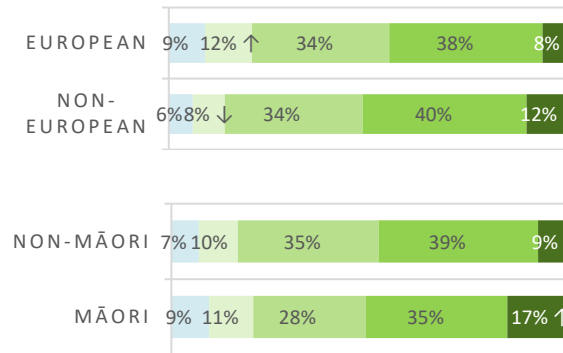
Imagine these rules were in place, To what extent would you agree/disagree with this statement,
 With these rules in place, Freedom Camping will **have more benefits** for Auckland and Aucklanders



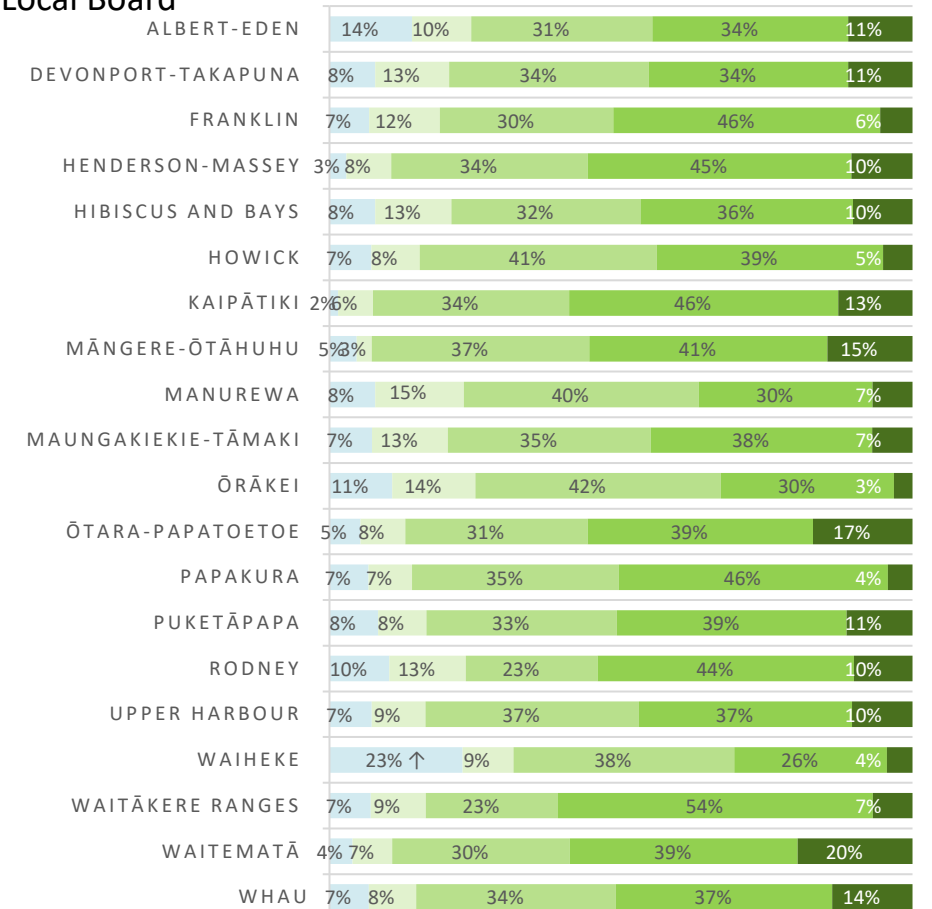
Experience



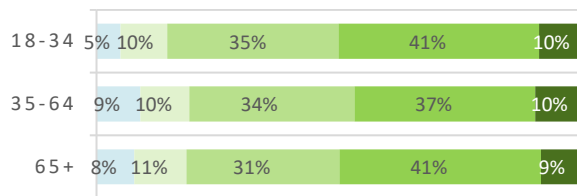
Ethnicity



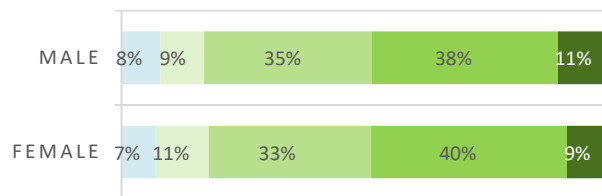
Local Board



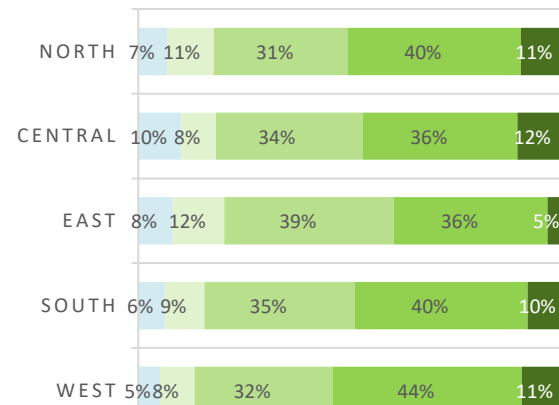
Age



Gender



Region

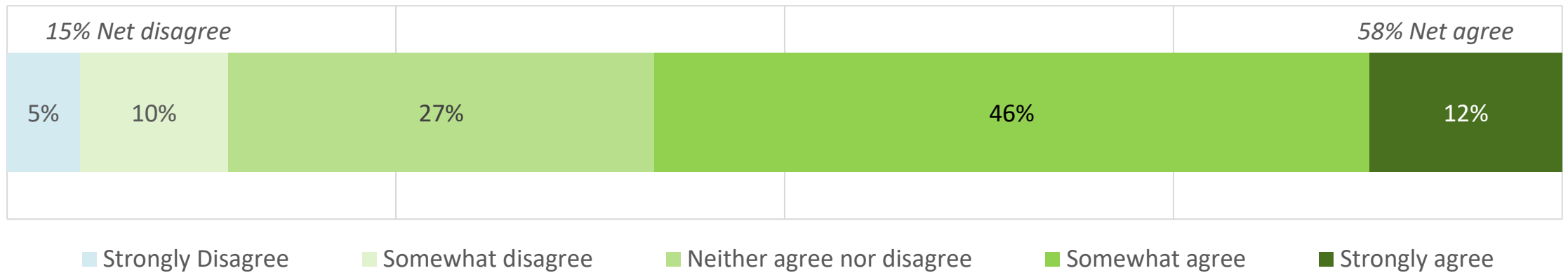


Imagine that these four rules were in place,

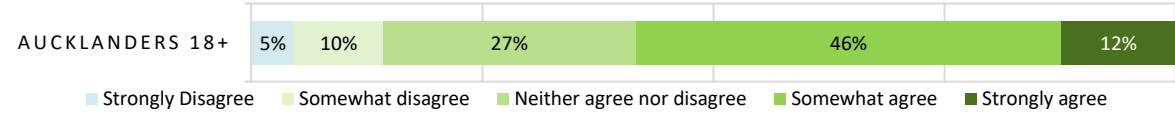
To what extent would you agree/disagree with this statement,

With these rules in place, Freedom Camping will cause fewer problems for Auckland and Aucklanders

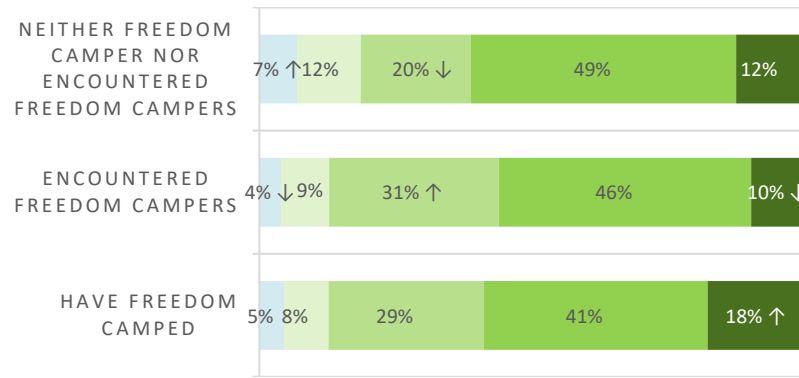
- 58% of Aucklanders **agreed** that Freedom Camping would cause fewer problems for Auckland and Aucklanders with the Four Rules in place.
- 15 % of Aucklanders **disagreed** that Freedom Camping would cause fewer problems for Auckland and Aucklanders with the Four Rules in place.



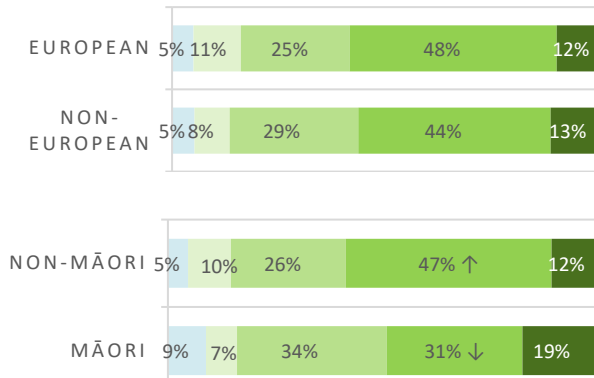
Imagine these rules were in place, To what extent would you agree/disagree with this statement,
 With these rules in place, Freedom Camping will **cause fewer problems** for Auckland and Aucklanders



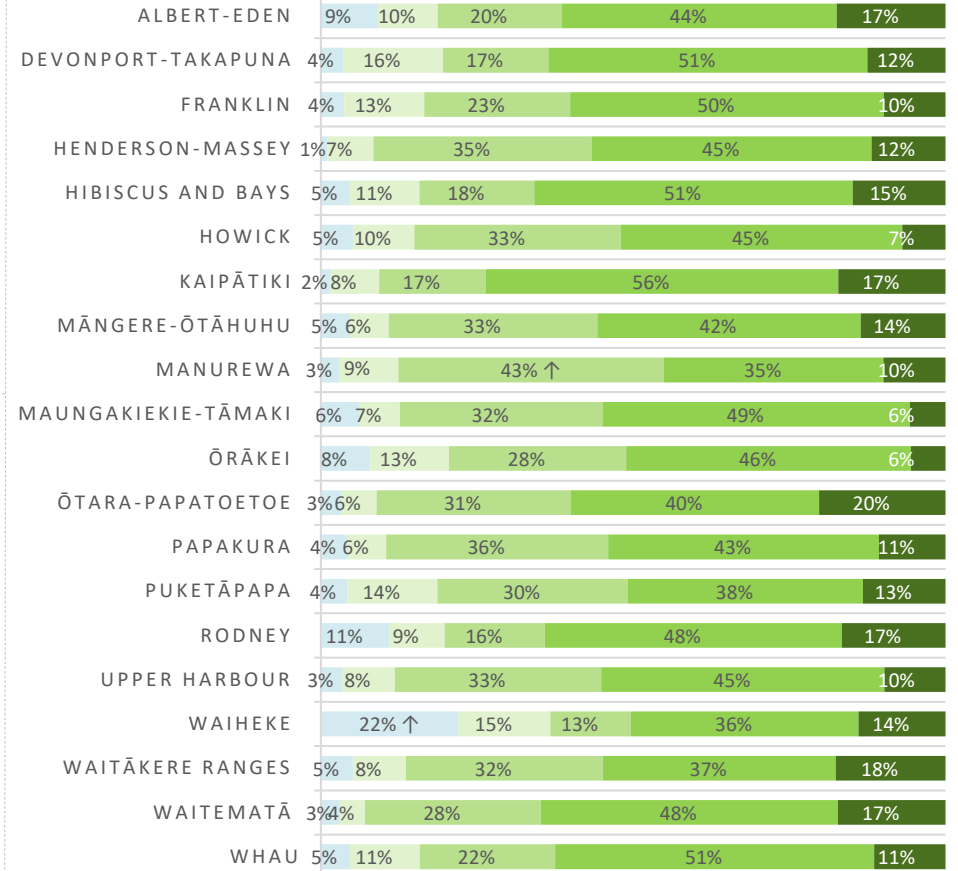
Experience



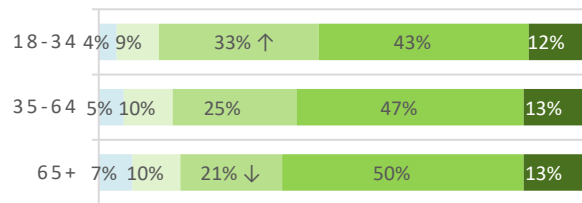
Ethnicity



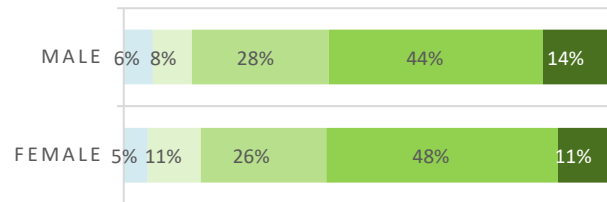
Local Board



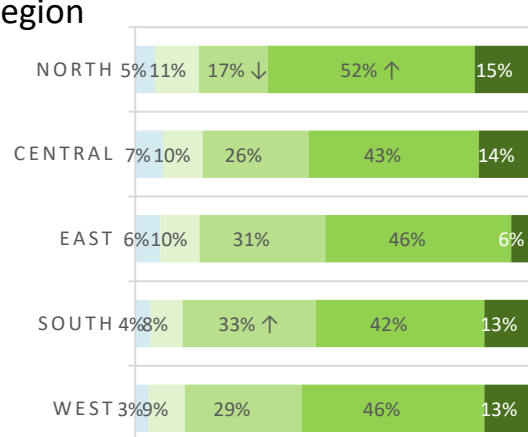
Age



Gender



Region



SECTION 3

Appendices

SECTION 3

Appendix A

Population estimates and sample

Population estimates and survey sample sizes

	Population estimate	Sample Size		Population estimate	Sample Size		Population estimate	Sample Size
Age			Region*			Region-Local Board**		
All people 18+	1,196,300	1972	Central	205,000	461	Albert-Eden	78,000	93
18-34	417,800	616	East	231,500	331	Devonport – Takapuna	45,100	113
35-64	589,300	934	North	293,800	422	Franklin	55,900	109
65+	189,200	422	South	278,700	485	Henderson-Massey	87,200	107
			West	187,400	273	Hibiscus and Bays	80,300	109
Gender								
Female	610,100	992				Howick	107,500	127
Male	586,200	980				Kaipatiki	69,000	107
Another gender		0				Mangere-Otahuhu	53,600	87
						Manurewa	66,700	101

*Region was aggregated from Local Board using Dynata allocation method.

**Respondents allocated into local board area from their response to suburb using Auckland City Council supplied code and allocation method.

Population estimates and survey sample sizes *continued*

	Population estimate	Sample Size			Population estimate	Sample Size		
Region- Local Board continued				Ethnicity				
Maungakiekie-Tamaki	58,400	100		European	600,500	1200		
Orakei	65,600	106		Non-European	595,800	878		
Otara-Papatoetoe	60,700	93		Māori	181,200	155		
Papakura	41,800	94		Non-Māori	1,015,000	1817		
Puketapapa	45,400	112						
Rodney	50,500	93						
Upper Harbour	48,900	90						
Waiheke	9,063	61						
Waitakere Ranges	38,700	62						
Waitemata	73,400	98						
Whau	61,500	103						

SECTION 3

Appendix B

Survey design

How Freedom Camping was defined for respondents in the survey

By **Freedom Camping** we mean, **“Staying overnight in a vehicle on public land, as part of leisure travel, or as a lifestyle choice”**

This excludes these groups of people,

- People legally parking a camping vehicle during the day
- People staying in campgrounds or any other places where fees are paid to camp
- People sleeping in vehicles because they are homeless
- People resting or sleeping in vehicles due to driver fatigue.

This survey covers public land that is managed by Auckland Council.

This includes places like roadsides and un-gated public carparks.

(Freedom camping vehicles still need to obey any parking restrictions in these places, for example time limits.)

It excludes land that is:

- Privately owned
- Leased to, or managed by, another organisation
- Reserve (camping is already prohibited on land held under the Reserves Act 1977, which includes most parks in Auckland)
- Managed by the Department of Conservation (DOC) or other central government agencies.

Questionnaire

Demographics

- Which age group are you in?
- What gender do you identify with?
- Which of these ethnicities do you identify with?
- And which of these broad ethnic groups do you identify most strongly with?
- What area of Auckland do you live in?
- Which suburb/community do you live in within Auckland?
- What is your local board?
- Is the area that you live in.. rural/urban.
- 1-500m ;500-1km ; >1km from the coast?

Introduction (explain Freedom Camping)

Part 1a) Current Attitudes

Attitude statements (agree-disagree)

- There is a need for greater regulation of freedom camping in the Auckland Region
- I support the right to stay overnight (for free) in a vehicle for leisure purposes on public land
- Freedom camping has benefits for Auckland and Aucklanders
- Freedom camping causes problems for Auckland and Aucklanders
- How do you feel about Freedom Camping in the Auckland region overall?

Part 1b) Experience

- Have you been Freedom Camping in the Auckland region?
 - yes – rate experience
- Have you encountered Freedom Campers in the Auckland region?
 - yes – rate experience
- Which, if any of these benefits does Freedom Camping bring to Auckland and Aucklanders? any other benefits?
- Which, if any, of these problems does Freedom Camping bring to Auckland and Aucklanders? any other problems?

Introduction (explain General Rules)

Part 2) Proposed General Rules

Do you support the use of general rules to manage freedom camping in areas not otherwise prohibited or restricted?

Rule 1. Self-Containment

Do you support the proposed self-containment rule?

Yes No Unsure

- Why support the proposed rule?
- Why don't support the proposed rule?

Rule 2. Maximum stay rule

Do you support the proposed maximum stay rule?

Yes No Unsure

- Why support the proposed rule?

What is your preferred maximum stay rule for freedom campers?

- One night • why one night
- None • why none
- Other • why other

Rule 3. Departure time rule

Do you support the proposed departure time rule?

- Yes No Unsure
- Why support the proposed rule?

What is your preferred departure time rule?

- 8am • why 8am
- 10am • why 10am
- None • why none
- Other • why other

Rule 4. No-return period rule

Do you support the proposed No-return rule?

Yes No Unsure

- Why support the proposed rule?

What is your preferred No-return rule?

- 4wks • why 4wks
- None • why none
- Other • why other

Part 3) Anticipated Effects of General Rules on Freedom Camping Attitudes and Intentions

Imagine that these four rules were in place,

- How would you feel about Freedom Camping in the Auckland Region Overall, under the proposed Four Rules? (negative-[positive])

with these rules in place, I would be more/less likely to.....

- Be affected by freedom camping in the Auckland region
- Freedom camp myself
- Feel concerned about freedom camping in the Auckland region

Imagine these rules were in place,

To what extent would you agree/disagree with this statement

- With these rules in place, Freedom Camping will have more benefits for Auckland and Aucklanders
- With these rules in place, Freedom Camping will cause fewer problems for Auckland and Aucklanders

SECTION 3

Appendix C

Experience Groups x Demographics

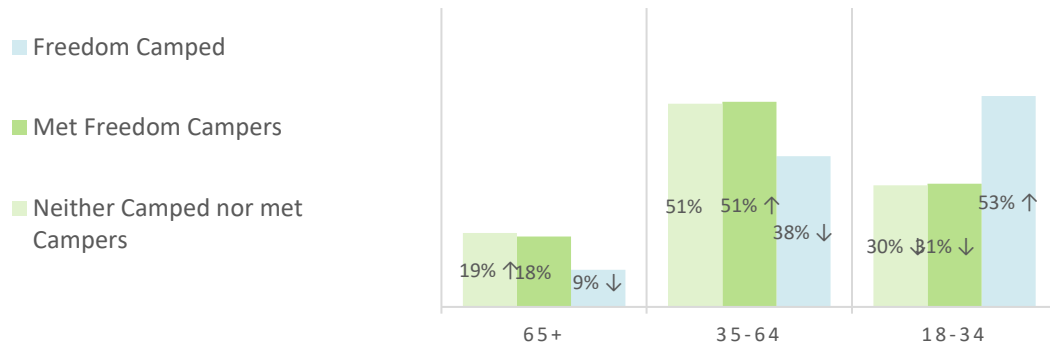
Experience with Freedom Camping : profile

Freedom Campers tend to be younger, are a little more likely to be male, Non-European, Māori and from Central Auckland, and less likely to be from the Northern region of Auckland.

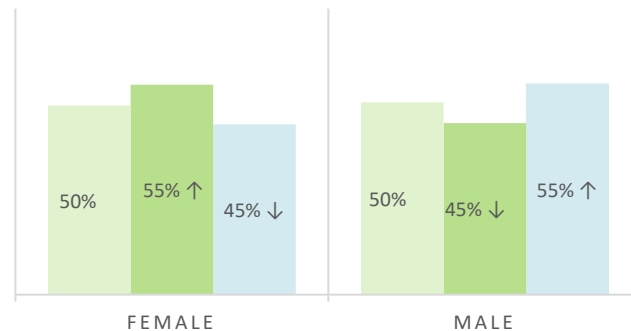
Those who had met Freedom Campers, but had not Freedom Camped themselves were more likely to be middle aged, female, and less likely to be living in the Northern part of Auckland.

Those who had neither Freedom Camped, nor met Freedom Campers were more likely to be aged 65 or over, European, and located in the Northern part of Auckland.

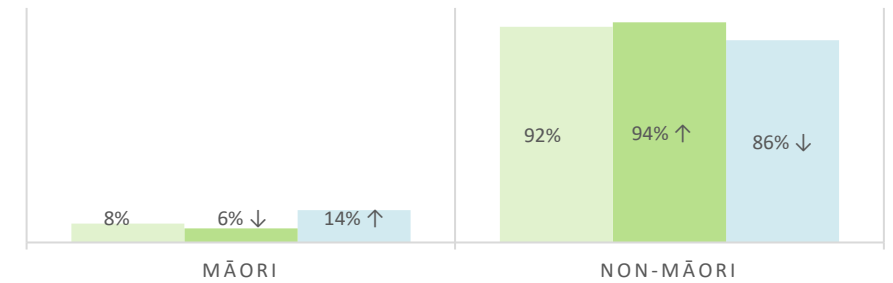
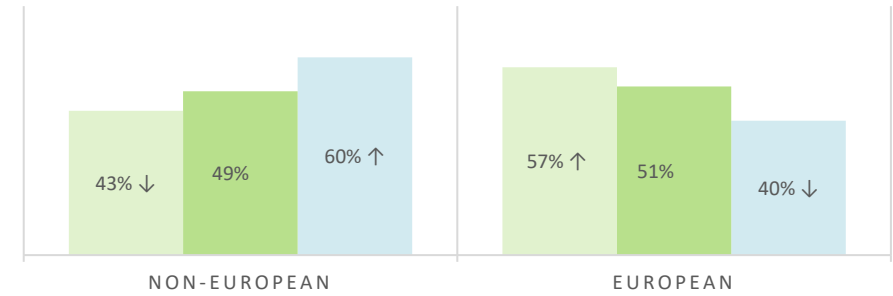
Age



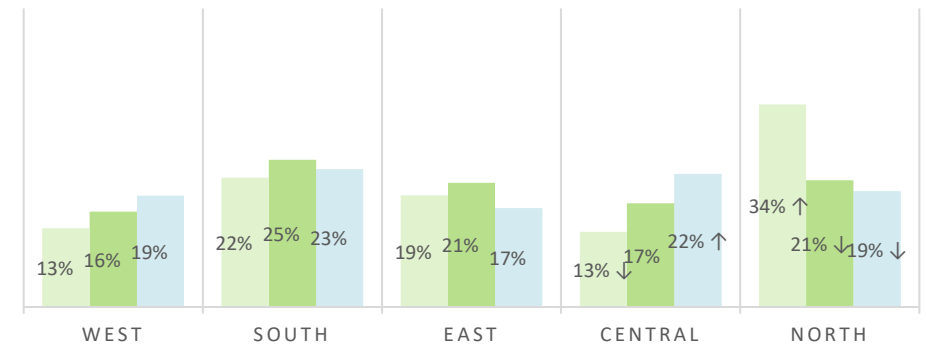
Gender



Ethnicity



Region



Date: **Tuesday, 25 January 2021**

**Proposed New Freedom Camping In
Vehicles Bylaw 2021**

**HIBISCUS & BAYS
LOCAL BOARD
WRITTEN FEEDBACK Vol. 1
(1-1612)**

Sub No.	Organisation	Local Board
1		Hibiscus and Bays
2		Hibiscus and Bays
9		Hibiscus and Bays
16		Hibiscus and Bays
25		Hibiscus and Bays
27		Hibiscus and Bays
50		Hibiscus and Bays
65		Hibiscus and Bays
72		Hibiscus and Bays
74		Hibiscus and Bays
85		Hibiscus and Bays
95		Hibiscus and Bays
101		Hibiscus and Bays
108		Hibiscus and Bays
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155		Hibiscus and Bays
182		Hibiscus and Bays
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193		Hibiscus and Bays
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208		Hibiscus and Bays
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230		Hibiscus and Bays
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326		Hibiscus and Bays
391		Hibiscus and Bays
450		Hibiscus and Bays
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477		Hibiscus and Bays
483		Hibiscus and Bays
486		Hibiscus and Bays
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493		Hibiscus and Bays
499		Hibiscus and Bays
517		Hibiscus and Bays

Sub No.	Organisation	Local Board
536		Hibiscus and Bays
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1168		Hibiscus and Bays

Sub No.	Organisation	Local Board
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1177		Hibiscus and Bays
1186		Hibiscus and Bays
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1464		Hibiscus and Bays
1472		Hibiscus and Bays
1474		Hibiscus and Bays
1476		Hibiscus and Bays
1477		Hibiscus and Bays
1498		Hibiscus and Bays
1612		Hibiscus and Bays



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal, It makes sense to match our self-containment requirements to the N

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): I think two nights is not long enough, especially with the 9am vacate time. Should be three night and an 11 am vacate time. Then at least you would actually feel like you had a holiday and can explore the area better.

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – I support another set departure time rule (please explain)

No – I support another set departure time rule (please explain): No - I support a more reasonable time of 11am so you can have breakfast and pack up.

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrict

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain): Freedom campers should also have to take their rubbish with them, not dispose of it in public rubbish bins or receptacles - often see items piled up and left behind for others to clean up.

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours, Having a set departure time will help with enforcing the maximum stay rule

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, Although no serviced areas have been identified in this proposal, providing sites suitable for non-self-contained vehicles should be a priority for council, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should not have to leave by a set time (no set departure time rule)

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

Is this because, in your view: Campers should have the right to come back to favourite places during their trip, A no-return period is not necessary: most campers don't return to the same place, If freedom camping starts to cause problems somewhere, this is better managed by putting reNot setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Another reason (please explain)

Another reason (please explain): If people are rushed will they take away their waste correctly????

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

You have to make sure the waste is stored correctly or it could spill in you caravan. Plus not all campers are sensible.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a shorter no-return period means campers would be able to return to a favourite place if they wa

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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The Bylaw:

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About general rules

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- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Without general rules, there is a risk that any problems caused by freedom camping could move from regulated areas to unregulated areas nearby

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: Although no serviced areas have been identified in this proposal, providing sites suitable for non-self-contained vehicles should be a priority for council

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum stay, Departure time

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify): 3 nights

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds 1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Do you want to comment on why you don't know?

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should not have to leave by a set time (no set departure time rule)

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

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Do you support the proposed no-return period rule? No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

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Another reason (please explain):

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- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

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Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Campers should book into a motel

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles, Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 4

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site? 8am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify): Other suggestion: Go to another site

Where do you think the freedom camping parking spaces should be located within this area? None in the area

Do you have any other comments you would like to make about this area? No freedom camping. I pay rates they should go to motels and pay too

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? No

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

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- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

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The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
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Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

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About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

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Proposed general rules for Auckland

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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Simple. Follow Australia's lead , I spend the last 4 winters over in Australia traveling around in a caravan. They have a very simple system , almost all free campsites do have public toilets , rubbish bins (sometimes showers too) available, graywater goes straight onto the trees , bushes or grassed areas, there are no selfcontainment requirements, and council parking wardens don't sneak around in the middle of the night issuing parking tickets either. 😊

Camping bylaws don't exist! Well I have yet to find any if they do!

There is just one rule, if you stay at any of those places, usually there is a time

Limit on how long you can stay , and that's either 24/48, or 72 hours max, if it's this simple rule, and you cop a \$1500 instant fine , no buts. No ifs Simple isn't it?

Best of all , spending 6-7 month at a time traveling around Queensland every year, I have yet to find people shitting in the bushes, or dumping rubbish, maybe people in Australia are better potty trained or maybe they have better basic public facility's in place? Called basic toilets and plenty of rubbish bins. Unlike you guys in Auckland, they also have figured out that those (gray Normads) tend to be cashed up babybomers and spend money in local community's , keeping businesses open , and people in jobs. 'Maybe that's also the reason a lot of communities here in Australia provide *** free*** camps (with basic facilities in town, just to make sure those travelers spend time in town and \$\$ at the same time .

Reading a recent survey done in Australia, most travelers spend around \$1250 a week! While on the road (that is if they want to see and do things)

As far as self containment goes , put some basic public toilets up, and provide some rubbish bins , modern caravans are apartments on wheels anyway , they don't need to be self contained (it's a bit of a joke to even certify this!

I fully agree with rd h you that converted high ace vans or cars should be self contained. But even that's a joke , who in there right mind would have a shit in the back of there converted Honda Civic?? 😂😂

Hence your problem, it's a lack of public facility's - put enough public facility's up (and that can be \$5000 basic long drops! And rubbish bins, and you don't have any environmental problems to worry about it's that simple, and who in there right mind would read 14 pages of council bylaws that change every 50km Because a different mob is in charge ? Keep it simple like the do in Australia, and all your problems go away

Cheers , a traveling kiwi

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain):Modern caravan or motor homes are self contained (most of them cost in excess of \$80-120k) anyway asking them to be certified is a bit of a joke, may be a but if a diffrent story when it comes to a converted Honda Civic 😂

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): Keep it simple introduce a simple 24/48-or 72 hour rule , ignore it and dish out a \$1500 fine (unless there is a good reason for it. Like broken down car or illness) as far as departure time goes have you ever hooked a 22.6 foot caravan up to be read

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



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Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

There should be basic fees as freedom campers often use public toilets and other amenities and currently ratepayers are covering the costs (including rubbish disposal) which isn't fair

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause. Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Another reason (please explain):

Is this because, in your view:

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

It is not clear to me whether parking beside a reserve is part of the reserve or just road e.g. car parks beside Campbells Bay (Huntly) Reserve in Huntly Road. I support allowing freedom camping (under the proposed rules) in those carparks but it would be best if some specific parks (longer ones) were designated accordingly.



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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The Bylaw:

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Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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About general rules

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Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours, Having a set departure time will help with enforcing the maximum stay rule

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

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[Do you have any other comments on the general rules?](#)

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- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste. Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays. A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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About general rules

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- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

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The general rules would apply in any area that is covered by the Bylaw, except for:

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause, There are better ways to prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby, It is not necessary to impose basic rules on freedom campers everywhere in Auckland, The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Education and waste management

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby? Clear signs with rationale as to why it is restricted. Education!!! Don't restrict further (where does it end), educate us key

How do you think the general rules will unfairly impact some people? The majority of people abide by what they are asked to do. Creating more restrictions will only affect those good citizens.

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain): More rules to follow and enforce

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): Two days to short, a week sounds right. Long enough to relax and enjoy but not full time home

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should not have to leave by a set time (no set departure time rule)

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, It would be too hard to enforce a set departure time rule

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, It would be too hard to enforce a set departure time rule

Another reason (please explain):

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Another reason (please explain):

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Proposed general rules for Auckland

The four general rules we're proposing are:

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- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste. A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities. A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): The no return period should be the same length as the maximum stay period.

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

I believe the certification should be part of the vehicle WOF. This will make non-compliance obvious.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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The Bylaw:

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The four general rules we're proposing are:

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The general rules would apply in any area that is covered by the Bylaw, except for:

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause, There are better ways to prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby, It is not necessary to impose basic rules on freedom campers everywhere in Auckland

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Let people freedom camp there is no need for these over the top rules if they are self contained we should be trying to raise awareness of any issues rather than banning people when 99% of campers are respectful of wastes etc



Proposed new Freedom Camping in Vehicles Bylaw 2021

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The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): why do you want the rules? you say its about the enviroment but littering is already illegal indecent exposure, illegal, maybe noise? the only thing thats happening here is paying to live in my country on the final frontier in any form of accommodation

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

self containment rule isnt needed the only place in this whole country thay isnt 15 minutes from "facilities" is the central eastern north island.

Time limits of any sort is just a pathetic attempt to monetize the land like a cheap motel

cant make money off the would be sitting ducks of the lower class and tourists its just dirty

buy a load of car park rotisserie stackers from china for flat land carparks turn 4 spots into 10 for the business executives \$12 an hour into \$30 or whatever ridiculous price tag youve already hanging on that scheme.

ill take my \$150k councilor salary now, non sequential bills please.

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

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Self-containment rule

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle. It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste. A two-night stay gives campers more opportunity to enjoy the area and support local businesses. If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed set departure time rule?

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Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): 4 days max

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

More freedom camping sites are required in Auckland

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum stay, Departure time, No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify): 4 nights

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): 5 nights seems more realistic. If people are driving a fair distance to stay in one of our beautiful spots and possibly travelling 6/8 hours to get here that's the first day written off. After a quick sleep they would only have one day to enjoy the area be

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): Freedom camping on road outside a family or friends house should be allowed.

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay for an indefinite period in the same road or off-road parking area (no maximum stay rule)

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles should be allowed to come back to stay in the same area after dumping their waste responsibly, it is not necessary to prevent their return through this rule, No maximum stay gives campers the best opportunity to enjoy the area and support local businesses, Shorter stays are already the norm for most freedom campers, so a maximum stay rule is not necessary

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should not have to leave by a set time (no set departure time rule)

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities

Another reason (please explain):

Is this because, in your view: Campers should have the right to come back to favourite places during their trip, A no-return period is not necessary: most campers don't return to the same place Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? I don't know

Tell us why and any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles, Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site?

Other (please specify): 5 nights+

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōrākei Local Board area

Prohibited sites

St Heliers Community Library and Hall 32 St Heliers Bay Road, St Heliers, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Carpark on Road Reserve by Anderson's Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Anderson's Beach Reserve? Maximum number of vehicles, Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site? There shouldn't be a maximum number

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify): 4 nights

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify): 2 weeks

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōtara-Papatoetoe Local Board area

Prohibited sites

Hayman Park 51-55 Lambie Drive, Manukau, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ōtara Centre, Town Centre and Bairds Road playground Bairds Road, Ōtara, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Papakura Local Board area

Restricted sites

Hingaia Reserve Near 380 Hingaia Road, Hingaia. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Hingaia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Puketāpapa Local Board area

Restricted sites

Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Margaret Griffen Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove? Maximum number of vehicles, Departure time

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds 1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? Yes
– restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waitākere Ranges Local Board area

Prohibited sites

Entrance of Goldie Bush walkway Horseman Road, Waitākere, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Lopdell Hall and House 418 Titirangi Road, Titirangi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Sandys Parade, Laingholm Bay, do you agree that freedom camping should be prohibited in this area?
No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: Although no serviced areas have been identified in this proposal, providing sites suitable for non-self-contained vehicles should be a priority for council

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): Freedom campers should not be able to stay in suburban streets at all. As the population and tourism grows there is only one place for campers to stay and that is in private or council run mobile camper parks.

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Unless the rules are simple and camping is permitted YES/NO then they will be easily broken and impossible to enforce and rate payers will be unhappy.

We are already at a point where true freedom camping should be a thing of the past due to population pressure. They should use dedicated managed mobile camper parks.



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Without general rules, there is a risk that any problems caused by freedom camping could move from regulated areas to unregulated areas nearby, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities. If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles, Maximum stay, Departure time

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 4

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Hatfields Beach has been left off the list. During summer there are very unsavory characters that take up residence for weeks on end. They are not self-contained and park furthest away from the public toilets. They act as if they own the beach and move picnic tables, put up unsightly tarpaulins to block wind and rain. Over Christmas and New Year they are particularly annoying as there are so many people wanting to use the beach area. They also hide in the trees behind the toilet block and camp in there for days on end too. They also use set nets which is extremely worrying as this is a very popular and busy beach. It has a boat ramp that is SO busy. So there need to be ways anyone staying for more than 2 days can be made to move on and the netting issue also needs to be addressed

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Hatfields Beach has been left off as has Waiwera beach. Hatfields in particular has 'freedom campers' in tents setting up at the far end for weeks on end and far away from the toilets. These people are aggressive, and they hang washing, tarpauling on trees as shade and wind breaks. They take over the end of the beach and prevent locals and day trippers from using the trees and grassy area. They also use set nets which is so dangerous at this popular beach. They also hide out in the trees and bushes on the reserve behind the toilet block. They even go out during the day leaving everything set up so even though they aren't there physically they are still stopping others enjoyment of the area.

These people don't follow the signage set up at Hatfields Beach.

This is unacceptable especially during December and January when the beach is so busy with families and boaties.

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Because its so close to residences that if they set up and party and make noise it will inconvenience local houses.

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify): 9am

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? Needs to be managed carefully over the christmas/new year period



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: Having a set departure time will help with enforcing the maximum stay rule

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: Having a shorter no-return period means campers would be able to return to a favourite place if they wanted to, as part of a longer trip

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

I would prefer to have no freedom campers in the East Coast Bays Auckland area. We already have issues with people living in cars and abusing our lovely beaches and littering car parks with take away rubbish, cigarette butts, empty cans etc. Noise and threatening behaviour is also a concern from time to time.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

I agree with having general rules but totally disagree on the proposed locations. By default and in my opinion, freedom camp in Auckland should not be allowed, except in designated areas. Why? Well, The risks of permitting wider freedom camping in these areas include:

- Increased likelihood of traffic accidents along narrow roadways due to pedestrians around larger vehicles on roadside verges.
- Damage to road shoulder areas due to vehicle traffic onto verges.
- Additional litter in areas where there are no regular rubbish services.
- Risk of people leaving toilet residue in areas outside public toilet facilities.
- Increased noise disturbance.
- Increased lighting in outside areas that currently enjoy darker skies.
- Possibility of fires being set outside designated fireplace facilities.
- Possible risk of vandalism.
- Degradation of scenic areas as vehicles are unpacked and belongings spread around vehicles.
- Extended occupation of scenic areas by larger groups degrading enjoyment by other members of the public.
- Lack of supervision and control due to inadequate ranger staffing.
- Risk of release or lack of control of animals potentially causing damage to local wildlife.

- Risk of increased predator (rat, mouse & stoat) activity near freedom camping areas as a result of increased availability of food residues and rubbish.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

I agree with having general rules but totally disagree on the proposed locations. By default and in my opinion, freedom camp in Auckland should not be allowed, except in designated areas. Why? Well, The risks of permitting wider freedom camping in these areas include:

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- Risk of release or lack of control of animals potentially causing damage to local wildlife.
- Risk of increased predator (rat, mouse & stoat) activity near freedom camping areas as a result of increased availability of food residues and rubbish.

Plus, how are you going to enforce your proposal? You don't have the resources to act in "remote" places such as Piha, Karekare etc.. I suggest you propose a bylaw like the one what we currently have. Thanks.



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

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- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
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About general rules

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Where the general rules would apply

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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

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Do you want to comment on why you don't know?

Self-containment rule

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the maximum stay rule because, in your view:

Another reason (please explain):

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Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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[Do you have any other comments on the general rules?](#)

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Proposed new Freedom Camping in Vehicles Bylaw 2021

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The Bylaw:

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- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

no

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

What is the Council going to do about people who set nets and sleep in vehicles at Matakatia bay and other bays?

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Overnight camping in cars and tents at Matakatia bay has become worse over the years. How and when will Council monitor this and other beaches on the Hibiscus Coast?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? There are many beaches on Hibiscus Coast that freedom campers use and they are not in self contained vehicles. Will the Council put up signage saying no camping at these places and how will the Council monitor these places?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: It is not necessary to impose basic rules on freedom campers everywhere in Auckland

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – freedom camping vehicles should not be required to be self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: The cost of buying, hiring, or converting to a self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay for an indefinite period in the same road or off-road parking area (no maximum stay rule)

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should not have to leave by a set time (no set departure time rule)

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: Not setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

Is this because, in your view: Campers should have the right to come back to favourite places during their trip, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It wouldNot setting a departure time will be more convenient for campers, and make it much more likely that they will visit local businesses, It is not necessary to require campers to leave at a set time; they don't block others' access to shared parking or amenities, If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule, It would be too hard to enforce a set departure time rule

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

Auckland house prices are too high and therefore the fact we pay high taxes should allow us to stay wherever we please whenever we want as long as we do it responsibly.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Aotea/Great Barrier Local Board area

Prohibited sites

Blind Bay (parking area by wharf) Opposite 670 Blind Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Goosebury Flat, Shoal Bay Opposite 418 Shoal Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Medlands Beach carpark Sandhills Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Old Service Centre 75-81 Hector Sanderson Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restriction

Tell us why and any other comments you would like to make about this area?

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restriction

Tell us why and any other comments you would like to make about this area?

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Roadi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed without any restrictions

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed without any restrictions

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: Although no serviced areas have been identified in this proposal, providing sites suitable for non-self-contained vehicles should be a priority for council

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

AUCKLAND needs more affordable accessible camping sites close to the city and businesses for our visitors in cars and on bikes!

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

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- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Aotea/Great Barrier Local Board area

Prohibited sites

Blind Bay (parking area by wharf) Opposite 670 Blind Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Goosebury Flat, Shoal Bay Opposite 418 Shoal Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Medlands Beach carpark Sandhills Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Old Service Centre 75-81 Hector Sanderson Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Road, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Henderson-Massey Local Board area

Prohibited sites

Fred Taylor Park 184 Fred Taylor Drive, Whenuapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

McLeod Park 200 McLeod Road, Te Atatu South, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waitākere Central and Central One 2-6 Henderson Valley Road, Henderson, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Trusts Arena Central Park Drive, Henderson. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Trusts Arena?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? This is a wonderful site away from a Residential area and is incredibly convenient for campervans carrying E-Bikes to make use of the wonderful estuary track.

As the area is so big, a designated area for up to 10 vehicles could be easily created.

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina? No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Howick Local Board area

Prohibited sites

Pakuranga Community Hall 346 Pakuranga Road, Howick, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) 163 Chapel Road, Flat Bush, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Stancombe Road entrance) 58 Stancombe Road, Flat Bush, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Barry Curtis Park (parking area off Chapel Road, St Paul's area) 163 Chapel Road, Flat Bush. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Barry Curtis Park (St Paul's area)?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

27 Moore Street carpark, Howick. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Moore Street carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

20-24 Uxbridge Road carpark, Howick. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Uxbridge Road carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Manurewa Local Board area

Prohibited sites

Weymouth Community Hall 11 Beihlers Road, Manurewa, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maungakiekie-Tāmaki Local Board area

Prohibited sites

Gloucester Park North 62 Onehunga Mall, Onehunga, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Taumanu Reserve (Onehunga foreshore) Orpheus Drive, Onehunga. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Taumanu Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōrākei Local Board area

Prohibited sites

St Heliers Community Library and Hall 32 St Heliers Bay Road, St Heliers, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Carpark on Road Reserve by Anderson's Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Anderson's Beach Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōtara-Papatoetoe Local Board area

Prohibited sites

Hayman Park 51-55 Lambie Drive, Manukau, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ōtara Centre, Town Centre and Bairds Road playground Bairds Road, Ōtara, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Papakura Local Board area

Restricted sites

Hingaia Reserve Near 380 Hingaia Road, Hingaia. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Hingaia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Puketāpapa Local Board area

Restricted sites

Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Margaret Griffen Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove? Maximum number of vehicles, No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 4

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitākere Ranges Local Board area

Prohibited sites

Entrance of Goldie Bush walkway Horseman Road, Waitākere, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Lopdell Hall and House 418 Titirangi Road, Titirangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Sandys Parade, Laingholm Bay, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Whau Local Board area

Restricted sites

Valonia Reserve carpark 35 Valonia Road, New Windsor. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Valonia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wingate Reserve 43 Wingate Street, Avondale. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wingate Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – freedom camping vehicles should not be required to be self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: The kind of vehicle used for freedom camping in Auckland should be a personal choice, Using a vehicle that is not self-contained does not pose a risk to the environment or public health and safety, The cost of buying, hiring, or converting to a self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland, It would be too hard to enforce a self-containment rule

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

sleep over one night or 2 in my wagon and enjoy the out doors without nanny council to spoil my enjoyment or fellow rate payers incurring policing charges. Most of us will take away our rubbish and I have a porta potty if all else fails.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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The Bylaw:

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About general rules

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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

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- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Do you want to comment on why you don't know?

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

Freedom camping in metropolitan Auckland on a busy, confined beach carpark

on a very busy beach (Arundel Reserve - Orewa Beach) is totally inappropriate.

The facilities are minimal and already overused by day visitors.

The noise, safety and security of residents have already ben threatened here.

(eg jumping fence to pool, theft from property fronting the Reserve.

The evidence of past experience is already clearly against supporting this.

There is a good public camping ground at this beach already.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste. A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities. A two-night stay gives campers more opportunity to enjoy the area and support local businesses. Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

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Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain): Freedom camping rules should not be required to be self contained as there is no appropriate standard governed by NZ law for this. The council should instead look to provide facilities in the designated areas.

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Is this because, in your view:

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people? Yes

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – freedom camping vehicles should not be required to be self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: The kind of vehicle used for freedom camping in Auckland should be a personal choice. The cost of buying, hiring, or converting to a self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

More laws and rules to discriminate towards the poor



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain): Freedom campers are an intrusion on the rest of society.

They should pay to stay in formal camp grounds like the rest of us!

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

The principle is unsustainable.

These free loaders should abide by and pay for the existing public available facilities like the rest of us. Why are we even contemplating supporting these parasites. ??

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

I can't believe how much time and money has been wasted on this issue.

There should be no such thing as Freedom Camping in NZ

Try getting on a decent beach in Europe or USA as a freedom camper.

We are paying for international bludgers without any return.....

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Freedom camping is a blight on normal society .

Have any of you guys tried to access any decent beach in Europe or USA.

You will not even be able to put your foot on the sand.

Existing freedoms in New Zealand are way ahead of where they come from.

We do not need to allow them to shit on our beach along with unrestricted access.

Aotea/Great Barrier Local Board area

Prohibited sites

Blind Bay (parking area by wharf) Opposite 670 Blind Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Goosebury Flat, Shoal Bay Opposite 418 Shoal Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Medlands Beach carpark Sandhills Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Old Service Centre 75-81 Hector Sanderson Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Why would you?

It is crazy to even suggest it!

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Road, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Henderson-Massey Local Board area

Prohibited sites

Fred Taylor Park 184 Fred Taylor Drive, Whenuapai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

McLeod Park 200 McLeod Road, Te Atatu South, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waitākere Central and Central One 2-6 Henderson Valley Road, Henderson, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Trusts Arena Central Park Drive, Henderson. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Trusts Arena?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles, Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): None: Other suggestion: until boat launching has spare capacity

What do you think is the appropriate maximum stay at this site? There shouldn't be a maximum stay

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify): Other suggestion: on the day they arrive

What do you think is the appropriate no-return period at this site?

Other (please specify): Other suggestion: facilities for boat launching and recovery need serious development as per Westhaven or Half Moon bay before we provide for the bludgers of society.

Where do you think the freedom camping parking spaces should be located within this area? replace them completely with boat parking spaces

Do you have any other comments you would like to make about this area? totally under resourced by our wonderful Auckland Council.

Howick Local Board area

Prohibited sites

Pakuranga Community Hall 346 Pakuranga Road, Howick, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) 163 Chapel Road, Flat Bush, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Stancombe Road entrance) 58 Stancombe Road, Flat Bush, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Barry Curtis Park (parking area off Chapel Road, St Paul's area) 163 Chapel Road, Flat Bush. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Barry Curtis Park (St Paul's area)?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

27 Moore Street carpark, Howick. Do you agree that freedom camping should be restricted in this area?
No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Moore Street carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

20-24 Uxbridge Road carpark, Howick. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Uxbridge Road carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Manurewa Local Board area

Prohibited sites

Weymouth Community Hall 11 Beihlers Road, Manurewa, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Maungakiekie-Tāmaki Local Board area

Prohibited sites

Gloucester Park North 62 Onehunga Mall, Onehunga, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? send them all to onehunga for a great experience compared to the countries that they come from.

Restricted sites

Taumanu Reserve (Onehunga foreshore) Orpheus Drive, Onehunga. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Taumanu Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōrākei Local Board area

Prohibited sites

St Heliers Community Library and Hall 32 St Heliers Bay Road, St Heliers, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Carpark on Road Reserve by Anderson's Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Anderson's Beach Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōtara-Papatoetoe Local Board area

Prohibited sites

Hayman Park 51-55 Lambie Drive, Manukau, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Ōtara Centre, Town Centre and Bairds Road playground Bairds Road, Ōtara, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area? fill your boots

Papakura Local Board area

Restricted sites

Hingaia Reserve Near 380 Hingaia Road, Hingaia. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Hingaia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Puketāpapa Local Board area

Restricted sites

Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Margaret Griffen Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Orahā Road, Huapai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waitākere Ranges Local Board area

Prohibited sites

Entrance of Goldie Bush walkway Horseman Road, Waitākere, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Lopdell Hall and House 418 Titirangi Road, Titirangi, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Sandys Parade, Laingholm Bay, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Whau Local Board area

Restricted sites

Valonia Reserve carpark 35 Valonia Road, New Windsor. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Valonia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wingate Reserve 43 Wingate Street, Avondale. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Wingate Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal, It makes sense to match our self-containment requirements to the N

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

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- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

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- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Freedom camping should occur far away from suburbia and town centres. There's enough traffic, parking and congestion going on in neighbourhoods, and beachfronts in suburbs. Camping grounds are set up for campervans and their needs.

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Who is going to 'police' these rules? It's just ridiculous. It's asking for trouble expecting property owners to inform people about the rules. It won't go down well. Why should people who live in the area and pay rates have this issue?

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: Although council has not identified any serviced areas in this proposal, I am aware of serviced areas on public land which should be included, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): As an experienced camper I think 3 nights is unreasonable

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

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Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): 1 week

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
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Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? At the moment campers are staying far too long, way beyond 10 vehicles, encroaching on boat trailer parking area



Proposed new Freedom Camping in Vehicles Bylaw 2021

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Your feedback

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Proposed general rules for Auckland

The four general rules we're proposing are:

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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

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This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Freedom camping needs to be controlled and the people who own houses and pay rates shouldn't have to worry about strangers living outside their driveways

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – freedom camping vehicles should not be required to be self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: The kind of vehicle used for freedom camping in Auckland should be a personal choice, The cost of buying, hiring, or converting to a self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland, It would be too hard to enforce a self-containment rule

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum stay

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



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Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: Although council has not identified any serviced areas in this proposal, I am aware of serviced areas on public land which should be included, It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): two days is too short, i think one week would be more appropriate

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

People buy campers and caravans to have the freedom to travel and enjoy New Zealand. Restricting too severely is not only harsh but takes away our rights as New Zealanders. I guess there are some campers that do not respect the environment and they spoil it for others so i think regular policing and fines would be in order.

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? this area is highly residential and not appropriate for freedom camping

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles, Maximum stay

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): Other suggestion: I am not familiar with the site but i think sufficient vehicles to allow for social distancing would be appropriate

What do you think is the appropriate maximum stay at this site?

Other (please specify): 5 nights+

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? i am not familiar with the site but it looks more residential than a peaceful beach or forest area

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? this is a lovely place to camp for a few days and should be enjoyed

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? i am not familiar with this site but it looks more like a rest or stop over point

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Not such a destination point.

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? once again a popular place to visit and should be able to be enjoyed by freedom campers who are fully self contained and keep to themselves and enjoy their camping experience for which NZ is known for.

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? this is an ideal spot for stop overs

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? a lovely spot to take in the beauty of the forest, park like grounds and relax which is what we all need at this time of high anxiety and fear

Wellsford - Wellsford Community Centre grounds 1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

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The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste, Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays, A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? This area is already busy enough as it is, not to mention the traffic on Lake Road.

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? This is a place for children's sports etc. Not a place for freedom camping

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles, Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 2

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site? 8am

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? I don't support any freedom camping at all. People should be paying to stay in designated campsites

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? I don't support any freedom camping at all. People should be paying to stay in designated campsites



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The Bylaw:

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): in my experience they don't stick to them anyway

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Self-containment rule

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

We've been through all this before as we live in a complex adjacent to the Arundel reserve in Orewa. Last time it was decided that the reserve was unsuitable for freedom camping. Why are you now changing this decision? Before, when it was allowed, we had problems with people jumping over our fence and using (and vandalising) our spa pool and pool, breaking in to our units, stealing shoes, being drunk and disorderly, and sometimes being aggressive to us. Orewa is a family beach, the carpark is always full of people wanting to use the beach and there is no room for freedom campers.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? To have only 2 restricted areas in the whole hibiscus coast and bays is ridiculous.



Proposed new Freedom Camping in Vehicles Bylaw 2021

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain): Freedom camping should be banned on small residential culdesacs near beaches. Especially where public toilets are as they use the toilets instead of the self contained facilities they supposedly have. The toilets at rothesy bay beach are constantly overflowing and carparks are all taken up by these users in summer meaning that there is no where for boaties, visitors or residents to park. Currently we have campers in the reserve every summer and council does not enforce despite this being illegal. If council is unable and unwilling to police existing breaches then how will any of these standards actually be enforced

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store

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We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain): prohibited areas should include areas with public toilets so that these areas are not overused compared to other areas that do not have toilet facilities

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste, Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays, A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a longer no-return period means most campers are unlikely to visit an area more than once, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Rothesay Bay reserve is swamped with illegal campers in summer currently we have no enforcement and this ruins the space for casual and recreation users so a few can camp for free. The availability of public toilets proliferates this use, all camping should be banned in this area, I do not support any form of Free or Freedom camping as the users are not paying for the facilities and damage they are causing.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Rothesay Bay reserve, rothesay bay road and masterton road should all be restricted areas. Masterton road is narrow and emergency vehicles cannot get down the street at the moment, this will make it worse. Rothesay Bay reserve is always short of parking and is over run by illegal campers in the carpark and reserve at the moment . There is constant rubbish, noise and human waste issues next to a category 1 stream that runs adjacent masterton road

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): The maximum stay should be 1 night.

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a longer no-return period means most campers are unlikely to visit an area more than once, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

This important that the rules be strictly enforced and that the penalties for non-compliance with the rules carry severe and meaningful penalties.

For example I presume that any freedom camper will require a certificate that allows them to enjoy the privilege to legally freedom camp. No compliance of the rules must result in immediate cancellation of their certificate of right and carry severe monetary and/or property fines or confiscations.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Please refer to my comments in the earlier section of the submission relating to the need for a council approval (certificate) to gain the right to freedom camp and the need for rigorous enforcement and severe penalties for non-compliance with the rules. The first and immediate penalty being the cancellation of the rule breakers right to freedom camp.



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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain): Firstly the rules are too liberal in an area where the beach is as small as Rothesay Bay is, it would limit the number of people who come for a day picnic. Also parking is already a problem. Invariably cars park over drive entrances because parking is so limited on Masterton Road's very narrow Street.

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain): Further to above Rothesay Bay toilet block has continuing very smelly overflow sewage problems because of the low area surrounding it. Also the outside shower has no drainage !! we already have bus loads of day picnickers coming every weekend to enjoy the park. Especially to play ball games there.

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste, Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays, A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space. Another reason (please explain)

Another reason (please explain): My preference would be no freedom camping in this area for the reasons I have mentioned in the comment sections.

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – I support another set departure time rule (please explain)

No – I support another set departure time rule (please explain): This area at Rothesay is not suitable for overnight camping. For other areas I would support 8am to leave space for family picnics.

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Another reason (please explain):

No-return period rule

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Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

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Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a longer no-return period means most campers are unlikely to visit an area more than once, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

It could deter people living in an area and going to work - as has happened.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Yes where there is a Popular swimming safe beach there is a need to leave these areas for day trippers not to clutter them up with freedom parking.



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- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause. Another reason (please explain)

Another reason (please explain): In terms of freedom camping on residential roads, the density of residents parked cars has increased massively with increased building intensification and more residents without off street parking using the roadway to park during the day and night (Rodney area).

This has led to decreased safety in suburban residential streets with drivers needing to duck and dive to traverse streets and also needing to pull over to allow oncoming cars to pass.

Freedom camping risks adding to this issue in some specific places and general rules are essential.

Do you not support having general rules because, in your view:

Another reason (please explain):

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How do you think the general rules will unfairly impact some people?

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours, If freedom camping starts to cause problems somewhere, this is better managed by putting extra rest

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? I don't know

Tell us why and any other comments you would like to make about this area? I imagine this has been designated restricted owing to the sensitive nature of the adjacent estuary. However, it is a large open space and could perhaps accommodate some parking in a very small area, perhaps with a one night allowance or no return within 4 weeks?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum stay, No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify): 4 weeks

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? There appears to be high all year demand on this facility, so this will increase equity of access.



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause. It is not necessary to impose basic rules on freedom campers everywhere in Auckland. The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Provide vastly more freedom camping areas will spread effects of camping rather than concentrating onto a few areas.

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people? completely banning non self contained vehicles prohibits camping to many many people

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – freedom camping vehicles should not be required to be self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: The kind of vehicle used for freedom camping in Auckland should be a personal choice, Using a vehicle that is not self-contained does not pose a risk to the environment or public health and safety, The cost of buying, hiring, or converting to a self-contained vehicle is too high, and that could mean some people can't afford to freedom camp in Auckland

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): two nights is too short

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): two days no return

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds 1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): These General Rules are too lenient and will result in wholesale "park and pollute" and could intrude in any neighbourhood, public land, beach, lake or river.

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? I would like to know why only 1 site on the Awhitu Peninsular is prohibited.

There are many other sensitive and vulnerable areas> For example - Wattle Bay foreshore. It is at the end of the peninsular , accessed by winding narrow roads that will become choked with these enormous "houses on wheels". Also an area of beach erosion and home to a colony of endangered Terns. Being isolated, it would be difficult to police and enforce these vehicles. Currently many non- selfcontained vehicles park up, pitch tents and generally overrun the existing sparse facilities of 1 toilet/handbasin mens/womens and a tiny tank of rainwater. No public dumpstation either. Vehicles drive all over the beach to fish for the day. DO NOT encourage them!

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Roadi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays. A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view: Requiring campers to leave at 8am, before standard business hours begin, protects access to shared parking or other amenities for other users – which is more of a priority than campers' convenience

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Freedom camping should not be allowed on public roads. Areas of Sydney have just been taken over by freedom campers camping on the sides of roads. Many parking places in parks are already under pressure from people wishing to access beaches and people do park on roads to access parks when those areas are full. In addition, now many apartment dwellers park on the roads because developers are not required to allow for parking spaces in the development. Allowing parking on roads will be a disaster in beach communities. There will be roads full of campers and they could take over neighbourhoods as they have done in Sydney.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



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- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people? Streets would be even busier than they already are in desirable areas ie near beach

Do you want to comment on why you don't know?

Self-containment rule

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

Freedom camping should not be allowed in residential streets which are already too busy due to infill housing. Infrastructure is already stretched beyond its means

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain): I support a self containment rule but to be certified, a more robust criteria should be required. Self containment at the moment is a farce. A small, tucked away, inaccessible toilet, that no one would ever use, is enough to obtain the certificate. If there are no public toilets nearby, the camper would simply do their business in the street or grass or bush; they would never get the very small, brand new, inaccessible "toilet" out to use and then have to transport, empty, and clean it. Self containment should require a more accessible and permanent set up in their camper, that would actually be used.

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the set departure time rule because, in your view:

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Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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This means the general rules will cover most public roadsides and carpark in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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The Bylaw:

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- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause, There are better ways to prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby, The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Only have them in certain areas agreed to by the rate payers of the area. They need a permit to do so and their campers must have internal toilets.

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby? Require the campers to be permitted.

How do you think the general rules will unfairly impact some people? You will have freedom campers parking up in someones street, taking up restricted parking space in that location and leaving a mess for the residents to pick up.

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): 3 days-campers generally arrive later in the day, then have a day or two exploring

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): 1 week

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Maximum penalty 200 dollars. Policing should be carried out responsibly and sensible unlike strictly authoritarian examples of the past

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Aotea/Great Barrier Local Board area

Prohibited sites

Blind Bay (parking area by wharf) Opposite 670 Blind Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Goosebury Flat, Shoal Bay Opposite 418 Shoal Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Medlands Beach carpark Sandhills Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Old Service Centre 75-81 Hector Sanderson Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Road, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Henderson-Massey Local Board area

Prohibited sites

Fred Taylor Park 184 Fred Taylor Drive, Whenuapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

McLeod Park 200 McLeod Road, Te Atatu South, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waitākere Central and Central One 2-6 Henderson Valley Road, Henderson, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Trusts Arena Central Park Drive, Henderson. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Trusts Arena?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles, Maximum stay, Departure time, No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site? There shouldn't be a maximum number

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify): 3 nights

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify): 1 week

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? Have internet details as to remaining sites available on an hourly basis

Howick Local Board area

Prohibited sites

Pakuranga Community Hall 346 Pakuranga Road, Howick, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) 163 Chapel Road, Flat Bush, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Stancombe Road entrance) 58 Stancombe Road, Flat Bush, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Barry Curtis Park (parking area off Chapel Road, St Paul's area) 163 Chapel Road, Flat Bush. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Barry Curtis Park (St Paul's area)?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

27 Moore Street carpark, Howick. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Moore Street carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

20-24 Uxbridge Road carpark, Howick. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Uxbridge Road carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Manurewa Local Board area

Prohibited sites

Weymouth Community Hall 11 Beihlers Road, Manurewa, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Maungakiekie-Tāmaki Local Board area

Prohibited sites

Gloucester Park North 62 Onehunga Mall, Onehunga, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Taumanu Reserve (Onehunga foreshore) Orpheus Drive, Onehunga. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Taumanu Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōrākei Local Board area

Prohibited sites

St Heliers Community Library and Hall 32 St Heliers Bay Road, St Heliers, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Carpark on Road Reserve by Anderson's Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Anderson's Beach Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōtara-Papatoetoe Local Board area

Prohibited sites

Hayman Park 51-55 Lambie Drive, Manukau, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ōtara Centre, Town Centre and Bairds Road playground Bairds Road, Ōtara, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Papakura Local Board area

Restricted sites

Hingaia Reserve Near 380 Hingaia Road, Hingaia. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Hingaia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Puketāpapa Local Board area

Restricted sites

Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Margaret Griffen Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds2 Alnwick Street, WarkworthD, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waitākere Ranges Local Board area

Prohibited sites

Entrance of Goldie Bush walkway Horseman Road, Waitākere, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Lopdell Hall and House 418 Titirangi Road, Titirangi, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Sandys Parade, Laingholm Bay, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Whau Local Board area

Restricted sites

Valonia Reserve carpark 35 Valonia Road, New Windsor. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Valonia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wingate Reserve 43 Wingate Street, Avondale. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wingate Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): Freedom camping is not a right. It should only be allowed in designated areas where the public are not impacted. It also needs to be properly managed with checks etc. our local freedom park area just seems to be a free for all with campers staying week at a time and some clearly not self contained

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain): It is too easy to obtain a sticker that simply states that a van is self contained. I know someone who has done this more than once

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): If parking is in areas that don't impact on homeowners and the public a 2 night stay seems reasonable. However from what we have seen many campers abuse this rule which seems to be unmonitored.

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – I support another set departure time rule (please explain)

No – I support another set departure time rule (please explain): Parking is difficult in Auckland and spaces should be left for

local residents and workers. It could be very intimidating to have strangers parked outside your house.

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): From what we have noticed many freedom campers ignore the rules around maximum stay and return periods. This would be problematic in quiet suburban streets.

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

It would be good to see that law breakers are fined for breaches of any of the restrictions

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

I simply want to see that freedom campers are subject to some sensible controls. The rights of rate payers should be considered before those of freedom campers. It is nice to go freedom camping but it needs to be done in a controlled situation and respectfully to the general public

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Aotea/Great Barrier Local Board area

Prohibited sites

Blind Bay (parking area by wharf) Opposite 670 Blind Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Goosebury Flat, Shoal Bay Opposite 418 Shoal Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Medlands Beach carpark Sandhills Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area-specific restrictions

Tell us why and any other comments you would like to make about this area?

Old Service Centre 75-81 Hector Sanderson Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Residents would not be happy to experience freedom campers taking up parking spaces and creating noise and rubbish

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area-specific restrictions

Tell us why and any other comments you would like to make about this area?

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Too close to a populated suburban area

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Already a ver busy stretch of road in the summer with limited parking

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Roadi, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? In a suburban area so unsuitable

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Henderson-Massey Local Board area

Prohibited sites

Fred Taylor Park 184 Fred Taylor Drive, Whenuapai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

McLeod Park 200 McLeod Road, Te Atatu South, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Waitākere Central and Central One 2-6 Henderson Valley Road, Henderson, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Trusts Arena Central Park Drive, Henderson. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Trusts Arena?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Huge growing suburban area so simply not suitable for freedom campers

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site? 8am

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify): 4 weeks

Where do you think the freedom camping parking spaces should be located within this area? Where they are at present but limited to 10

Do you have any other comments you would like to make about this area? Freedom camping is out of control at the Hammerhead and never appears to be monitored. Several vehicles appear to be living there

Howick Local Board area

Prohibited sites

Pakuranga Community Hall 346 Pakuranga Road, Howick, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) 163 Chapel Road, Flat Bush, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with are specific restrictions

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Stancombe Road entrance) 58 Stancombe Road, Flat Bush, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Barry Curtis Park (parking area off Chapel Road, St Paul's area) 163 Chapel Road, Flat Bush. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Barry Curtis Park (St Paul's area)?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

27 Moore Street carpark, Howick. Do you agree that freedom camping should be restricted in this area?

Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Moore Street carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

20-24 Uxbridge Road carpark, Howick. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Uxbridge Road carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Manurewa Local Board area

Prohibited sites

Weymouth Community Hall 11 Beihlers Road, Manurewa, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Maungakiekie-Tāmaki Local Board area

Prohibited sites

Gloucester Park North 62 Onehunga Mall, Onehunga, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Taumanu Reserve (Onehunga foreshore) Orpheus Drive, Onehunga. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Taumanu Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōrākei Local Board area

Prohibited sites

St Heliers Community Library and Hall 32 St Heliers Bay Road, St Heliers, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Carpark on Road Reserve by Anderson's Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Anderson's Beach Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōtara-Papatoetoe Local Board area

Prohibited sites

Hayman Park 51-55 Lambie Drive, Manukau, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Ōtara Centre, Town Centre and Bairds Road playground Bairds Road, Ōtara, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Papakura Local Board area

Restricted sites

Hingaia Reserve Near 380 Hingaia Road, Hingaia. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Hingaia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Puketāpapa Local Board area

Restricted sites

Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Margaret Griffen Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waitākere Ranges Local Board area

Prohibited sites

Entrance of Goldie Bush walkway Horseman Road, Waitākere, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Lopdell Hall and House 418 Titirangi Road, Titirangi, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Sandys Parade, Laingholm Bay, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Whau Local Board area

Restricted sites

Valonia Reserve carpark 35 Valonia Road, New Windsor. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Valonia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wingate Reserve 43 Wingate Street, Avondale. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Wingate Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum stay

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site? There shouldn't be a maximum stay

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

"I object to the Council's proposal in its entirety in regard to opening up the streets of Auckland to Freedom

Campers . Freedom Camping on residential streets is not appropriate. The

Council's General Rules" will be ineffectual and also unenforceable and in practice will not protect residential

streets and road

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

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Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

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This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): im opposed to freedom campers in general, especially at Omaha. They should be at a campground only.

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

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About general rules

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- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
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Where the general rules would apply

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- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain): Freedom campers should only be allowed to park in council or public car parking areas not residential streets. There is no way of policing them leaving if they are in streets. I for one do not want to be paying extortionate rates to live in my property then have some stinky camper parked outside my house for days not paying anything.

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): They should only be allowed to stay one or two nights in public car parks but must be self contained. Even if there are beach facilities.

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): They should only be allowed in public car parks

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

I've witnessed freedom campers using the showers at my local pool & the stench coming from them & their van was overwhelming. Also they use the beach car park opposite the pool & I've seen them dumping rubbish & emptying a bucket of God knows what out the door but again the smell was awful.



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
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Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause, The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? Better provision of public toilets and rubbish collection

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people? Young people may not have access to self containment vehicles limiting therefore freedom camping for more cashed up members of society

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain): For under 25 a more relaxed approach to self containment

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): 5 days maximum stay

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

no

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – I support another set departure time rule (please explain)

No – I support another set departure time rule (please explain): 11sm departure like the regional parks

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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No-return period rule

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Please have compliance officers available. This has been the biggest issue since the amalgamation, no resources to ensure people are moving on. Volunteers that have been sworn in to police and educate people especially over the summer would be very helpful and could include overstaying the freedom camping rules, dogs on the beach and general compliance.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



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The Bylaw:

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- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal, It makes sense to match our self-containment requirements to the N

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours, If freedom camping starts to cause problems somewhere, this is better managed by putting extra rest

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a longer no-return period means most campers are unlikely to visit an area more than once, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area? This area is adjacent to greenfields and is not intensive residential

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained UNLESS staying in a serviced area (noting that there are no serviced areas in the current proposal)

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, It makes sense to match our self-containment requirements to the National Standard, It would be too hard to enforce the self-containment rule without referencing the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – I support another set departure time rule (please explain)

No – I support another set departure time rule (please explain): 12 noon if people are waiting 4pm if no people are waiting

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

How will the proposed rules be enforced ? Currently it's self regulating and only the socially considerate obey signage gets ripped down and we have no ranger service ?

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Enforcement , it's easy to have rules regulations bylaws and even statutes but if there not enforced it's a toothless shark there needs to be a Ranger service that patrols the hot spots they could do the beach enforcement for vehicles setnetting and dog control all rolled into one otherwise the public become the enforcers and conflict is the result

Many So called freedom campers are actually displaced persons with mental health problems they are not occasional tourists but Set up temporary structures and can be intimidating if approached

How will the rules be applied to this group as it's this group that are a major issue

Perhaps facilitate the issue with designated medium term stays but in less obstructing positions NIMBY

Hatfield Beach is a major problem for the locals and an eyesore

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? I don't know

Tell us why and any other comments you would like to make about this area? I note in the PDF that specific council asset car parks and domains are stated this has risks of omission for example if a council asset is not stated it implies freedom campers can use that asset carpark

Is it not better to state where freedom camping is permitted not where it isn't permitted

Eg location A is permitted for 6

All unstated it's not permitted

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): Other suggestion: As many as are available spaces designated

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? Summer vs winter is this or any other proposal seasonal ? Places like this are very seasonal and in winter why have any rule on numbers ?

The boat ramp is in alignment with the dump station its sometimes impossible to access the dump station when the booties are moving trailers

There needs to be a second dump station or rearrangement here

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? It's a library it gets full

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? It's community use and no space

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? There is a toilet block here I suspect it's used to discharge black waste there are no Dump stations nearest is wellford centennial Park commonly long term tent campers live here under trees

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed without any restrictions

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? It's unsafe the carpark slopes it gets too busy at times



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: It is not necessary to impose basic rules on freedom campers everywhere in Auckland

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: If freedom camping starts to cause problems somewhere, this is better managed by putting restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? I don't know

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste. A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities. If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours, If freedom camping starts to cause problems somewhere, this is better managed by putting extra rest

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrict

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays, A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a longer no-return period means most campers are unlikely to visit an area more than once

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Freedom camping should not be allowed at our beaches and on the berms outside peoples houses. They should be able to park in designated car park facilities - which most desirable areas have. They should not have rights to stay longer than one night in the area given they are not tax payers of the area they are camping in. Most freedom campers also prepare their own food in their cars/vans and therefore are unlikely to generate any income for businesses in the area. There also need to be clear fines for people who abuse the system and clear information of who the public are to contact in the event of overstayers. We also need to know that the matter will be taken seriously and followed up with police if necessary to move people along. Our beautiful public spaces should not be occupied by people freeloading in the area while the property owners and people living nearby have restricted access due to their decision to freedom camp in our area

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Not all spaces should be available to freedom camp. There should be a list of designated spaces and penalties for anyone staying outside of these designated spaces. Local councils should be able to propose a list of areas agreed upon by residents



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Is this because, in your view:

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

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No-return period rule

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

I do not believe allowing camper vans to park roadside should be allowed, restricting the to designated spots only.

Only allowing camper vans to park in carparks in designated spots only.

Camper vans should be banned from parking anywhere outside the vicinity of a dedicated camp sites even if there is no space there in.

There should be no leeway given by enforcement offices when it comes to enforcing the rules.



Proposed new Freedom Camping in Vehicles Bylaw 2021

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Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

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Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

I'd like more restricted areas in northern part of region

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area? The map is incorrect showing the carpark as part of the coming area. The carpark should have been placed under the Restricted Area, colouring.

Do you have any other comments you would like to make about this area? Lack of signage and poor enforcement, has led to camper vans using the carpark as and when they want, especially at weekends, where they park at the end of the carpark by the marina entrance. They return each weekend and ignore the rules even as they stand today. Adding signage and a height control entrance to the carpark would stop the camper vans.

Two weeks ago twelve vans were parked over the weekend in the carpark.

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? a large area, away from housing, very few other areas in region

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles, Maximum stay, No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site?

Other (please specify): 3 nights

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? Very popular indeed, restrictions should allow as many people as possible to take advantage of this great spot.

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf? No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? a nice site, peaceful, away from housing

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove? Maximum number of vehicles, No-return period

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 4

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Without general rules, there is a risk that any problems caused by freedom camping could move from regulated areas to unregulated areas nearby, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be avail

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Gulf Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area? I don't know

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area? I don't know

Tell us why and any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby? There will be, in general, no policing of freedom campers in Auckland streets. After 2 nights they will invariably move to a side street nearby and continue rotating. The problems associated with freedom camping around nz would make Auckland streets a cesspool and damage the local environment. Home owners and renters pay considerable amounts to allow for the quiet enjoyment of their residence. To allow a bunch of itinerant 'neighbours' to move in next door in their vans is an affront to what we pay council for our place in our neighbourhood. Many freedom campers are young or overseas holidaymakers who will just want to party at night. Antisocial behaviour will ensue.

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store

water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? No – I support another rule about self-containment (please explain)

No – I support another rule about self-containment (please explain):Freedom campers don't follow rules. The result will be litter, human waste and other antisocial aspects. I don't want my kids playing in our street where a bunch of unidentified people are temporarily parked. ESP risk of abduction in panelled vehicles.

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): They will just work around your rules by moving a street away every 2 days. Policing? How? Every Auckland street checked every 2 days. What a joke.

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – I support another set departure time rule (please explain)

No – I support another set departure time rule (please explain): I don't want them there in the first place. Campers should use camp sites.

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – I support another no-return period rule (please explain)

No – I support another no-return period rule (please explain): As discussed. Un policable.

Rules will be run roughshod over.

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Just a terrible idea.

Way to ruin our city and turn good neighbourhoods into no go areas.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? All residential streets should be prohibited



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

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- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

The connotation of the word FREEDOM CAMPING suggests that we would not be SELF CONTAINED. So a name change maybe be suggested. "Self contained only vehicles may park here"



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Please support a move to change the "Freedom Camping Act" to the "Responsible Camping Act" and to update it to 2022. We need the same simple rules for all of NZ where possible.

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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Proposed general rules for Auckland

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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

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The general rules would apply in any area that is covered by the Bylaw, except for:

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This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

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We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours, If freedom camping starts to cause problems somewhere, this is better managed by putting extra rest

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a shorter no-return period means campers would be able to return to a favourite place if they wa

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): I finally found the map in here and was immediately in anguish with all the red dots essentially saying no to freedom camping. I run an older small campervan and pick up odd rubbish bits off the ground from your parks most times when I park up for even a short time. The general public are so messy and freedom campers get the blame. I find most campervan users are quite aware of the privilege to be able to park on flat ground and create a nice meal all the while not fouling the park grounds.

I wonder how many councillors actually have ever experienced the pleasures of being able to park up and have a night sleeping peacefully in a campervan?

Do you not support having general rules because, in your view:

Another reason (please explain):

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How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

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Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Set departure time rule

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We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers should be able to return to stay in the same road or parking area at any time (no no-return period rule)

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A no-return period is not necessary: most campers don't return to the same place

Another reason (please explain):

Do you have any other comments on the general rules?

I think you should trust people more than "your take" shows. I do an exercise walk every day and your public use of Auckland would be more useful to show how the general public abuse our city. I am despair so often. I was at a camping site well south of Nelson one time and it was mainly young tourists many from Germany and their use of the camp ground was perfect in my view. No rubbish anywhere. A privilege for me as an older New Zealander to see young people having fun in ways I was not able to have in my youth.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Trust Freedom campers more



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal, It makes sense to match our self-containment requirements to the N

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
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Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your feedback

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About general rules

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Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

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The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Another reason (please explain)

Another reason (please explain): The current apps available I feel each area should be assessed on its own availability and merits, common sense (which is not very common) could be exercised by rangers and campers alike There does need to be a mandate for Certified Self Containment for the health and wellbeing of this beautiful country, Pets allowed but excrements cleared immediately

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

I feel all freedom campers need to have a certified self containment, I feel number of nights stay and time to have to leave a spot should be realative to how busy the time of year is, its a matter of being courteous to fellow campers and share, Crazy you have to move on if you are the only camper! or its the middle of winter etc. Unfortunately some patrollers are unable to use common sense and access each situation on its merits cheers Michelle

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed without any restrictions

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds1 Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



#1177



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard, It would be too hard to enforce the self-containment rule without referencing the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a shorter no-return period means campers would be able to return to a favourite place if they wa

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area? This is not specific to this area but relates to the whole of Auckland. There are only 111 spaces you have made available across the whole city. In many areas though there are none (North Shore for example). In a city of this size is this really the best you could do? How about making Auckland more, not less, attractive to visit and encourage people to spend at local businesses.



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

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- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your feedback

General rules

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

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- not managed by council (for example motorways)
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I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Do you want to comment on why you don't know?

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-serviced areas, and council has not identified any serviced areas in this proposal

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Clause v prohibits the erection of any structure. Auckland Council currently uses this clause to prevent campervan with elevating roofs to camp at Council campsites. This needs to be reworded. Also I note that you use a picture of this type of campervan on the top right of this page:

https://akhaveyoursay.aucklandcouncil.govt.nz/freedom-camping-bylaw?tool=survey_tool&tool_id=freedom-camping-feedback-form#tool_tab

Auckland City Council Bylaws: Bylaw No. 20 - Public Places 2008, clauses

20.3.1 (g) and (v), and 20.8

20.3 Specific restrictions

20.3.1 Except with permission of an authorised officer, or a licence from council, a person

shall not, in, on, or over any public place:

(g) camp or sleep overnight, except in areas set aside by the council for that

purpose. In this context, camping shall include the use of any vehicle

whether or not it is specially fitted for sleeping;

(v) put up or erect any stall, booth, tent or structure of any kind.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- sets general rules that apply in all other areas covered by the bylaw (including most roads).

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hatfields beach and the reverse needs to be added. There is so much rubbish left and people are permanently living there.

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? Why is hatfields beach not listed. There is a huge problem with freedom camping and rubbish in this area



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste, Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

I think the main area of concern is long term permanent rough sleepers that take over a carpark.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

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Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



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The Bylaw:

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Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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Proposed general rules for Auckland

The four general rules we're proposing are:

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- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
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- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: It is not necessary to impose basic rules on freedom campers everywhere in Auckland

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays. A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? Yes – freedom campers should have to vacate their parking space by 9am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view: 9am would be more convenient for campers than 8am, but still protects access to shared parking or amenities for other users during standard business hours

Is this because, in your view:

Another reason (please explain):

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No-return period rule

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A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a shorter no-return period means campers would be able to return to a favourite place if they wa

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

What does "protect local areas areas" mean? What are you protecting.

What do you mean by protect health and safety of people of visit local areas. How are people's health and safety being threatened by self contained vehicles parking in designated areas minding tgeir own business. . Council is simply unwilling to allocate sufficient areas for overnight parking of self contained vehicles because it generally has an antagonist attitude toward freedom camping and doesn't want to spend the money emptying bins, cleaning toilets and so on.

What does it mean by protecting access to local authority areas. There are plenty of roads, car parking areas and parks that are not used at night. Council is in fact discriminating against people in self contained motorhomes who want to enjoy Auckland's environment by staying in a wide range of parks, beaches, roads and car parks. As mentioned above, most of these areas are deserted at night and there is no reason why they should not be used until 9am in the morning.

Those areas where freedom camping is allowed are so limited that only one or two vehicles can park there. That is so ridiculous and completely exclusionary. Auckland Council is making no attempt to support this recreational activity and one or two vehicles means that no one can plan to go away for a night because those two or three spaces will always be filled by the time they get there later in the day.

I and many of my friends and family who enjoy the recreational activity of motor home want to be able to park overnight and enjoy the attractive environments in Councils 400o parking and reserves. The blanket restriction freedom camping on parks and reserve s under the Reserves Act is totally unreasonable and excessively onerous.

It is particularly unreasonable to be imposing fines of \$800 and once again demonstrates to me that all Auckland Council is ever interested in is raising revenue. Ratepayers are treated badly, every little thing Council does, has to be paid for by individuals and we are simply paying rates to fund Council's grandiose schemes instead of providing services to ratepayers, such as freedom camping.

I strongly object to the excessively restrictive nature of this bylaw and submit that

- overnight stays for certified self contained vehicles in Council's parks and reserves should be opened up
- The number of spaces available for freedom camping should be increased tenfold, and
- fines should be reduced to a maximum of \$200.

Albert-Eden Local Board area

Prohibited site

Heron Park 1625-1627 Great North Road, Waterview, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? Please see attached submission which applies to this location and all the others listed below.

Aotea/Great Barrier Local Board area

Prohibited sites

Blind Bay (parking area by wharf) Opposite 670 Blind Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Goosebury Flat, Shoal Bay Opposite 418 Shoal Bay Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Medlands Beach carpark Sandhills Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Old Service Centre 75-81 Hector Sanderson Road, Great Barrier Island, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Devonport-Takapuna Local Board area

Prohibited sites

Queens Parade, Devonport, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Becroft Park Reserve 8A Becroft Drive, Forrest Hill, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Franklin Local Board area

Prohibited sites

Manukau Heads - Orpheus Road boat ramp, Manukau Heads, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Maraetai - Maraetai Community Hall ground 12 Rewa Road, Maraetai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Maraetai Park and foreshore 188 Maraetai Drive, Maraetai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Orere Point - Prohibited site Orere Point Library and grounds Corner of Orere Point Road and Howard Roadi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Maraetai - Recreation and parking, Colson Lane 18 Carlton Crescent, Maraetai. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed without any restrictions

Which of the proposed restrictions for this area would you want to change at Colson Lane?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Maraetai Dressing Sheds Reserve 1R Maraetai Drive, Maraetai. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Maraetai Dressing Sheds Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Waiuku - Waiuku Service Centre 12 King Street, Waiuku. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Waiuku Service Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Henderson-Massey Local Board area

Prohibited sites

Fred Taylor Park 184 Fred Taylor Drive, Whenuapai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

McLeod Park 200 McLeod Road, Te Atatu South, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitākere Central and Central One 2-6 Henderson Valley Road, Henderson, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Trusts Arena Central Park Drive, Henderson. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Trusts Arena?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles, Maximum stay, Departure time, No-return period, Proposed location of freedom camping parking spaces within this area

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site? 1 night

Other (please specify):

What do you think is the appropriate departure time at this site? 10am

Other (please specify):

What do you think is the appropriate no-return period at this site? 2 weeks

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Howick Local Board area

Prohibited sites

Pakuranga Community Hall 346 Pakuranga Road, Howick, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Flat Bush Road entrance and Ormiston Activity Centre) 163 Chapel Road, Flat Bush, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Barry Curtis Park (Stancombe Road entrance) 58 Stancombe Road, Flat Bush, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Barry Curtis Park (parking area off Chapel Road, St Paul's area) 163 Chapel Road, Flat Bush. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Barry Curtis Park (St Paul's area)?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

27 Moore Street carpark, Howick. Do you agree that freedom camping should be restricted in this area?
No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Moore Street carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

20-24 Uxbridge Road carpark, Howick. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Uxbridge Road carpark?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Manurewa Local Board area

Prohibited sites

Weymouth Community Hall 11 Beihlers Road, Manurewa, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Maungakiekie-Tāmaki Local Board area

Prohibited sites

Gloucester Park North 62 Onehunga Mall, Onehunga, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Taumanu Reserve (Onehunga foreshore) Orpheus Drive, Onehunga. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Taumanu Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōrākei Local Board area

Prohibited sites

St Heliers Community Library and Hall 32 St Heliers Bay Road, St Heliers, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Carpark on Road Reserve by Anderson's Beach Reserve Near intersection of Riddell Road and Glendowie Road, Glendowie. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Anderson's Beach Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Ōtara-Papatoetoe Local Board area

Prohibited sites

Hayman Park 51-55 Lambie Drive, Manukau, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Ōtara Centre, Town Centre and Bairds Road playground Bairds Road, Ōtara, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Papakura Local Board area

Restricted sites

Hingaia Reserve Near 380 Hingaia Road, Hingaia. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Hingaia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Puketāpapa Local Board area

Restricted sites

Margaret Griffen Park 16-38 Griffen Park Road, Mount Roskill. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Margaret Griffen Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? This is just one of example of some of the lovely natural environments that people who like freedom camping seek out to enjoy. They dont want to be stuck away in boring camping grounds with screaming kids and barking dogs.

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Whisper Cove?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Upper Harbour Local Board area

Prohibited sites

North Shore Memorial Park 235 Schnapper Rock Road, Schnapper Rock, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Jack Hinton Drive Adjacent to Rosedale Park, Rosedale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waiheke Local Board area

Prohibited sites

Kennedy Point Wharf carpark Donald Bruce Road, Surfdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Onetangi Cemetery 191 Onetangi Road, Onetangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Onetangi Sports Park (Rangihoua) 133-165 O'Brien Road, Onetangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waiheke Island Artworks 2-4 Korora Road, Oneroa, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitākere Ranges Local Board area

Prohibited sites

Entrance of Goldie Bush walkway Horseman Road, Waitākere, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Lopdell Hall and House 418 Titirangi Road, Titirangi, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Sandys Parade, Laingholm Bay, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Waitematā Local Board area

Prohibited sites

Highwic House 40 Gillies Avenue, Epsom, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Myers Park 72 Greys Avenue, Auckland Central, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Outhwaite Park 53 Carlton Gore Road, Newmarket, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Point Erin Park 94 Shelly Beach Road, Ponsonby, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Seddon Fields 180 Meola Road, Point Chevalier, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Wynyard (tank farm) Brigham Street and Hamer Street, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area?

Restricted sites

Cox's Bay Esplanade West End Road, Herne Bay. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Cox's Bay Esplanade?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Carpark opposite Western Springs Reserve 820 Great North Road, Grey Lynn. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Western Springs Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Whau Local Board area

Restricted sites

Valonia Reserve carpark 35 Valonia Road, New Windsor. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Valonia Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wingate Reserve 43 Wingate Street, Avondale. Do you agree that freedom camping should be restricted in this area? No – freedom camping should be allowed subject to the general rules

Which of the proposed restrictions for this area would you want to change at Wingate Reserve?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

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Your feedback

General rules

About general rules

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We're proposing four general rules that we think will:

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- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
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This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-s

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Is this because, in your view:

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

1) It is not always clear what constitutes a reserve.

2) Reserves that have adequate parking should be made available - potentially with a limit on the number of vehicles at any one time.

3) Council should open campgrounds in more of the regional parks.



Proposed new Freedom Camping in Vehicles Bylaw 2021

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Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Set departure time rule

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Do you support the proposed set departure time rule?

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Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

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Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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if changes are made temporarily for whatever reason no fines should apply just a warning

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum stay

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify): 4 nights this allows visits in the area including into the city by ferry

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? this area is not policed and has vehicles staying permantly. this will impact on all that wish to use this sight. its no use making rules unless you follow through.



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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

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About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a one-night maximum stay will help encourage responsible dumping of waste

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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The Bylaw:

- identifies areas where freedom camping is prohibited
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About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

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The general rules would apply in any area that is covered by the Bylaw, except for:

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause. Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain): They clarify/give a guide for freedom campers to follow in Auckland.

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

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Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, If freedom camping starts to cause problems somewhere, this is better managed by putting extra restrictions just in that area, rather than having a stricter general rule, Another reason (please explain)

Another reason (please explain): If anything, 11:00 would make it more likely for campers to visit local businesses--e.g., to get groceries for their next stop or check out the local shops for other kinds of shopping, maybe even have coffee or breakfast at a local cafe.

Is this because, in your view:

Another reason (please explain):

No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Could some areas allow three-night stays--e.g., areas where there are lots of sites or points of interest, low through traffic (to help local businesses), etc. We usually eat out or shop or both at our stops.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

1. What kind(s) of notice will Council provide for temporary prohibitions or changes to restrictions?

2. I hope Council will consider adding other reserves within towns for freedom camping and also carpark areas that are SUITABLY SPACED and marked out and within easy walking distance of amenities: we've stayed at a carpark in Whangarei at the back the art gallery by the riverside that has special long bays for motorhomes and enough space for them to park next to each other without feeling as if we can't open the doors without hitting the motorhome parked beside us; we could walk to the supermarket, to restaurants, dairies, and all the shops, etc. within the area and felt we could visit these places properly. It also felt safe where we were. This was not our experience when we parked at the very cramped designated space in Snells Beach in an isolated parking area at the end of the esplanade reserve (where it was also off-putting to be restricted to parking after 5 pm)--though the location was at least convenient for Snells Beach's amenities. The parking for motorhomes in Kawakawa was brilliant in terms of space and location: behind the library and in the town itself so that we could walk to points of interest, the cafe, and the supermarket.

3. I hope Council would consider encouraging local community clubs and organisations which it supports (e.g., by charging peppercorn rents) to allow freedom camping on their carparks--perhaps to raise funds and encourage the use of their facilities? We've seen local clubs and fire stations in other places do this where they have the space, etc.



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Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

10.00 would be a more reasonable time to have to vacate an area.



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

No

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carpark in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I don't know

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know? I don't know enough to make an informed decision on all areas of Auckland - I can only comment on what I see happening in my own catchment area which is appalling. Hatfields Beach has been taken over by permanent "freedom campers" who have even tied their awnings to the council picnic tables and are abusive to locals.

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

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Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle. It makes sense to match our self-containment requirements to the National Standard, It would be too hard t

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

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A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays. A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Council needs to enforce the new bylaw at all times even on weekends and public holidays otherwise these rules are just for show

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I don't know

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know? We had our share of 'freedom' campers in Browns Bay: they felt 'free' to leave their garbage behind, to use the beach as a toilet, to poach clams and sea urchins and to leave the shells in the sand for us to step on these and sustain injuries (urchins!!!). Browns Bay is a small family beach and cannot accommodate the onslaught of 'freedom' campers who infringe on the locals' freedom to enjoy the beach. General rules will have no effect when no one is at the beach to monitor the process.

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

We had our share of 'freedom' campers in Browns Bay: they felt 'free' to leave their garbage behind, to use the beach as a toilet, to poach clams and sea urchins and to leave the shells in the sand for us to step on these and sustain injuries (urchins!!!). Browns Bay is a small family beach and cannot accommodate the onslaught of 'freedom' campers who infringe on the locals' freedom to enjoy the beach



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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

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- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Needs to be many more prohibited and restricted areas. Way too many car parks will be cluttered looking unsightly. Long bay regional park should definately be prohibited.

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? No – freedom camping should not be allowed in this area

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

Maximum number of vehicles

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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The Bylaw:

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Proposed general rules for Auckland

The four general rules we're proposing are:

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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

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- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – I support another maximum stay rule (please explain)

No – I support another maximum stay rule (please explain): No, I don't believe Freedom campers should be able to camp on beaches / grass verges etc by beaches. They should have to pay for a campground. As I have found in the past, they often stay for many days, even setting up tents on their vans etc in prime beach

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

Freedom Campers shouldnt be allowed to stay overnight on beachfronts (Arkles Bay specifically). And given they dont pay should be made to leave by 8am ... but there seems to be no penalty to make them adhere to rules anyway.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



#1341



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? By setting up designated car parks for freedom campers. Who ever thinks this is a great idea needs their head read.

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

Freedom campers should stay in designated areas...like a campground Camper vans parked up all over roads is not a good look. Set up designated areas...perhaps stay in a campground? Freedom campers spend hardly any money and should not be able to park where ever they like for two days then move just down the road for another two. Drive past hatfields beach in Auckland and see for your self.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people? I have a mobile coffee van and I pay a substantial amount of money each year for a mobile trading licence where freedom campers seems to have priority!

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause. Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays, A one-night stay still gives campers some opportunity to enjoy the area and support local businesses, but this is less of a priority than protecting access for other users of public space

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 8am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? No – freedom campers shouldn't be able to return to stay in the same road or parking area within a four-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view: A four-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, A no-return period will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Freedom campers are a curse to the general public. There is nothing worse than arriving at a popular beach or public area and finding it cluttered up with freedom campers. Freedom camping is not suitable for urban areas and should be restricted to areas where there is little public use. There are enough camping grounds with full facilities which should be used. They, of course, cost money, which is anathema to the scroungers who freedom camp.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your local board: Hibiscus and Bays

Your feedback

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About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

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- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause. Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: The use of non-self-contained vehicles poses a risk to the environment or public health and safety, and shouldn't be allowed anywhere, on principle, The use of non-self-contained vehicles poses a risk to the environment or public health and safety in un-

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule? Yes – freedom campers shouldn't be able to return to stay in the same road or parking area within a two-week period

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view: A two-week non-return period helps prevent people staying in one area long-term, which protects access to shared parking and amenities for other users, Having a shorter no-return period means campers would be able to return to a favourite place if they wa

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Currently over summer, the northern North Shore beaches are overtaken with large numbers of people that set up tents on the grass areas and camp for days, often right beside the signs that say "No camping". The showers and toilets are used as personal bathrooms instead of the intended use and access to the beach and facilities, including parking, is blocked for daily beach-goers. Local face book pages are full of complaints that council or police ignore this situation despite complaints from the public. How about the council acknowledges this issue and proactively manages it along with the freedom camping issue?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Set departure time rule

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

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Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Actually getting enforcement applied when non-compliance happens is an ongoing issue. Enforcement is understandably prioritised. Some campers know how to play the game. Is there a way that those who repeatedly non-comply can be recorded so say when their vehicle rego number comes up enforcement is prioritised?

Understand the positioning around the bylaw not being used in regard to people who are sleeping in vehicles because they are homeless. However, the way the bylaw is written the ability of these people to camp in the same place appears very open ended in regard to timeframe.

Otherwise the bylaw appears to be well thought out and balanced.



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

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Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

I view Freedom Camping on residential streets as inappropriate, and I object to the Council's proposal in its entirety in regard to opening up the streets of Auckland to Freedom Campers, especially at Omaha Beach.

The Council's "General Rules" will be ineffectual and unenforceable and in practice will not protect residential streets and roads.

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

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Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
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Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

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How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

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How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed no-return period rule?

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Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

Freedom Camping on residential streets is not appropriate and not in the interest of the public and residents in general. I object to the Council's proposal in its entirety with regard to opening up the streets and roads of Auckland to Freedom Campers, particularly at Omaha Beach.

The Council's "General Rules" will I believe be unenforceable at law, ineffective and will not protect streets and roads for ratepaying residents.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?



Proposed new Freedom Camping in Vehicles Bylaw 2021

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The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: Freedom campers should be subject to some basic rules wherever they stay in Auckland – no areas should be available for unlimited or indefinite freedom camping

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

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Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

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A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

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Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

If parked near public facilities there should not be a requirement to be Self contained. Small vans can have toilets and be self contained, even if not right up to current SC regulations.

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed with area specific restrictions

Tell us why and any other comments you would like to make about this area? Overnight parking could be allowed, subject to leaving each day.

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): 5+

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Rodney Local Board area

Prohibited sites

Helensville - Helensville Civic Centre Grounds 49 Commercial Road, Helensville, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Huapai - Huapai Service Centre/Kumeu Library 24 Oraha Road, Huapai, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Waimauku - Waimauku War Memorial Hall 22 Waimauku Station Road, Waimauku, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Leigh - Leigh Library and grounds 15 Cumberland Street, Leigh, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Ti Point - Ti Point walkway Ti Point Road, Ti Point, do you agree that freedom camping should be prohibited in this area? No – freedom camping should be allowed subject to the general rules

Tell us why and any other comments you would like to make about this area? 1 or 2 places could be set aside here. Very quiet place. Reasonable departure time, as very popular with locals.

Pakiri - Pakiri Hall grounds 1026 Pakiri Road, Pakiri, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Warkworth - Warkworth Town Hall grounds 2 Alnwick Street, Warkworth D, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Port Albert - Port Albert Wharf Reserve carpark Adjacent to Wharf Road, Port Albert. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Port Albert Wharf?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Snells Beach - Whisper Cove (adjacent parking on road reserve) 70 Kokihi Lane, Snells Beach. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, but with different restrictions

Which of the proposed restrictions for this area would you want to change at Whisper Cove? Maximum number of vehicles

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? We have stayed at Snells Beach, Pakiri area, and visited several sites, spending money on local attractions. Need several areas to park.

Warkworth - 8 Church Hill carpark, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Church Hill?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Parry Kauri Park 32 Tudor Collins Drive, Warkworth. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Parry Kauri Park?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

Wellsford - Wellsford Community Centre grounds¹ Matheson Road, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Wellsford Community Centre?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?

118 Rodney Street, Wellsford. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at 118 Rodney Street?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area?



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I do not support having general rules

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view: There are better ways to protect the environment, public health and safety, and public access from the problems freedom camping can cause, There are better ways to prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby, The general rules will unfairly impact some people

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause? By stopping any camping that is not at a designated camping area where toilet and cooking facilities and rubbish collection is managed ie pay to stay

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby? You can't prevent the issues. We already have major issues with campers throughout the country which is why this is the craziest idea. This will just increase the entitlement of those who have no feeling of responsibility to the community they stay in. The abuse is there now. This idea will just increase it!

How do you think the general rules will unfairly impact some people? People who pay high rates for privacy or views or just want to live quietly without these additional elements

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store

water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? No – freedom campers should be able to stay a maximum of one night in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view: Requiring vehicles to move on the following morning will prevent campers from blocking others' access to parking or other amenities during the day, and prevent longer-term stays

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule?

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Do you have any other comments on the general rules?

I think this questionnaire is full of poor questions and makes it impossible to give a proper indication of the anger that so many of us feel about this issue

Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area? Yes

Tell us why and any other comments you would like to make about this area? Because of the mess they leave behind and the noise that so many make

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Gulf Harbour. Do you agree that freedom camping should be restricted in this area? Yes – restricted freedom camping should be allowed, and I support the proposed restrictions

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?
Maximum number of vehicles

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify): None

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? get rid of the whole concept!



Proposed new Freedom Camping in Vehicles Bylaw 2021

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We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

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- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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Your feedback

General rules

About general rules

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However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

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- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
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Proposed general rules for Auckland

The four general rules we're proposing are:

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- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carpark in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause, Without general rules, there is a risk that any problems caused by freedom camping could move fr

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule?

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)



Proposed new Freedom Camping in Vehicles Bylaw 2021

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- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

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- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and car parks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

I support having general rules

Do you support having general rules because, in your view: General rules are a reasonable way to protect Auckland's environment, public health and safety, and public access from the problems freedom camping can cause

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule? Yes – freedom camping vehicles should be certified self-contained

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view: It makes sense to match our self-containment requirements to the National Standard, It would be too hard to enforce the self-containment rule without referencing the National Standard

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed maximum stay rule? Yes – freedom campers should be able to stay a maximum of two nights in the same road or off-road parking area

No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view: Vehicles are required to have three days' onboard waste storage per occupant, so a two-night maximum stay will help encourage responsible dumping of waste, A two-night stay will prevent campers staying in an area longer-term, blocking others' access to parking or other amenities, A two-night stay gives campers more opportunity to enjoy the area and support local businesses, Shorter stays are already the norm for most freedom campers, so a stricter rule is not necessary

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Set departure time rule

We propose that freedom campers should have to **vacate their parking space by 9am** on the day of departure, in any area covered by this rule.

We think 9am strikes the right balance between protecting public access and giving visitors a more enjoyable experience during their stay in Auckland.

A set departure time of 9am ensures turnover of parking spaces, protecting fair access to shared parking and amenities for other users of an area during standard business hours.

Having a departure time rule also supports the enforcement of the maximum stay rule, by making it easier to determine whether someone had intended to stay another night.

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Note: areas with high traffic volumes before 9am will usually have parking restrictions in place, and freedom camping vehicles must comply with these.

Do you support the proposed set departure time rule? No – freedom campers should have to vacate their parking space by 10am on the day of departure

No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

Is this because, in your view:

Another reason (please explain):

Is this because, in your view: A later departure time will be more convenient for campers, and make it more likely that they will visit local businesses, 10am is a typical check-out time if you are paying for accommodation, so it makes sense to align with this, Having a set departure time will help with enforcing the maximum stay rule

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

No-return period rule

We propose that freedom campers **can't return to stay overnight** in the same road or off-road parking area **for two weeks**, in any area covered by this rule.

We think allowing people to return to an area after two weeks strikes the right balance between protecting public access, and allowing campers to return to a favourite spot during a longer stay.

A no-return period helps to prevent campers from moving their vehicle a very short distance to get around the maximum stay rule and stay in one location for long periods. Long stays impact fair access to shared parking and amenities for other users of the area (including other campers).

If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

I think many of the designated areas offer too few spaces. Total is only 110 spaces. More are required for responsible campers. I also think the \$800 fine is too high. We need to concentrate on dealing with those who are irresponsible, rather than over-regulating responsible campers.



Proposed new Freedom Camping in Vehicles Bylaw 2021

We asked for feedback on an earlier version of this Bylaw, in 2018-19. After considering feedback, the council decided to develop a new Bylaw proposal. From October 26 to December 5, we asked the public to tell us what they think of this new Bylaw proposal.

We wanted submitters views on whether we have the balance right – between providing a safe and enjoyable experience for freedom campers visiting Auckland and protecting our environment, health and safety and access to public space for everyone.

Our Freedom Camping in Vehicles Bylaw will set rules for freedom camping in a vehicle on most council land in Auckland to protect:

- areas that are environmentally or culturally sensitive
- the health and safety of freedom campers and other users of public space
- access for everyone to our public places, facilities, and amenities.

The Bylaw:

- identifies areas where freedom camping is prohibited
- identifies areas where freedom camping is restricted and sets the specific rules that apply in these areas
- sets general rules that apply in all other areas covered by the bylaw (including most roads).

Reserve land has been excluded from the scope of the proposed Bylaw. This means camping at Auckland's reserves will continue to be managed under the Reserves Act 1977. The Reserves Act 1977 already prohibits all camping on reserves unless specific approval is given. You can find out more on our FAQs tab on the right side of the page.

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Submitter details

Organisation (if applicable):

Your local board: Hibiscus and Bays

Your feedback

General rules

About general rules

The Freedom Camping Act 2011 gives people the right to freedom camp on public land.

However, the Act also allows councils to make reasonable rules to protect the environment, public health and safety, and public access to shared space.

We're proposing four general rules that we think will:

- encourage responsible freedom camping and provide a reasonable minimum level of protection for most public places in Auckland
- make sure people can't move a short distance from a prohibited or restricted area to camp somewhere without any rules, as this could just displace any problems to adjacent areas
- make sure we're not limiting people's right to freedom camp any more than is necessary and justified under the Act.

Proposed general rules for Auckland

The four general rules we're proposing are:

- Freedom campers must use a certified self-contained vehicle (the '**self-containment rule**')
- Freedom campers must stay a maximum of two nights in the same road or off-road parking area (the '**maximum stay rule**')
- Freedom campers must vacate their parking space by 9am on the day of departure (the '**departure time rule**')
- Freedom campers must not return to stay in the same road or off-road parking area for two weeks (the '**no-return period rule**').

Our rationale for each of the general rules we're proposing is summarised under the question relating to that rule.

Where the general rules would apply

The general rules would apply in any area that is covered by the Bylaw, except for:

- designated areas where freedom camping is **prohibited** (listed in Schedule 1)
- designated areas where freedom camping is **restricted** (listed in Schedule 2), as these areas have their own specific rules.

This means the general rules will cover most public roadsides and carparks in Auckland. Note: any existing rules that control parking in these places – for example road markings and parking restrictions – still apply to freedom camping vehicles.

The general rules would not apply in areas that aren't covered by the Bylaw, including areas:

- on private property
- not managed by council (for example motorways)
- managed by council under other regulations (e.g. land held under the Reserves Act 1977).

Do you support the use of general rules for freedom camping in all areas not otherwise prohibited or restricted?

Do you support having general rules because, in your view:

Another reason (please explain):

Do you not support having general rules because, in your view:

Another reason (please explain):

How do you think we can better protect the environment, public health and safety, and public access from the problems freedom camping can cause?

How do you think we can prevent any problems caused by freedom camping moving from regulated areas to unregulated areas nearby?

How do you think the general rules will unfairly impact some people?

Do you want to comment on why you don't know?

Self-containment rule

We propose that freedom campers must use a **certified self-contained vehicle** to stay in any area covered by this rule.

This means that the vehicle has been inspected and certified as meeting the New Zealand Self-Containment Standard (or its equivalent). To meet the standard, a freedom camping vehicle must have an onboard toilet and be able to store water and waste for its occupants for at least three days. To find out more about the New Zealand Self-Containment Standard, visit our FAQs page.

We consider freedom campers travelling in these vehicles can camp responsibly in most places in Auckland, because they don't require access to public facilities to meet their basic daily needs.

Campers in vehicles that aren't self-contained would be reliant on Auckland's limited public facilities to meet their basic needs, and this poses a risk to the environment and public health.

It makes sense for us to align our expectations for vehicle self-containment with the New Zealand Standard. Referencing an existing certification process that is widely used by the industry and other councils will make compliance simpler for

people who own or hire vehicles, including those from outside Auckland. It will also make checking compliance more efficient for our enforcement staff.

Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Is this because, in your view:

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Maximum stay rule

We propose that freedom campers should be able to stay a **maximum of two nights** in the same road or off-road parking area, in any area covered by this rule.

A self-contained freedom camping vehicle must be able to store water and waste for its occupants for at least three days. Having a two-night maximum stay will encourage campers to move on and dump their waste responsibly.

A two-night maximum stay also helps to prevent campers from staying in one parking area long-term, which could impact fair access to shared parking and amenities for other users of the area (including other campers).

We think two nights strikes the right balance between protecting public access and giving visitors to Auckland time to explore and enjoy an area and support its local businesses.

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Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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Do you support the proposed no-return period rule?

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Do you support the no-return period rule because, in your view:

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Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

We had our share of 'freedom' campers in Browns Bay: they felt 'free' to leave their garbage behind, to use the beach as a toilet, to poach clams and sea urchins and to leave the shells in the sand for us to step on these and sustain injuries (urchins!!!). Browns Bay is a small family beach and cannot accommodate the onslaught of 'freedom' campers who infringe on the locals' freedom to enjoy the beach



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Your feedback

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Do you support the proposed self-containment rule?

No – I support another rule about self-containment (please explain):

Do you support the self-containment rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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No – I support another maximum stay rule (please explain):

Do you support the maximum stay rule because, in your view:

Another reason (please explain):

Is this because, in your view:

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No – I support another set departure time rule (please explain):

Do you support the set departure time rule because, in your view:

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If freedom camping starts to cause problems, we think this is better managed by putting extra restrictions in that area (by designating it in Schedule 2 of the Bylaw).

Do you support the proposed no-return period rule?

No – I support another no-return period rule (please explain):

Do you support the no-return period rule because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

Is this because, in your view:

Another reason (please explain):

[Do you have any other comments on the general rules?](#)

[Do you have any comments on these other parts of the Bylaw, or any other feedback you would like to give us?](#)

Hibiscus & Bays Local Board area

Prohibited sites

Metro Park (East) 218 Millwater Parkway, Silverdale, do you agree that freedom camping should be prohibited in this area?

Tell us why and any other comments you would like to make about this area?

Restricted sites

Gulf Harbour Marina, Hammerhead Reserve 40 Gulf Harbour Drive, Guld Harbour. Do you agree that freedom camping should be restricted in this area?

Which of the proposed restrictions for this area would you want to change at Gulf Harbour Marina?

What do you think is the appropriate maximum number of vehicles allowed at this site?

Other (please specify):

What do you think is the appropriate maximum stay at this site?

Other (please specify):

What do you think is the appropriate departure time at this site?

Other (please specify):

What do you think is the appropriate no-return period at this site?

Other (please specify):

Where do you think the freedom camping parking spaces should be located within this area?

Do you have any other comments you would like to make about this area? Please make freedom camping at the Hammerhead in Gulf Harbour prohibited. There is such a shortage of parking spaces for paying ferry passengers, people commuting to work in Auckland, that it is absolutely outrageous freedom campers are allowed to take up so much space for free. Also, during the entire summer it is almost impossible to find parking spaces for trailers forcing people to park on the green and along the road leading to absolute chaos.

There are spaces in Shakespear Park and a commercial campground in Orewa. Hammerhead should be for us who pay rates, namely ferry passengers and local boaties. Have had some bad experiences with very entitled campers, for example one who poured his black water waste over our boat because he thought we were in his way. We stopped using our local boat ramp after that. But we walk in that area and know how much locals hate the fact that campers are granted so much space when there is ample camping space elsewhere. Ferry and ramp users can't move but campers can.

LOCAL BOARD UPDATE

To: Hibiscus and Bays Local Board

From: Steve Hickey (Senior Policy Advisor), Community and Social Policy

Date: 26 January 2022

Subject: Public feedback on proposal to make a new Signs Bylaw 2022

1. Purpose

To inform you of local and Auckland-wide feedback to the proposal to make a new Auckland Council and Auckland Transport Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022 and associated controls.

2. Background

Two bylaws currently regulate most signs in Auckland:

- The Auckland Council and Auckland Transport Ture ā-Rohe mo nga Tohu 2015 / Signage Bylaw 2015 and associated controls
- Te Ture ā-Rohe mo nga Tohu Pānui Pōti a Auckland Transport 2013 / the Auckland Transport Election Signs Bylaw 2013.

The Signage Bylaw minimises risks to public safety, prevents nuisance and misuse of council controlled public places, and protects the environment from negative sign impacts.

The Election Signs Bylaw addresses public safety and amenity concerns from the negative impacts of election signs.

In August 2021, the Governing Body and Board of Auckland Transport adopted a [proposal](#) for public consultation to make a new Auckland Council and Auckland Transport Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022 and associated controls ([GB/2021/103](#); [Board of Auckland Transport decision 26 August 2021, Item 10](#)).

The proposal was publicly notified for feedback from 22 September to 27 October 2021. During that time, council received feedback from 76 individuals and 31 organisations.

Staff have prepared a summary of local feedback (below). **Attachment A** contains a summary of all public feedback. **Attachment B** contains a copy of local feedback.

3. Discussion

A total of **four people from the local board area** provided feedback to the proposal.

There was **majority support** for Proposals 1, 3A, 3B, 3C, 4, 5A, 5B, 7A, 12, 14A, 14B, 14C and 15, **split support** (50 per cent) for Proposals 2A, 2B, 2C, 6, 7B, 8, 11A, 13B and 16, and **majority opposition** for Proposals 9, 11B, 13C and 14D. Opinions about the remaining proposals were mixed, with no clear majority of respondents in support or opposition.

In contrast, there was majority support for all proposals (except Proposals 9 and 13A) from all people who provided feedback Auckland-wide.

Support of proposal in the local board area

Topic	Local board feedback		Auckland-wide feedback	
	Support	Opposition	Support	Opposition
P1: Banners	100 per cent	0 per cent	73 per cent	22 per cent
P2A: Election signs (9-week display)	50 per cent	50 per cent	53 per cent	36 per cent
P2B: Election signs (directed at council-controlled parks or reserves, or at an Open Space Zone)	50 per cent	50 per cent	63 per cent	35 per cent
P2C: Election signs	50 per cent	25 per cent	67 per cent	21 per cent
P3A: Event signs (temporary sales)	100 per cent	0 per cent	54 per cent	34 per cent
P3B: Event signs (election sign sites and not-for-profits)	100 per cent	0 per cent	59 per cent	27 per cent
P3C: Event signs	100 per cent	0 per cent	78 per cent	7 per cent
P4: Free-standing signs	100 per cent	0 per cent	66 per cent	14 per cent
P5A: Portable signs (City Centre Zone)	67 per cent	0 per cent	65 per cent	20 per cent
P5B: Portable signs	100 per cent	0 per cent	74 per cent	8 per cent
P6: Posters	50 per cent	50 per cent	76 per cent	16 per cent
P7A: Real estate signs (Heavy Industry Zones)	100 per cent	0 per cent	56 per cent	32 per cent
P7B: Real estate signs	50 per cent	0 per cent	62 per cent	24 per cent
P8: Stencil signs	50 per cent	50 per cent	71 per cent	13 per cent
P9: Vehicle signs	0 per cent	100 per cent	40 per cent	43 per cent
P10: Verandah signs	0 per cent	50 per cent	54 per cent	18 per cent
P11A: Wall-mounted signs (Heavy Industry Zones)	50 per cent	50 per cent	60 per cent	24 per cent
P11B: Wall-mounted signs	0 per cent	100 per cent	59 per cent	24 per cent
P12: Window signs	100 per cent	0 per cent	69 per cent	28 per cent
P13A: Major Recreational Facility Zones	0 per cent	50 per cent	48 per cent	10 per cent
P13B: Open Space Zones	50 per cent	0 per cent	59 per cent	21 per cent
P13C: Commercial sexual services	0 per cent	100 per cent	73 per cent	20 per cent
P14A: General (safety and traffic)	67 per cent	33 per cent	67 per cent	13 per cent
P14B: General (tops of buildings)	67 per cent	0 per cent	79 per cent	18 per cent
P14C: General (illuminated signs)	67 per cent	33 per cent	74 per cent	8 per cent
P14D: General (business that cease trading)	0 per cent	67 per cent	58 per cent	37 per cent
P15: Controls and approvals	100 per cent	0 per cent	52 per cent	24 per cent
P16: Enforcement powers and penalties, and savings	50 per cent	0 per cent	62 per cent	7 per cent

Key themes from the Auckland-wide feedback highlighted issues with illuminated signs (Proposal 14C), general rules for event signs (Proposal 3C), portable signs (Proposal 5B), posters (Proposal 6) and the rules for signs advertising commercial sexual services (Proposal 13C).

4. Recommendation / Action

That the local board consider the public feedback to the proposal to make a new Auckland Council and Auckland Transport Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022 and associated controls.

5. Next Steps

Staff will seek your views on how the Bylaw Panel should address matters raised in public feedback to the proposal at your February 2022 business meeting. You will also have the opportunity to present your views to the Bylaw Panel at a meeting on 28 March 2022.

The Bylaw Panel will consider all formal local board views and public feedback on the proposal, deliberate and make recommendations to the Governing Body and the Board of Auckland Transport in April 2022.

The Governing Body and Board of Auckland Transport will make a final decision on whether to adopt the proposal in April and May 2022 respectively.

Attachments:

Attachment A – Feedback summary report

Attachment B – Copy of local feedback

Proposed Signs Bylaw 2022

FEEDBACK OVERVIEW

Te take mō te pūrongo

Purpose of the report

The information in this report summarises feedback received during the consultation period of 22 September to 27 October 2021 on the proposed Signs Bylaw 2022.

Whakarāpopototanga matua

Executive summary

We identified that we can manage the issues caused by signs more effectively and efficiently by combining and updating the current Signage Bylaw 2015 and Election Signs Bylaw 2013 into a new Signs Bylaw 2022.

We received public feedback via an online form and email. This feedback includes the submissions of four individuals and organisational representatives who participated in virtual Have Your Say events.

Overall:

- A total of 107 pieces of feedback were received
- 90 pieces of feedback (83 per cent) were received via the online form
- 28 pieces of feedback were received via email
- We heard from 32 organisations (30 per cent of all submissions).

PLEASE NOTE:

Percentages may not add to 100 per cent because:

- a single comment can be attributed to multiple themes.
- figures have been rounded
- submitters may have provided incomplete age, gender and ethnicity information.

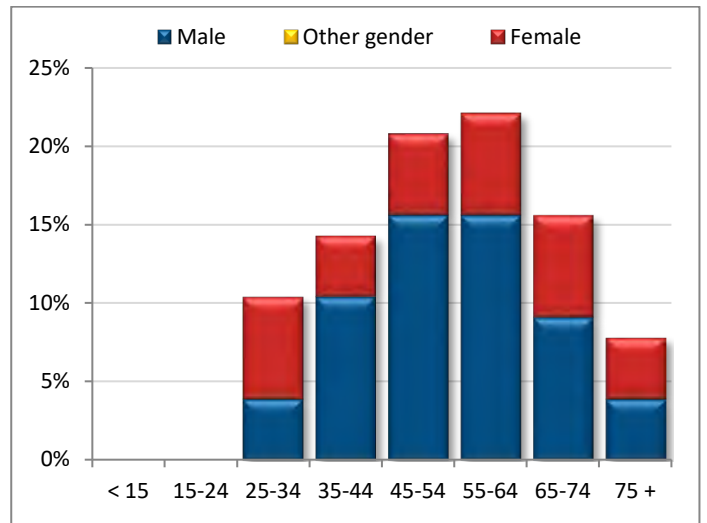
Consultation items

<p>Proposal 1 – Banners: Clarify current rules, including the placement and conditions for the display of banners</p>
<p>Proposal 2 – Election signs:</p> <ul style="list-style-type: none"> • Proposal 2A: Clarify that election signs may be displayed on some sites for nine weeks and are permitted on billboards and poster board sites • Proposal 2B: Prohibit election signs directed at a council-controlled park, reserve or Open Space Zone • Proposal 2C: Clarify the current rules, including to remove Entrust from the types of permitted election signs
<p>Proposal 3 – Event signs:</p> <ul style="list-style-type: none"> • Proposal 3A: Allow people to advertise temporary sales (like garage sales) on the day of the event • Proposal 3B: Allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups • Proposal 3C: Clarify the current event sign rules, including their definition and placement
<p>Proposal 4 – Free-standing signs: Clarify current rules, including the definition and separation distances for free-standing signs</p>
<p>Proposal 5 – Portable signs:</p> <ul style="list-style-type: none"> • Proposal 5A: Increase the area where portable signs are prohibited to cover the entire City Centre Zone • Proposal 5B: Clarify current rules, including the definition and placement of portable signs
<p>Proposal 6 – Posters: Clarify current rules, including that poster board sites require approval</p>
<p>Proposal 7 – Real estate signs:</p> <ul style="list-style-type: none"> • Proposal 7A: Increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m² • Proposal 7B: Clarify current rules, including the maximum number and placement of real estate signs
<p>Proposal 8 – Stencil signs: Clarify current rules, including the definition and placement of stencil signs</p>
<p>Proposal 9 – Vehicle signs: Clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale</p>
<p>Proposal 10 – Verandah signs: Clarify the current rules, including the definition of verandah</p>
<p>Proposal 11 – Wall-mounted signs:</p> <ul style="list-style-type: none"> • Proposal 11A: Increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m² • Proposal 11B: Clarify the current rules, including locations, separation distances and dimensions
<p>Proposal 12 – Window signs: Clarify current rules, including that there are no restrictions on window signs in the City Centre Zone</p>
<p>Proposal 13 – Special rules for certain signs:</p> <ul style="list-style-type: none"> • Proposal 13A: Clarify rules for signs in Major Recreational Facility zones and the conditions for their display • Proposal 13B: Clarify the rules for signs in Open Space Zones, including which signs do not require an approval • Proposal 13C: Clarify a limit of one sign per commercial sexual service premises
<p>Proposal 14 – General rules for all signs:</p> <ul style="list-style-type: none"> • Proposal 14A: Clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels • Proposal 14B: A person must not alter the top of a building to display a sign • Proposal 14C: Clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant • Proposal 14D: Clarifying rules for businesses that have ceased to trade, including when and where signs must be removed
<p>Proposal 15 – Controls (additional rules) and Approvals (permissions): Clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw</p>
<p>Proposal 16 – Enforcement powers, penalties and transitional rules (how the new rules apply to existing signs): To clarify the current enforcement powers and penalties and how we transition to the new rules</p>
<p>Other feedback</p>

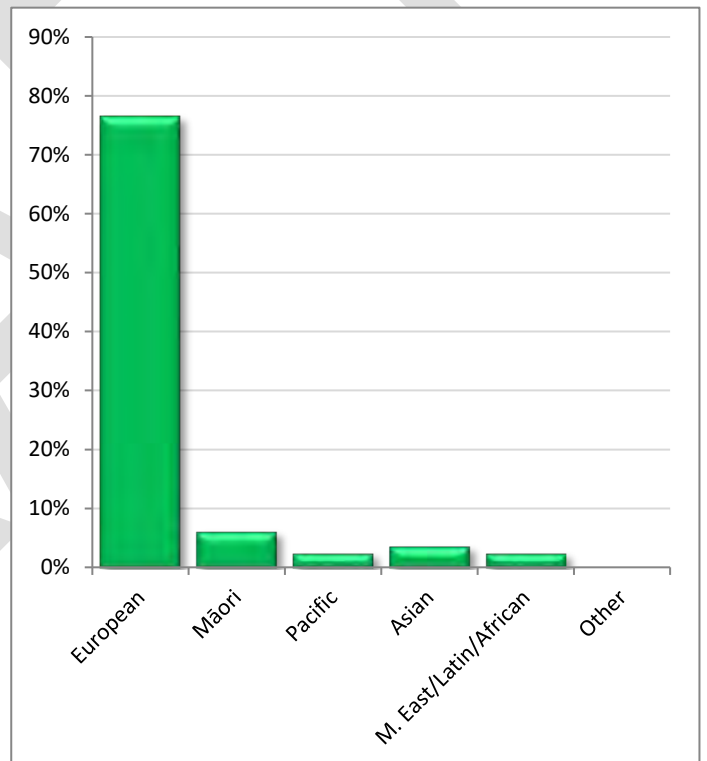
Who we heard from

The tables below indicate the demographic profile of those that answered the demographic questions.

AGE	Male	Female	Other gender	Total	%
< 15	0	0	0	0	0%
15 – 24	0	0	0	0	0%
25 – 34	3	5	0	8	10%
35 – 44	8	3	0	14	18%
45 – 54	12	4	0	18	23%
55 – 64	12	5	0	18	23%
65 – 74	7	5	0	13	17%
75 +	3	3	0	6	8%
Total				77	100%



ETHNICITY	#	%
European	62	77%
Pākehā/NZ European	54	67%
Other European	8	10%
Māori	5	6%
Pasifika	2	2%
Samoan	2	2%
Cook Islands Māori	0	0%
Tongan	0	0%
Other Pasifika	0	0%
Asian	3	4%
Chinese	0	0%
Korean	0	0%
South East Asian	2	2%
Indian	1	1%
Other Asian	0	0%
Middle Eastern/Latin American/African	2	2%
Other (incl. Kiwi/New Zealander)	0	0%
Total	81	NA



Feedback was received via an online form: 90 (83 per cent) and via email: 18 (17 per cent).

The table below indicates the total number of pieces of feedback received by the local board that submitters live in.

LOCAL BOARD	Total	Percentage
Albert-Eden	7	7%
Aotea/Great Barrier	0	0%
Devonport-Takapuna	3	3%
Franklin	4	4%
Henderson-Massey	8	7%
Hibiscus and Bays	4	4%
Howick	6	6%
Kaipātiki	2	2%
Māngere-Ōtāhuhu	1	1%
Manurewa	1	1%
Maungakiekie-Tāmaki	13	12%
Ōrākei	7	7%
Ōtara-Papatoetoe	1	1%
Papakura	0	0%
Puketāpapa	2	2%
Rodney	7	7%
Upper Harbour	5	5%
Waiheke	1	1%
Waitākere Ranges	1	1%
Waitematā	9	8%
Whau	6	6%
Regional organisation	14	13%
Not supplied	4	4%
Outside Auckland	1	1%
TOTAL	107	100%

Urupare Feedback

1. Banners

Proposal: Clarify current rules, including the placement and conditions for the display of banners

We want to provide rules that are more certain.

We are proposing to update the current rules for banners, for example to clarify that:

- banners that are displayed on a site (such as over a private road on a commercial property) and that are visible from a council-controlled public place or the Auckland transport system must only advertise products, services, goods or events available from or taking place on the site
- banners over private property must comply with health and safety legislation
- banners on council-controlled public places require an approval (for example, by Auckland Council or Auckland Transport)
- banners may need to comply with rules for other sign types and may be displayed at any location if they comply with those rules.

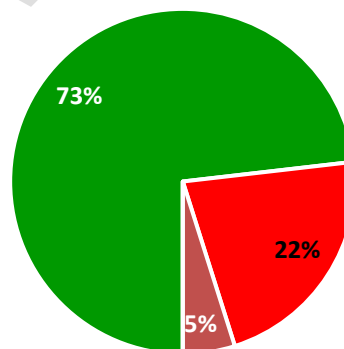
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 41 selected a response to this question)

SUMMARY OF FEEDBACK

Almost three quarters (73 per cent) of submitters **agreed** with the **proposed changes to the current rules**.

RESPONSE	TOTAL	%
Agree	30	73%
Disagree	9	22%
Other	2	5%
TOTAL	41	100%



Main theme

32 per cent: Amend content, appearance and application rules

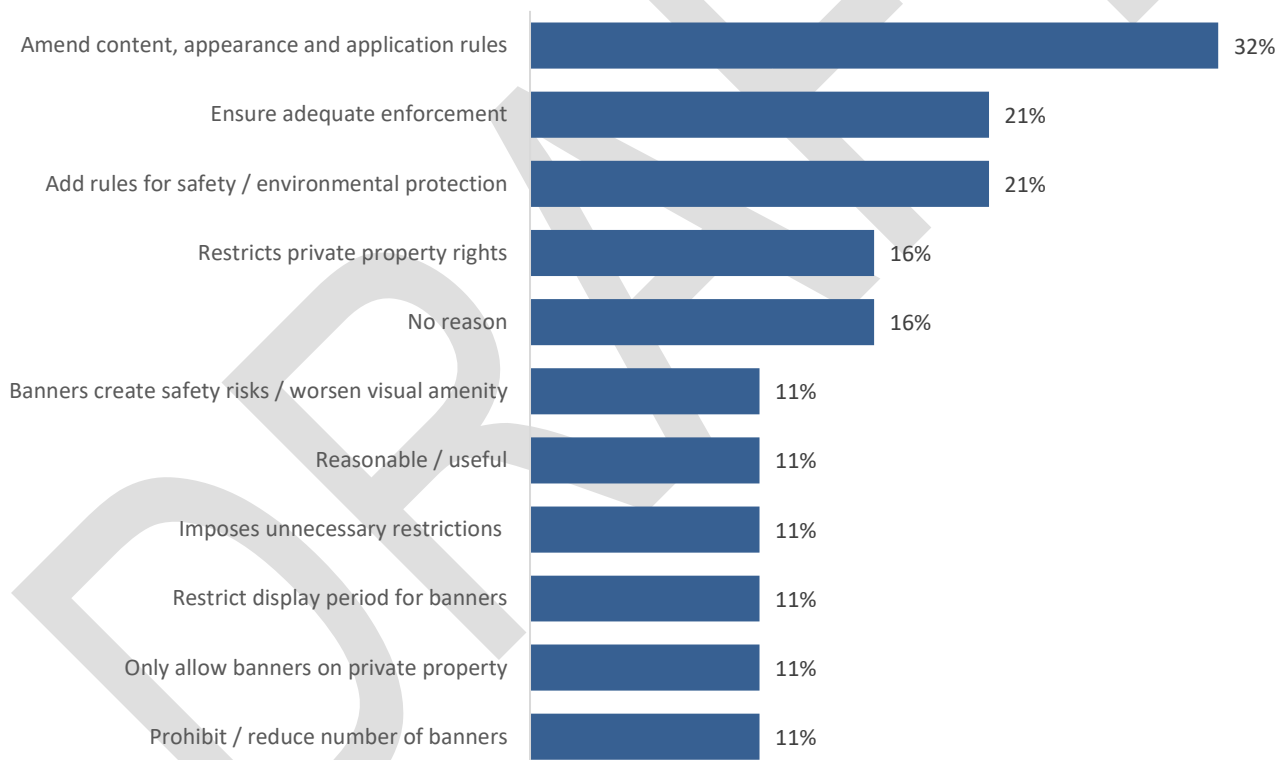
(6 comments)



Comments included:

- “Banners on private sites should not be restricted to only advertising goods or events available on that site.”
- “You need rules on the removal of these items, the colours, animations or apparent movements / changes in their displays.”
- “Should apply to whole city not just centre.”

THEMES	TOTAL	%
Amend content, appearance and application rules	6	32%
Ensure adequate enforcement	4	21%
Add rules for safety / environmental protection	4	21%
Restricts private property rights	3	16%
No reason	3	16%
Banners create safety risks / worsen visual amenity	2	11%
Reasonable / useful	2	11%
Imposes unnecessary restrictions	2	11%
Restrict display period for banners	2	11%
Only allow banners on private property	2	11%
Prohibit / reduce number of banners	2	11%
Amend approval requirements	1	5%



2. Election signs

Proposal 2A: Clarify that election signs may be displayed on some sites for nine weeks and are permitted on billboards and poster board sites

We want to provide rules that:

- align with central government legislation
- treat election signs consistently with how the Bylaw enables other temporary sign types for specific time periods.

The Electoral Act 1993 sets a nine-week period before an election where a bylaw cannot prohibit or restrict the period of display of an election sign under three square metres (3m²) in area.

We are proposing to:

- clarify that election signs may be displayed in places they would not otherwise be allowed, for nine weeks before an election
- add related information notes about the council-controlled public places approved for the display of election signs and about central government regulations rules for election signs.

Please note that **election signs would be permitted at all times in the nine-week period (except on polling day) in places that allow advertising about activities unrelated to the site.** This includes poster board sites and billboards.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

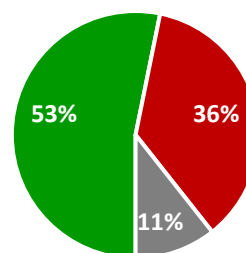
(n=107 submitters made submissions but only 47 selected a response to this question)

SUMMARY OF FEEDBACK

Just over half of submitters (53 per cent) **agreed** with the proposal to **clarify rules relating to election signs.**

RESPONSE	TOTAL	%
Agree	25	53%
Disagree	17	36%
Other	5	11%
TOTAL	47	100%

- Agree
- Disagree
- Other



Main theme

26 per cent: Amend permitted election signs

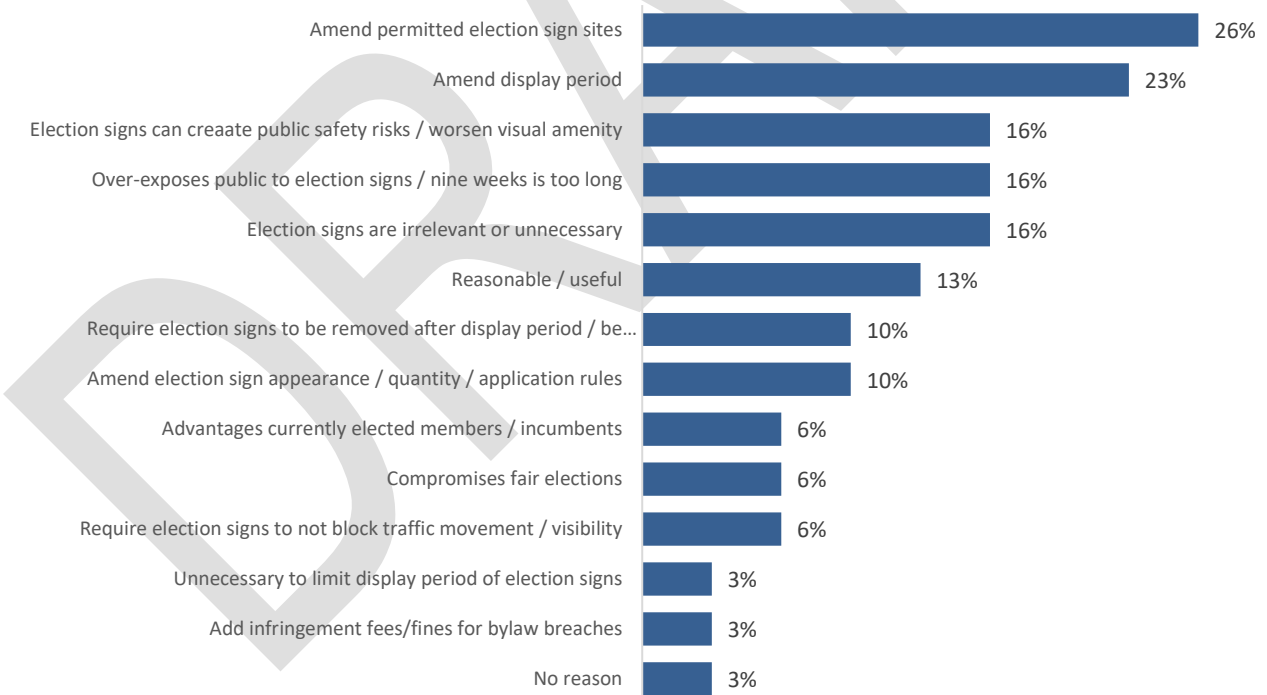
(8 comments)



Comments included:

- “I don't think we should have any election signs in Auckland on public property at all.”
- “Election signs should be banned on ALL privately owned properties aside from the MP's residential and office properties.”
- “There should be no limits on the placement of election signs providing it is done with the permission of the landowner.”

THEMES	TOTAL	%
Amend permitted election sign sites	8	26%
Amend display period	7	23%
Election signs can create public safety risks / worsen visual amenity	5	16%
Over-exposes public to election signs / nine weeks is too long	5	16%
Election signs are irrelevant or unnecessary	5	16%
Reasonable / useful	4	13%
Require election signs to be removed after display period / be removed or repaired immediately after damage	3	10%
Amend election sign appearance / quantity / application rules	3	10%
Advantages currently elected members / incumbents	2	6%
Compromises fair elections	2	6%
Require election signs to not block traffic movement / visibility	2	6%
Unnecessary to limit display period of election signs	1	3%
Add infringement fees/fines for bylaw breaches	1	3%
No reason	1	3%



Proposal 2B: Prohibit election signs directed at a council-controlled park, reserve or Open Space Zone

We want to provide rules that protect the amenity of council-controlled parks, reserves and Open Space Zones.

We are proposing to add a new rule that does not allow election signs on private property to be primarily directed at a council-controlled park, reserve or Open Space Zone. For example, under this rule an election sign on a residential fence directly opposite one of these spaces would be prohibited.

What is your opinion on the proposed rule for election signs directed at a council-controlled park, reserve or Open Space Zone?

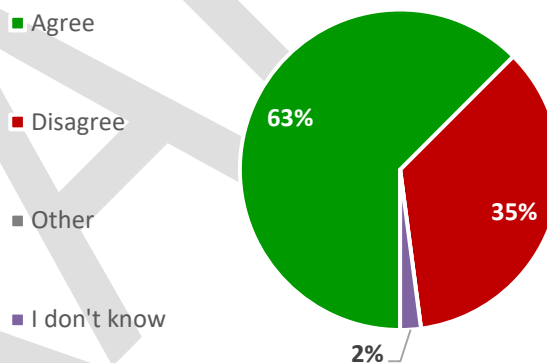
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 48 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (63 per cent) **agreed** with the proposal to add a new rule to protect the amenity of council-controlled parks, reserves and Open Space Zones.

RESPONSE	TOTAL	%
Agree	30	63%
Disagree	17	35%
Other	0	0%
I don't know	1	2%
TOTAL	48	100%



Main theme

26 per cent: Restricts private property rights

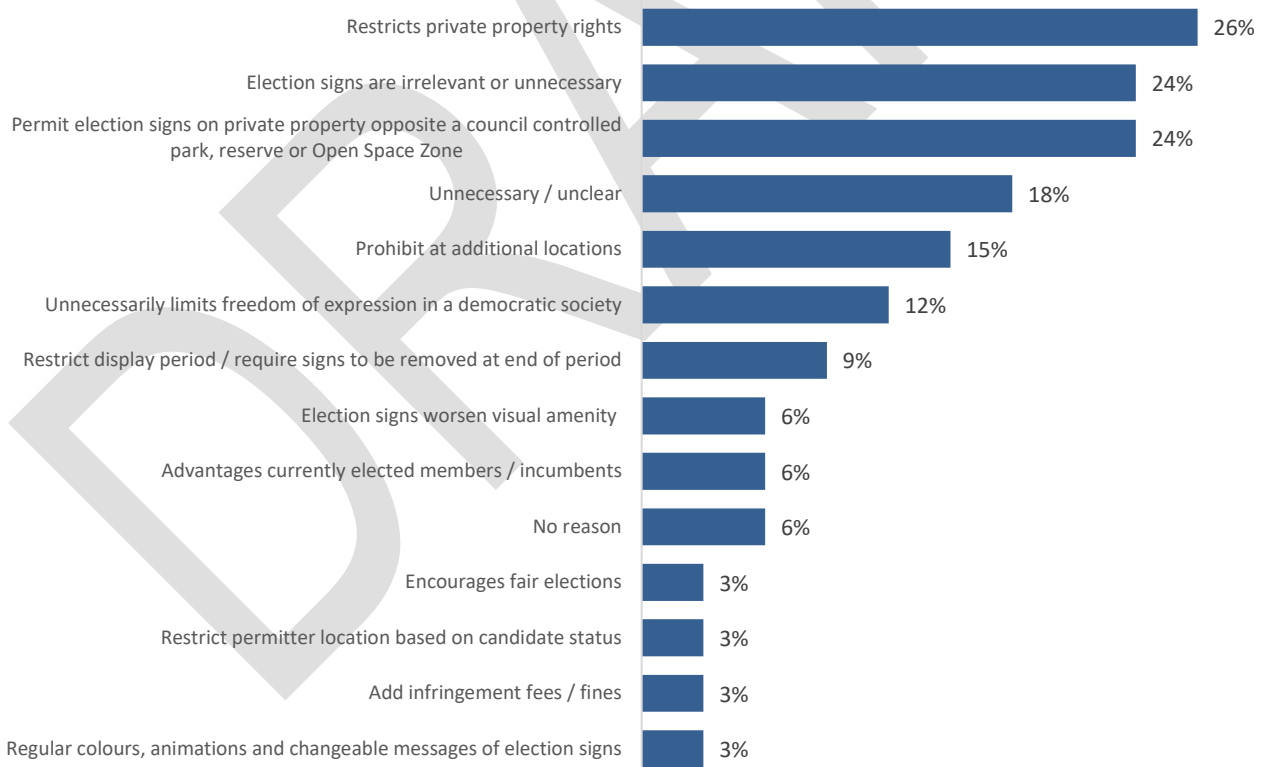
(9 comments)



Comments included:

- “People should have the right to display an election sign, no matter where their property is. This is an unnecessary and unreasonable change.”
- “Private property is just that, don't need council dictating everything.”

THEMES	TOTAL	%
Restricts private property rights	9	26%
Election signs are irrelevant or unnecessary	8	24%
Permit election signs on private property opposite a council controlled park, reserve or Open Space Zone	8	24%
Unnecessary / unclear	6	18%
Prohibit at additional locations	5	15%
Unnecessarily limits freedom of expression in a democratic society	4	12%
Restrict display period / require signs to be removed at end of period	3	9%
Election signs worsen visual amenity	2	6%
Advantages currently elected members / incumbents	2	6%
No reason	2	6%
Encourages fair elections	1	3%
Restrict permitter location based on candidate status	1	3%
Add infringement fees / fines	1	3%
Regulate colours, animations and changeable messages of election signs	1	3%



Proposal 2C: Clarify the current rules, including to remove Entrust from the types of permitted election signs

We want to provide rules that reduce repetition, remove contradictions and treat similar types of signs consistently.

We are also proposing for example to:

- clarify where signs can be installed to increase certainty
- clarify that all election signs must comply with the special and general rules in Subparts 2 and 3 of Part 2 of the new bylaw.

We are also proposing to remove the rule allowing the display of election signs related to Entrust.

Entrust is the only Auckland energy trust that the Election Signs Bylaw 2013 allows to display election signs. This proposed rule change aims to:

- treat all of Auckland’s energy trusts consistently
- focus on enabling more significant types of elections that currently use election signs.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

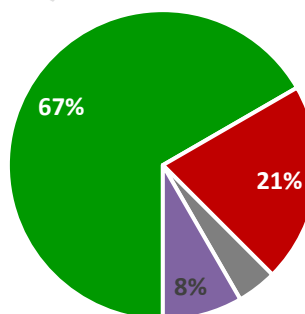
(n=107 submitters made submissions but only 48 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (67 per cent) **agreed** with the proposal to **clarify the current rules, including to remove Entrust from the types of permitted election signs.**

RESPONSE	TOTAL	%
Agree	32	67%
Disagree	10	21%
Other	2	4%
I don't know	4	8%
TOTAL	48	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

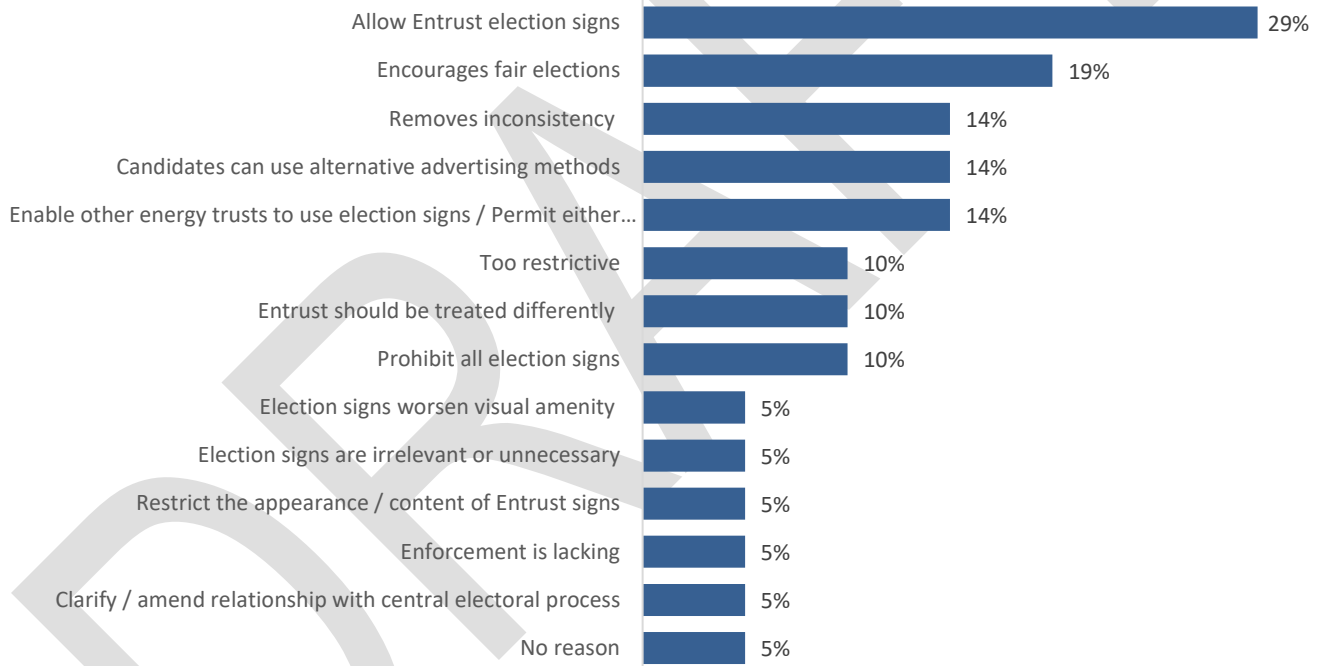
29 per cent: Allow Entrust election signs

6 comments)



- Comments included:
 “Entrust is the only energy trust that has an elected board, and a widespread electoral base. It should be treated differently.”
- “I think modifying [the rules for the Entrust election signs] to show when the elections are and where to access the information on nominees for the board...”

THEMES	TOTAL	%
Allow Entrust election signs	6	29%
Encourages fair elections	4	19%
Removes inconsistency	3	14%
Candidates can use alternative advertising methods	3	14%
Enable other energy trusts to use election signs / Permit either all or no Auckland energy trusts to display election signs	3	14%
Too restrictive	2	10%
Entrust should be treated differently	2	10%
Prohibit all election signs	2	10%
Election signs worsen visual amenity	1	5%
Election signs are irrelevant or unnecessary	1	5%
Restrict the appearance / content of Entrust signs	1	5%
Enforcement is lacking	1	5%
Clarify / amend relationship with central electoral process	1	5%
No reason	1	5%



3. Event signs

Proposal 3A: Allow people to advertise temporary sales (like garage sales) on the day of the event

We want to address a gap in the Bylaw by adding rules about signs that advertise temporary sales of goods on residential properties, for example ‘garage sales’.

We are proposing to introduce new rules that treat these ‘temporary sale of goods’ signs in a similar way to real estate signs.

- People advertising a temporary sale of goods would be allowed to use one wall-mounted or free-standing sign and three directional signs.
- The signs would only be able to be displayed on the day of the sale.

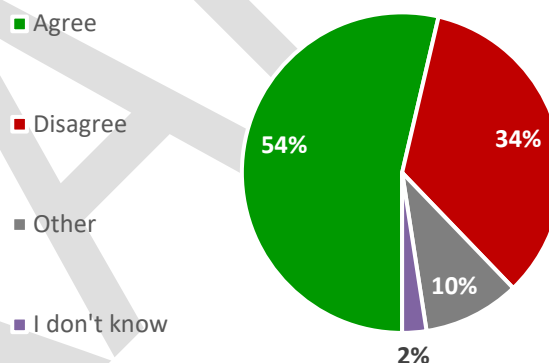
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 41 selected a response to this question)

SUMMARY OF FEEDBACK

Just over half of submitters (54 per cent) **agreed** with the proposal **to allow people to advertise temporary sales (like garage sales) on the day of the event.**

RESPONSE	TOTAL	%
Agree	22	54%
Disagree	14	34%
Other	4	10%
I don't know	1	2%
TOTAL	41	98%



Main theme

52 per cent: Increase display period / require removal the day after the sale

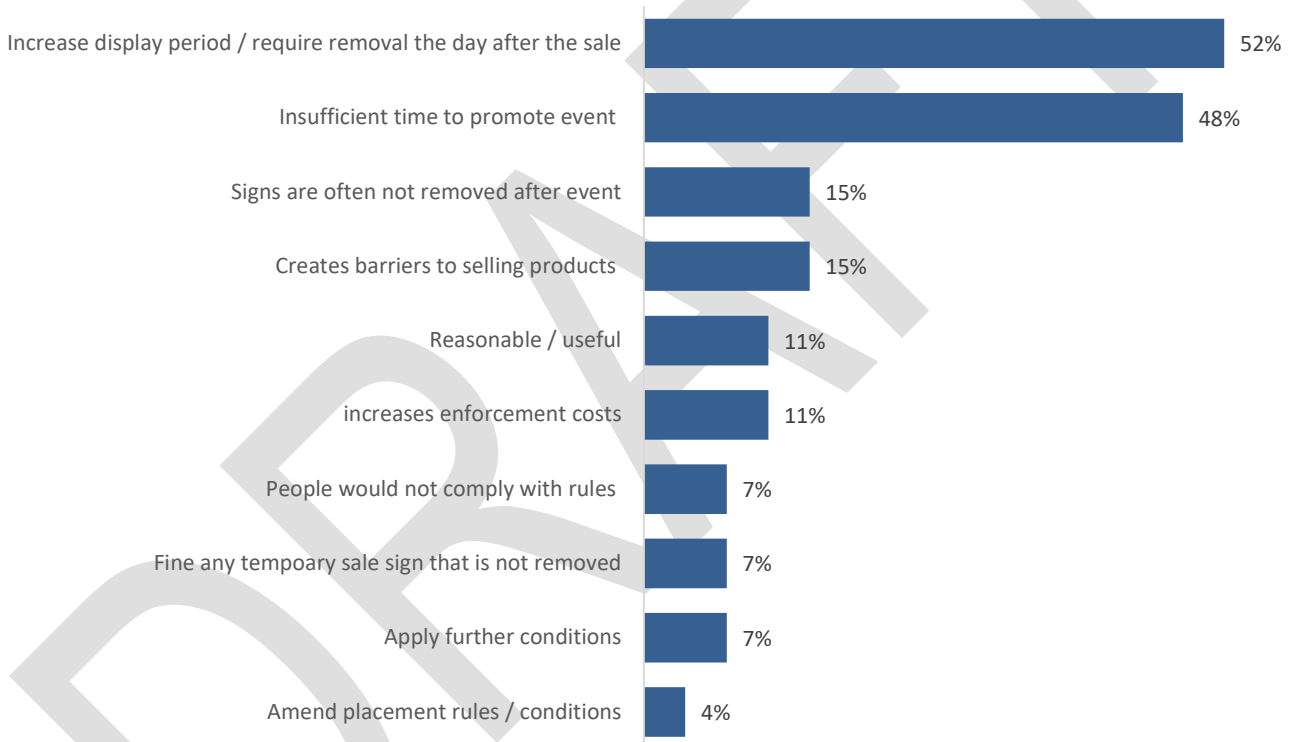
(14 comments)



Comments included:

- “It should be 1 week before. So anyone driving past will know it’s on.”
- “I think it should be allowed to advertise from 3 days before the sale to generate awareness. On the date is too late.”

THEMES	TOTAL	%
Increase display period / require removal the day after the sale	14	52%
Insufficient time to promote event	13	48%
Signs are often not removed after event	4	15%
Creates barriers to selling products	4	15%
Reasonable / useful	3	11%
increases enforcement costs	3	11%
People would not comply with rules	2	7%
Fine any temporary sale sign that is not removed	2	7%
Apply further conditions	2	7%
Amend placement rules / conditions	1	4%



Proposal 3B: Allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups

We want rules that provide opportunities to advertise major, regional, sub-regional and community events while reducing potential nuisance and clutter.

We are proposing to update the current rules for event sign sites, for example to:

- allow the display of event signs on the same roadside sites as election signs
- clarify that community event signs (for events that attract participants from, or have significance to, a local area) that are on sites associated with the community may only be displayed if the event is provided by a not-for-profit group.

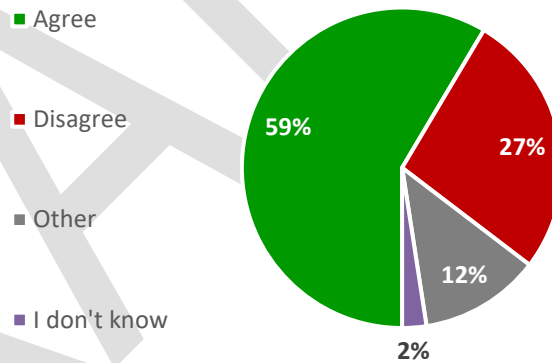
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 41 selected a response to this question)

SUMMARY OF FEEDBACK

Just over half of submitters (59 per cent) **agreed** with the proposal to **allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups**.

RESPONSE	TOTAL	%
Agree	24	59%
Disagree	11	27%
Other	5	12%
I don't know	1	2%
TOTAL	41	100%



Main theme

42 per cent: Allow additional groups to display community event signs

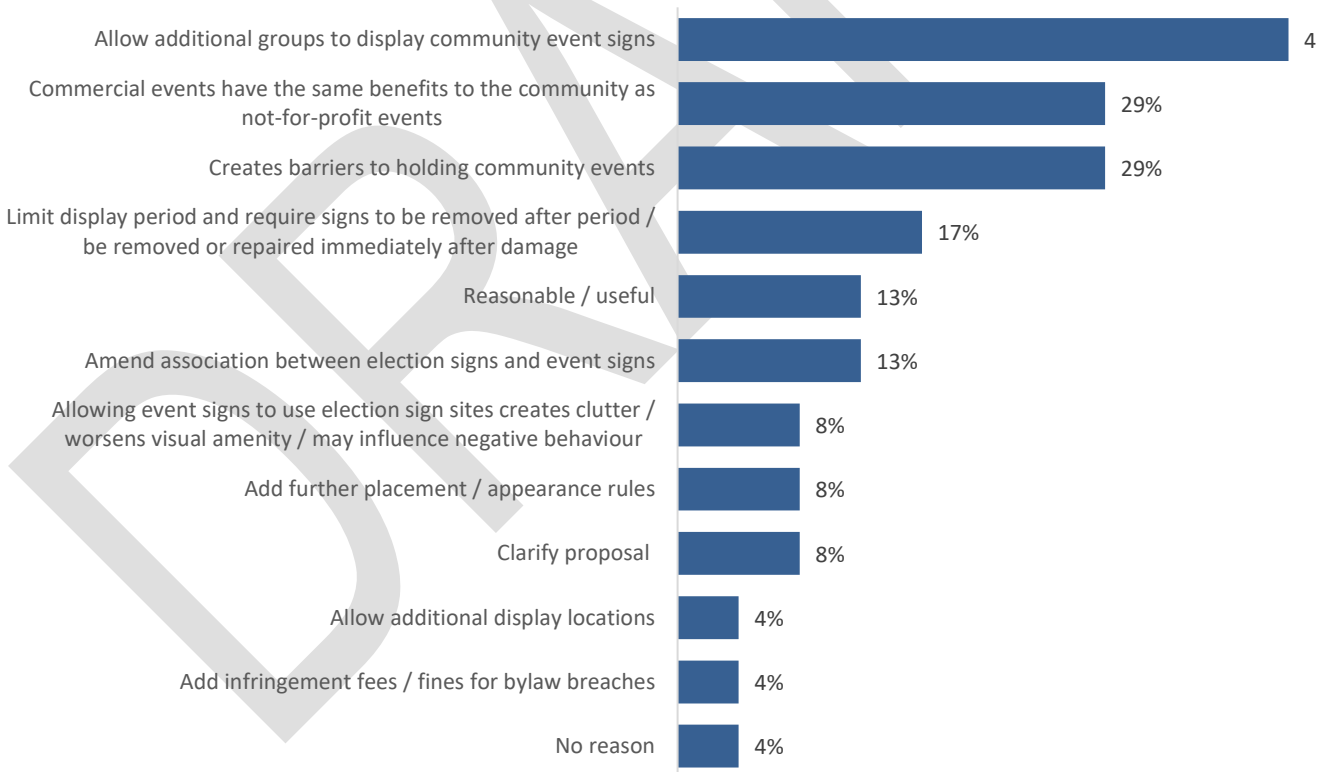
(10 comments)



Comments included:

- “There are some great events that benefit the community but may be run by a business.”
- “Events should still be able to be run by profitable groups and be given the same opportunities with regard to signage as everyone else.”

THEMES	TOTAL	%
Allow additional groups to display community event signs	10	42%
Commercial events have the same benefits to the community as not-for-profit events	7	29%
Creates barriers to holding community events	7	29%
Limit display period and require signs to be removed after period / be removed or repaired immediately after damage	4	17%
Reasonable / useful	3	13%
Amend association between election signs and event signs	3	13%
Allowing event signs to use election sign sites creates clutter / worsens visual amenity / may influence negative behaviour	2	8%
Add further placement / appearance rules	2	8%
Clarify proposal	2	8%
Allow additional display locations	1	4%
Add infringement fees / fines for bylaw breaches	1	4%
No reason	1	4%



Proposal 3C: Clarify the current event sign rules, including their definition and placement

We want to provide rules for event signs that increase public safety and that address gaps and contradictions in the current rules.

We are proposing to update the current rules for signs promoting events, for example to:

- clarify that event signs do not include real estate or election signs
- clarify 'community events' as events that attract participants from, or have significance to, a local area
- clarify that 'regional events' include sub-regional events attracting participants from multiple local areas.
- add a related information note with a list of council-controlled locations where people can display event signs
- clarify that there is a maximum projection of 0.03m metres (3 centimetres) from the wall for flat-wall mounted event signs on a ground floor
- move rules unrelated to event signs to separate clauses (for example rules about approving a dedicated site for event signs to a new clause 34 and references to signs on major recreational facilities to a new clause 20) clarify that free-standing community event signs are allowed

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

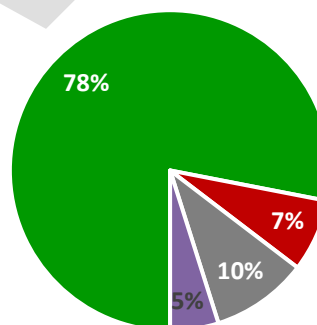
(n=107 submitters made submissions but only 41 selected a response to this question)

SUMMARY OF FEEDBACK

Over three-quarters (78 per cent) of submitters **agreed** with the proposal **to clarify the current event sign rules, including their definition and placement.**

RESPONSE	TOTAL	%
Agree	32	78%
Disagree	3	7%
Other	4	10%
I don't know	2	5%
TOTAL	41	95%

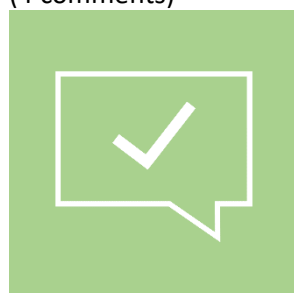
- Agree
- Disagree
- Other
- I don't know



Main theme

27 per cent: Reasonable / useful

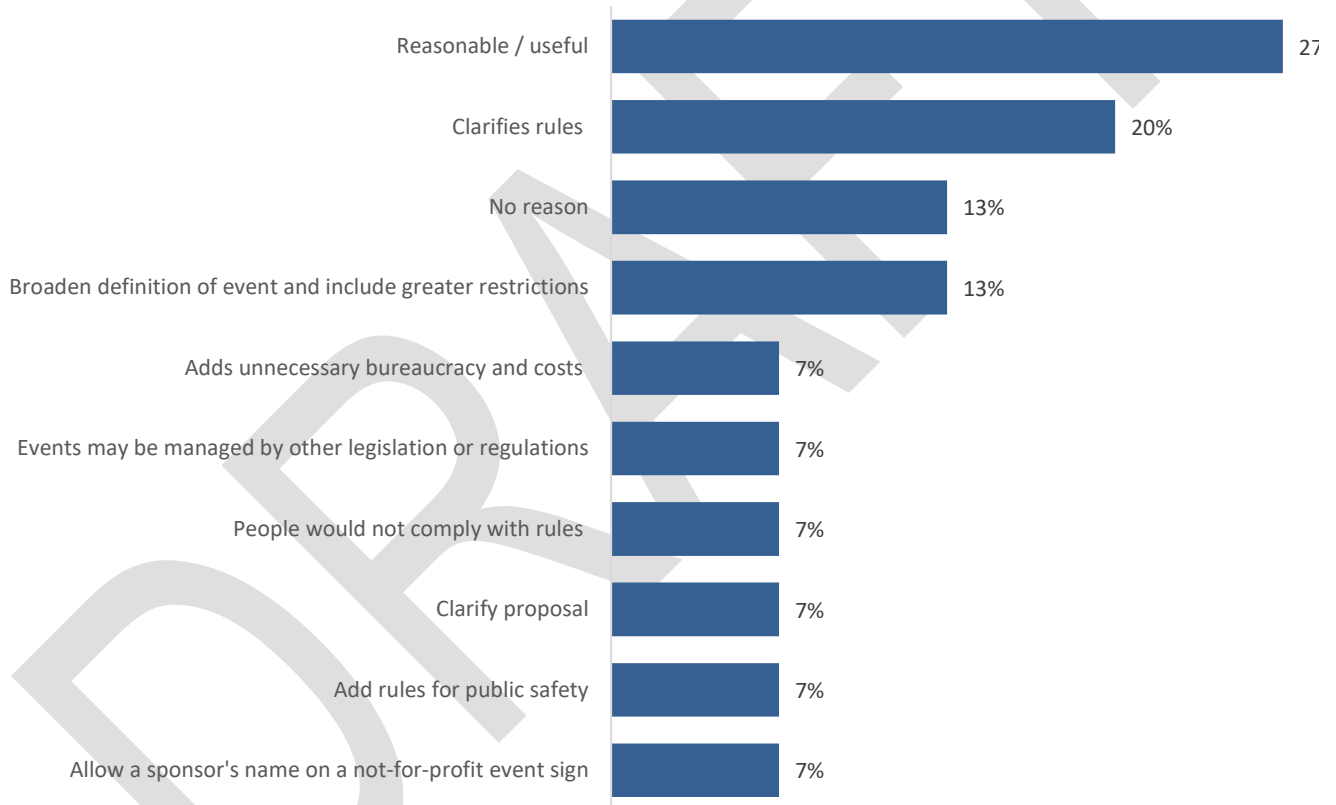
(4 comments)



Comments included:

- "We welcome this opportunity for additional signage for our events."
- "These kind of signs are one of the few methods local not-for-profit organizers can use to inform the local public about their community event. So indeed, there needs to [be] places to put up these signs."

THEMES	TOTAL	%
Reasonable / useful	4	27%
Clarifies rules	3	20%
No reason	2	13%
Broaden definition of event and include greater restrictions	2	13%
Adds unnecessary bureaucracy and costs	1	7%
Events may be managed by other legislation or regulations	1	7%
People would not comply with rules	1	7%
Clarify proposal	1	7%
Add rules for public safety	1	7%
Allow a sponsor's name on a not-for-profit event sign	1	7%



4. Free-standing signs

Proposal: Clarify current rules, including the definition and separation distances for free-standing signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current free-standing sign rules, for example to clarify that these signs:

- include large portable signs that can't be easily moved by hand
- need to be separated by 10 metres if they are on the same site and by two metres if they are on different sites.

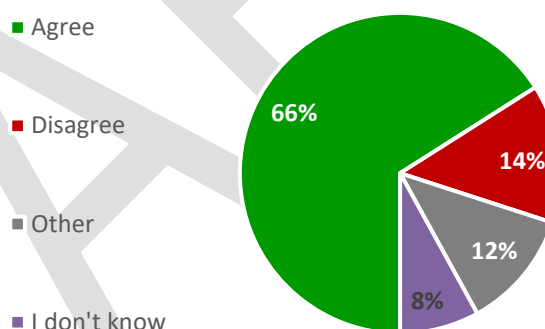
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 50 selected a response to this question)

SUMMARY OF FEEDBACK

Two thirds (66 per cent) of submitters **agreed** with the proposal to **clarify current rules, including the definition and separation distances for free-standing signs.**

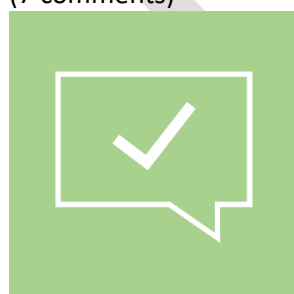
RESPONSE	TOTAL	%
Agree	33	66%
Disagree	7	14%
Other	6	12%
I don't know	4	8%
TOTAL	50	92%



Main theme

24 per cent: Add rules to better protect public safety

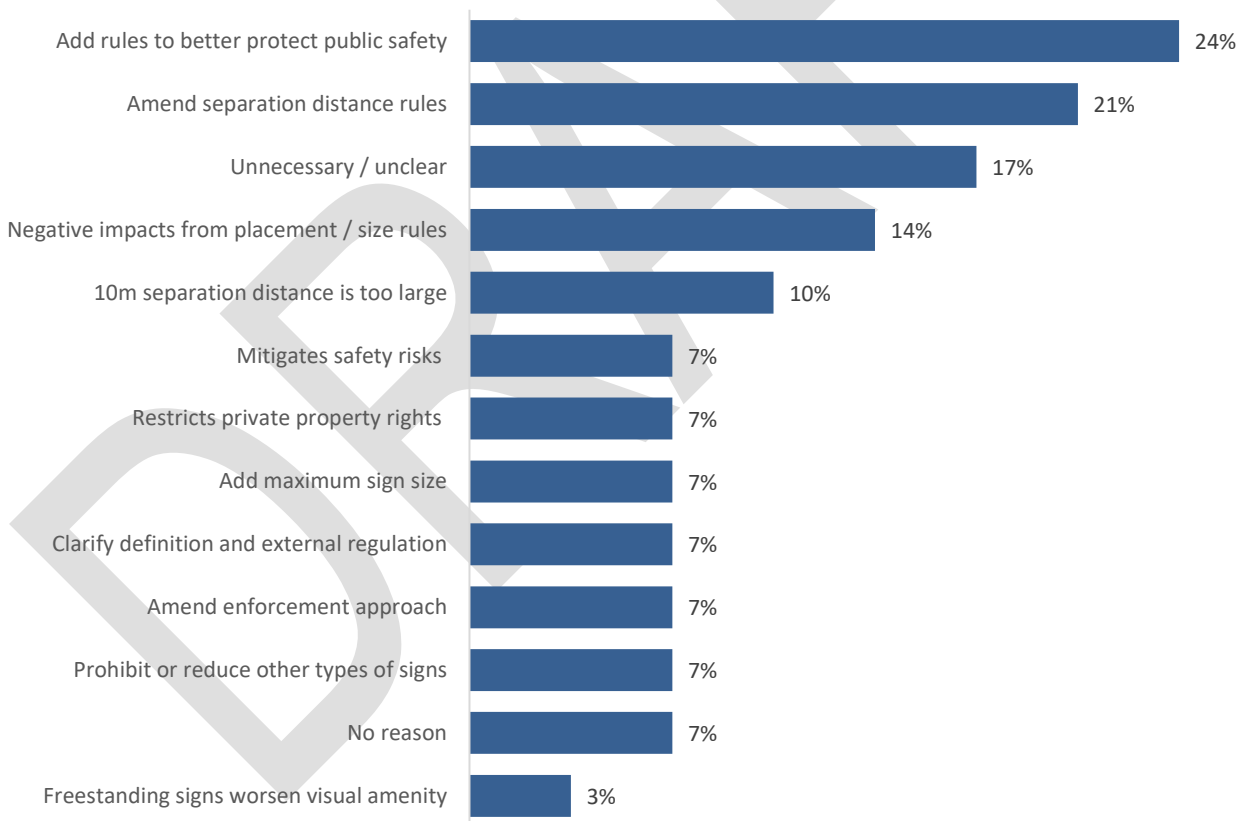
(7 comments)



Comments included:

- "‘One-stop-shop’ the way to go!"
- "Simpler, the better."
- "People will have a clear picture of what is or is not permitted."

THEMES	TOTAL	%
Add rules to better protect public safety	7	24%
Amend separation distance rules	6	21%
Unnecessary / unclear	5	17%
Negative impacts from placement / size rules	4	14%
10m separation distance is too large	3	10%
Mitigates safety risks	2	7%
Restricts private property rights	2	7%
Add maximum sign size	2	7%
Clarify definition and external regulation	2	7%
Amend enforcement approach	2	7%
Prohibit or reduce other types of signs	2	7%
No reason	2	7%
Freestanding signs worsen visual amenity	1	3%



5. Portable signs

Proposal 5A: Increase the area where portable signs are prohibited to cover the entire City Centre Zone

Portable signs are currently prohibited in a number of streets in the City Centre Zone.

This removes potential safety risks, nuisance and clutter. It also improves accessibility for pedestrians who are mobility or vision impaired, and prioritises the area for pedestrians and place-making activities.

We are proposing to expand the area where portable signs cannot be displayed.

The proposed area covers any council-controlled public places within or immediately adjacent to the City Centre Zone of the Auckland Unitary Plan. This would include:

- footpaths on Queen Street and Karangahape Road
- civic spaces such as Aotea Square, Freyberg Place, Khartoum Place, Queen Elizabeth Square and St Patrick’s Square.

The map on the right shows the City Centre Zone where we propose that portable signs cannot be displayed.

Key: ■ Business – City Centre Zone (shaded red)



Submitters were asked to choose a response option and then to provide a comment in an open comment field.

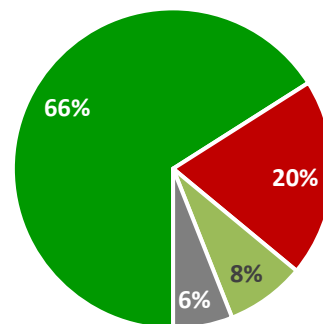
(n=107 submitters made submissions but only 50 selected a response to this question)

SUMMARY OF FEEDBACK

Two thirds (66 per cent) of submitters **agreed** with the proposal to **Increase the area where portable signs are prohibited to cover the entire City Centre Zone.**

RESPONSE	TOTAL	%
Agree	33	66%
Disagree	10	20%
Other	4	8%
I don't know	3	6%
TOTAL	50	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

25 per cent: Disadvantages businesses

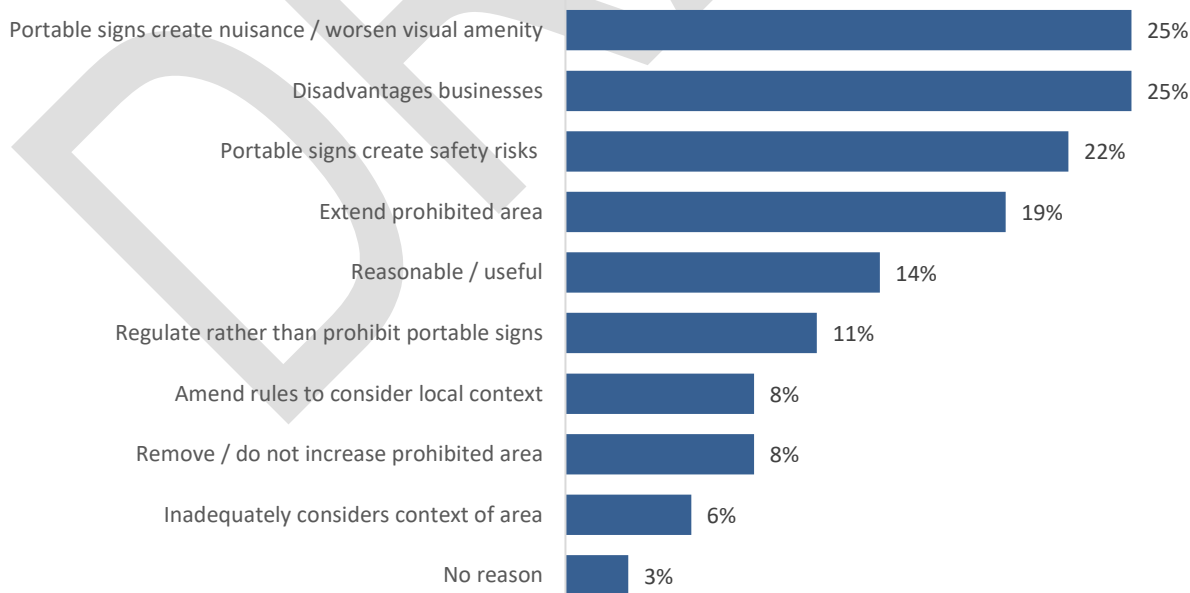
(9 comments)



Comments included:

- “Seems unreasonable at this time, during a lockdown, with months or perhaps years of reduced foot traffic, in addition to the havoc and reduced pedestrians caused by the CRL development, to then add another restriction in place for City Centre business.”
- “These businesses are already struggling to get foot traffic and you are just making it harder to get noticed or point to the direction of their business when it's tucked away in a corner or upstairs etc.”

THEMES	TOTAL	%
Portable signs create nuisance / worsen visual amenity	9	25%
Disadvantages businesses	9	25%
Portable signs create safety risks	8	22%
Extend prohibited area	7	19%
Reasonable / useful	5	14%
Regulate rather than prohibit portable signs	4	11%
Amend rules to consider local context	3	8%
Remove / do not increase prohibited area	3	8%
Inadequately considers context of area	2	6%
No reason	1	3%



Proposal 5B: Clarify current rules, including the definition and placement of portable signs

We want to provide rules that are more certain and less repetitive.

We are proposing to update the current rules for portable signs, for example to clarify:

- the definition by including examples of portable signs
- the definition by specifying that in order to be ‘portable’ one person must be able to move the sign with their hands or a non-mechanical trolley
- that portable signs can be displayed on sites that are not council-controlled public places (such as a footpath within a private commercial property).

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

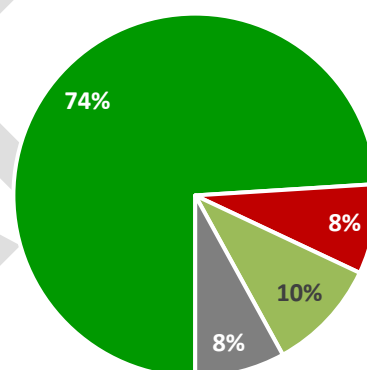
(n=107 submitters made submissions but only 50 selected a response to this question)

SUMMARY OF FEEDBACK

Nearly three quarters (74 per cent) of submitters **agreed** with the proposal to **clarify current rules, including the definition and placement of portable signs.**

RESPONSE	TOTAL	%
Agree	37	74%
Disagree	4	8%
Other	5	10%
I don't know	4	8%
TOTAL	50	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

36 per cent: Prohibit portable signs in certain areas / certain portable signs

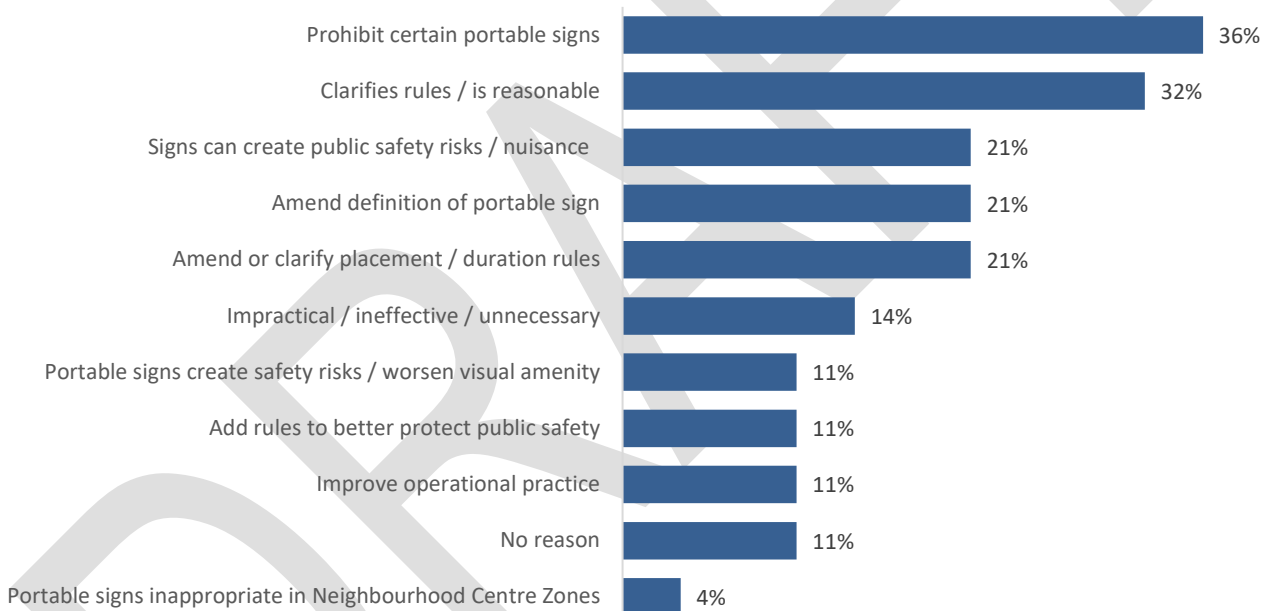
(10 comments)



Comments included:

- “We ask that portable signs also be prohibited in neighbourhood centre zones.”
- “No portable signs in public places please.”
- “We recommend that clause 11(1) of the proposed Signs Bylaw 2022 be amended so that bollard sleeves are included as a type of portable sign and prohibited.”

THEMES	TOTAL	%
Prohibit certain portable signs	10	36%
Clarifies rules / is reasonable	9	32%
Signs can create public safety risks / nuisance	6	21%
Amend definition of portable sign	6	21%
Amend or clarify placement / duration rules	6	21%
Impractical / ineffective / unnecessary	4	14%
Portable signs create safety risks / worsen visual amenity	3	11%
Add rules to better protect public safety	3	11%
Improve operational practice	3	11%
No reason	3	11%
Portable signs inappropriate in Neighbourhood Centre Zones	1	4%



6. Posters

Proposal: Clarify current rules, including that poster board sites require approval

We want to provide rules that reflect current practice.

We are proposing to update the current rules for posters, for example to clarify that a poster board site must be approved before it can be installed.

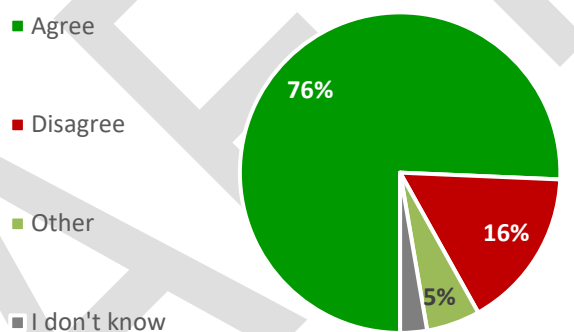
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 37 selected a response to this question)

SUMMARY OF FEEDBACK

Over three quarters (76 per cent) of submitters **agreed** with the proposal to **clarify current rules, including that poster board sites require approval**.

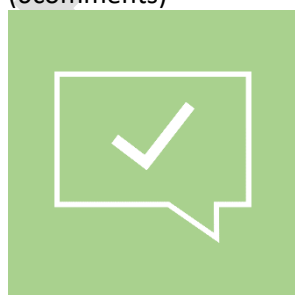
RESPONSE	TOTAL	%
Agree	28	76%
Disagree	6	16%
Other	2	5%
I don't know	1	3%
TOTAL	37	100%



Main theme

33 per cent: Amend or clarify approval process

(6 comments)



Comments included:

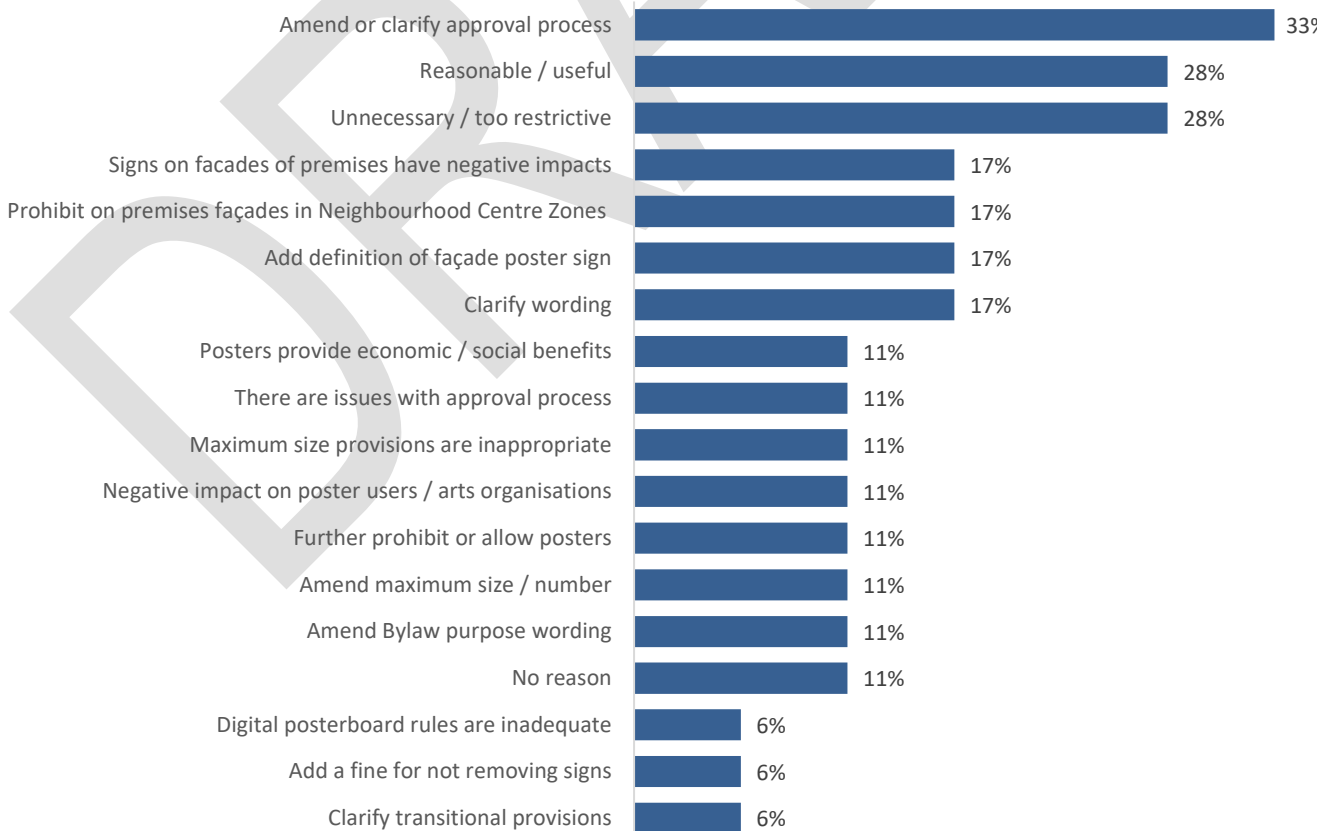
- “Approval process should take into account the number of existing poster sites in the area. The city centre has too many billboards, posters etc.”
- “Do not agree with needing to have an approval for a poster board site if it is private property.”
- “It also appears ... that some posters are permitted without an approval. These appear to be signs that relate to an event. ... [W]e recommend an amendment to clauses 13(2) and 13(3) to make this clear.”

THEMES

TOTAL

%

Amend or clarify approval process	6	33%
Reasonable / useful	5	28%
Unnecessary / too restrictive	5	28%
Signs on facades of premises have negative impacts	3	17%
Prohibit on premises façades in Neighbourhood Centre Zones	3	17%
Add definition of façade poster sign	3	17%
Clarify wording	3	17%
Posters provide economic / social benefits	2	11%
There are issues with approval process	2	11%
Maximum size provisions are inappropriate	2	11%
Negative impact on poster users / arts organisations	2	11%
Further prohibit or allow posters	2	11%
Amend maximum size / number	2	11%
Amend Bylaw purpose wording	2	11%
No reason	2	11%
Digital posterboard rules are inadequate	1	6%
Add a fine for not removing signs	1	6%
Clarify transitional provisions	1	6%



7. Real estate signs

Proposal 7A: Increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of real estate signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m², if they are attached to the wall of a building.

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs on buildings in Heavy Industry Zones to 6m².

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow people involved with real estate to display more information to their customers.

Real estate signs that are attached to fences or walls that are not part of a building would continue to have a maximum area of 2.88m².

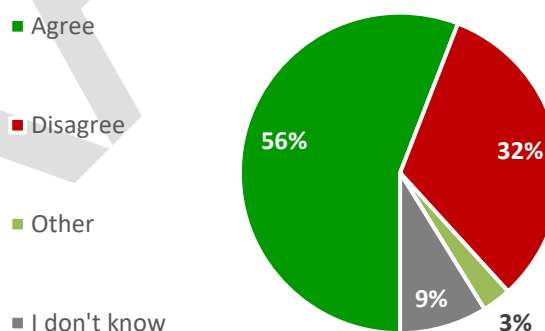
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 34 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (56% per cent) **agreed** with the proposal to **increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m²**.

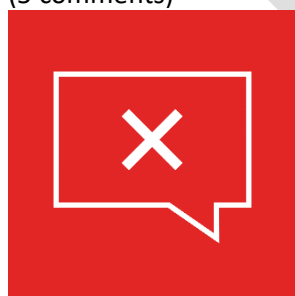
RESPONSE	TOTAL	%
Agree	19	56%
Disagree	11	32%
Other	1	3%
I don't know	3	9%
TOTAL	34	100%



Main theme

36 per cent: Proposal is unnecessary

(5 comments)

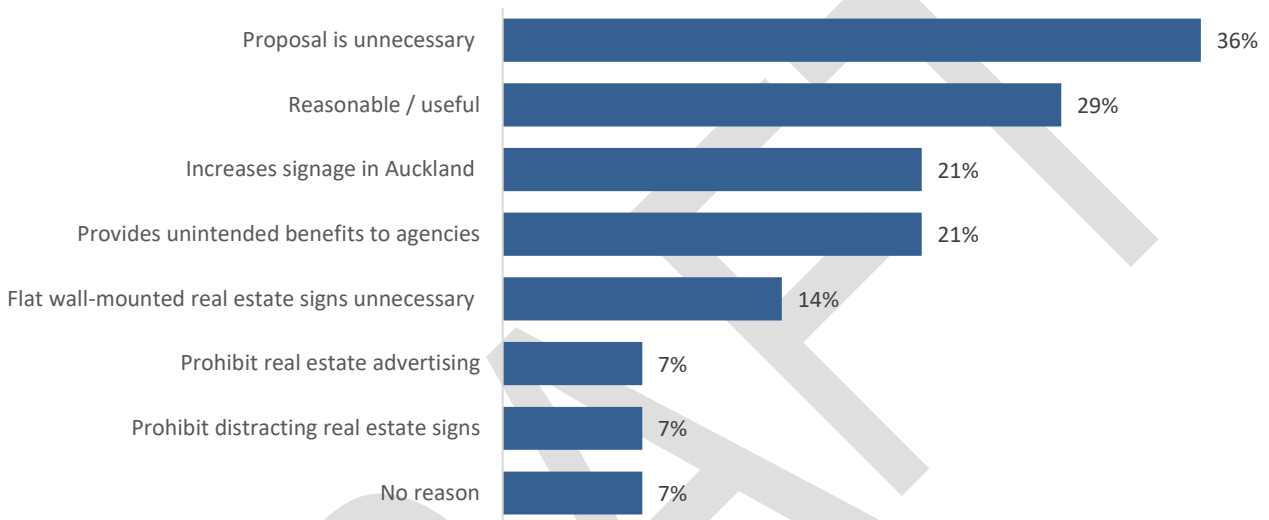


Comments included:

- “There is no need for increasing signage size. Anyone wanting additional information can access it by contacting the associated agent, or online.”
- “They don't need bigger signs. They are quite visible as they are.”
- “Don't need any bigger, more hideous real estate signs that are there for months and months.”

THEMES	TOTAL	%
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Proposal is unnecessary	5	36%
Reasonable / useful	4	29%
Increases signage in Auckland	3	21%
Provides unintended benefits to agencies	3	21%
Flat wall-mounted real estate signs unnecessary	2	14%
Prohibit real estate advertising	1	7%
Prohibit distracting real estate signs	1	7%
No reason	1	7%



Proposal 7B: Clarify current rules, including the maximum number and placement of real estate signs

We want to provide rules that reflect current practice and reduce risk of nuisance.

We are proposing to update the current rules for real estate signs, for example to:

- clarify that real estate signs are allowed for each property in a sub-division or housing development
- update rules about separation distances, including specifying when signs on grass verges and kerbs must comply with rules for the distance signs must be set back from a kerb face in clause 24
- clarify that real estate signs attached to or secured by a vehicle directly outside the property must not protrude from the side of the vehicle
- clarify that directional real estate signs (signs directing people to a property) can be placed on the ‘three nearest intersections’ to the property being sold.

Please note that **the Bylaw currently permits illuminated real estate signs, including in Residential Zones**. These signs must comply with the illumination rules for all illuminated signs. Maximum light levels depend on the size of the illuminated area of the sign and whether there is street lighting.

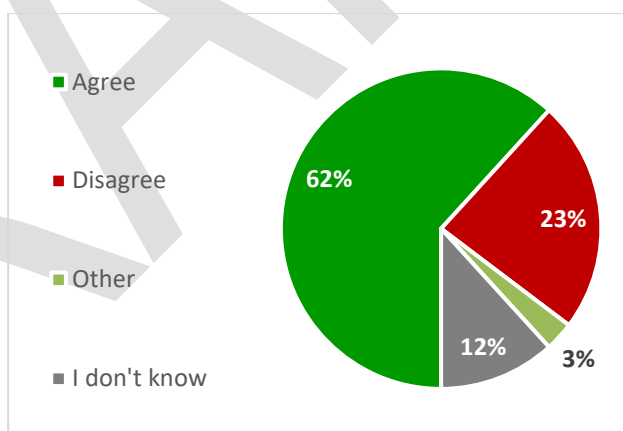
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 34 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (62 per cent) **agreed** with the proposal to **clarify current rules, including the maximum number and placement of real estate signs**

RESPONSE	TOTAL	%
Agree	21	62%
Disagree	8	24%
Other	1	3%
No response	4	12%
TOTAL	34	100%



Main theme

31 per cent: Real estate signs cause public safety risks

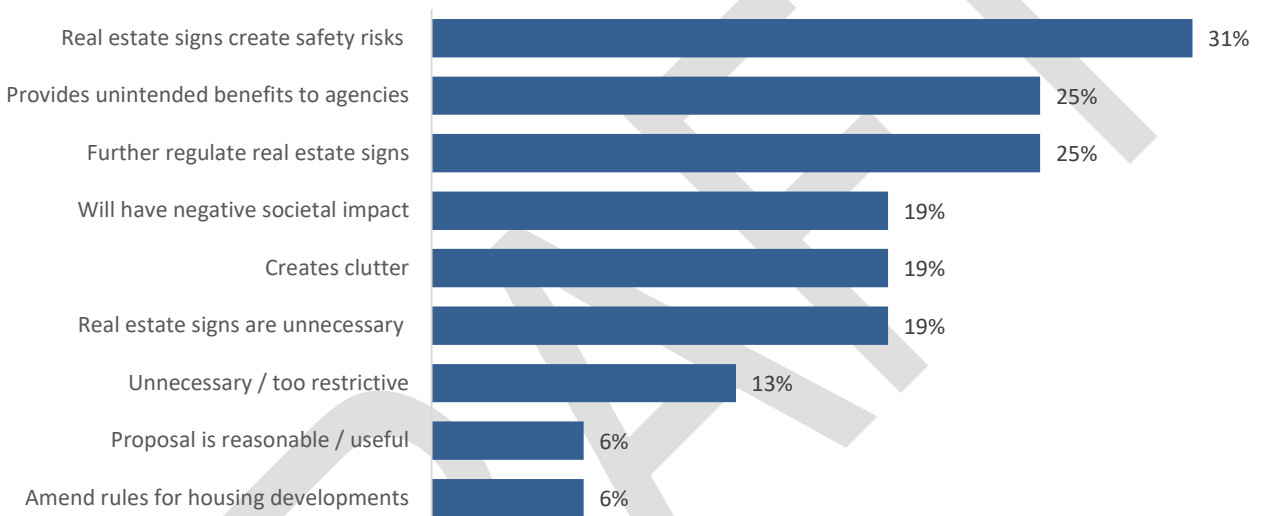
(5 comments)



Comments included:

- “Yes, some of those signs are a road hazard.”
- “Currently a lot of these signs make sightlines difficult when driving as they obstruct the view for the driver.”
- “In the past I have encountered real estate signs intruding onto the footpath...”

THEMES	TOTAL	%
Real estate signs create safety risks	5	31%
Provides unintended benefits to agencies	4	25%
Further regulate real estate signs	4	25%
Will have negative societal impact	3	19%
Creates clutter	3	19%
Real estate signs are unnecessary	3	19%
Unnecessary / too restrictive	2	13%
Proposal is reasonable / useful	1	6%
Amend rules for housing developments	1	6%



8. Stencil signs

Proposal: Clarify current rules, including the definition and placement of stencil signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current rules for stencil signs, for example to:

- clarify that a stencil sign can also be a ‘wall-mounted’ or window sign
- clarify that a stencil sign on a council-controlled public place requires an approval (for example, from Auckland Council or Auckland Transport)
- move references to approval matters (including prohibited areas) to Part 3 (Controls and Approvals) of the proposed new bylaw.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

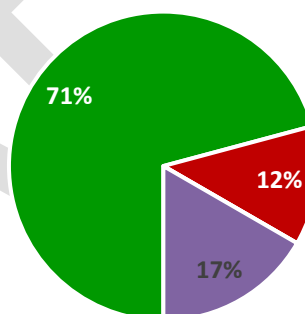
(n=107 submitters made submissions but only 24 selected a response to this question)

SUMMARY OF FEEDBACK

Over two thirds of submitters (71 per cent) **agreed** with the proposal to **clarify current rules, including the definition and placement of stencil signs**.

RESPONSE	TOTAL	%
Agree	17	71%
Disagree	3	13%
Other	0	0%
I don't know	4	17%
TOTAL	24	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

50 per cent: Clarifies rules / provides consistency

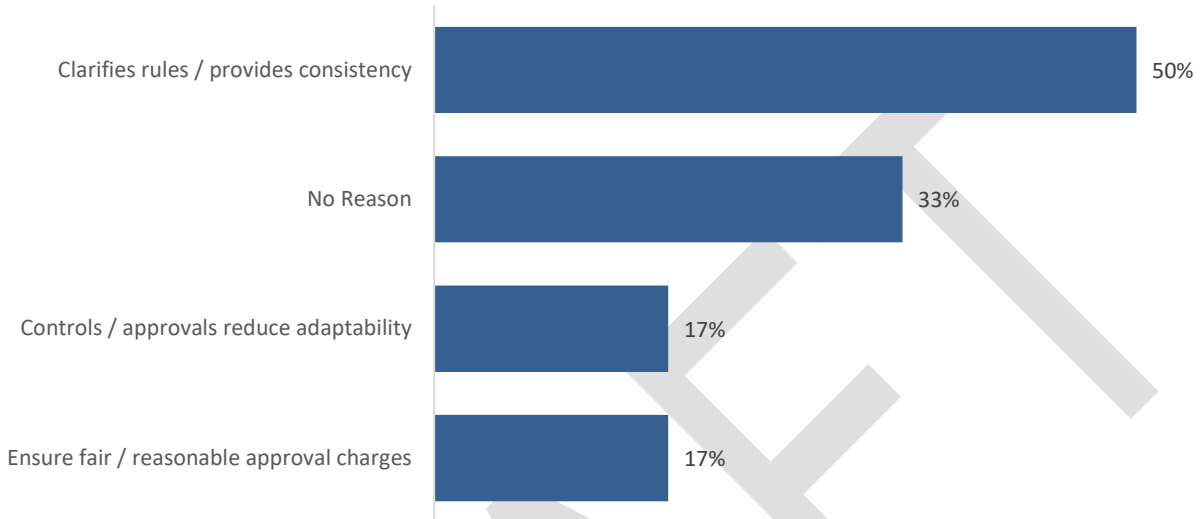
(3 comments)



Comments included:

- “The clarification of what constitutes a stencil sign and where and how they can be displayed should remove any confusion for people wishing to display them.”
- “The need for approval from Auckland Council or Auckland Transport to display a stencil sign in a council-controlled public place maintains consistency with other signs...”

THEMES	TOTAL	%
Clarifies rules / provides consistency	3	50%
No Reason	2	33%
Controls / approvals reduce adaptability	1	17%
Ensure fair / reasonable approval charges	1	17%



DRAFT

9. Vehicle signs

Proposal: Clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale

We want to provide rules that are easier to read and understand.

We are proposing to update the current rules for signs on vehicles to:

- add a related information note about rules for the sale of a vehicle set out in the Auckland Transport Traffic Bylaw 2012
- clarify the circumstances in which a sign may be displayed on a vehicle, including a real estate sign and an election sign.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

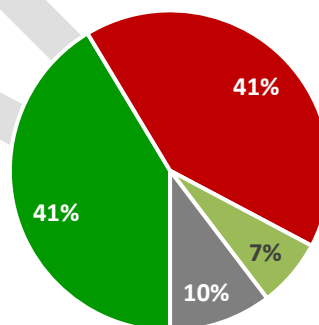
(n=107 submitters made submissions but only 29 selected a response to this question)

SUMMARY OF FEEDBACK

Less than half (40 per cent) of submitters **agreed** with the proposal **to clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale.**

RESPONSE	TOTAL	%
Agree	12	40%
Disagree	13	43%
Other	2	7%
I don't know	3	10%
TOTAL	24	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

33 per cent: Prohibit certain vehicle signs / practises

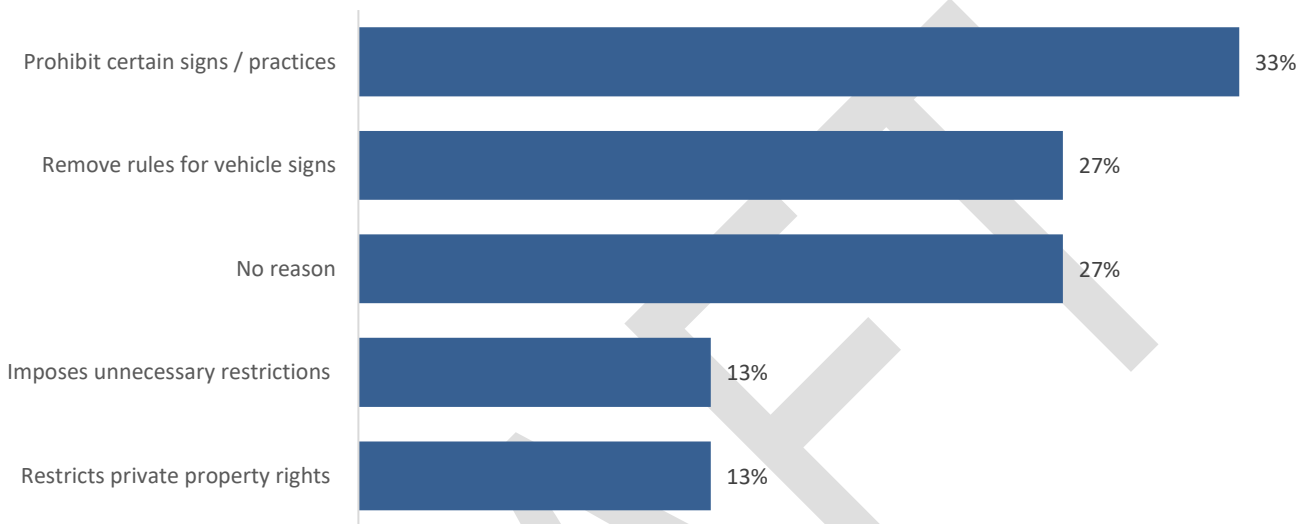
(5 comments)



Comments included:

- “I submit that large advertising signs on a trailer, parked on the road solely for the purpose of advertising, are a visual polluter and unnecessary road safety issue and should be banned.”
- “Regulate the heck out of the people who try to sell cars out on the streets... I just don't want to see unsightly 'for sale' car signs where the vehicle clearly hasn't moved.”
- “No signs on vehicles please.”

THEMES	TOTAL	%
Prohibit certain signs / practises	5	33%
Remove rules for vehicle signs	4	27%
No reason	4	27%
Imposes unnecessary restrictions	2	13%
Restricts private property rights	2	13%



10.Verandah signs

Proposal: Clarify the current rules, including the definition of verandah

We want to provide rules that people can interpret with more certainty.

We are proposing to update the current verandah signs rules, for example to make them easier to read and understand.

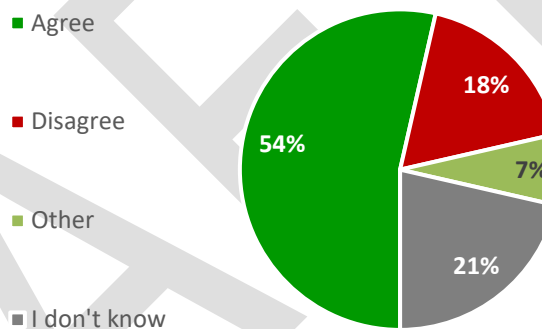
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 28 selected a response to this question)

SUMMARY OF FEEDBACK

Just over half of submitters (54 per cent) **agreed** with the proposal to **clarify the current rules, including the definition of verandah**.

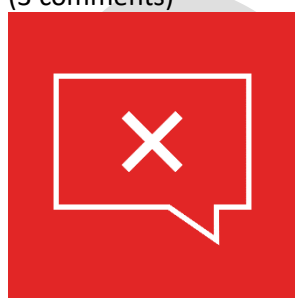
RESPONSE	TOTAL	%
Agree	15	54%
Disagree	5	18%
Other	2	7%
I don't know	6	21%
TOTAL	28	100%



Main theme

21 per cent: Does not consider amenity values

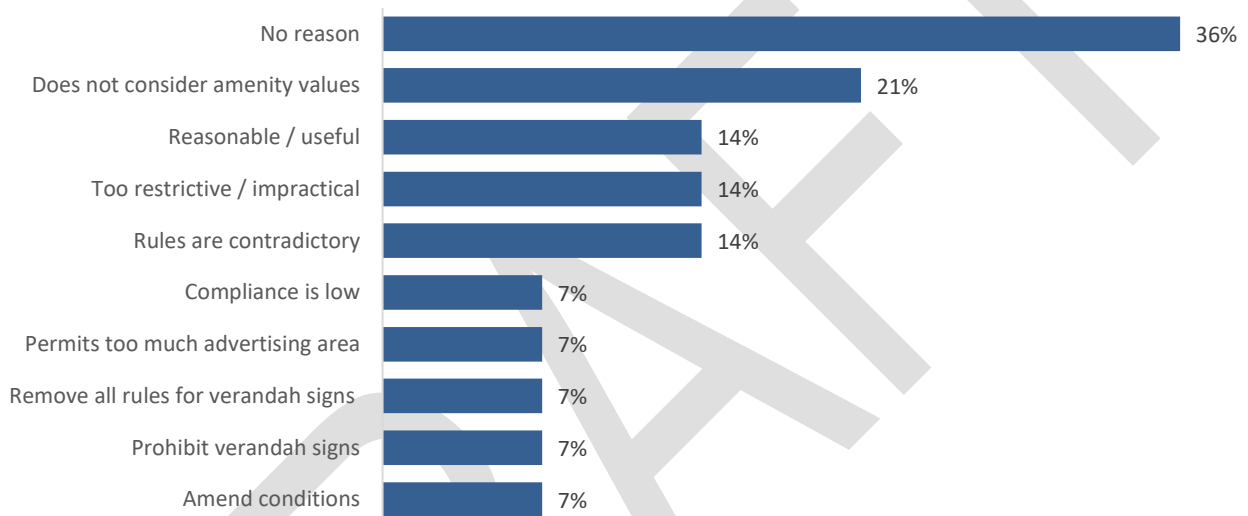
(3 comments)



Comments included:

- “[A]n allowance for 50% of sign to display advertising is too generous.... In neighbourhood centre zones, we believe this advertising detracts from neighbourhood amenity values.”
- “[T]here are existing signs erected on top of verandas in our area, that in our view add to the vibrancy and colour of our business precinct.”

No reason	5	36%
Does not consider amenity values	3	21%
Reasonable / useful	2	14%
Too restrictive / impractical	2	14%
Rules are contradictory	2	14%
Compliance is low	1	7%
Permits too much advertising area	1	7%
Remove all rules for verandah signs	1	7%
Prohibit verandah signs	1	7%
Amend conditions	1	7%



11.Wall-mounted signs

Proposal 11A: Increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m².

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs to 6m² in Heavy Industry Zones.

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow businesses to display more information to their customers.

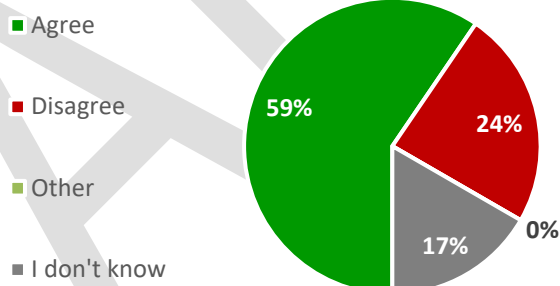
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 42 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (60 per cent) **agreed** with the proposal to **increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m²**.

RESPONSE	TOTAL	%
Agree	25	60%
Disagree	10	24%
Other	0	0%
I don't know	7	17%
TOTAL	42	100%



Main theme

24 per cent: Will have negative impacts

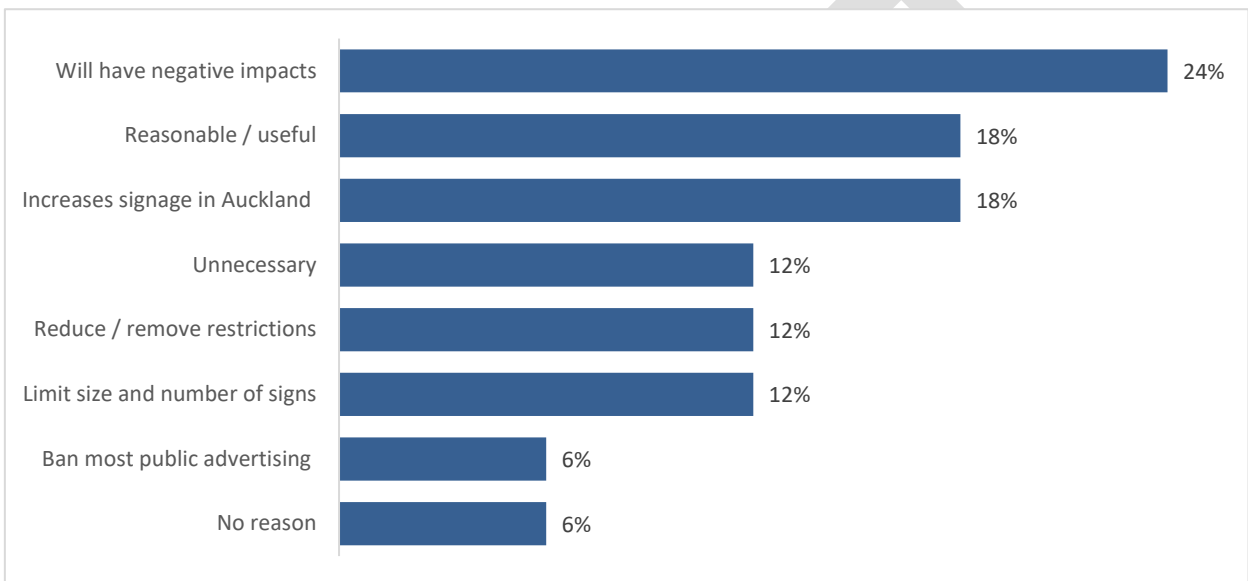
(4 comments)



Comments included:

- “It is visual pollution and only promotes consumption.”
- “Larger signage with longer messages will distract drivers.”
- “It’s already ugly.”

THEMES	TOTAL	%
Will have negative impacts	4	24%
Reasonable / useful	3	18%
Increases signage in Auckland	3	18%
Unnecessary	2	12%
Reduce / remove restrictions	2	12%
Limit size and number of signs	2	12%
Ban most public advertising	1	6%
No reason	1	6%



Proposal 11B: Clarify the current rules, including locations, separation distances and dimensions

We want to provide rules that reflect current practice, are more certain and improve safety.

We are proposing to update the current wall-mounted signs rules, for example to clarify that:

- these signs can be displayed on fences
- there is a five-metre separation distance between horizontal wall-mounted signs
- flat-wall mounted signs on the ground floor of a building can project a maximum of 0.03 metres (3 centimetres) from the wall.

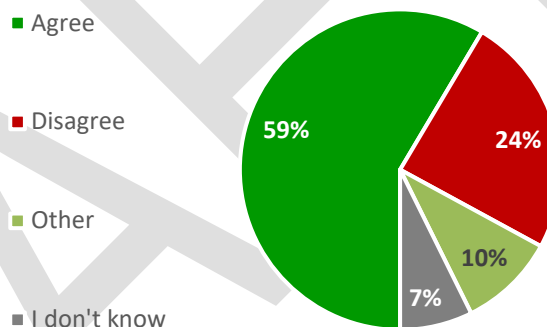
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 41 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (59 per cent) **agreed** with the proposal to **clarify the current rules, including locations, separation distances and dimensions**.

RESPONSE	TOTAL	%
Agree	24	59%
Disagree	10	24%
Other	4	10%
I don't know	3	7%
TOTAL	41	100%



Main theme

20 per cent: Unnecessary / conflicts with other rules

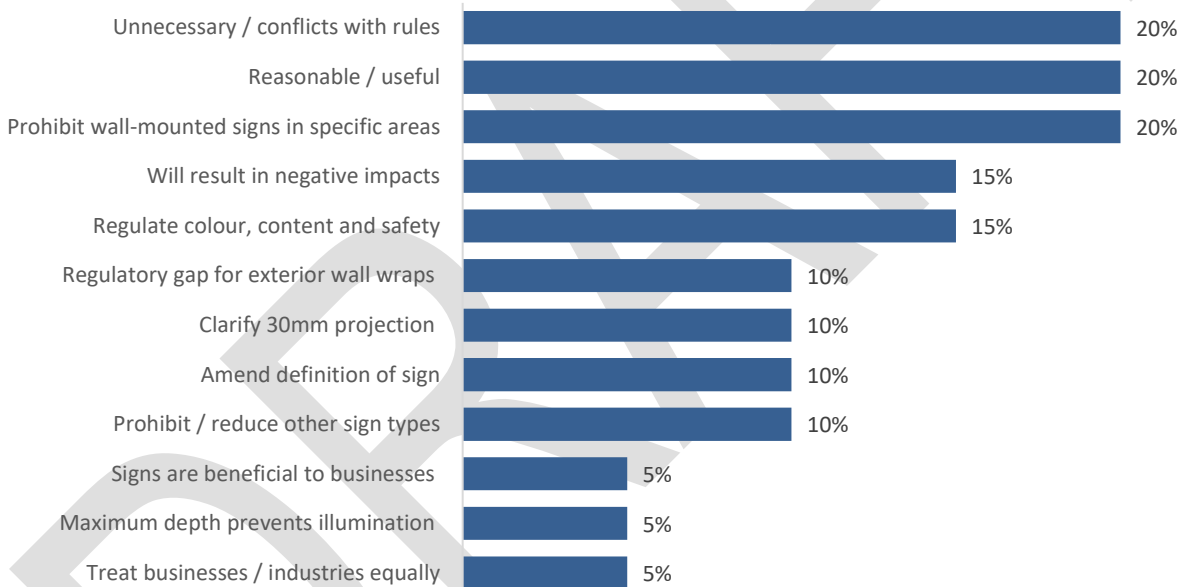
(4 comments)



Comments included:

- “Unless there is a hazard created, don't change.”
- “Conflicts with other rules about ... advertising signs on fences.”
- “I haven't seen any complaints in our local paper.”

THEMES	TOTAL	%
Unnecessary / conflicts with rules	4	20%
Reasonable / useful	4	20%
Prohibit wall-mounted signs in specific areas	4	20%
Will result in negative impacts	3	15%
Regulate colour, content and safety	3	15%
Regulatory gap for exterior wall wraps	2	10%
Clarify 30mm projection	2	10%
Amend definition of sign	2	10%
Prohibit / reduce other sign types	2	10%
Signs are beneficial to businesses	1	5%
Maximum depth prevents illumination	1	5%
Treat businesses / industries equally	1	5%



12.Window signs

Proposal: Clarify current rules, including that there are no restrictions on window signs in the City Centre Zone

We want to provide rules that are more certain.

We are proposing to update the current rules for signs in windows, for example to clarify that there are no restrictions on window signs in the City Centre Zone of the Auckland Unitary Plan.

This recognises the unique vibrant urban environment of the city centre. Other areas such as town centres have restrictions on the percentage of window area that a window sign can cover.

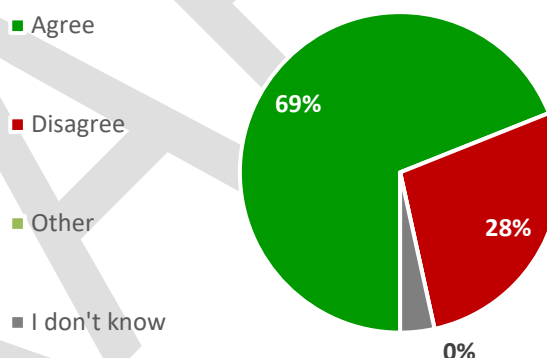
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 29 selected a response to this question)

SUMMARY OF FEEDBACK

Over two thirds of submitters (69 per cent) **agreed** with the proposal to **clarify current rules, including that there are no restrictions on window signs in the City Centre Zone.**

RESPONSE	TOTAL	%
Agree	20	69%
Disagree	8	28%
Other	0	0%
I don't know	1	3%
TOTAL	29	100%



Main theme

24 per cent: Restrictions are necessary in the City Centre Zone

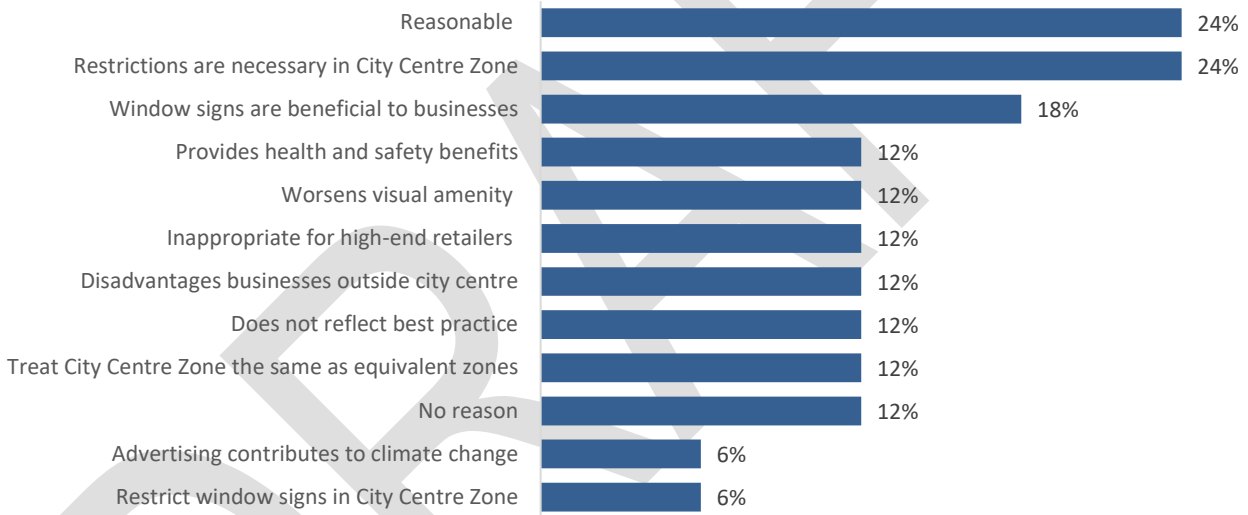
(4 comments)



Comments included:

- “The trend in lower Queen Street for complete window coverage makes the street front impersonal.”
- “Signage does not make a precinct ‘vibrant’, that’s just nonsense, and an abuse of language.”

THEMES	TOTAL	%
Reasonable	4	24%
Restrictions are necessary in City Centre Zone	4	24%
Window signs are beneficial to businesses	3	18%
Provides health and safety benefits	2	12%
Worsens visual amenity	2	12%
Inappropriate for high-end retailers	2	12%
Disadvantages businesses outside city centre	2	12%
Does not reflect best practice	2	12%
Treat City Centre Zone the same as equivalent zones	2	12%
No reason	2	12%
Advertising contributes to climate change	1	6%
Restrict window signs in City Centre Zone	1	6%



13.Special rules for certain signs

Proposal 13A: Clarify rules for signs in Major Recreational Facility zones and the conditions for their display

We want to provide rules that are easier to read and understand.

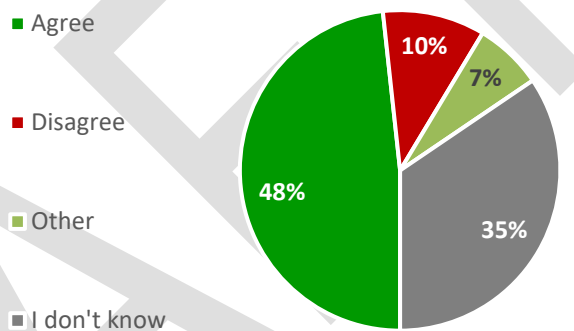
We are proposing for example to:

- separate rules for signs in Major Recreational Facility Zones from rules for major and regional event signs.
- clarify the conditions that need to be met in order to display a sign on a site in a Major Recreational Facility Zone.

SUMMARY OF FEEDBACK

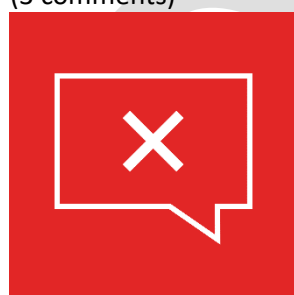
Nearly half of submitters (48 per cent) **agreed** with the proposal to **clarify rules for signs in Major Recreational Facility zones and the conditions for their display.**

RESPONSE	TOTAL	%
Agree	14	48%
Disagree	3	10%
Other	2	7%
I don't know	10	34%
TOTAL	29	100%



Main theme

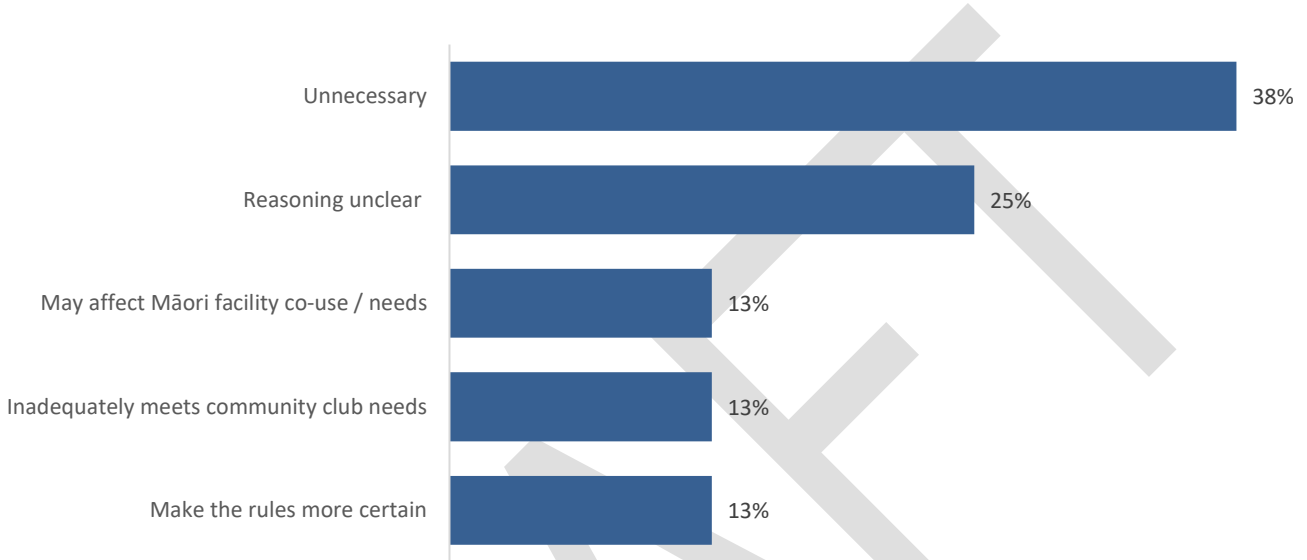
38 per cent: Unnecessary (3 comments)



Comments included:

- “In Orewa there has never been a problem with signage along the Beach Highway. It is well self-monitored.”
- “I think the facilities can regulate themselves on this one.”

THEMES	TOTAL	%
Unnecessary	3	38%
Reasoning unclear	2	25%
May affect Māori facility co-use / needs	1	13%
Inadequately meets community club needs	1	13%
Make the rules more certain	1	13%



Proposal 13B: Clarify the rules for signs in Open Space Zones, including which signs do not require an approval

We want to provide rules that people can interpret with more certainty, that group similar rules together, and that make the bylaw easier to comply with.

We are proposing to update the current rules for signs in Open Space Zones, for example to:

- clarify the conditions signs must meet to be displayed without an approval
- move references to signs that do require an approval to Part 3
- clarify that signs on boundary fences with an Open Space Zone require council approval (for example, from Auckland Council or Auckland Transport)
- make rules easier to read and understand.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

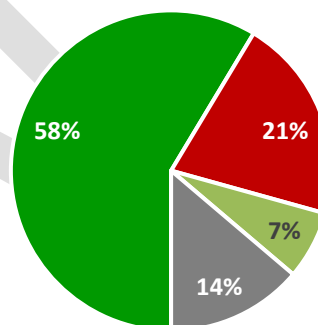
(n=107 submitters made submissions but only 29 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (59 per cent) **agreed** with the proposal to **clarify the rules for signs in Open Space Zones, including which signs do not require an approval.**

RESPONSE	TOTAL	%
Agree	17	59%
Disagree	6	21%
Other	2	7%
No response	4	14%
TOTAL	29	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

30 per cent: Unnecessary regulation

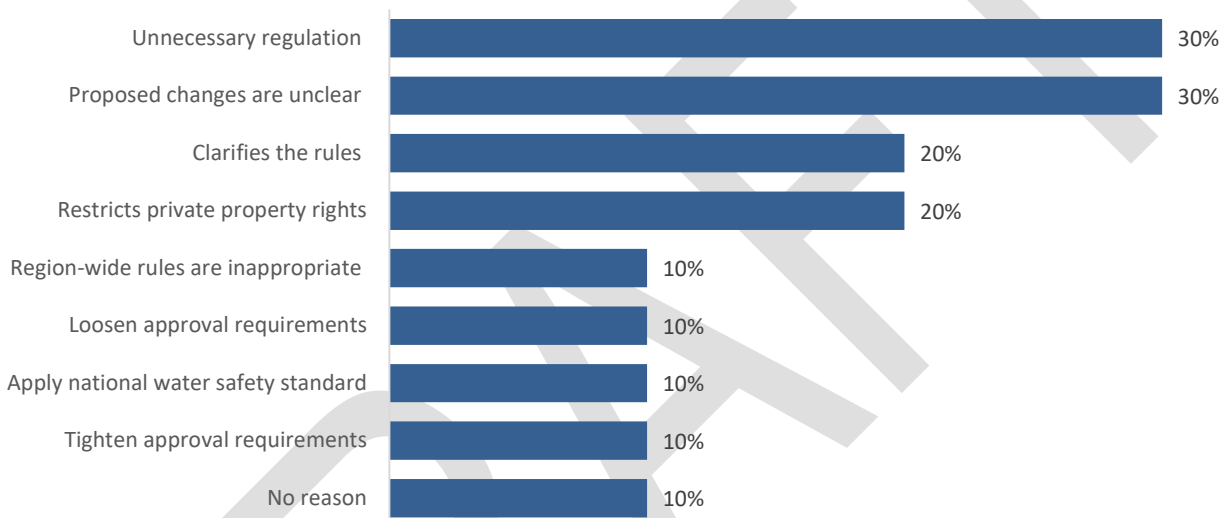
(3 comments)



Comments included:

- “Signs on boundary fences with an Open Space Zone should not require council approval if they are on the private landowner’s property.”
- “Boundary fences. Why??”

THEMES	TOTAL	%
Unnecessary regulation	3	30%
Proposed changes are unclear	3	30%
Clarifies the rules	2	20%
Restricts private property rights	2	20%
Region-wide rules are inappropriate	1	10%
Loosen approval requirements	1	10%
Apply national water safety standard	1	10%
Tighten approval requirements	1	10%
No reason	1	10%



Proposal 13C: Clarify a limit of one sign per commercial sexual service premises

We want to provide rules that people can interpret with more certainty.

We are proposing to clarify that commercial sexual service premises are limited to one sign per premises advertising their services.

The current rules remain unchanged. Signs:

- have a maximum area of 0.33 square metres in a residential zone and 1 square metre in all other zones
- must be a wall-mounted sign attached to either a fence or a wall of the premises
- may only contain the name of the operator or registered business, the street number, and the telephone number of the service
- must not contain flashing lights, changeable message signage, or sexualised shapes or images.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

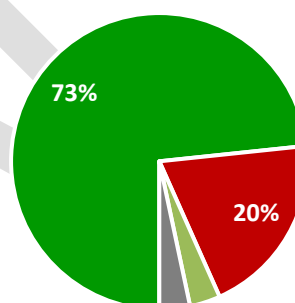
(n=107 submitters made submissions but only 30 selected a response to this question)

SUMMARY OF FEEDBACK

Nearly three quarters of submitters (73 per cent) **agreed** with the proposal to **clarify a limit of one sign per commercial sexual service premises**.

RESPONSE	TOTAL	%
Agree	22	73%
Disagree	6	20%
Other	1	3%
I don't know	1	3%
TOTAL	30	100%

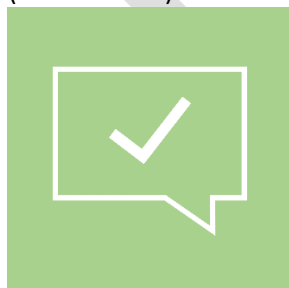
- Agree
- Disagree
- Other
- I don't know



Main theme

38 per cent: Apply same rules to all businesses

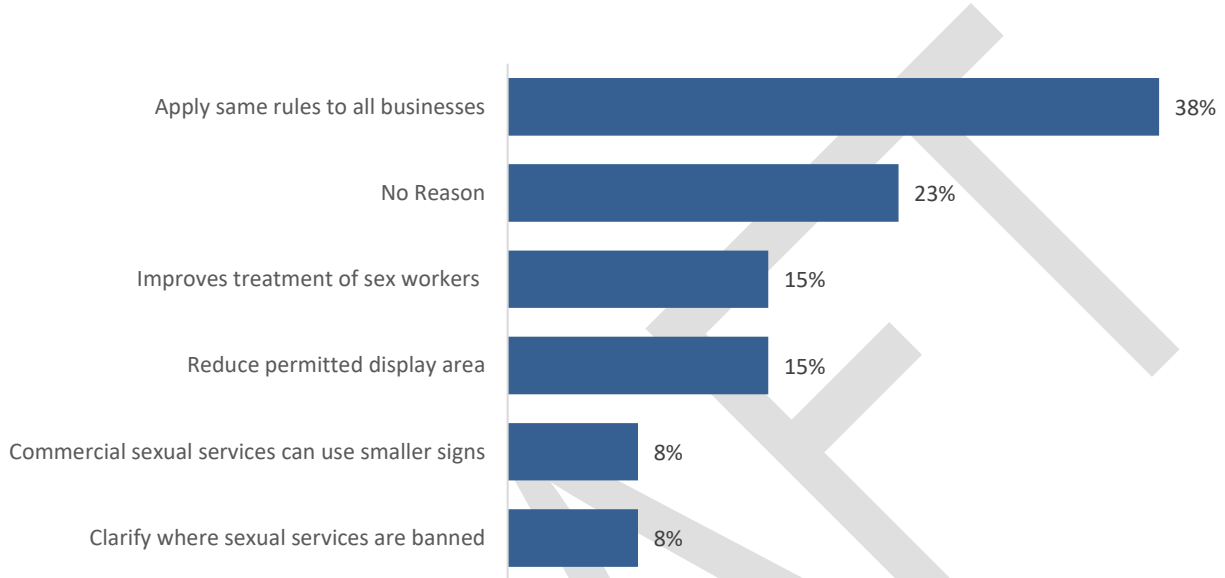
(5 comments)



Comments included:

- “If it is a legal business should not have separate rules.”
- “While I understand that you are ‘clarifying’ rules, I do not agree because the rules should be the same for all business[es].”

THEMES	TOTAL	%
Apply same rules to all businesses	5	38%
No Reason	3	23%
Improves treatment of sex workers	2	15%
Reduce permitted display area	2	15%
Commercial sexual services can use smaller signs	1	8%
Clarify where sexual services are banned	1	8%



14. General rules for all signs

Proposal 14A: Clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels

We want to provide rules that reduce repetition and group similar rules together.

We are proposing to update the rules about safety in clauses 23, 24 and 25, for example to:

- combine similar traffic-related rules from the current Signage Bylaw 2015 and the current Election Signs Bylaw 2013 into one clause to reduce repetition (cl 24)
- clarify that signs should not block kerb ramps or similar areas, to improve accessibility (cl 24)
- add a related information note about relevant sign standards made by Auckland Transport and Waka Kotahi / New Zealand Transport Agency that must also be complied with (cl 24)
- clarify that a sign must not use illumination, movement or materials that may cause a distraction to a person on navigable waters (cl 25).

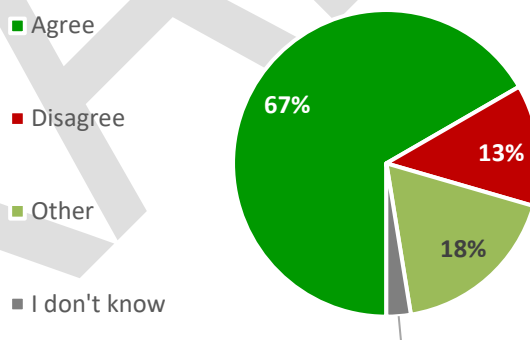
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 39 selected a response to this question)

SUMMARY OF FEEDBACK

Over two thirds of submitters (67 per cent) **agreed** with the proposal to **clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels.**

RESPONSE	TOTAL	%
Agree	26	67%
Disagree	5	13%
Other	7	18%
I don't know	1	3%
TOTAL	39	100%



Main theme

24 per cent: Should be more restrictive

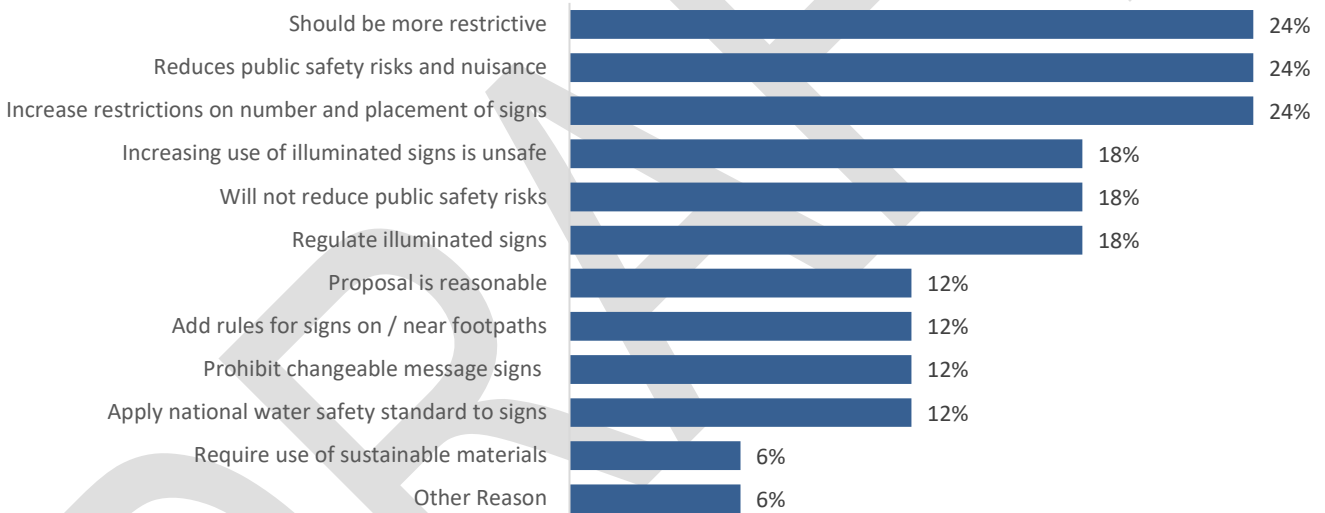
(11 comments)



Comments included:

- “That’s necessary but hopelessly insufficient! You need to ban ALL animation / movement on ALL signs visible to vehicle operators regardless of the type of vehicle.”
- “[R]estrict the change of quick illumination levels. i.e. from dark coloured to bright as it provides a strobing effect.”

THEMES	TOTAL	%
Should be more restrictive	4	24%
Reduces public safety risks and nuisance	4	24%
Increase restrictions on number and placement of signs	4	24%
Increasing use of illuminated signs is unsafe	3	18%
Will not reduce public safety risks	3	18%
Regulate illuminated signs	3	18%
Proposal is reasonable	2	12%
Add rules for signs on / near footpaths	2	12%
Prohibit changeable message signs	2	12%
Apply national water safety standard to signs	2	12%
Require use of sustainable materials	1	6%
Other Reason	1	6%



Proposal 14B: A person must not alter the top of a building to display a sign

To make the Bylaw easier to read and understand, we are proposing to create a separate clause 26 to prohibit a person from adding or extending a structure to the roof, architectural top, or above the outline of a building for the sole purpose of displaying a sign.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

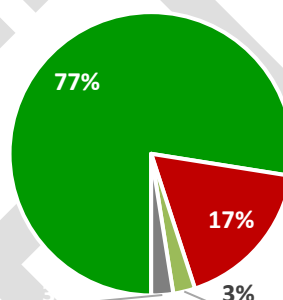
(n=107 submitters made submissions but only 39 selected a response to this question)

SUMMARY OF FEEDBACK

Over three quarters of submitters (79 per cent) **agreed** with the proposal to **prohibit a person from altering the top of a building to display a sign**.

RESPONSE	TOTAL	%
Agree	31	79%
Disagree	7	18%
Other	1	3%
I don't know	0	0%
TOTAL	39	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

22 per cent: Reduces public safety risks

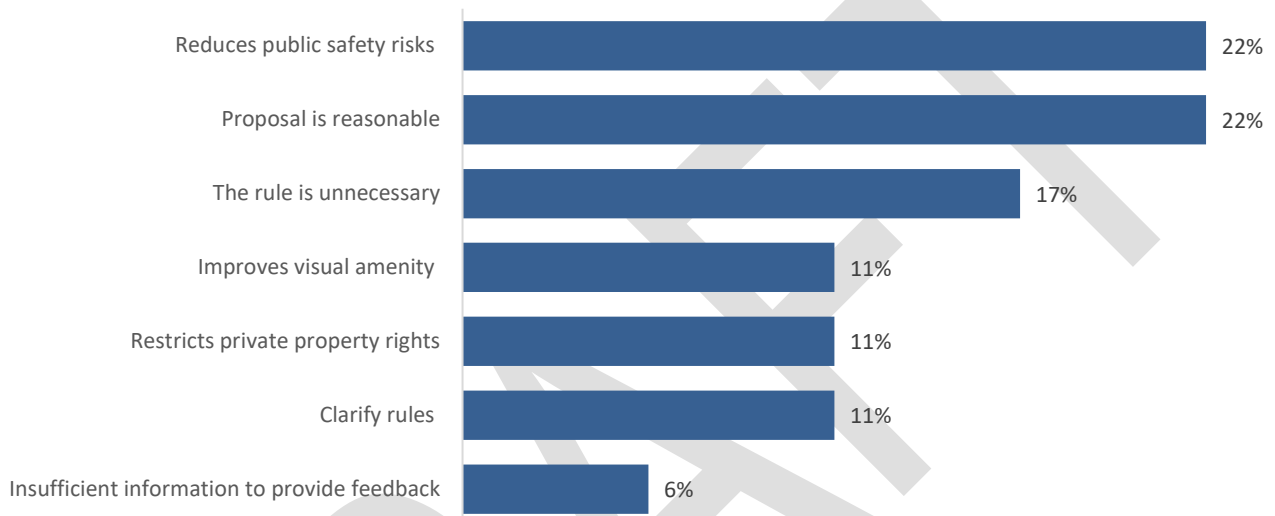
(11 comments)



Comments included:

- “Could see some pretty dodgy stuff being done that could get blown off.”
- “Safety at all times in the Bylaw. People need to be careful the rules are clear and not adjust buildings to suit their signs if it is not in the Building code of that structure.”

THEMES	TOTAL	%
Reduces public safety risks	4	22%
Proposal is reasonable	4	22%
The rule is unnecessary	3	17%
Improves visual amenity	2	11%
Restricts private property rights	2	11%
Clarify rules	2	11%
Insufficient information to provide feedback	1	6%



Proposal 14C: Clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant

We want to provide rules that people can interpret with more certainty and that reflect current practice.

We are proposing to update the rules about illuminated signs in clauses 27 and 28, for example to clarify that:

- changeable messages relate to transitions between static images and must not ‘shimmer’ or ‘sparkle’ (cl 27)
- luminance rules apply between ‘sunset and sunrise’ (cl 27)
- the person who displays the sign must provide satisfactory evidence that the sign complies with the rules, if required by Auckland Council or Auckland Transport (cl 27 and 28)
- a static illuminated sign must not be illuminated in a way that makes it appear to shimmer, sparkle or revolve (cl 28)
- LED signs must comply with the maximum luminance standards for static illuminated signs (cl 28)

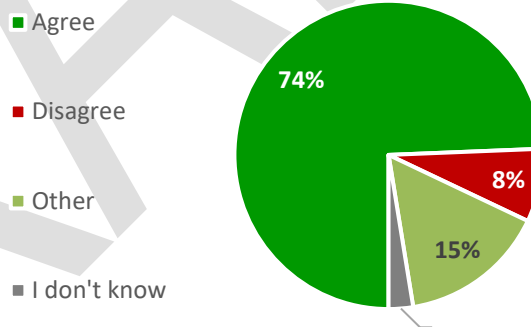
Submitters were asked to choose a response option and then to provide a comment in an open comment field.

(n=107 submitters made submissions but only 39 selected a response to this question)

SUMMARY OF FEEDBACK

Nearly two thirds of submitters (74 per cent) **agreed** with the proposal to **clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant.**

RESPONSE	TOTAL	%
Agree	29	74%
Disagree	3	8%
Other	6	15%
I don't know	1	3%
TOTAL	39	100%



Main theme

39 per cent: Causes distraction

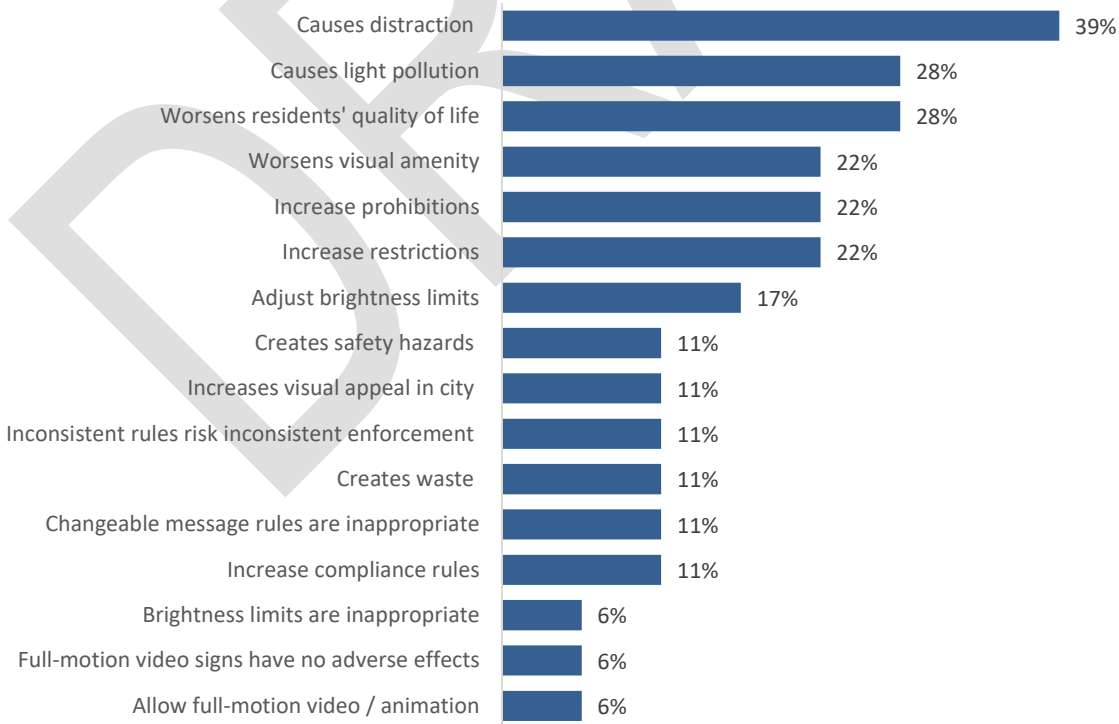
(7 comments)



Comments included:

- “Those lights can be a serious distraction and unsafe for drivers and cyclists alike.”
- “The visual and light pollution, combined with the distraction caused, are damaging to the mental health of our population.”
- “Bright lights to neighbour properties or passing public may be a distraction to a driver”

THEMES	TOTAL	%
Causes distraction	7	39%
Causes light pollution	5	28%
Worsens residents' quality of life	5	28%
Worsens visual amenity	4	22%
Increase prohibitions	4	22%
Increase restrictions	4	22%
Adjust brightness limits	3	17%
Creates safety hazards	2	11%
Increases visual appeal in city	2	11%
Inconsistent rules risk inconsistent enforcement	2	11%
Creates waste	2	11%
Changeable message rules are inappropriate	2	11%
Increase compliance rules	2	11%
Brightness limits are inappropriate	1	6%
Full-motion video signs have no adverse effects	1	6%
Allow full-motion video / animation	1	6%
Causes distraction	7	39%
Causes light pollution	5	28%
Worsens residents' quality of life	5	28%
Worsens visual amenity	4	22%
Increase prohibitions	4	22%
Increase restrictions	4	22%



Proposal 14D: Clarifying rules for businesses that have ceased to trade, including when and where signs must be removed

We want to provide rules that are easier to read and understand, that people can interpret with more certainty and that reflect current practice.

We are proposing to make a separate clause 29 for businesses that cease to trade and to update the rules in this clause, for example to:

- clarify the time period for the removal of signs of a business that has ceased to trade from ‘three calendar months’ to ‘60 working days’, to better account for public holidays
- clarify that if the sign has historic heritage value or is an integral part of the structure of a building then the display area of a sign can be removed or covered.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

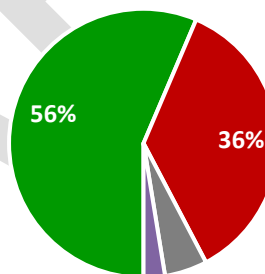
(n=107 submitters made submissions but only 39 selected a response to this question)

SUMMARY OF FEEDBACK

Nearly two thirds of submitters (56 per cent) **agreed** with the proposal to **clarify rules for businesses that have ceased to trade, including when and where signs must be removed.**

RESPONSE	TOTAL	%
Agree	22	56%
Disagree	14	36%
Other	2	5%
I don't know	1	3%
TOTAL	39	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

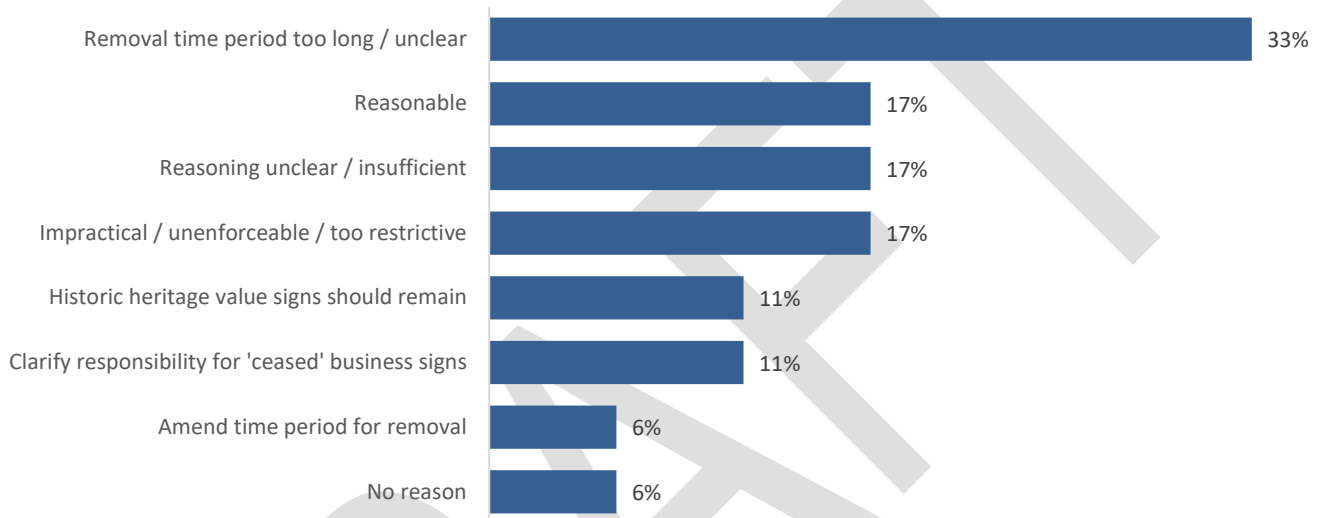
33 per cent: Removal time period is too long / unclear
(6 comments)



Comments included:

- “60 working days is much harder to work out than 3 calendar months, it really doesn't matter if one business might have a day less than another one to take down signs. Stick with the easy to set deadline.”
- “That is far too long! Three weeks is ample time to remove signage!”
- “Get tougher: 30 days is more than long enough.”

THEMES	TOTAL	%
Removal time period too long / unclear	6	33%
Reasonable	3	17%
Reasoning unclear / insufficient	3	17%
Impractical / unenforceable / too restrictive	3	17%
Historic heritage value signs should remain	2	11%
Clarify responsibility for 'ceased' business signs	2	11%
Amend time period for removal	1	6%
No reason	1	6%



15.Controls (additional rules) and Approvals (permissions)

Proposal: Clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw

We want to provide rules that group similar rules together, that reflect current practice and that people can interpret with more certainty.

We are proposing to create a new Part of the Bylaw that consolidates all the matters that Auckland Council and Auckland Transport can make a control (additional rule) for and how we may approve signs that do not comply with the Bylaw (permissions).

We are proposing to update the current rules for controls, for example to:

- specify locations and conditions of use of council-controlled public places to display event signs and election signs
- specify areas of council-controlled public places where portable signs and stencil signs are prohibited
- add a related information note about current controls and delegations, and the process for creating a control.

We are proposing to update the current rules for approvals, for example to:

- clarify that this Subpart applies to people who must obtain an approval
- clarify those applications for approval which are intended to be provided for in appropriate circumstances (poster boards, cross street banners, event signs and signs in Open Space Zones) and clarify that all other applications will only be granted by exception
- add a related information note about Auckland Council’s fee-setting process
- add new criteria about conditions that the council or Auckland Transport may impose, from other bylaws that manage impacts similar to signs
- make a separate clause about the review of approvals.

Submitters were asked to choose a response option and then to provide a comment in an open comment field.

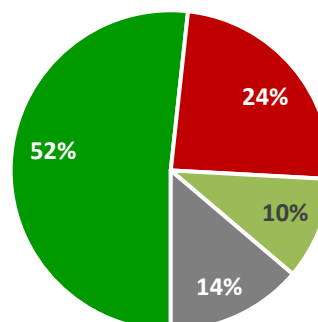
(n=107 submitters made submissions but only 29 selected a response to this question)

SUMMARY OF FEEDBACK

More than half of submitters (52 per cent) **agreed** with the proposal to **clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw.**

RESPONSE	TOTAL	%
Agree	15	52%
Disagree	7	24%
Other	3	10%
I don't know	4	14%
TOTAL	29	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

23 per cent: Non-compliant signs should not be approved

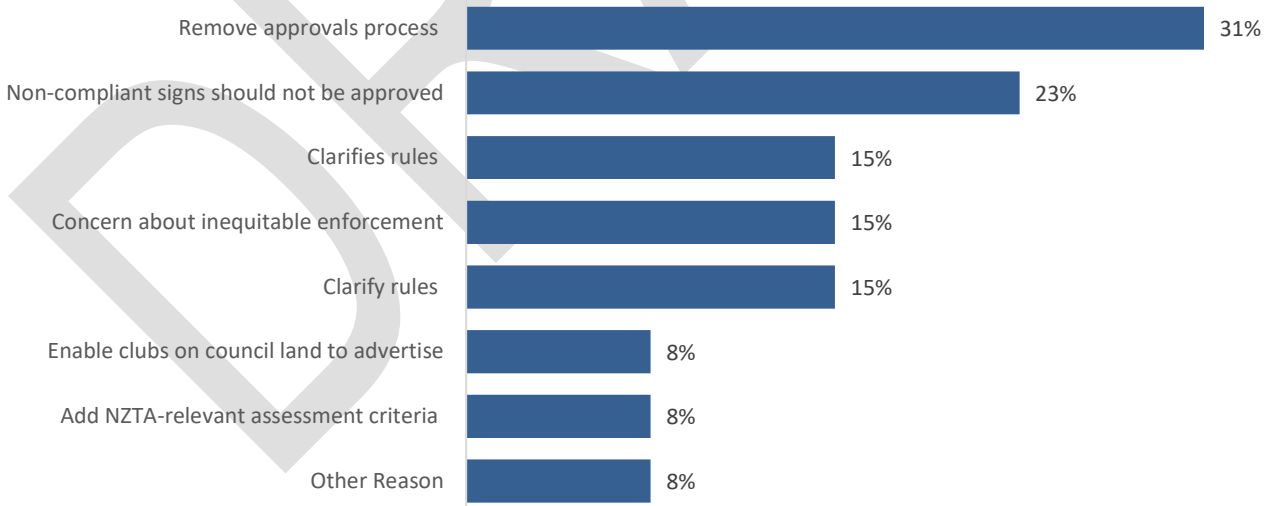
(3 comments)



Comments included:

- “I would be happy with rules that allowed council to apply additional restrictions, but not that allow council to waive restrictions built into the bylaw.”
- “[A]llows for Council to violate the other rules for unspecified reasons (i.e., favouritism for relatives, political statements, etc.)”
- “Why allow ANY ‘signs that do not comply with the Bylaw’?”

THEMES	TOTAL	%
Remove approvals process	4	31%
Non-compliant signs should not be approved	3	23%
Clarifies rules	2	15%
Concern about inequitable enforcement	2	15%
Clarify rules	2	15%
Enable clubs on council land to advertise	1	8%
Add NZTA-relevant assessment criteria	1	8%
Other Reason	1	8%
Remove approvals process	4	31%



16. Enforcement powers, penalties and transitional rules (how the new rules apply to existing signs)

Proposal: To clarify the current enforcement powers and penalties and how we transition to the new rules

We want to provide rules that make the bylaw easier to understand and comply with, and provide for how the new bylaw will regulate signs that are already displayed or approved under the current rules.

We are proposing to create two new Parts of the Bylaw. Part 4 would consolidate all of the Bylaw's enforcement powers and penalties. Part 5 would clarify how we would transition to the new rules.

We are proposing to update the current enforcement rules in the Bylaw, for example to:

- clarify that enforcement action may be taken against people who fail to comply with an approval or who provide inaccurate information for an approval
- add related information notes referencing the powers and penalties to enforce the Bylaw
- move rules about removing signs from a business that has ceased to trade to a new clause (cl 29)
- clarify that a person does not commit an offence if the reason they did not comply with the Bylaw was because they followed directions from Auckland Council or Auckland Transport.

We are proposing to update the transition rules, for example to:

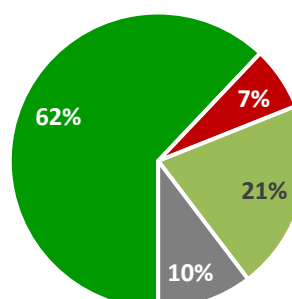
- clarify that signs that currently comply with the Signage Bylaw 2015 or the Election Signs Bylaw 2013 can continue to be displayed, if they also comply with the general rules for all signs in Subpart 3 of the proposed new Bylaw
- clarify the time period by which an existing sign and temporary sign must comply with the proposed new Bylaw
- clarify that approvals and exemptions applied for or granted under the Signage Bylaw 2015 will continue to be processed or apply as if they were made under the proposed new Bylaw
- clarify that we will use the Signage Bylaw 2015 to address any compliance and enforcement actions that started before the proposed new Bylaw comes into effect.

SUMMARY OF FEEDBACK

Nearly two thirds of submitters (62 per cent) **agreed** with the proposal to **clarify the current enforcement powers and penalties and how we transition to the new rules**.

RESPONSE	TOTAL	%
Agree	18	62%
Disagree	2	7%
Other	6	21%
I don't know	3	10%
TOTAL	29	100%

- Agree
- Disagree
- Other
- I don't know



Main theme

29 per cent: Proposal is reasonable / useful

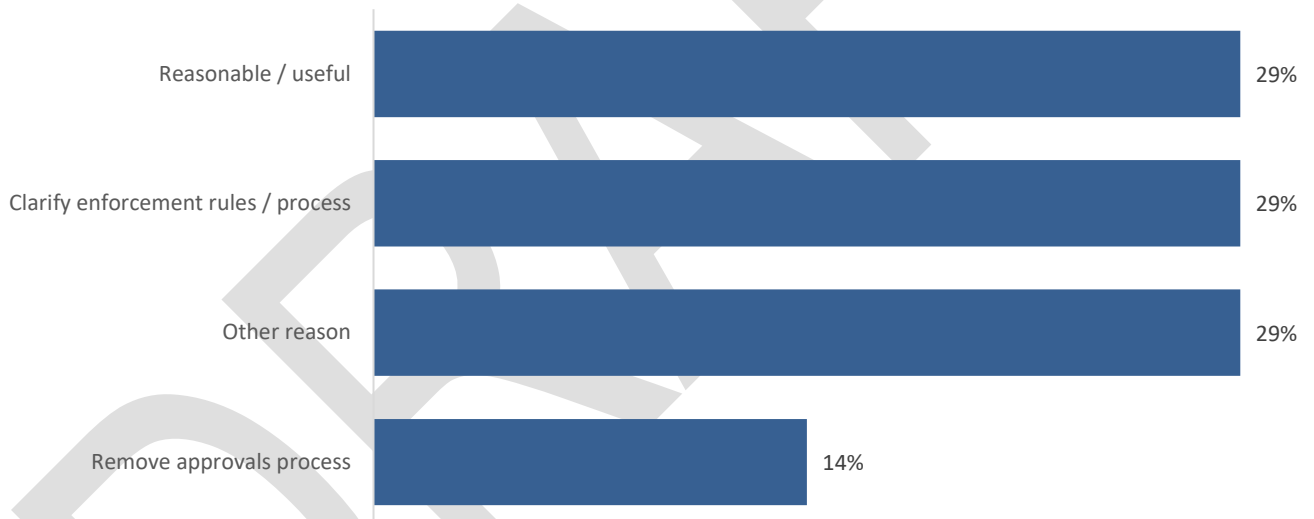
(2 comments)



Comments included:

- “Very comprehensive.”
- “Making the information easier to understand ... should increase the number of people willing to do the right thing.”

THEMES	TOTAL	%
Reasonable / useful	2	29%
Clarify enforcement rules / process	2	29%
Other reason	2	29%
Remove approvals process	1	14%



Other feedback

Do you have any other comments on the proposed Signs Bylaw?

Note: We are not seeking any public feedback on rules for sign types managed by other regulatory methods, for example billboards which are managed in the Auckland Unitary Plan.

We are also not seeking any feedback at this time on whether this Bylaw should include rules relating to the regulation of alcohol advertising.

Main theme

15 per cent: Creates negative impacts

(5 comments)

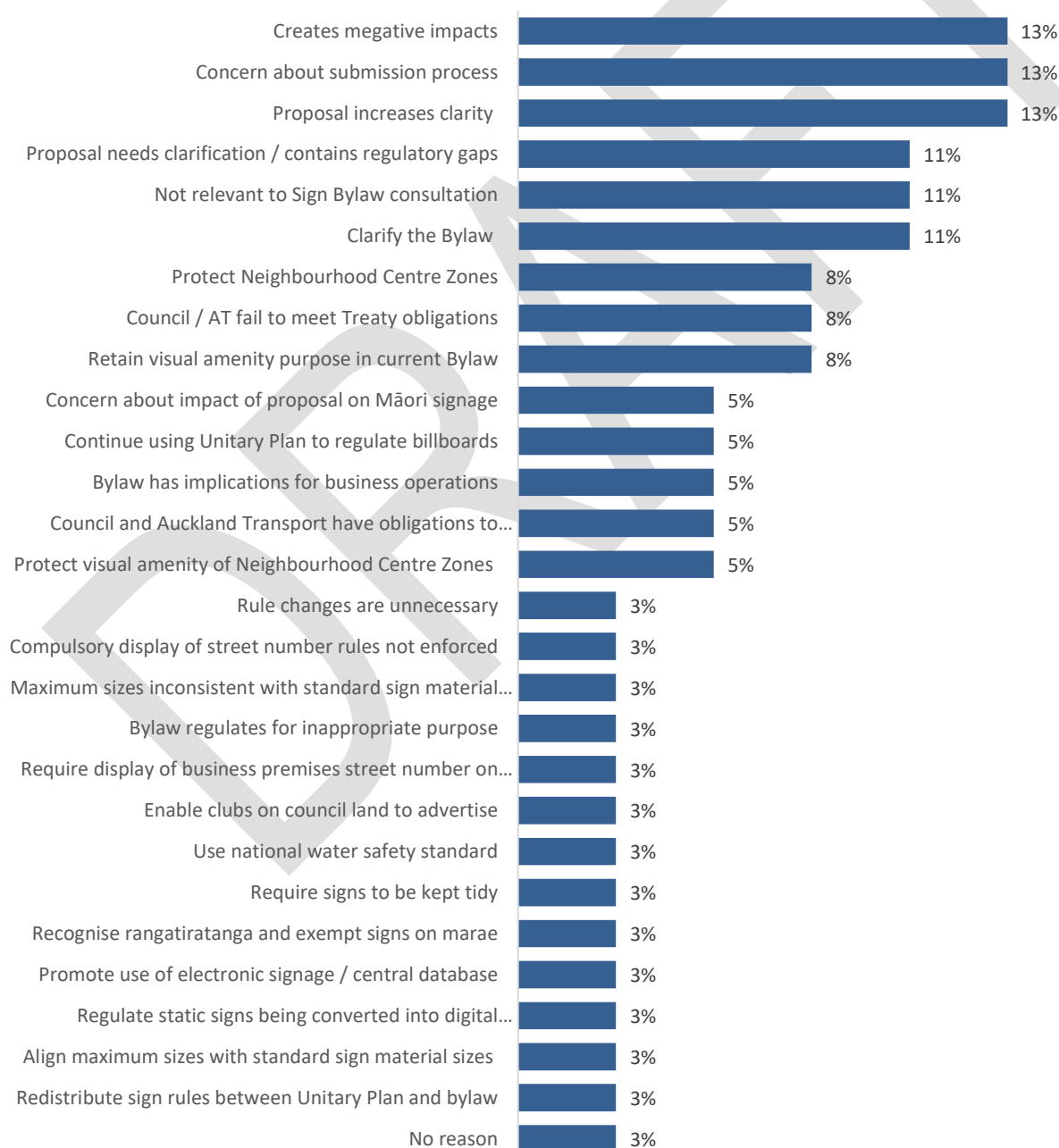


Comments included:

- “We seem to be getting buried under signage. West Auckland ... is now super ugly, hard to decipher, confusing and downright dangerous when entering highway from driveways.”
- “The type of signs which pose the greatest danger to blind and low vision folks are anything a cane would miss.”
- “The new road signs made of lots of little lights are really difficult for me to see ... [T]hey create light flares that get in the way of my vision at night.”
- “Digital video signs flashing at intersections are distracting while driving and shouldn’t be allowed.”

THEMES	TOTAL	%
Creates negative impacts	5	13%
Concern about submission process	5	13%
Proposal increases clarity	5	13%
Proposal needs clarification / contains regulatory gaps	4	11%
Not relevant to Sign Bylaw consultation	4	11%
Clarify the Bylaw	4	11%
Protect Neighbourhood Centre Zones	3	8%
Council / AT fail to meet Treaty obligations	3	8%
Retain visual amenity purpose in current Bylaw	3	8%
Concern about impact of proposal on Māori signage	2	5%
Continue using Unitary Plan to regulate billboards	2	5%
Bylaw has implications for business operations	2	5%
Council and Auckland Transport have obligations to people with disabilities	2	5%
Protect visual amenity of Neighbourhood Centre Zones	2	5%
Rule changes are unnecessary	1	3%
Compulsory display of street number rules not enforced	1	3%
Maximum sizes inconsistent with standard sign material sizes	1	3%
Bylaw regulates for inappropriate purpose	1	3%

THEMES	TOTAL	%
Require display of business premises street number on signs	1	3%
Enable clubs on council land to advertise	1	3%
Use national water safety standard	1	3%
Require signs to be kept tidy	1	3%
Recognise rangatiratanga and exempt signs on marae	1	3%
Promote use of electronic signage / central database	1	3%
Regulate static signs being converted into digital billboards	1	3%
Align maximum sizes with standard sign material sizes	1	3%
Redistribute sign rules between Unitary Plan and bylaw	1	3%
No reason	1	3%





Date: **Wednesday, 26 January 2022**

PROPOSED NEW SIGNS BYLAW 2022

HIBISCUS AND BAYS LOCAL BOARD WRITTEN FEEDBACK Vol.1

Submission number	Local board
21	Hibiscus and Bays
22	Hibiscus and Bays
55	Hibiscus and Bays
65	Hibiscus and Bays



Proposed Signs Bylaw 2022

Aucklanders use signs every day to advertise goods and services and to communicate information.

Signs can however also cause problems in relation to public safety, nuisance, misuse of council-controlled public places, the Auckland transport system and environment. For example, the number, size and location of signs can affect traffic safety, obstruct pedestrians and cause visual clutter.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business

Your local board: Hibiscus and Bays

Source: Online

Your feedback

1. Banners

Proposal: Clarify current rules, including the placement and conditions for the display of banners

We want to provide rules that are more certain.

We are proposing to update the current rules for banners, for example to clarify that:

- banners that are displayed on a site (such as over a private road on a commercial property) and that are visible from a council-controlled public place or the Auckland transport system must only advertise products, services, goods or events available from or taking place on the site
- banners over private property must comply with health and safety legislation
- banners on council-controlled public places require an approval (for example, by Auckland Council or Auckland Transport)
- banners may need to comply with rules for other sign types and may be displayed at any location if they comply with those rules.

What is your opinion on the proposed rules for banners?

Response: No response

Tell us why, and if there is anything you would change?

2. Election signs

Proposal A: Clarify that election signs may be displayed on some sites for nine weeks and are permitted on billboards and poster board sites

We want to provide rules that:

- align with central government legislation
- treat election signs consistently with how the Bylaw enables other temporary sign types for specific time periods.

The Electoral Act 1993 sets a nine-week period before an election where a bylaw cannot prohibit or restrict the period of display of an election sign under three square metres (3m²) in area.

We are proposing to:

- clarify that election signs may be displayed in places they would not otherwise be allowed, for nine weeks before an election
- add related information notes about the council-controlled public places approved for the display of election signs and about central government regulations rules for election signs.

Please note that **election signs would be permitted at all times in the nine-week period (except on polling day) in places that allow advertising about activities unrelated to the site.** This includes poster board sites and billboards.

What is your opinion on the proposed nine-week period for election signs?

Response: Agree

Tell us why, and if there is anything you would change? Fair enough - the signs are local & inform us and disappear after 9 weeks.

I'd get cross if they don't get removed on time!

Proposal B: Prohibit election signs directed at a council-controlled park, reserve or Open Space Zone

We want to provide rules that protect the amenity of council-controlled parks, reserves and Open Space Zones.

We are proposing to add a new rule that does not allow election signs on private property to be primarily directed at a council-controlled park, reserve or Open Space Zone. For example, under this rule an election sign on a residential fence directly opposite one of these spaces would be prohibited.

What is your opinion on the proposed rule for election signs directed at a council-controlled park, reserve or Open Space Zone?

Response: Agree

Tell us why, and if there is anything you would change? Would get really, really cross if they weren't removed immediately on 9 weeks.

Proposal C: Clarify the current rules, including to remove Entrust from the types of permitted election signs

We want to provide rules that reduce repetition, remove contradictions and treat similar types of signs consistently.

We are also proposing for example to:

- clarify where signs can be installed to increase certainty
- clarify that all election signs must comply with the special and general rules in Subparts 2 and 3 of Part 2 of the new bylaw.

We are also proposing to remove the rule allowing the display of election signs related to Entrust.

Entrust is the only Auckland energy trust that the Election Signs Bylaw 2013 allows to display election signs. This proposed rule change aims to:

- treat all of Auckland's energy trusts consistently
- focus on enabling more significant types of elections that currently use election signs.

What is your opinion on the proposed rules for election signs?

Response: Agree

Tell us why, and if there is anything you would change? I'm not stupid - I make my own decisions despite how many signs go up!

3. Event signs

Proposal A: Allow people to advertise temporary sales (like garage sales) on the day of the event

We want to address a gap in the Bylaw by adding rules about signs that advertise temporary sales of goods on residential properties, for example 'garage sales'.

We are proposing to introduce new rules that treat these 'temporary sale of goods' signs in a similar way to real estate signs.

- People advertising a temporary sale of goods would be allowed to use one wall-mounted or free-standing sign and three directional signs.
- The signs would only be able to be displayed on the day of the sale.

What is your opinion on the proposal for rules for signs advertising a temporary sale of goods?

Response: Agree

Tell us why, and if there is anything you would change? Agree - because I have the choice to attend a local 'event', or not.

IMPORTANT to remove the signs next day and suggest a severe reprimand otherwise.

Proposal B: Allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups

We want rules that provide opportunities to advertise major, regional, sub-regional and community events while reducing potential nuisance and clutter.

We are proposing to update the current rules for event sign sites, for example to:

- allow the display of event signs on the same roadside sites as election signs
- clarify that community event signs (for events that attract participants from, or have significance to, a local area) that are on sites associated with the community may only be displayed if the event is provided by a not-for-profit group.

What is your opinion on the proposal for rules for event sign sites?

Response: Agree

Tell us why, and if there is anything you would change? Because the signs would relate to very LOCAL happenings they would be relevant & important.

We have the choice to ignore.

But the by-law must be strict for removal of the signs the very next day.

My opinion is that it is very annoying to see out-of-date notices!

Proposal C: Clarify the current event sign rules, including their definition and placement

We want to provide rules for event signs that increase public safety and that address gaps and contradictions in the current rules.

We are proposing to update the current rules for signs promoting events, for example to:

- clarify that event signs do not include real estate or election signs
- clarify 'community events' as events that attract participants from, or have significance to, a local area
- clarify that 'regional events' include sub-regional events attracting participants from multiple local areas.
- add a related information note with a list of council-controlled locations where people can display event signs
- clarify that there is a maximum projection of 0.03m metres (3 centimetres) from the wall for flat-wall mounted event signs on a ground floor
- move rules unrelated to event signs to separate clauses (for example rules about approving a dedicated site for event signs to a new clause 34 and references to signs on major recreational facilities to a new clause 20)
- clarify that free-standing community event signs are allowed.

What is your opinion on the proposal for rules for event signs?

Response: Agree

Tell us why, and if there is anything you would change? I think it is OK for Real Estate to put 'Open Home' Ads on local corners.

If one is looking for a home it is very handy.

For the rest of us - we don't really notice.

As long as they remove the sign after the Open Home! please!

4. Free-standing signs

Proposal: Clarify current rules, including the definition and separation distances for free-standing signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current free-standing sign rules, for example to clarify that these signs:

- include large portable signs that can't be easily moved by hand
- need to be separated by 10 metres if they are on the same site and by two metres if they are on different sites.

What is your opinion on the proposed rules for free-standing signs?

Response: Agree

Tell us why, and if there is anything you would change?

5. Portable signs

Proposal A: Increase the area where portable signs are prohibited to cover the entire City Centre Zone

Portable signs are currently prohibited in a number of streets in the City Centre Zone. This removes potential safety risks, nuisance and clutter. It also improves accessibility for pedestrians who are mobility or vision impaired, and prioritises the area for pedestrians and place-making activities.

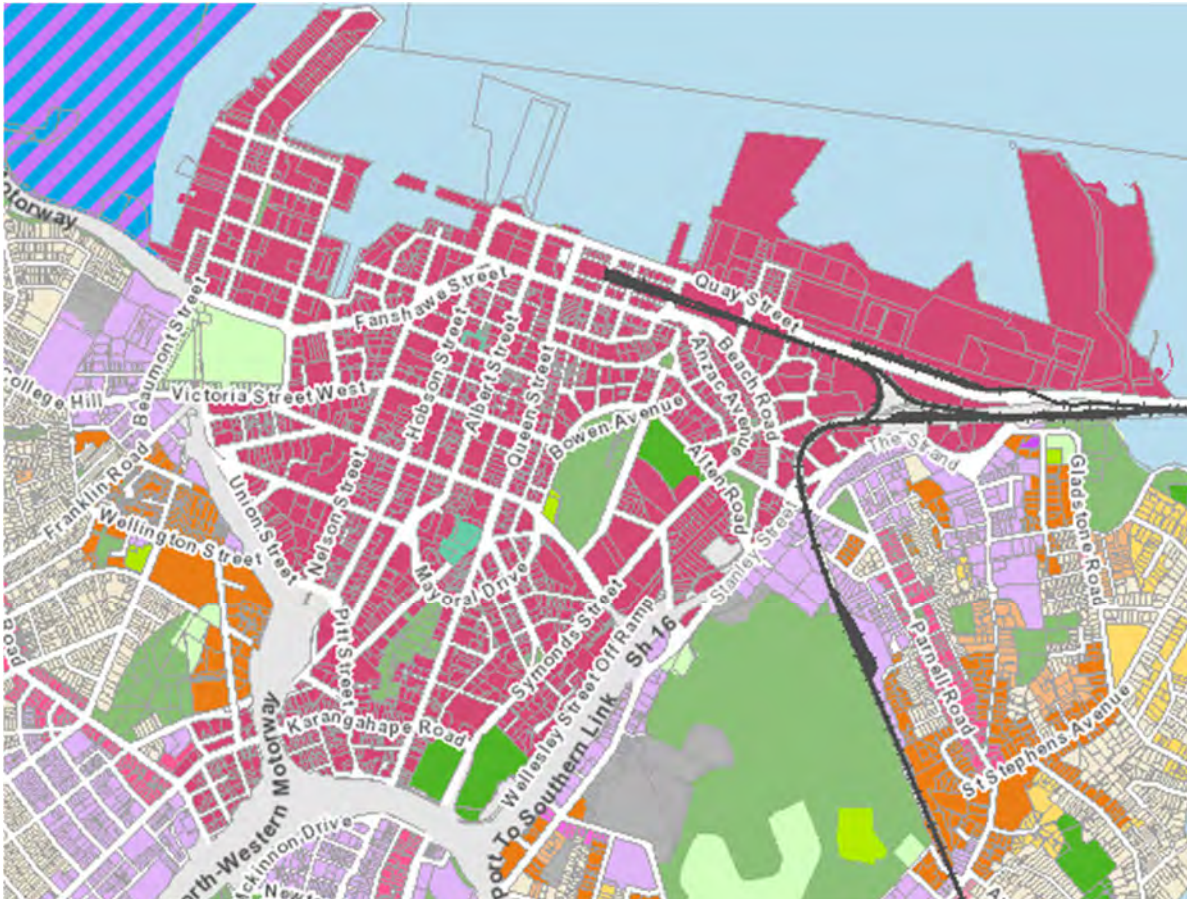
We are proposing to expand the area where portable signs cannot be displayed.

The proposed area covers any council-controlled public places within or immediately adjacent to the City Centre Zone of the Auckland Unitary Plan. This would include:

- footpaths on Queen Street and Karangahape Road
- civic spaces such as Aotea Square, Freyberg Place, Khartoum Place, Queen Elizabeth Square and St Patrick's Square.

The following map shows the City Centre Zone where we propose that portable signs cannot be displayed.

Key: ■ Business – City Centre Zone (shaded red)



What is your opinion on the proposal to increase the prohibited area for portable signs to include the entire City Centre Zone?

Response: No response

Tell us why, and if there is anything you would change? I live in Orewa and actually enjoy the billboards on Hibiscus Highway (opp the CampGround)!

I think the billboards must be removed immediately after the event date.

Proposal B: Clarify current rules, including the definition and placement of portable signs

We want to provide rules that are more certain and less repetitive.

We are proposing to update the current rules for portable signs, for example to clarify:

- the definition by including examples of portable signs
- the definition by specifying that in order to be 'portable' one person must be able to move the sign with their hands or a non-mechanical trolley
- that portable signs can be displayed on sites that are not council-controlled public places (such as a footpath within a private commercial property).

What is your opinion on the proposed rules for portable signs?

Response: Agree

Tell us why, and if there is anything you would change? I live in Orewa and actually enjoy the billboards on Hibiscus Highway (opp the CampGround)!

I think the billboards must be removed immediately after the event date.

6. Posters

Proposal: Clarify current rules, including that poster board sites require approval

We want to provide rules that reflect current practice.

We are proposing to update the current rules for posters, for example to clarify that a poster board site must be approved before it can be installed.

What is your opinion on the proposed rules for posters?

Response: Disagree

Tell us why, and if there is anything you would change? I think this rule would preclude local small businesses that would just like to get their event put there.

Unfair to bog them down with pre-red-tape when they are probably struggling under past Covid restrictions anyway. Auckland City Council - instead make a fineable rule to (possibly) fine for now removing signs after event!

7. Real estate signs

Proposal A: Increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of real estate signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m², if they are attached to the wall of a building.

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs on buildings in Heavy Industry Zones to 6m².

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow people involved with real estate to display more information to their customers.

Real estate signs that are attached to fences or walls that are not part of a building would continue to have a maximum area of 2.88m².

What is your opinion on the proposal to increase the area of flat wall-mounted signs on the walls of buildings in Heavy Industry zones?

Response: Agree

Tell us why, and if there is anything you would change? You can't sell if you can't advertise! Local information is always best!

Proposal B: Clarify current rules, including the maximum number and placement of real estate signs

We want to provide rules that reflect current practice and reduce risk of nuisance.

We are proposing to update the current rules for real estate signs, for example to:

- clarify that real estate signs are allowed for each property in a sub-division or housing development
- update rules about separation distances, including specifying when signs on grass verges and kerbs must comply with rules for the distance signs must be set back from a kerb face in clause 24
- clarify that real estate signs attached to or secured by a vehicle directly outside the property must not protrude from the side of the vehicle
- clarify that directional real estate signs (signs directing people to a property) can be placed on the 'three nearest intersections' to the property being sold.

Please note that **the Bylaw currently permits illuminated real estate signs, including in Residential Zones**. These signs must comply with the illumination rules for all illuminated signs. Maximum light levels depend on the size of the illuminated area of the sign and whether there is street lighting.

What is your opinion on the proposed rules for real estate signs?

Response: I don't know

Tell us why, and if there is anything you would change? Sounds restrictive to me! I don't agree with ALL of those rules.

8. Stencil signs

Proposal: Clarify current rules, including the definition and placement of stencil signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current rules for stencil signs, for example to:

- clarify that a stencil sign can also be a 'wall-mounted' or window sign
- clarify that a stencil sign on a council-controlled public place requires an approval (for example, from Auckland Council or Auckland Transport)
- move references to approval matters (including prohibited areas) to Part 3 (Controls and Approvals) of the proposed new bylaw.

What is your opinion on the proposed rules for stencil signs?

Response: Disagree

Tell us why, and if there is anything you would change? OFFS - this idea? - who thought this one up? Bureaucracy getting into fantasy land, eh??

I am just an ordinary 'nearly retired' 73 yr old single female living in Orewa - I don't have any 'agenda'!

9. Vehicle signs

Proposal: Clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale

We want to provide rules that are easier to read and understand.

We are proposing to update the current rules for signs on vehicles to:

- add a related information note about rules for the sale of a vehicle set out in the Auckland Transport Traffic Bylaw 2012
- clarify the circumstances in which a sign may be displayed on a vehicle, including a real estate sign and an election sign.

What is your opinion on the proposed rules for signs on vehicles?

Response: Disagree

Tell us why, and if there is anything you would change? vehicles - go for it! I'll just ignore you unless you have something I need!

Who thought this one up? Bureaucracy getting into fantasy land, eh??

Any use of my rates on this nonsense would be a NO-NO!

I'm just an ordinary 'nearly retired' 73 yr old single female living in Orewa - I don't have any 'agenda'!

10. Verandah signs

Proposal: Clarify the current rules, including the definition of verandah

We want to provide rules that people can interpret with more certainty.

We are proposing to update the current verandah signs rules, for example to make them easier to read and understand.

What is your opinion on the proposed rules for verandah signs?

Response: Disagree

Tell us why, and if there is anything you would change? OMG - Please let businesses advertise their businesses to their ability.

If they are hopeless to start - they'll soon learn to get more professional.

Who thought this one up? Bureaucracy getting into fantasy land, eh??

I'm just an ordinary 'nearly retired' 73 yr old single female living in Orewa - I don't have any 'agenda'!

11. Wall-mounted signs

Proposal A: Increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m².

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs to 6m² in Heavy Industry Zones.

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow businesses to display more information to their customers.

What is your opinion on the proposal to increase the area of flat wall-mounted signs in Heavy Industry Zones?

Response: Disagree

Tell us why, and if there is anything you would change? My closest industrial zone is SILVERDALE and i think they should be able to advertise as much as they can!

No matter how much I see a whacking great ad enticing me to buy bags of concrete I would still ignore for delicate plants at Kings Garden Centre! Any roadside ads wouldn't offend me in the slightest!

Another case of Council Bureaucracy slipping into fantasy land, eh??

I'm just an ordinary 'nearly retired' 73 yr old single female living in Orewa - I truly don't have any 'agenda'!

Proposal B: Clarify the current rules, including locations, separation distances and dimensions

We want to provide rules that reflect current practice, are more certain and improve safety.

We are proposing to update the current wall-mounted signs rules, for example to clarify that:

- these signs can be displayed on fences
- there is a five-metre separation distance between horizontal wall-mounted signs
- flat-wall mounted signs on the ground floor of a building can project a maximum of 0.03 metres (3 centimetres) from the wall.

What is your opinion on the proposed rules for wall-mounted signs?

Response: Disagree

Tell us why, and if there is anything you would change? Oooo too much to care about!

I haven't seen any complaints in our local paper??

My closest industrial zone SILVERDALE - Local businesses must advertise as much as they can to survive Covid!

No matter how much I see a whacking great ad enticing me to buy bags of concrete I would still ignore - choosing ads for Kings Garden Centre or PaknSave or Bunnings. Each to his own!

Any roadside ads wouldn't offend me in the slightest!

I'm just an ordinary 'nearly retired' 73 yr old single female living in Orewa - I truly don't have any 'agenda'!

12. Window signs

Proposal: Clarify current rules, including that there are no restrictions on window signs in the City Centre Zone

We want to provide rules that are more certain.

We are proposing to update the current rules for signs in windows, for example to clarify that there are no restrictions on window signs in the City Centre Zone of the Auckland Unitary Plan.

This recognises the unique vibrant urban environment of the city centre. Other areas such as town centres have restrictions on the percentage of window area that a window sign can cover.

What is your opinion on the proposed rules for window signs?

Response: No response

Tell us why, and if there is anything you would change?

13. Special rules for certain signs

Subpart 2 of Part 2 of the proposed new Bylaw contains rules that signs must comply with.

Proposal A: Clarify rules for signs in Major Recreational Facility zones and the conditions for their display

We want to provide rules that are easier to read and understand.

We are proposing for example to:

- separate rules for signs in Major Recreational Facility Zones from rules for major and regional event signs.
- clarify the conditions that need to be met in order to display a sign on a site in a Major Recreational Facility Zone.

What is your opinion on the proposed rules for signs in Major Recreational Facility zones?

Response: Disagree

Tell us why, and if there is anything you would change? In Orewa there has never been a problem with signage along the Beach Highway. It is well self-monitored.

If there is 'trouble' another areas of Greater Auckland and if the Council makes a 'One Rule Fits All' - I fear that it will destroy the life-blood of our local businesses and societies and clubs in OREWA.

It could be the same in our other Greater Auckland communities but maybe they don't SPEAK UP!

Proposal B: Clarify the rules for signs in Open Space Zones, including which signs do not require an approval

We want to provide rules that people can interpret with more certainty, that group similar rules together, and that make the bylaw easier to comply with.

We are proposing to update the current rules for signs in Open Space Zones, for example to:

- clarify the conditions signs must meet to be displayed without an approval
- move references to signs that do require an approval to Part 3
- clarify that signs on boundary fences with an Open Space Zone require council approval (for example, from Auckland Council or Auckland Transport)

- make rules easier to read and understand.

What is your opinion on the proposed rules for signs in Open Space Zones?

Response: Disagree

Tell us why, and if there is anything you would change? In Orewa there has never been a problem with signage along the Beach Highway. It is well self-monitored.

If there is 'trouble' another areas of Greater Auckland and if the Council makes a 'One Rule Fits All' - I fear that it will destroy the life-blood of our local businesses and societies and clubs in OREWA.

It could be the same in our other Greater Auckland communities but maybe they don't SPEAK UP!

Proposal C: Clarify a limit of one sign per commercial sexual service premises

We want to provide rules that people can interpret with more certainty.

We are proposing to clarify that commercial sexual service premises are limited to one sign per premises advertising their services.

The current rules remain unchanged. Signs:

- have a maximum area of 0.33 square metres in a residential zone and 1 square metre in all other zones
- must be a wall-mounted sign attached to either a fence or a wall of the premises
- may only contain the name of the operator or registered business, the street number, and the telephone number of the service
- must not contain flashing lights, changeable message signage, or sexualised shapes or images.

What is your opinion on the proposed rules for signs advertising commercial sexual services?

Response: Disagree

Tell us why, and if there is anything you would change? This is where advertising needs to be sensibly 'out' at our local Crew College

OREWA FAMILY PLANNING CENTRE - yikes! has no-one ever heard of it?!????

Medal for the nurse at the Youth Cente, Orewa Western Reserve - by the Skate Park.

Do check the Family Planning website for times...

Previously It provided an indiscreet service for sexually active Orewa College students until 'someone' complained! How stupid was that?!

OFFS - up-tight parents - get over it, embrace life and support Family Planning OREWA.

14. General rules for all signs

[Subpart 3 of Part 2 of the proposed new Bylaw contains rules that all signs must comply with.](#)

Proposal A: Clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels

We want to provide rules that reduce repetition and group similar rules together.

We are proposing to update the rules about safety in clauses 23, 24 and 25, for example to:

- combine similar traffic-related rules from the current Signage Bylaw 2015 and the current Election Signs Bylaw 2013 into one clause to reduce repetition (**cl 24**)
- clarify that signs should not block kerb ramps or similar areas, to improve accessibility (**cl 24**)
- add a related information note about relevant sign standards made by Auckland Transport and Waka Kotahi / New Zealand Transport Agency that must also be complied with (**cl 24**)
- clarify that a sign must not use illumination, movement or materials that may cause a distraction to a person on navigable waters (**cl 25**)

What is your opinion on the proposed rules about safety?

Response:Disagree

Tell us why, and if there is anything you would change? I honestly think our TAX/rates money & the working-time involved in what AucklandCouncil is asking us about would truly be better spent on getting a good NZ rail connected RAIL system u and running!

Safety?? It all rests on the driver doesn't it! Nothing to do with the Auckland City council!

If you want safety/less cars on Roads/Motorways why doesn't ACC lay rail-tracks down bus routes (instead of buses??) just saying

Proposal B: A person must not alter the top of a building to display a sign

To make the Bylaw easier to read and understand, we are proposing to create a separate clause 26 to prohibit a person from adding or extending a structure to the roof, architectural top, or above the outline of a building for the sole purpose of displaying a sign.

What is your opinion on the proposed rules for the tops of buildings?

Response: Agree

Tell us why, and if there is anything you would change? Oooo yuk - agree to that!

Proposal C: Clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant

We want to provide rules that people can interpret with more certainty and that reflect current practice.

We are proposing to update the rules about illuminated signs in clauses 27 and 28, for example to clarify that:

- changeable messages relate to transitions between static images and must not 'shimmer' or 'sparkle' (**cl 27**)
- luminance rules apply between 'sunset and sunrise' (**cl 27**)
- the person who displays the sign must provide satisfactory evidence that the sign complies with the rules, if required by Auckland Council or Auckland Transport (**cl 27 and 28**)
- a static illuminated sign must not be illuminated in a way that makes it appear to shimmer, sparkle or revolve (**cl 28**)
- LED signs must comply with the maximum luminance standards for static illuminated signs (**cl 28**)

What is your opinion on the proposed rules for illuminated signs?

Response: Agree

Tell us why, and if there is anything you would change?

Proposal D: Clarifying rules for businesses that have ceased to trade, including when and where signs must be removed

We want to provide rules that are easier to read and understand, that people can interpret with more certainty and that reflect current practice.

We are proposing to make a separate clause 29 for businesses that cease to trade and to update the rules in this clause, for example to:

- clarify the time period for the removal of signs of a business that has ceased to trade from 'three calendar months' to '60 working days', to better account for public holidays
- clarify that if the sign has historic heritage value or is an integral part of the structure of a building then the display area of a sign can be removed or covered.

What is your opinion on the proposed rules for businesses that have ceased to trade?

Response: Disagree

Tell us why, and if there is anything you would change? ooo the survey is sooo long I can't concentrate on that complicated question.

I hope it isn't a crucial one!

15. Controls (additional rules) and Approvals (permissions)

Proposal: Clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw

We want to provide rules that group similar rules together, that reflect current practice and that people can interpret with more certainty.

We are proposing to create a new Part of the Bylaw that consolidates all of the matters that Auckland Council and Auckland Transport can make a control (additional rule) for and how we may approve signs that do not comply with the Bylaw (permissions).

We are proposing to update the current rules for controls, for example to:

- specify locations and conditions of use of council-controlled public places to display event signs and election signs
- specify areas of council-controlled public places where portable signs and stencil signs are prohibited
- add a related information note about current controls and delegations, and the process for creating a control.

We are proposing to update the current rules for approvals, for example to:

- clarify that this Subpart applies to people who must obtain an approval
- clarify those applications for approval which are intended to be provided for in appropriate circumstances (poster boards, cross street banners, event signs and signs in Open Space Zones) and clarify that all other applications will only be granted by exception
- add a related information note about Auckland Council's fee-setting process
- add new criteria about conditions that the council or Auckland Transport may impose, from other bylaws that manage impacts similar to signs
- make a separate clause about the review of approvals.

What is your opinion on the proposal to update the current rules for controls and approvals?

Response: No response

Tell us why, and if there is anything you would change? Ooo on a brief read I'd say you slipped this complex question in at the end when us mere rate-payers are nodding off under the complexities of the question! Interesting if you have personal feedback to MY comment??

16. Enforcement powers, penalties and transitional rules (how the new rules apply to existing signs)

Proposal: To clarify the current enforcement powers and penalties and how we transition to the new rules

We want to provide rules that make the bylaw easier to understand and comply with, and provide for how the new bylaw will regulate signs that are already displayed or approved under the current rules.

We are proposing to create two new Parts of the Bylaw. Part 4 would consolidate all of the Bylaw's enforcement powers and penalties. Part 5 would clarify how we would transition to the new rules.

We are proposing to update the current enforcement rules in the Bylaw, for example to:

- clarify that enforcement action may be taken against people who fail to comply with an approval or who provide inaccurate information for an approval
- add related information notes referencing the powers and penalties to enforce the Bylaw
- move rules about removing signs from a business that has ceased to trade to a new clause (**cl 29**)
- clarify that a person does not commit an offence if the reason they did not comply with the Bylaw was because they followed directions from Auckland Council or Auckland Transport.

We are proposing to update the transition rules, for example to:

- clarify that signs that currently comply with the Signage Bylaw 2015 or the Election Signs Bylaw 2013 can continue to be displayed, if they also comply with the general rules for all signs in Subpart 3 of the proposed new Bylaw
- clarify the time period by which an existing sign and temporary sign must comply with the proposed new Bylaw
- clarify that approvals and exemptions applied for or granted under the Signage Bylaw 2015 will continue to be processed or apply as if they were made under the proposed new Bylaw
- clarify that we will use the Signage Bylaw 2015 to address any compliance and enforcement actions that started before the proposed new Bylaw comes into effect.

What is your opinion on the proposal to update the current rules for enforcement and transition?

Response: Other

Tell us why, and if there is anything you would change? I think this last question is a dodgy waster, chaps.

Just when thoughtful people are thinking "OMG not ANOTHER question"!

Yes- I would challenge the Auckland Council to employ more FORWARD PLANNING THINKERS and de-clutter employees that make up wittering questionnaires like what I've just filled in. No offense.

Linda, Orewa

17. Other feedback

Do you have any other comments on the proposed Signs Bylaw?

This questionnaire is a dodgy time-waster, chaps.

I guess you're hoping to ingratiate us into thinking that you really care what we think?

Let me tell you that my thinking friends think "OMG not ANOTHER quest - what's the point"?

I would challenge the Auckland Council to employ our rate-funds to employing FORWARD PLANNING THINKERS and please de-clutter the employees that make wittering questionnaires like this. No offence.

Linda, Orewa

PS I am an independent 73yr old business woman living in Orewa - still working & contributing to the Auckland/NZ community.

Note: *We are not seeking any public feedback on rules for sign types managed by other regulatory methods, for example billboards which are managed in the Auckland Unitary Plan.*

We are also not seeking any feedback at this time on whether this Bylaw should include rules relating to the regulation of alcohol advertising

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



Proposed Signs Bylaw 2022

Aucklanders use signs every day to advertise goods and services and to communicate information.

Signs can however also cause problems in relation to public safety, nuisance, misuse of council-controlled public places, the Auckland transport system and environment. For example, the number, size and location of signs can affect traffic safety, obstruct pedestrians and cause visual clutter.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business

Your local board: Hibiscus and Bays

Source: Online

Your feedback

1. Banners

Proposal: Clarify current rules, including the placement and conditions for the display of banners

We want to provide rules that are more certain.

We are proposing to update the current rules for banners, for example to clarify that:

- banners that are displayed on a site (such as over a private road on a commercial property) and that are visible from a council-controlled public place or the Auckland transport system must only advertise products, services, goods or events available from or taking place on the site
- banners over private property must comply with health and safety legislation
- banners on council-controlled public places require an approval (for example, by Auckland Council or Auckland Transport)
- banners may need to comply with rules for other sign types and may be displayed at any location if they comply with those rules.

What is your opinion on the proposed rules for banners?

Response: Agree

Tell us why, and if there is anything you would change? Must be on own property not blocking footpaths or obstructing traffic on road view. Should apply to whole city not just center

2. Election signs

Proposal A: Clarify that election signs may be displayed on some sites for nine weeks and are permitted on billboards and poster board sites

We want to provide rules that:

- align with central government legislation
- treat election signs consistently with how the Bylaw enables other temporary sign types for specific time periods.

The Electoral Act 1993 sets a nine-week period before an election where a bylaw cannot prohibit or restrict the period of display of an election sign under three square metres (3m²) in area.

We are proposing to:

- clarify that election signs may be displayed in places they would not otherwise be allowed, for nine weeks before an election
- add related information notes about the council-controlled public places approved for the display of election signs and about central government regulations rules for election signs.

Please note that **election signs would be permitted at all times in the nine-week period (except on polling day) in places that allow advertising about activities unrelated to the site.** This includes poster board sites and billboards.

What is your opinion on the proposed nine-week period for election signs?

Response: Agree

Tell us why, and if there is anything you would change? Vandalized ones must be repaired or removed asap. should also apply to whole city not just center

Proposal B: Prohibit election signs directed at a council-controlled park, reserve or Open Space Zone

We want to provide rules that protect the amenity of council-controlled parks, reserves and Open Space Zones.

We are proposing to add a new rule that does not allow election signs on private property to be primarily directed at a council-controlled park, reserve or Open Space Zone. For example, under this rule an election sign on a residential fence directly opposite one of these spaces would be prohibited.

What is your opinion on the proposed rule for election signs directed at a council-controlled park, reserve or Open Space Zone?

Response: Disagree

Tell us why, and if there is anything you would change? If on private fence and not offensive fair enough

Proposal C: Clarify the current rules, including to remove Entrust from the types of permitted election signs

We want to provide rules that reduce repetition, remove contradictions and treat similar types of signs consistently.

We are also proposing for example to:

- clarify where signs can be installed to increase certainty

- clarify that all election signs must comply with the special and general rules in Subparts 2 and 3 of Part 2 of the new bylaw.

We are also proposing to remove the rule allowing the display of election signs related to Entrust.

Entrust is the only Auckland energy trust that the Election Signs Bylaw 2013 allows to display election signs. This proposed rule change aims to:

- treat all of Auckland's energy trusts consistently
- focus on enabling more significant types of elections that currently use election signs.

What is your opinion on the proposed rules for election signs?

Response: I don't know

Tell us why, and if there is anything you would change?

3. Event signs

Proposal A: Allow people to advertise temporary sales (like garage sales) on the day of the event

We want to address a gap in the Bylaw by adding rules about signs that advertise temporary sales of goods on residential properties, for example 'garage sales'.

We are proposing to introduce new rules that treat these 'temporary sale of goods' signs in a similar way to real estate signs.

- People advertising a temporary sale of goods would be allowed to use one wall-mounted or free-standing sign and three directional signs.
- The signs would only be able to be displayed on the day of the sale.

What is your opinion on the proposal for rules for signs advertising a temporary sale of goods?

Response: Agree

Tell us why, and if there is anything you would change? Because sometimes these signs are never withdrawn after event

Proposal B: Allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups

We want rules that provide opportunities to advertise major, regional, sub-regional and community events while reducing potential nuisance and clutter.

We are proposing to update the current rules for event sign sites, for example to:

- allow the display of event signs on the same roadside sites as election signs
- clarify that community event signs (for events that attract participants from, or have significance to, a local area) that are on sites associated with the community may only be displayed if the event is provided by a not-for-profit group.

What is your opinion on the proposal for rules for event sign sites?

Response: Agree

Tell us why, and if there is anything you would change? As long as not obstructing anything else especially pedestrian and traffic and sorted promptly if vandalised

Proposal C: Clarify the current event sign rules, including their definition and placement

We want to provide rules for event signs that increase public safety and that address gaps and contradictions in the current rules.

We are proposing to update the current rules for signs promoting events, for example to:

- clarify that event signs do not include real estate or election signs
- clarify 'community events' as events that attract participants from, or have significance to, a local area
- clarify that 'regional events' include sub-regional events attracting participants from multiple local areas.
- add a related information note with a list of council-controlled locations where people can display event signs
- clarify that there is a maximum projection of 0.03m metres (3 centimetres) from the wall for flat-wall mounted event signs on a ground floor
- move rules unrelated to event signs to separate clauses (for example rules about approving a dedicated site for event signs to a new clause 34 and references to signs on major recreational facilities to a new clause 20)
- clarify that free-standing community event signs are allowed.

What is your opinion on the proposal for rules for event signs?

Response: Agree

Tell us why, and if there is anything you would change?

4. Free-standing signs

Proposal: Clarify current rules, including the definition and separation distances for free-standing signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current free-standing sign rules, for example to clarify that these signs:

- include large portable signs that can't be easily moved by hand
- need to be separated by 10 metres if they are on the same site and by two metres if they are on different sites.

What is your opinion on the proposed rules for free-standing signs?

Response: Agree

Tell us why, and if there is anything you would change? Not obstructing anything ,foot traffic

5. Portable signs

Proposal A: Increase the area where portable signs are prohibited to cover the entire City Centre Zone

Portable signs are currently prohibited in a number of streets in the City Centre Zone. This removes potential safety risks, nuisance and clutter. It also improves accessibility for pedestrians who are mobility or vision impaired, and prioritises the area for pedestrians and place-making activities.

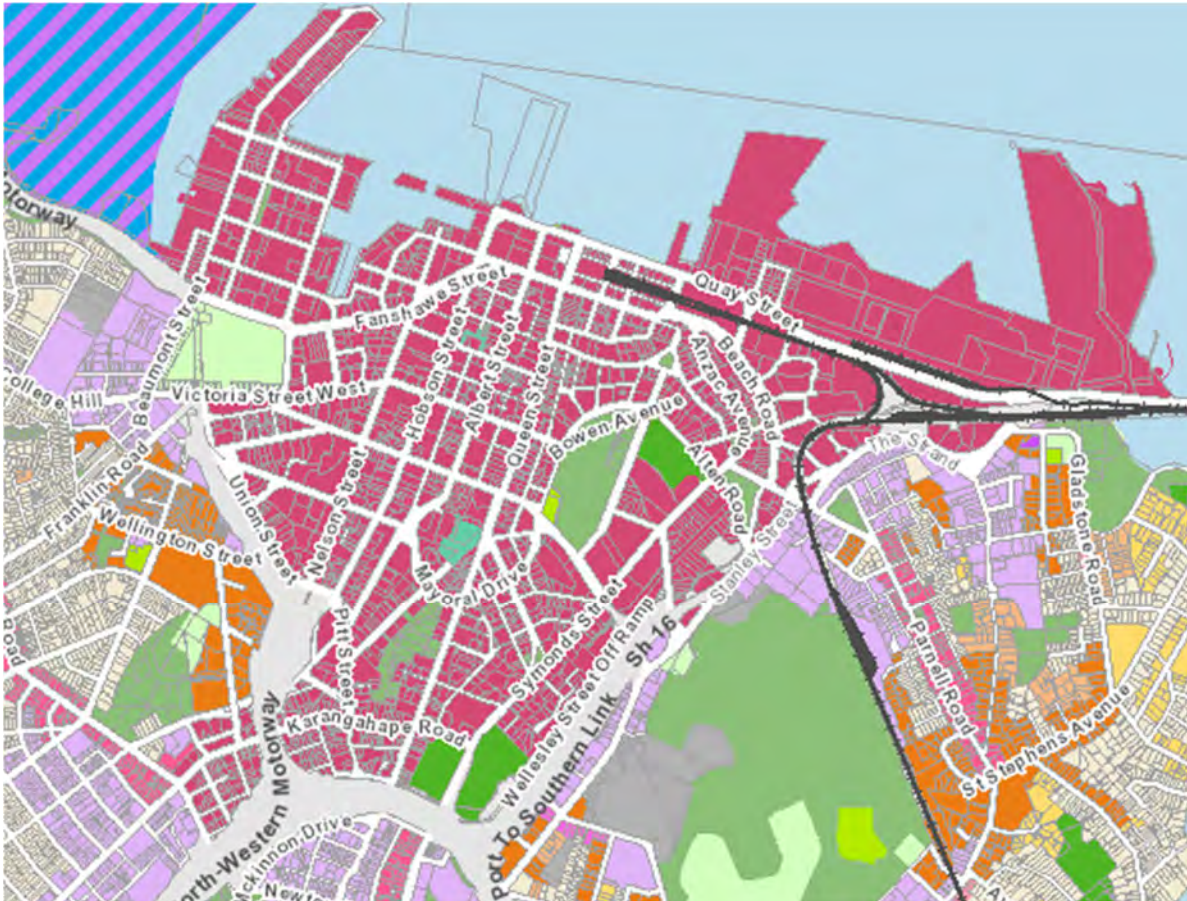
We are proposing to expand the area where portable signs cannot be displayed.

The proposed area covers any council-controlled public places within or immediately adjacent to the City Centre Zone of the Auckland Unitary Plan. This would include:

- footpaths on Queen Street and Karangahape Road
- civic spaces such as Aotea Square, Freyberg Place, Khartoum Place, Queen Elizabeth Square and St Patrick's Square.

The following map shows the City Centre Zone where we propose that portable signs cannot be displayed.

Key: ■ Business – City Centre Zone (shaded red)



What is your opinion on the proposal to increase the prohibited area for portable signs to include the entire City Centre Zone?

Response: Agree

Tell us why, and if there is anything you would change? Should include whole city , especially shopping centers

Proposal B: Clarify current rules, including the definition and placement of portable signs

We want to provide rules that are more certain and less repetitive.

We are proposing to update the current rules for portable signs, for example to clarify:

- the definition by including examples of portable signs
- the definition by specifying that in order to be 'portable' one person must be able to move the sign with their hands or a non-mechanical trolley

- that portable signs can be displayed on sites that are not council-controlled public places (such as a footpath within a private commercial property).

What is your opinion on the proposed rules for portable signs?

Response: Agree

Tell us why, and if there is anything you would change?

6. Posters

Proposal: Clarify current rules, including that poster board sites require approval

We want to provide rules that reflect current practice.

We are proposing to update the current rules for posters, for example to clarify that a poster board site must be approved before it can be installed.

What is your opinion on the proposed rules for posters?

Response: Agree

Tell us why, and if there is anything you would change?

7. Real estate signs

Proposal A: Increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of real estate signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m², if they are attached to the wall of a building.

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs on buildings in Heavy Industry Zones to 6m².

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow people involved with real estate to display more information to their customers.

Real estate signs that are attached to fences or walls that are not part of a building would continue to have a maximum area of 2.88m².

What is your opinion on the proposal to increase the area of flat wall-mounted signs on the walls of buildings in Heavy Industry zones?

Response: Agree

Tell us why, and if there is anything you would change?

Proposal B: Clarify current rules, including the maximum number and placement of real estate signs

We want to provide rules that reflect current practice and reduce risk of nuisance.

We are proposing to update the current rules for real estate signs, for example to:

- clarify that real estate signs are allowed for each property in a sub-division or housing development

- update rules about separation distances, including specifying when signs on grass verges and kerbs must comply with rules for the distance signs must be set back from a kerb face in clause 24
- clarify that real estate signs attached to or secured by a vehicle directly outside the property must not protrude from the side of the vehicle
- clarify that directional real estate signs (signs directing people to a property) can be placed on the 'three nearest intersections' to the property being sold.

Please note that **the Bylaw currently permits illuminated real estate signs, including in Residential Zones**. These signs must comply with the illumination rules for all illuminated signs. Maximum light levels depend on the size of the illuminated area of the sign and whether there is street lighting.

What is your opinion on the proposed rules for real estate signs?

Response: Agree

Tell us why, and if there is anything you would change?

8. Stencil signs

Proposal: Clarify current rules, including the definition and placement of stencil signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current rules for stencil signs, for example to:

- clarify that a stencil sign can also be a 'wall-mounted' or window sign
- clarify that a stencil sign on a council-controlled public place requires an approval (for example, from Auckland Council or Auckland Transport)
- move references to approval matters (including prohibited areas) to Part 3 (Controls and Approvals) of the proposed new bylaw.

What is your opinion on the proposed rules for stencil signs?

Response: Agree

Tell us why, and if there is anything you would change?

9. Vehicle signs

Proposal: Clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale

We want to provide rules that are easier to read and understand.

We are proposing to update the current rules for signs on vehicles to:

- add a related information note about rules for the sale of a vehicle set out in the Auckland Transport Traffic Bylaw 2012
- clarify the circumstances in which a sign may be displayed on a vehicle, including a real estate sign and an election sign.

What is your opinion on the proposed rules for signs on vehicles?

Response: Disagree

Tell us why, and if there is anything you would change? Person's vehicle as long as not offensive is their property

10. Verandah signs

Proposal: Clarify the current rules, including the definition of verandah

We want to provide rules that people can interpret with more certainty.

We are proposing to update the current verandah signs rules, for example to make them easier to read and understand.

What is your opinion on the proposed rules for verandah signs?

Response: I don't know

Tell us why, and if there is anything you would change?

11. Wall-mounted signs

Proposal A: Increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m².

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs to 6m² in Heavy Industry Zones.

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow businesses to display more information to their customers.

What is your opinion on the proposal to increase the area of flat wall-mounted signs in Heavy Industry Zones?

Response: Agree

Tell us why, and if there is anything you would change?

Proposal B: Clarify the current rules, including locations, separation distances and dimensions

We want to provide rules that reflect current practice, are more certain and improve safety.

We are proposing to update the current wall-mounted signs rules, for example to clarify that:

- these signs can be displayed on fences
- there is a five-metre separation distance between horizontal wall-mounted signs
- flat-wall mounted signs on the ground floor of a building can project a maximum of 0.03 metres (3 centimetres) from the wall.

What is your opinion on the proposed rules for wall-mounted signs?

Response: Agree

Tell us why, and if there is anything you would change?

12. Window signs

Proposal: Clarify current rules, including that there are no restrictions on window signs in the City Centre Zone

We want to provide rules that are more certain.

We are proposing to update the current rules for signs in windows, for example to clarify that there are no restrictions on window signs in the City Centre Zone of the Auckland Unitary Plan.

This recognises the unique vibrant urban environment of the city centre. Other areas such as town centres have restrictions on the percentage of window area that a window sign can cover.

What is your opinion on the proposed rules for window signs?

Response: Agree

Tell us why, and if there is anything you would change?

13. Special rules for certain signs

Subpart 2 of Part 2 of the proposed new Bylaw contains rules that signs must comply with.

Proposal A: Clarify rules for signs in Major Recreational Facility zones and the conditions for their display

We want to provide rules that are easier to read and understand.

We are proposing for example to:

- separate rules for signs in Major Recreational Facility Zones from rules for major and regional event signs.
- clarify the conditions that need to be met in order to display a sign on a site in a Major Recreational Facility Zone.

What is your opinion on the proposed rules for signs in Major Recreational Facility zones?

Response: I don't know

Tell us why, and if there is anything you would change?

Proposal B: Clarify the rules for signs in Open Space Zones, including which signs do not require an approval

We want to provide rules that people can interpret with more certainty, that group similar rules together, and that make the bylaw easier to comply with.

We are proposing to update the current rules for signs in Open Space Zones, for example to:

- clarify the conditions signs must meet to be displayed without an approval
- move references to signs that do require an approval to Part 3
- clarify that signs on boundary fences with an Open Space Zone require council approval (for example, from Auckland Council or Auckland Transport)
- make rules easier to read and understand.

What is your opinion on the proposed rules for signs in Open Space Zones?

Response: Agree

Tell us why, and if there is anything you would change?

Proposal C: Clarify a limit of one sign per commercial sexual service premises

We want to provide rules that people can interpret with more certainty.

We are proposing to clarify that commercial sexual service premises are limited to one sign per premises advertising their services.

The current rules remain unchanged. Signs:

- have a maximum area of 0.33 square metres in a residential zone and 1 square metre in all other zones
- must be a wall-mounted sign attached to either a fence or a wall of the premises
- may only contain the name of the operator or registered business, the street number, and the telephone number of the service
- must not contain flashing lights, changeable message signage, or sexualised shapes or images.

What is your opinion on the proposed rules for signs advertising commercial sexual services?

Response: Disagree

Tell us why, and if there is anything you would change? Again if not offensive and on their property and not visually obstructing,

14. General rules for all signs

Subpart 3 of Part 2 of the proposed new Bylaw contains rules that all signs must comply with.

Proposal A: Clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels

We want to provide rules that reduce repetition and group similar rules together.

We are proposing to update the rules about safety in clauses 23, 24 and 25, for example to:

- combine similar traffic-related rules from the current Signage Bylaw 2015 and the current Election Signs Bylaw 2013 into one clause to reduce repetition (**cl 24**)
- clarify that signs should not block kerb ramps or similar areas, to improve accessibility (**cl 24**)
- add a related information note about relevant sign standards made by Auckland Transport and Waka Kotahi / New Zealand Transport Agency that must also be complied with (**cl 24**)
- clarify that a sign must not use illumination, movement or materials that may cause a distraction to a person on navigable waters (**cl 25**)

What is your opinion on the proposed rules about safety?

Response: Agree

Tell us why, and if there is anything you would change?

Proposal B: A person must not alter the top of a building to display a sign

To make the Bylaw easier to read and understand, we are proposing to create a separate clause 26 to prohibit a person from adding or extending a structure to the roof, architectural top, or above the outline of a building for the sole purpose of displaying a sign.

What is your opinion on the proposed rules for the tops of buildings?**Response:** Agree**Tell us why, and if there is anything you would change?** But surely building permit required**Proposal C: Clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant**

We want to provide rules that people can interpret with more certainty and that reflect current practice.

We are proposing to update the rules about illuminated signs in clauses 27 and 28, for example to clarify that:

- changeable messages relate to transitions between static images and must not 'shimmer' or 'sparkle' (cl 27)
- luminance rules apply between 'sunset and sunrise' (cl 27)
- the person who displays the sign must provide satisfactory evidence that the sign complies with the rules, if required by Auckland Council or Auckland Transport (cl 27 and 28)
- a static illuminated sign must not be illuminated in a way that makes it appear to shimmer, sparkle or revolve (cl 28)
- LED signs must comply with the maximum luminance standards for static illuminated signs (cl 28)

What is your opinion on the proposed rules for illuminated signs?**Response:** Disagree**Tell us why, and if there is anything you would change?** We always say we want a more vibrant city and signage adds to that**Proposal D: Clarifying rules for businesses that have ceased to trade, including when and where signs must be removed**

We want to provide rules that are easier to read and understand, that people can interpret with more certainty and that reflect current practice.

We are proposing to make a separate clause 29 for businesses that cease to trade and to update the rules in this clause, for example to:

- clarify the time period for the removal of signs of a business that has ceased to trade from 'three calendar months' to '60 working days', to better account for public holidays
- clarify that if the sign has historic heritage value or is an integral part of the structure of a building then the display area of a sign can be removed or covered.

What is your opinion on the proposed rules for businesses that have ceased to trade?**Response:** Disagree**Tell us why, and if there is anything you would change?** Get tougher 30 days us more than long enough**15. Controls (additional rules) and Approvals (permissions)****Proposal: Clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw**

We want to provide rules that group similar rules together, that reflect current practice and that people can interpret with more certainty.

We are proposing to create a new Part of the Bylaw that consolidates all of the matters that Auckland Council and Auckland Transport can make a control (additional rule) for and how we may approve signs that do not comply with the Bylaw (permissions).

We are proposing to update the current rules for controls, for example to:

- specify locations and conditions of use of council-controlled public places to display event signs and election signs
- specify areas of council-controlled public places where portable signs and stencil signs are prohibited
- add a related information note about current controls and delegations, and the process for creating a control.

We are proposing to update the current rules for approvals, for example to:

- clarify that this Subpart applies to people who must obtain an approval
- clarify those applications for approval which are intended to be provided for in appropriate circumstances (poster boards, cross street banners, event signs and signs in Open Space Zones) and clarify that all other applications will only be granted by exception
- add a related information note about Auckland Council's fee-setting process
- add new criteria about conditions that the council or Auckland Transport may impose, from other bylaws that manage impacts similar to signs
- make a separate clause about the review of approvals.

What is your opinion on the proposal to update the current rules for controls and approvals?

Response: Agree

Tell us why, and if there is anything you would change? Make it simple to follow

16. Enforcement powers, penalties and transitional rules (how the new rules apply to existing signs)

Proposal: To clarify the current enforcement powers and penalties and how we transition to the new rules

We want to provide rules that make the bylaw easier to understand and comply with, and provide for how the new bylaw will regulate signs that are already displayed or approved under the current rules.

We are proposing to create two new Parts of the Bylaw. Part 4 would consolidate all of the Bylaw's enforcement powers and penalties. Part 5 would clarify how we would transition to the new rules.

We are proposing to update the current enforcement rules in the Bylaw, for example to:

- clarify that enforcement action may be taken against people who fail to comply with an approval or who provide inaccurate information for an approval
- add related information notes referencing the powers and penalties to enforce the Bylaw
- move rules about removing signs from a business that has ceased to trade to a new clause (**cl 29**)
- clarify that a person does not commit an offence if the reason they did not comply with the Bylaw was because they followed directions from Auckland Council or Auckland Transport.

We are proposing to update the transition rules, for example to:

- clarify that signs that currently comply with the Signage Bylaw 2015 or the Election Signs Bylaw 2013 can continue to be displayed, if they also comply with the general rules for all signs in Subpart 3 of the proposed new Bylaw
- clarify the time period by which an existing sign and temporary sign must comply with the proposed new Bylaw
- clarify that approvals and exemptions applied for or granted under the Signage Bylaw 2015 will continue to be processed or apply as if they were made under the proposed new Bylaw
- clarify that we will use the Signage Bylaw 2015 to address any compliance and enforcement actions that started before the proposed new Bylaw comes into effect.

What is your opinion on the proposal to update the current rules for enforcement and transition?

Response: Agree

Tell us why, and if there is anything you would change? But instead of may be prosecute d will be.leaves no room for mates of mates to get away with it whilst someone else gets fined for the same

17. Other feedback

Do you have any other comments on the proposed Signs Bylaw?

***Note:** We are not seeking any public feedback on rules for sign types managed by other regulatory methods, for example billboards which are managed in the Auckland Unitary Plan.*

We are also not seeking any feedback at this time on whether this Bylaw should include rules relating to the regulation of alcohol advertising

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



Proposed Signs Bylaw 2022

Aucklanders use signs every day to advertise goods and services and to communicate information.

Signs can however also cause problems in relation to public safety, nuisance, misuse of council-controlled public places, the Auckland transport system and environment. For example, the number, size and location of signs can affect traffic safety, obstruct pedestrians and cause visual clutter.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business

Your local board: Hibiscus and Bays

Source: Online

Your feedback

1. Banners

Proposal: Clarify current rules, including the placement and conditions for the display of banners

We want to provide rules that are more certain.

We are proposing to update the current rules for banners, for example to clarify that:

- banners that are displayed on a site (such as over a private road on a commercial property) and that are visible from a council-controlled public place or the Auckland transport system must only advertise products, services, goods or events available from or taking place on the site
- banners over private property must comply with health and safety legislation
- banners on council-controlled public places require an approval (for example, by Auckland Council or Auckland Transport)
- banners may need to comply with rules for other sign types and may be displayed at any location if they comply with those rules.

What is your opinion on the proposed rules for banners?

Response: Agree

Tell us why, and if there is anything you would change? There are too many of these already and the numbers should be reduced

2. Election signs

Proposal A: Clarify that election signs may be displayed on some sites for nine weeks and are permitted on billboards and poster board sites

We want to provide rules that:

- align with central government legislation
- treat election signs consistently with how the Bylaw enables other temporary sign types for specific time periods.

The Electoral Act 1993 sets a nine-week period before an election where a bylaw cannot prohibit or restrict the period of display of an election sign under three square metres (3m²) in area.

We are proposing to:

- clarify that election signs may be displayed in places they would not otherwise be allowed, for nine weeks before an election
- add related information notes about the council-controlled public places approved for the display of election signs and about central government regulations rules for election signs.

Please note that **election signs would be permitted at all times in the nine-week period (except on polling day) in places that allow advertising about activities unrelated to the site.** This includes poster board sites and billboards.

What is your opinion on the proposed nine-week period for election signs?

Response: Disagree

Tell us why, and if there is anything you would change? The period of 9 weeks is too long. 4 weeks would be my preferred period for such display

Proposal B: Prohibit election signs directed at a council-controlled park, reserve or Open Space Zone

We want to provide rules that protect the amenity of council-controlled parks, reserves and Open Space Zones.

We are proposing to add a new rule that does not allow election signs on private property to be primarily directed at a council-controlled park, reserve or Open Space Zone. For example, under this rule an election sign on a residential fence directly opposite one of these spaces would be prohibited.

What is your opinion on the proposed rule for election signs directed at a council-controlled park, reserve or Open Space Zone?

Response: Disagree

Tell us why, and if there is anything you would change? Such a term "directed at" is somewhat subjective and vague. It also differentiates between different properties to exercise a uniform right of citizens.

Proposal C: Clarify the current rules, including to remove Entrust from the types of permitted election signs

We want to provide rules that reduce repetition, remove contradictions and treat similar types of signs consistently.

We are also proposing for example to:

- clarify where signs can be installed to increase certainty
- clarify that all election signs must comply with the special and general rules in Subparts 2 and 3 of Part 2 of the new bylaw.

We are also proposing to remove the rule allowing the display of election signs related to Entrust.

Entrust is the only Auckland energy trust that the Election Signs Bylaw 2013 allows to display election signs.

This proposed rule change aims to:

- treat all of Auckland's energy trusts consistently
- focus on enabling more significant types of elections that currently use election signs.

What is your opinion on the proposed rules for election signs?

Response: Agree

Tell us why, and if there is anything you would change? Proposal seems sensible in removing an anomaly

3. Event signs

Proposal A: Allow people to advertise temporary sales (like garage sales) on the day of the event

We want to address a gap in the Bylaw by adding rules about signs that advertise temporary sales of goods on residential properties, for example 'garage sales'.

We are proposing to introduce new rules that treat these 'temporary sale of goods' signs in a similar way to real estate signs.

- People advertising a temporary sale of goods would be allowed to use one wall-mounted or free-standing sign and three directional signs.
- The signs would only be able to be displayed on the day of the sale.

What is your opinion on the proposal for rules for signs advertising a temporary sale of goods?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups

We want rules that provide opportunities to advertise major, regional, sub-regional and community events while reducing potential nuisance and clutter.

We are proposing to update the current rules for event sign sites, for example to:

- allow the display of event signs on the same roadside sites as election signs
- clarify that community event signs (for events that attract participants from, or have significance to, a local area) that are on sites associated with the community may only be displayed if the event is provided by a not-for-profit group.

What is your opinion on the proposal for rules for event sign sites?

Response: No response

Tell us why, and if there is anything you would change?

Proposal C: Clarify the current event sign rules, including their definition and placement

We want to provide rules for event signs that increase public safety and that address gaps and contradictions in the current rules.

We are proposing to update the current rules for signs promoting events, for example to:

- clarify that event signs do not include real estate or election signs
- clarify 'community events' as events that attract participants from, or have significance to, a local area
- clarify that 'regional events' include sub-regional events attracting participants from multiple local areas.
- add a related information note with a list of council-controlled locations where people can display event signs
- clarify that there is a maximum projection of 0.03m metres (3 centimetres) from the wall for flat-wall mounted event signs on a ground floor
- move rules unrelated to event signs to separate clauses (for example rules about approving a dedicated site for event signs to a new clause 34 and references to signs on major recreational facilities to a new clause 20)
- clarify that free-standing community event signs are allowed.

What is your opinion on the proposal for rules for event signs?

Response: No response

Tell us why, and if there is anything you would change?

4. Free-standing signs

Proposal: Clarify current rules, including the definition and separation distances for free-standing signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current free-standing sign rules, for example to clarify that these signs:

- include large portable signs that can't be easily moved by hand
- need to be separated by 10 metres if they are on the same site and by two metres if they are on different sites.

What is your opinion on the proposed rules for free-standing signs?

Response: Agree

Tell us why, and if there is anything you would change? Too many such signs are a blot on the landscape....and would lose impact anyway if there were too many.

5. Portable signs

Proposal A: Increase the area where portable signs are prohibited to cover the entire City Centre Zone

Portable signs are currently prohibited in a number of streets in the City Centre Zone. This removes potential safety risks, nuisance and clutter. It also improves accessibility for pedestrians who are mobility or vision impaired, and prioritises the area for pedestrians and place-making activities.

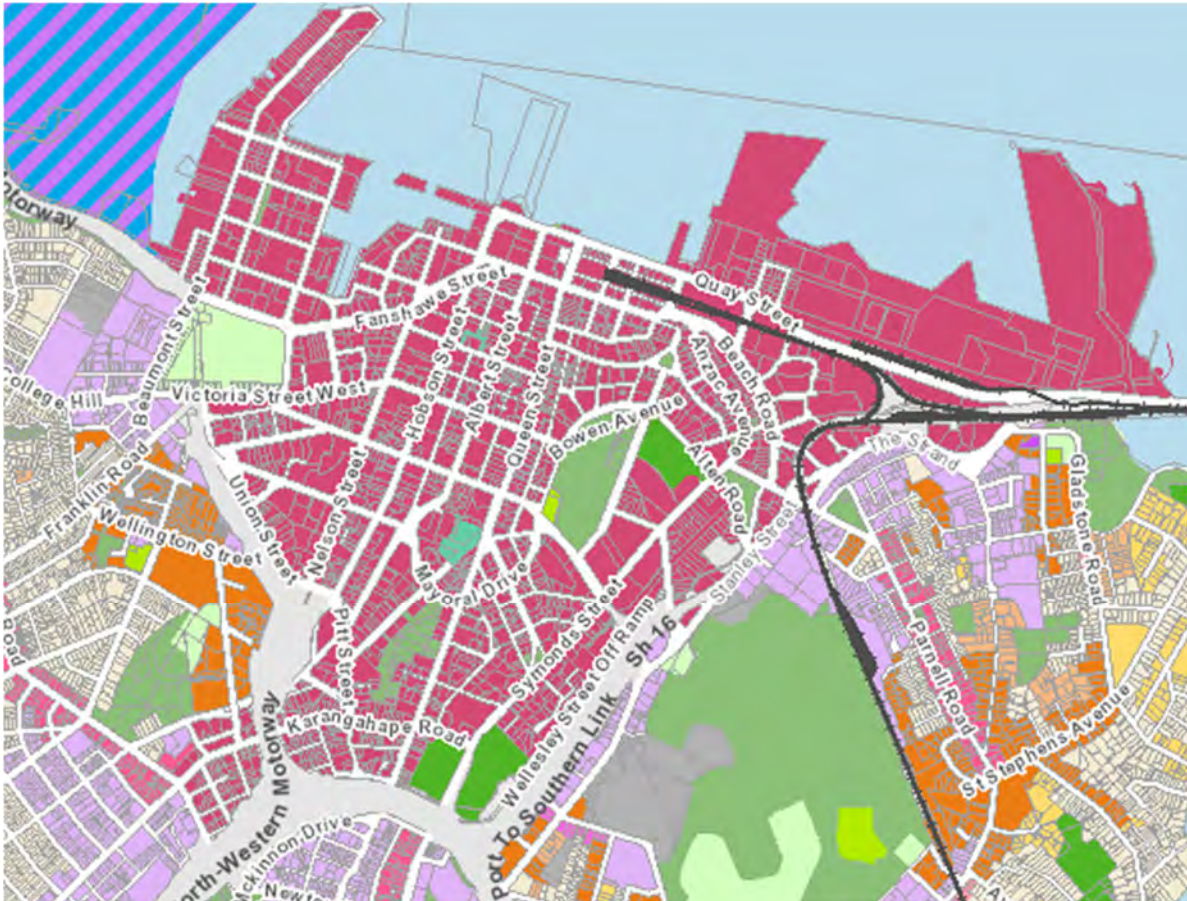
We are proposing to expand the area where portable signs cannot be displayed.

The proposed area covers any council-controlled public places within or immediately adjacent to the City Centre Zone of the Auckland Unitary Plan. This would include:

- footpaths on Queen Street and Karangahape Road
- civic spaces such as Aotea Square, Freyberg Place, Khartoum Place, Queen Elizabeth Square and St Patrick's Square.

The following map shows the City Centre Zone where we propose that portable signs cannot be displayed.

Key: ■ Business – City Centre Zone (shaded red)



What is your opinion on the proposal to increase the prohibited area for portable signs to include the entire City Centre Zone?

Response: Agree

Tell us why, and if there is anything you would change? There are already too many signs in the City Centre

Proposal B: Clarify current rules, including the definition and placement of portable signs

We want to provide rules that are more certain and less repetitive.

We are proposing to update the current rules for portable signs, for example to clarify:

- the definition by including examples of portable signs
- the definition by specifying that in order to be 'portable' one person must be able to move the sign with their hands or a non-mechanical trolley

- that portable signs can be displayed on sites that are not council-controlled public places (such as a footpath within a private commercial property).

What is your opinion on the proposed rules for portable signs?

Response: Agree

Tell us why, and if there is anything you would change? Clarity of the rules is important

6. Posters

Proposal: Clarify current rules, including that poster board sites require approval

We want to provide rules that reflect current practice.

We are proposing to update the current rules for posters, for example to clarify that a poster board site must be approved before it can be installed.

What is your opinion on the proposed rules for posters?

Response: No response

Tell us why, and if there is anything you would change?

7. Real estate signs

Proposal A: Increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of real estate signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m², if they are attached to the wall of a building.

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs on buildings in Heavy Industry Zones to 6m².

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow people involved with real estate to display more information to their customers.

Real estate signs that are attached to fences or walls that are not part of a building would continue to have a maximum area of 2.88m².

What is your opinion on the proposal to increase the area of flat wall-mounted signs on the walls of buildings in Heavy Industry zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify current rules, including the maximum number and placement of real estate signs

We want to provide rules that reflect current practice and reduce risk of nuisance.

We are proposing to update the current rules for real estate signs, for example to:

- clarify that real estate signs are allowed for each property in a sub-division or housing development

- update rules about separation distances, including specifying when signs on grass verges and kerbs must comply with rules for the distance signs must be set back from a kerb face in clause 24
- clarify that real estate signs attached to or secured by a vehicle directly outside the property must not protrude from the side of the vehicle
- clarify that directional real estate signs (signs directing people to a property) can be placed on the 'three nearest intersections' to the property being sold.

Please note that **the Bylaw currently permits illuminated real estate signs, including in Residential Zones**. These signs must comply with the illumination rules for all illuminated signs. Maximum light levels depend on the size of the illuminated area of the sign and whether there is street lighting.

What is your opinion on the proposed rules for real estate signs?

Response: No response

Tell us why, and if there is anything you would change?

8. Stencil signs

Proposal: Clarify current rules, including the definition and placement of stencil signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current rules for stencil signs, for example to:

- clarify that a stencil sign can also be a 'wall-mounted' or window sign
- clarify that a stencil sign on a council-controlled public place requires an approval (for example, from Auckland Council or Auckland Transport)
- move references to approval matters (including prohibited areas) to Part 3 (Controls and Approvals) of the proposed new bylaw.

What is your opinion on the proposed rules for stencil signs?

Response: No response

Tell us why, and if there is anything you would change?

9. Vehicle signs

Proposal: Clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale

We want to provide rules that are easier to read and understand.

We are proposing to update the current rules for signs on vehicles to:

- add a related information note about rules for the sale of a vehicle set out in the Auckland Transport Traffic Bylaw 2012
- clarify the circumstances in which a sign may be displayed on a vehicle, including a real estate sign and an election sign.

What is your opinion on the proposed rules for signs on vehicles?

Response: No response

Tell us why, and if there is anything you would change?

10. Verandah signs

Proposal: Clarify the current rules, including the definition of verandah

We want to provide rules that people can interpret with more certainty.

We are proposing to update the current verandah signs rules, for example to make them easier to read and understand.

What is your opinion on the proposed rules for verandah signs?

Response: No response

Tell us why, and if there is anything you would change?

11. Wall-mounted signs

Proposal A: Increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m².

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs to 6m² in Heavy Industry Zones.

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow businesses to display more information to their customers.

What is your opinion on the proposal to increase the area of flat wall-mounted signs in Heavy Industry Zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify the current rules, including locations, separation distances and dimensions

We want to provide rules that reflect current practice, are more certain and improve safety.

We are proposing to update the current wall-mounted signs rules, for example to clarify that:

- these signs can be displayed on fences
- there is a five-metre separation distance between horizontal wall-mounted signs
- flat-wall mounted signs on the ground floor of a building can project a maximum of 0.03 metres (3 centimetres) from the wall.

What is your opinion on the proposed rules for wall-mounted signs?

Response: No response

Tell us why, and if there is anything you would change?

12. Window signs

Proposal: Clarify current rules, including that there are no restrictions on window signs in the City Centre Zone

We want to provide rules that are more certain.

We are proposing to update the current rules for signs in windows, for example to clarify that there are no restrictions on window signs in the City Centre Zone of the Auckland Unitary Plan.

This recognises the unique vibrant urban environment of the city centre. Other areas such as town centres have restrictions on the percentage of window area that a window sign can cover.

What is your opinion on the proposed rules for window signs?

Response: No response

Tell us why, and if there is anything you would change?

13. Special rules for certain signs

Subpart 2 of Part 2 of the proposed new Bylaw contains rules that signs must comply with.

Proposal A: Clarify rules for signs in Major Recreational Facility zones and the conditions for their display

We want to provide rules that are easier to read and understand.

We are proposing for example to:

- separate rules for signs in Major Recreational Facility Zones from rules for major and regional event signs.
- clarify the conditions that need to be met in order to display a sign on a site in a Major Recreational Facility Zone.

What is your opinion on the proposed rules for signs in Major Recreational Facility zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify the rules for signs in Open Space Zones, including which signs do not require an approval

We want to provide rules that people can interpret with more certainty, that group similar rules together, and that make the bylaw easier to comply with.

We are proposing to update the current rules for signs in Open Space Zones, for example to:

- clarify the conditions signs must meet to be displayed without an approval
- move references to signs that do require an approval to Part 3
- clarify that signs on boundary fences with an Open Space Zone require council approval (for example, from Auckland Council or Auckland Transport)
- make rules easier to read and understand.

What is your opinion on the proposed rules for signs in Open Space Zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal C: Clarify a limit of one sign per commercial sexual service premises

We want to provide rules that people can interpret with more certainty.

We are proposing to clarify that commercial sexual service premises are limited to one sign per premises advertising their services.

The current rules remain unchanged. Signs:

- have a maximum area of 0.33 square metres in a residential zone and 1 square metre in all other zones
- must be a wall-mounted sign attached to either a fence or a wall of the premises
- may only contain the name of the operator or registered business, the street number, and the telephone number of the service
- must not contain flashing lights, changeable message signage, or sexualised shapes or images.

What is your opinion on the proposed rules for signs advertising commercial sexual services?

Response: No response

Tell us why, and if there is anything you would change?

14. General rules for all signs

[Subpart 3 of Part 2 of the proposed new Bylaw contains rules that all signs must comply with.](#)

Proposal A: Clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels

We want to provide rules that reduce repetition and group similar rules together.

We are proposing to update the rules about safety in clauses 23, 24 and 25, for example to:

- combine similar traffic-related rules from the current Signage Bylaw 2015 and the current Election Signs Bylaw 2013 into one clause to reduce repetition (**cl 24**)
- clarify that signs should not block kerb ramps or similar areas, to improve accessibility (**cl 24**)
- add a related information note about relevant sign standards made by Auckland Transport and Waka Kotahi / New Zealand Transport Agency that must also be complied with (**cl 24**)
- clarify that a sign must not use illumination, movement or materials that may cause a distraction to a person on navigable waters (**cl 25**)

What is your opinion on the proposed rules about safety?

Response:No response

Tell us why, and if there is anything you would change?

Proposal B: A person must not alter the top of a building to display a sign

To make the Bylaw easier to read and understand, we are proposing to create a separate clause 26 to prohibit a person from adding or extending a structure to the roof, architectural top, or above the outline of a building for the sole purpose of displaying a sign.

What is your opinion on the proposed rules for the tops of buildings?

Response: No response

Tell us why, and if there is anything you would change?

Proposal C: Clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant

We want to provide rules that people can interpret with more certainty and that reflect current practice.

We are proposing to update the rules about illuminated signs in clauses 27 and 28, for example to clarify that:

- changeable messages relate to transitions between static images and must not ‘shimmer’ or ‘sparkle’ (cl 27)
- luminance rules apply between ‘sunset and sunrise’ (cl 27)
- the person who displays the sign must provide satisfactory evidence that the sign complies with the rules, if required by Auckland Council or Auckland Transport (cl 27 and 28)
- a static illuminated sign must not be illuminated in a way that makes it appear to shimmer, sparkle or revolve (cl 28)
- LED signs must comply with the maximum luminance standards for static illuminated signs (cl 28)

What is your opinion on the proposed rules for illuminated signs?

Response: No response

Tell us why, and if there is anything you would change?

Proposal D: Clarifying rules for businesses that have ceased to trade, including when and where signs must be removed

We want to provide rules that are easier to read and understand, that people can interpret with more certainty and that reflect current practice.

We are proposing to make a separate clause 29 for businesses that cease to trade and to update the rules in this clause, for example to:

- clarify the time period for the removal of signs of a business that has ceased to trade from ‘three calendar months’ to ‘60 working days’, to better account for public holidays
- clarify that if the sign has historic heritage value or is an integral part of the structure of a building then the display area of a sign can be removed or covered.

What is your opinion on the proposed rules for businesses that have ceased to trade?

Response: No response

Tell us why, and if there is anything you would change?

15. Controls (additional rules) and Approvals (permissions)

Proposal: Clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw

We want to provide rules that group similar rules together, that reflect current practice and that people can interpret with more certainty.

We are proposing to create a new Part of the Bylaw that consolidates all of the matters that Auckland Council and Auckland Transport can make a control (additional rule) for and how we may approve signs that do not comply with the Bylaw (permissions).

We are proposing to update the current rules for controls, for example to:

- specify locations and conditions of use of council-controlled public places to display event signs and election signs
- specify areas of council-controlled public places where portable signs and stencil signs are prohibited
- add a related information note about current controls and delegations, and the process for creating a control.

We are proposing to update the current rules for approvals, for example to:

- clarify that this Subpart applies to people who must obtain an approval
- clarify those applications for approval which are intended to be provided for in appropriate circumstances (poster boards, cross street banners, event signs and signs in Open Space Zones) and clarify that all other applications will only be granted by exception
- add a related information note about Auckland Council's fee-setting process
- add new criteria about conditions that the council or Auckland Transport may impose, from other bylaws that manage impacts similar to signs
- make a separate clause about the review of approvals.

What is your opinion on the proposal to update the current rules for controls and approvals?

Response: No response

Tell us why, and if there is anything you would change?

16. Enforcement powers, penalties and transitional rules (how the new rules apply to existing signs)

Proposal: To clarify the current enforcement powers and penalties and how we transition to the new rules

We want to provide rules that make the bylaw easier to understand and comply with, and provide for how the new bylaw will regulate signs that are already displayed or approved under the current rules.

We are proposing to create two new Parts of the Bylaw. Part 4 would consolidate all of the Bylaw's enforcement powers and penalties. Part 5 would clarify how we would transition to the new rules.

We are proposing to update the current enforcement rules in the Bylaw, for example to:

- clarify that enforcement action may be taken against people who fail to comply with an approval or who provide inaccurate information for an approval
- add related information notes referencing the powers and penalties to enforce the Bylaw
- move rules about removing signs from a business that has ceased to trade to a new clause (**cl 29**)
- clarify that a person does not commit an offence if the reason they did not comply with the Bylaw was because they followed directions from Auckland Council or Auckland Transport.

We are proposing to update the transition rules, for example to:

- clarify that signs that currently comply with the Signage Bylaw 2015 or the Election Signs Bylaw 2013 can continue to be displayed, if they also comply with the general rules for all signs in Subpart 3 of the proposed new Bylaw
- clarify the time period by which an existing sign and temporary sign must comply with the proposed new Bylaw
- clarify that approvals and exemptions applied for or granted under the Signage Bylaw 2015 will continue to be processed or apply as if they were made under the proposed new Bylaw
- clarify that we will use the Signage Bylaw 2015 to address any compliance and enforcement actions that started before the proposed new Bylaw comes into effect.

What is your opinion on the proposal to update the current rules for enforcement and transition?

Response: No response

Tell us why, and if there is anything you would change?

17. Other feedback

Do you have any other comments on the proposed Signs Bylaw?

***Note:** We are not seeking any public feedback on rules for sign types managed by other regulatory methods, for example billboards which are managed in the Auckland Unitary Plan.*

We are also not seeking any feedback at this time on whether this Bylaw should include rules relating to the regulation of alcohol advertising

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



Proposed Signs Bylaw 2022

Aucklanders use signs every day to advertise goods and services and to communicate information.

Signs can however also cause problems in relation to public safety, nuisance, misuse of council-controlled public places, the Auckland transport system and environment. For example, the number, size and location of signs can affect traffic safety, obstruct pedestrians and cause visual clutter.

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business

Your local board: Hibiscus and Bays

Source: Online

Your feedback

1. Banners

Proposal: Clarify current rules, including the placement and conditions for the display of banners

We want to provide rules that are more certain.

We are proposing to update the current rules for banners, for example to clarify that:

- banners that are displayed on a site (such as over a private road on a commercial property) and that are visible from a council-controlled public place or the Auckland transport system must only advertise products, services, goods or events available from or taking place on the site
- banners over private property must comply with health and safety legislation
- banners on council-controlled public places require an approval (for example, by Auckland Council or Auckland Transport)
- banners may need to comply with rules for other sign types and may be displayed at any location if they comply with those rules.

What is your opinion on the proposed rules for banners?

Response: No response

Tell us why, and if there is anything you would change?

2. Election signs

Proposal A: Clarify that election signs may be displayed on some sites for nine weeks and are permitted on billboards and poster board sites

We want to provide rules that:

- align with central government legislation
- treat election signs consistently with how the Bylaw enables other temporary sign types for specific time periods.

The Electoral Act 1993 sets a nine-week period before an election where a bylaw cannot prohibit or restrict the period of display of an election sign under three square metres (3m²) in area.

We are proposing to:

- clarify that election signs may be displayed in places they would not otherwise be allowed, for nine weeks before an election
- add related information notes about the council-controlled public places approved for the display of election signs and about central government regulations rules for election signs.

Please note that **election signs would be permitted at all times in the nine-week period (except on polling day) in places that allow advertising about activities unrelated to the site.** This includes poster board sites and billboards.

What is your opinion on the proposed nine-week period for election signs?

Response: Disagree

Tell us why, and if there is anything you would change? Election signs are visual pollution that serves no purpose, no one determines who they will vote for off a sign, they are often vandalized and left as a mess on the ground

Proposal B: Prohibit election signs directed at a council-controlled park, reserve or Open Space Zone

We want to provide rules that protect the amenity of council-controlled parks, reserves and Open Space Zones.

We are proposing to add a new rule that does not allow election signs on private property to be primarily directed at a council-controlled park, reserve or Open Space Zone. For example, under this rule an election sign on a residential fence directly opposite one of these spaces would be prohibited.

What is your opinion on the proposed rule for election signs directed at a council-controlled park, reserve or Open Space Zone?

Response: Agree

Tell us why, and if there is anything you would change? As above they are unnecessary visual pollution

Proposal C: Clarify the current rules, including to remove Entrust from the types of permitted election signs

We want to provide rules that reduce repetition, remove contradictions and treat similar types of signs consistently.

We are also proposing for example to:

- clarify where signs can be installed to increase certainty

- clarify that all election signs must comply with the special and general rules in Subparts 2 and 3 of Part 2 of the new bylaw.

We are also proposing to remove the rule allowing the display of election signs related to Entrust.

Entrust is the only Auckland energy trust that the Election Signs Bylaw 2013 allows to display election signs. This proposed rule change aims to:

- treat all of Auckland's energy trusts consistently
- focus on enabling more significant types of elections that currently use election signs.

What is your opinion on the proposed rules for election signs?

Response: Disagree

Tell us why, and if there is anything you would change? Ban all party election signage

3. Event signs

Proposal A: Allow people to advertise temporary sales (like garage sales) on the day of the event

We want to address a gap in the Bylaw by adding rules about signs that advertise temporary sales of goods on residential properties, for example 'garage sales'.

We are proposing to introduce new rules that treat these 'temporary sale of goods' signs in a similar way to real estate signs.

- People advertising a temporary sale of goods would be allowed to use one wall-mounted or free-standing sign and three directional signs.
- The signs would only be able to be displayed on the day of the sale.

What is your opinion on the proposal for rules for signs advertising a temporary sale of goods?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Allow event signs to use election sign sites and clarify that community events must be provided by not-for-profit groups

We want rules that provide opportunities to advertise major, regional, sub-regional and community events while reducing potential nuisance and clutter.

We are proposing to update the current rules for event sign sites, for example to:

- allow the display of event signs on the same roadside sites as election signs
- clarify that community event signs (for events that attract participants from, or have significance to, a local area) that are on sites associated with the community may only be displayed if the event is provided by a not-for-profit group.

What is your opinion on the proposal for rules for event sign sites?

Response: No response

Tell us why, and if there is anything you would change?

Proposal C: Clarify the current event sign rules, including their definition and placement

We want to provide rules for event signs that increase public safety and that address gaps and contradictions in the current rules.

We are proposing to update the current rules for signs promoting events, for example to:

- clarify that event signs do not include real estate or election signs
- clarify 'community events' as events that attract participants from, or have significance to, a local area
- clarify that 'regional events' include sub-regional events attracting participants from multiple local areas.
- add a related information note with a list of council-controlled locations where people can display event signs
- clarify that there is a maximum projection of 0.03m metres (3 centimetres) from the wall for flat-wall mounted event signs on a ground floor
- move rules unrelated to event signs to separate clauses (for example rules about approving a dedicated site for event signs to a new clause 34 and references to signs on major recreational facilities to a new clause 20)
- clarify that free-standing community event signs are allowed.

What is your opinion on the proposal for rules for event signs?

Response: No response

Tell us why, and if there is anything you would change?

4. Free-standing signs

Proposal: Clarify current rules, including the definition and separation distances for free-standing signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current free-standing sign rules, for example to clarify that these signs:

- include large portable signs that can't be easily moved by hand
- need to be separated by 10 metres if they are on the same site and by two metres if they are on different sites.

What is your opinion on the proposed rules for free-standing signs?

Response: No response

Tell us why, and if there is anything you would change?

5. Portable signs

Proposal A: Increase the area where portable signs are prohibited to cover the entire City Centre Zone

Portable signs are currently prohibited in a number of streets in the City Centre Zone. This removes potential safety risks, nuisance and clutter. It also improves accessibility for pedestrians who are mobility or vision impaired, and prioritises the area for pedestrians and place-making activities.

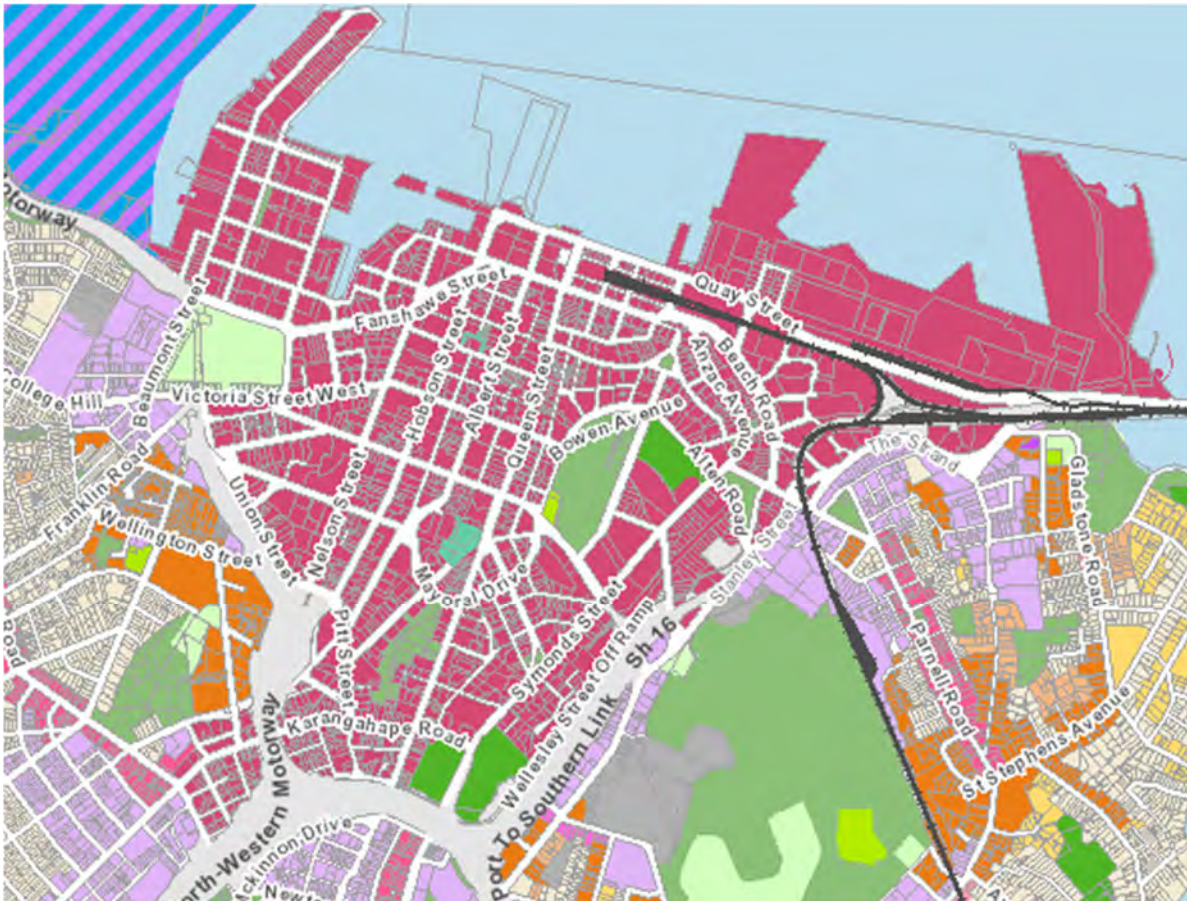
We are proposing to expand the area where portable signs cannot be displayed.

The proposed area covers any council-controlled public places within or immediately adjacent to the City Centre Zone of the Auckland Unitary Plan. This would include:

- footpaths on Queen Street and Karangahape Road
- civic spaces such as Aotea Square, Freyberg Place, Khartoum Place, Queen Elizabeth Square and St Patrick's Square.

The following map shows the City Centre Zone where we propose that portable signs cannot be displayed.

Key: ■ Business – City Centre Zone (shaded red)



What is your opinion on the proposal to increase the prohibited area for portable signs to include the entire City Centre Zone?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify current rules, including the definition and placement of portable signs

We want to provide rules that are more certain and less repetitive.

We are proposing to update the current rules for portable signs, for example to clarify:

- the definition by including examples of portable signs
- the definition by specifying that in order to be 'portable' one person must be able to move the sign with their hands or a non-mechanical trolley
- that portable signs can be displayed on sites that are not council-controlled public places (such as a footpath within a private commercial property).

What is your opinion on the proposed rules for portable signs?

Response: No response

Tell us why, and if there is anything you would change?

6. Posters

Proposal: Clarify current rules, including that poster board sites require approval

We want to provide rules that reflect current practice.

We are proposing to update the current rules for posters, for example to clarify that a poster board site must be approved before it can be installed.

What is your opinion on the proposed rules for posters?

Response: No response

Tell us why, and if there is anything you would change?

7. Real estate signs

Proposal A: Increase the maximum area of certain flat wall-mounted real estate signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of real estate signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m², if they are attached to the wall of a building.

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs on buildings in Heavy Industry Zones to 6m².

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow people involved with real estate to display more information to their customers.

Real estate signs that are attached to fences or walls that are not part of a building would continue to have a maximum area of 2.88m².

What is your opinion on the proposal to increase the area of flat wall-mounted signs on the walls of buildings in Heavy Industry zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify current rules, including the maximum number and placement of real estate signs

We want to provide rules that reflect current practice and reduce risk of nuisance.

We are proposing to update the current rules for real estate signs, for example to:

- clarify that real estate signs are allowed for each property in a sub-division or housing development
- update rules about separation distances, including specifying when signs on grass verges and kerbs must comply with rules for the distance signs must be set back from a kerb face in clause 24
- clarify that real estate signs attached to or secured by a vehicle directly outside the property must not protrude from the side of the vehicle

- clarify that directional real estate signs (signs directing people to a property) can be placed on the 'three nearest intersections' to the property being sold.

Please note that **the Bylaw currently permits illuminated real estate signs, including in Residential Zones**. These signs must comply with the illumination rules for all illuminated signs. Maximum light levels depend on the size of the illuminated area of the sign and whether there is street lighting.

What is your opinion on the proposed rules for real estate signs?

Response: No response

Tell us why, and if there is anything you would change?

8. Stencil signs

Proposal: Clarify current rules, including the definition and placement of stencil signs

We want to provide rules that are more certain and reflect current practice.

We are proposing to update the current rules for stencil signs, for example to:

- clarify that a stencil sign can also be a 'wall-mounted' or window sign
- clarify that a stencil sign on a council-controlled public place requires an approval (for example, from Auckland Council or Auckland Transport)
- move references to approval matters (including prohibited areas) to Part 3 (Controls and Approvals) of the proposed new bylaw.

What is your opinion on the proposed rules for stencil signs?

Response: No response

Tell us why, and if there is anything you would change?

9. Vehicle signs

Proposal: Clarify the current rules, including when a person may display a sign on a vehicle and what rules regulate signs advertising a vehicle for sale

We want to provide rules that are easier to read and understand.

We are proposing to update the current rules for signs on vehicles to:

- add a related information note about rules for the sale of a vehicle set out in the Auckland Transport Traffic Bylaw 2012
- clarify the circumstances in which a sign may be displayed on a vehicle, including a real estate sign and an election sign.

What is your opinion on the proposed rules for signs on vehicles?

Response: No response

Tell us why, and if there is anything you would change?

10. Verandah signs

Proposal: Clarify the current rules, including the definition of verandah

We want to provide rules that people can interpret with more certainty.

We are proposing to update the current verandah signs rules, for example to make them easier to read and understand.

What is your opinion on the proposed rules for verandah signs?

Response: No response

Tell us why, and if there is anything you would change?

11. Wall-mounted signs

Proposal A: Increase the maximum area of flat wall-mounted signs in Heavy Industry Zones to 6m²

We have heard a range of views about the size of signs in Heavy Industry Zones of the Auckland Unitary Plan (areas that allow industrial activities that may produce odour, dust and noise). Currently, these signs can have a maximum area of 5m².

We are seeking feedback on whether to increase the maximum area of flat wall-mounted signs to 6m² in Heavy Industry Zones.

These zones have a lower priority on amenity and contain larger buildings that are often set back further from the road. Having larger signs would allow businesses to display more information to their customers.

What is your opinion on the proposal to increase the area of flat wall-mounted signs in Heavy Industry Zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify the current rules, including locations, separation distances and dimensions

We want to provide rules that reflect current practice, are more certain and improve safety.

We are proposing to update the current wall-mounted signs rules, for example to clarify that:

- these signs can be displayed on fences
- there is a five-metre separation distance between horizontal wall-mounted signs
- flat-wall mounted signs on the ground floor of a building can project a maximum of 0.03 metres (3 centimetres) from the wall.

What is your opinion on the proposed rules for wall-mounted signs?

Response: No response

Tell us why, and if there is anything you would change?

12. Window signs

Proposal: Clarify current rules, including that there are no restrictions on window signs in the City Centre Zone

We want to provide rules that are more certain.

We are proposing to update the current rules for signs in windows, for example to clarify that there are no restrictions on window signs in the City Centre Zone of the Auckland Unitary Plan.

This recognises the unique vibrant urban environment of the city centre. Other areas such as town centres have restrictions on the percentage of window area that a window sign can cover.

What is your opinion on the proposed rules for window signs?

Response: No response

Tell us why, and if there is anything you would change?

13. Special rules for certain signs

Subpart 2 of Part 2 of the proposed new Bylaw contains rules that signs must comply with.

Proposal A: Clarify rules for signs in Major Recreational Facility zones and the conditions for their display

We want to provide rules that are easier to read and understand.

We are proposing for example to:

- separate rules for signs in Major Recreational Facility Zones from rules for major and regional event signs.
- clarify the conditions that need to be met in order to display a sign on a site in a Major Recreational Facility Zone.

What is your opinion on the proposed rules for signs in Major Recreational Facility zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal B: Clarify the rules for signs in Open Space Zones, including which signs do not require an approval

We want to provide rules that people can interpret with more certainty, that group similar rules together, and that make the bylaw easier to comply with.

We are proposing to update the current rules for signs in Open Space Zones, for example to:

- clarify the conditions signs must meet to be displayed without an approval
- move references to signs that do require an approval to Part 3
- clarify that signs on boundary fences with an Open Space Zone require council approval (for example, from Auckland Council or Auckland Transport)
- make rules easier to read and understand.

What is your opinion on the proposed rules for signs in Open Space Zones?

Response: No response

Tell us why, and if there is anything you would change?

Proposal C: Clarify a limit of one sign per commercial sexual service premises

We want to provide rules that people can interpret with more certainty.

We are proposing to clarify that commercial sexual service premises are limited to one sign per premises advertising their services.

The current rules remain unchanged. Signs:

- have a maximum area of 0.33 square metres in a residential zone and 1 square metre in all other zones
- must be a wall-mounted sign attached to either a fence or a wall of the premises
- may only contain the name of the operator or registered business, the street number, and the telephone number of the service
- must not contain flashing lights, changeable message signage, or sexualised shapes or images.

What is your opinion on the proposed rules for signs advertising commercial sexual services?

Response: No response

Tell us why, and if there is anything you would change?

14. General rules for all signs

Subpart 3 of Part 2 of the proposed new Bylaw contains rules that all signs must comply with.

Proposal A: Clarify the rules that ensure signs do not endanger public safety, cause a nuisance or affect the safe, efficient movement of traffic or vessels

We want to provide rules that reduce repetition and group similar rules together.

We are proposing to update the rules about safety in clauses 23, 24 and 25, for example to:

- combine similar traffic-related rules from the current Signage Bylaw 2015 and the current Election Signs Bylaw 2013 into one clause to reduce repetition (**cl 24**)
- clarify that signs should not block kerb ramps or similar areas, to improve accessibility (**cl 24**)
- add a related information note about relevant sign standards made by Auckland Transport and Waka Kotahi / New Zealand Transport Agency that must also be complied with (**cl 24**)
- clarify that a sign must not use illumination, movement or materials that may cause a distraction to a person on navigable waters (**cl 25**)

What is your opinion on the proposed rules about safety?

Response: Agree

Tell us why, and if there is anything you would change? Definitely do not want any signs impacting on roads and traffic sight lines.

We currently have an illuminated school sign that seems to be exempt from all rules that is bright and is distracting to motorists

Proposal B: A person must not alter the top of a building to display a sign

To make the Bylaw easier to read and understand, we are proposing to create a separate clause 26 to prohibit a person from adding or extending a structure to the roof, architectural top, or above the outline of a building for the sole purpose of displaying a sign.

What is your opinion on the proposed rules for the tops of buildings?

Response: I don't know

Tell us why, and if there is anything you would change?

Proposal C: Clarify the rules for illuminated signs, including that signs must use static images and lighting, and that the person displaying the sign must demonstrate it is compliant

We want to provide rules that people can interpret with more certainty and that reflect current practice.

We are proposing to update the rules about illuminated signs in clauses 27 and 28, for example to clarify that:

- changeable messages relate to transitions between static images and must not 'shimmer' or 'sparkle' (cl 27)
- luminance rules apply between 'sunset and sunrise' (cl 27)
- the person who displays the sign must provide satisfactory evidence that the sign complies with the rules, if required by Auckland Council or Auckland Transport (cl 27 and 28)
- a static illuminated sign must not be illuminated in a way that makes it appear to shimmer, sparkle or revolve (cl 28)
- LED signs must comply with the maximum luminance standards for static illuminated signs (cl 28)

What is your opinion on the proposed rules for illuminated signs?

Response: Agree

Tell us why, and if there is anything you would change? We have a nuisance electronic sign at the school opposite our house which is apparently exempt from all current sign rules. It is bright, it flickers and flashes. It causes migraines to at two residents. It shines in to our homes. It has a negative impact on the negative impact of the visual amenity of the area. Illuminated School signs should not be exempt from the current signage rules that are there to protect the natural environment and the residents surrounding it.

Proposal D: Clarifying rules for businesses that have ceased to trade, including when and where signs must be removed

We want to provide rules that are easier to read and understand, that people can interpret with more certainty and that reflect current practice.

We are proposing to make a separate clause 29 for businesses that cease to trade and to update the rules in this clause, for example to:

- clarify the time period for the removal of signs of a business that has ceased to trade from 'three calendar months' to '60 working days', to better account for public holidays
- clarify that if the sign has historic heritage value or is an integral part of the structure of a building then the display area of a sign can be removed or covered.

What is your opinion on the proposed rules for businesses that have ceased to trade?

Response: Other

Tell us why, and if there is anything you would change?

15. Controls (additional rules) and Approvals (permissions)

Proposal: Clarify ability for council to make additional rules and to approve signs that do not comply with the Bylaw

We want to provide rules that group similar rules together, that reflect current practice and that people can interpret with more certainty.

We are proposing to create a new Part of the Bylaw that consolidates all of the matters that Auckland Council and Auckland Transport can make a control (additional rule) for and how we may approve signs that do not comply with the Bylaw (permissions).

We are proposing to update the current rules for controls, for example to:

- specify locations and conditions of use of council-controlled public places to display event signs and election signs
- specify areas of council-controlled public places where portable signs and stencil signs are prohibited
- add a related information note about current controls and delegations, and the process for creating a control.

We are proposing to update the current rules for approvals, for example to:

- clarify that this Subpart applies to people who must obtain an approval
- clarify those applications for approval which are intended to be provided for in appropriate circumstances (poster boards, cross street banners, event signs and signs in Open Space Zones) and clarify that all other applications will only be granted by exception
- add a related information note about Auckland Council's fee-setting process
- add new criteria about conditions that the council or Auckland Transport may impose, from other bylaws that manage impacts similar to signs
- make a separate clause about the review of approvals.

What is your opinion on the proposal to update the current rules for controls and approvals?

Response: No response

Tell us why, and if there is anything you would change?

16. Enforcement powers, penalties and transitional rules (how the new rules apply to existing signs)

Proposal: To clarify the current enforcement powers and penalties and how we transition to the new rules

We want to provide rules that make the bylaw easier to understand and comply with, and provide for how the new bylaw will regulate signs that are already displayed or approved under the current rules.

We are proposing to create two new Parts of the Bylaw. Part 4 would consolidate all of the Bylaw's enforcement powers and penalties. Part 5 would clarify how we would transition to the new rules.

We are proposing to update the current enforcement rules in the Bylaw, for example to:

- clarify that enforcement action may be taken against people who fail to comply with an approval or who provide inaccurate information for an approval
- add related information notes referencing the powers and penalties to enforce the Bylaw
- move rules about removing signs from a business that has ceased to trade to a new clause (**cl 29**)
- clarify that a person does not commit an offence if the reason they did not comply with the Bylaw was because they followed directions from Auckland Council or Auckland Transport.

We are proposing to update the transition rules, for example to:

- clarify that signs that currently comply with the Signage Bylaw 2015 or the Election Signs Bylaw 2013 can continue to be displayed, if they also comply with the general rules for all signs in Subpart 3 of the proposed new Bylaw
- clarify the time period by which an existing sign and temporary sign must comply with the proposed new Bylaw
- clarify that approvals and exemptions applied for or granted under the Signage Bylaw 2015 will continue to be processed or apply as if they were made under the proposed new Bylaw
- clarify that we will use the Signage Bylaw 2015 to address any compliance and enforcement actions that started before the proposed new Bylaw comes into effect.

What is your opinion on the proposal to update the current rules for enforcement and transition?

Response: No response

Tell us why, and if there is anything you would change?

17. Other feedback

Do you have any other comments on the proposed Signs Bylaw?

We need to ensure schools and other facilities are not exempt from the rules particularly when it comes to illuminated signs.

***Note:** We are not seeking any public feedback on rules for sign types managed by other regulatory methods, for example billboards which are managed in the Auckland Unitary Plan.*

We are also not seeking any feedback at this time on whether this Bylaw should include rules relating to the regulation of alcohol advertising

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

Memorandum

26 January 2022

To: Hibiscus and Bays Local Board

CC: Andrew Chin (Head of Strategy Healthy Waters), Craig Mcilroy (General Manager Healthy Waters), Lesley Jenkins (Local Area Manager), Matthew Kerr (Senior Local Board Advisor), Saskia Coley (Local Board Advisor)

Subject: Public feedback on proposal to amend the Stormwater Bylaw 2015

From: Dean Yee (Senior Healthy Waters Specialist)

Contact information: Hannah Brightley – Relationship Advisor, Infrastructure and Environmental Services (hannah.brightley@aucklandcouncil.govt.nz)

Purpose

1. To inform the local board of local and Auckland-wide feedback to the proposal to amend Te Ture-ā-rohe Wai Āwhā 2015 / Stormwater Bylaw 2015.

Summary

2. The 2015 Stormwater Bylaw is undergoing a statutory review.
3. With this review a proposal was developed that seeks to protect the stormwater network from damage, misuse, interference and nuisance.
4. Between 22 September and 27 October public feedback was sought on five aspects of the proposal.
5. Healthy Waters are attending workshops with all local boards in February 2022 to discuss the proposals and feedback.
6. Staff will also seek local board views on how the Bylaw Panel should address matters raised in public feedback to the proposal through February 2022 business meetings. Local board members will also have the opportunity to present their views to the Bylaw Panel at a hearing on 4 April 2022.
7. The Bylaw Panel will consider all formal local board views and Auckland-wide public feedback on the proposal, deliberate and make recommendations to the Governing Body on 4 April 2022. The Governing Body will make a final decision on whether to adopt the amended bylaw on 28 April 2022.

Context

8. The Stormwater Bylaw 2015 helps reduce damage, misuse, interference and nuisance to stormwater networks by requiring approvals for vesting of new stormwater assets and ensuring effective maintenance and management of private stormwater systems.
9. In August 2021, the Governing Body adopted a proposal to amend the Stormwater Bylaw for public consultation (GB/2021/102).
10. The proposal arose from a statutory review of the Stormwater Bylaw 2015 by the [Regulatory Committee in 2020 \(REG/2020/43\)](#). The following figure describes the process for the statutory review and the proposal to amend the Bylaw.
11. The proposal seeks to better protect the stormwater network from damage, misuse, interference and nuisance, by:

- specifying controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems
 - considering additional requirements for vesting of public assets and approvals under the Bylaw
 - requiring approvals for modifications or new engineered wastewater overflow points into the stormwater network
 - restricting or excluding certain activities for parts of the stormwater network
 - updating Bylaw wording, format, and definitions.
12. The proposal was publicly notified for feedback from 22 September to 27 October 2021. During that time, council received feedback from 61 individuals and 18 organisations.

Discussion

13. Table 1 summarises the main proposed amendments to the current bylaw.

Table 1. Main proposals for the Stormwater Bylaw Statement of Proposal

Main proposals	Reasons for proposal
Specifying controls, codes of practice, or guidelines for managing the public stormwater network and private stormwater systems	<ul style="list-style-type: none"> • to specify controls for private systems that connect and contribute to the public stormwater network • to set standards through the Guidance Documents and Code of Practice for the construction, operation and vesting of public stormwater assets.
Considering additional requirements for vesting of public assets and approvals under the Bylaw	<ul style="list-style-type: none"> • to align standards of vested public assets to enable council to comply with the conditions of the Regionwide Stormwater Network Discharge Consent requirements, including stormwater management plans • to assess the carbon lifecycle associated with the construction and operation of new stormwater network assets • to consider mana whenua values in approvals.
Requiring approvals for modifications or new engineered wastewater overflow points into the stormwater network	<ul style="list-style-type: none"> • to enable the council stormwater operator to formally assess and approve wastewater overflow that affects the operation of the public stormwater network and the outcomes of the Regionwide Stormwater Network Discharge Consent • to assist with protection of public health and safety when the overflow points activate.
Restricting or excluding certain activities for parts of the stormwater network	<ul style="list-style-type: none"> • to protect public health and safety from activities such as fishing or kayaking in stormwater treatment devices such as ponds and wetlands.
Updating Bylaw wording, format, and definitions	<ul style="list-style-type: none"> • to ensure that amended Bylaw is easier to read, understand and comply with • to clarify the recovery of costs associated with council staff inspection of private stormwater systems • to improve clarity of what constitutes a breach of the Bylaw, for example through a notice or approval

	<ul style="list-style-type: none"> to comply with the best practice bylaw drafting standards.
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Feedback

14. Council received responses from 79 people and organisations. All feedback is summarised into the following topics:

Table 1: Feedback categories

Topic	Description
Proposal One	Controls on public stormwater network and private stormwater systems.
Proposal Two	Additional requirements for vesting of public assets and approvals.
Proposal Three	Approving modifications or new engineered wastewater overflow points.
Proposal Four	Restricting or excluding activities for parts of the stormwater network.
Proposal Five	Updating the bylaw wording, format, and definitions.
Other	Other bylaw-related matters raised in public feedback and other additional matters.

15. Two people from the local board area provided feedback summarised in the table below.

Table 2: Support of proposal in the local board area

Proposal	Local Board feedback	Auckland-wide feedback
1: Controls on public stormwater network and private stormwater systems.	100 per cent support	60 per cent support
2: Additional requirements for vesting of public assets and approvals	50 per cent support	47 per cent support
3: Approving modifications or new engineered wastewater overflow points	100 per cent support	64 per cent support
4: Restricting or excluding activities for parts of the stormwater network	0 per cent support	48 per cent support
5: Updating the bylaw wording, format, and definitions	100 per cent support	73 per cent support

16. Feedback from people in the local board area that supported the proposals include:
- I have recently seen the mess that stormwater discharge on building sites makes in our streams, and I would like to see regulations and controls on this tightened
 - Anything that makes reading easier is an improvement
17. Feedback from people in the local board area that did not support the proposals include:
- some of our creeks are been returned to former glory by volunteers for purpose of public been able to use. Restrictions would stop them from using small boats, kayaks etc in their work
18. Staff have also prepared a draft Bylaw Panel Deliberations Report (**Attachment A**) and a full copy of local feedback is in **Attachment B**.

Next steps

19. Throughout February 2022, staff will be attending workshops with all local boards to discuss the proposals and feedback outlined in this memo.
20. Staff will also seek local board views on how the Bylaw Panel should address matters raised in public feedback to the proposal at the local board February 2022 business meeting. Local board members will also have the opportunity to present their views to the Bylaw Panel at a hearing on 4 April 2022.
21. The Bylaw Panel will consider all formal local board views and Auckland-wide public feedback on the proposal, deliberate and make recommendations to the Governing Body on 4 April 2022. The Governing Body will make a final decision on whether to adopt the amended bylaw on 28 April 2022.

Attachments

Attachment A – Draft Bylaw Panel Deliberations Report

Attachment B – Stormwater Bylaw local submissions

Deliberations on the proposed amended Stormwater Bylaw 2015

File No.: <<leave blank – Infocouncil will insert this when the report is saved in HPRM>>

Te take mō te pūrongo **Purpose of the report**

1. To assist Bylaw Panel deliberations on public feedback to the proposed amended Te Kaunihera o Tāmaki Makaurau Te Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015.

Whakarāpopototanga matua **Executive summary**

2. To assist Bylaw Panel deliberations on public feedback to the proposal, staff have summarised the feedback and provided a structure for the deliberations (Attachment A).
3. The proposal helps protect the stormwater network from damage, misuse, interference and nuisance by requiring approvals for vesting of new stormwater assets, and ensuring effective maintenance and operation of private stormwater systems.
4. Council received responses from 79 people and organisations.¹ All feedback is summarised into the following topics:

Topic	Description
Proposal One	Controls on public stormwater network and private stormwater systems.
Proposal Two	Additional requirements for vesting of public assets and approvals.
Proposal Three	Approving modifications or new engineered wastewater overflow points.
Proposal Four	Restricting or excluding activities for parts of the stormwater network.
Proposal Five	Updating the bylaw wording, format, and definitions.
Other	Other bylaw-related matters raised in public feedback and other additional matters.

5. Staff recommend that the Panel consider all feedback received on the proposal and make the necessary recommendations to the Governing Body.
6. This approach will help complete the statutory process the council must follow. This includes considering with an open mind the views of people and organisations interested in the proposal before making a final decision.
7. There is a reputational risk that some people or organisations who provided feedback may not feel that their views are addressed. This risk can be mitigated by the Panel considering all public feedback contained in this report and in its decision report to the Governing Body.
8. The final step in the statutory process is for the Governing Body to approve the Bylaw Panel recommendations. If approved, staff will publicly notify the decision and publish the Bylaw.

Ngā tūtohunga **Recommendation/s**

That the Bylaw Panel:

- a) thank those persons and organisations who gave public feedback on the proposed amended Te Kaunihera o Tāmaki Makaurau Te Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015.

¹ This included 61 individuals and 18 organisations.

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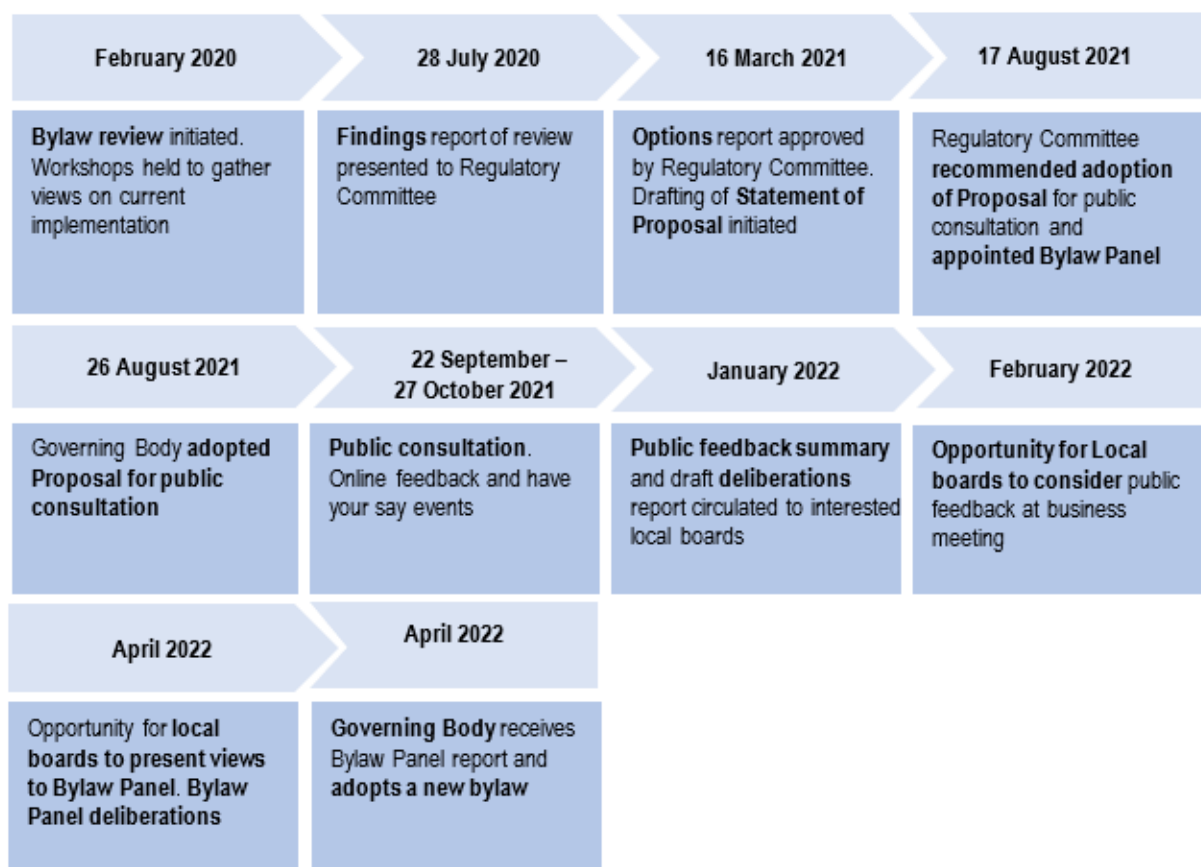
- b) request that staff as delegated by the Chief Executive prepare a decision report to the Governing Body for approval of the Panel.

Horopaki Context

The proposal amends Stormwater Bylaw 2015

9. On 26 August 2021, the Governing Body adopted a [proposal](#) (Attachment B) to amend Te Kaunihera o Tāmaki Makaurau Te Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015 (Bylaw) for public consultation (GB/2021/102).
10. The proposal arose from a statutory review of the Stormwater Bylaw 2015 by the Regulatory Committee in 2020 (REG/2020/43). The following figure describes the process for the statutory review and the proposal to amend the Bylaw.

Process to review and amend the Stormwater Bylaw 2015



11. The proposal seeks to better protect the stormwater network from damage, misuse, interference and nuisance, by:
- specifying controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems
 - considering additional requirements for vesting of public assets and approvals under the Bylaw
 - requiring approvals for modifications or new engineered wastewater overflow points into the stormwater network
 - restricting or excluding certain activities for parts of the stormwater network
 - updating Bylaw wording, format, and definitions.

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12. The proposed amended Bylaw supports the Network Discharge Consent and Stormwater Code of Practice and is part of a wider suite of regulatory tools (such as the Auckland Unitary Plan) that are available to help manage the stormwater network and land drainage.

Bylaw Panel was appointed to deliberate on public feedback to the proposal

13. On 17 August 2021, the Regulatory Committee appointed a Bylaw Panel to attend public consultation events, deliberate and make recommendations to the Governing Body on public feedback to the proposal (REG/2021/12).
14. When deliberating, the Panel:²
- must receive public feedback with an open mind and give it due consideration
 - must provide the decisions and reasons to submitters who gave feedback
 - must ensure all meetings are open to the public
 - may consider or request comment or advice from staff or any other person to assist their decision-making.

Feedback on the proposal was received from 79 people and organisations

15. The proposal was publicly notified for feedback from 22 September to 27 October 2021. Council received [feedback](#) from 61 individuals and 18 organisations from across Auckland during that period (see table below).

Summary of public notification and feedback

Public consultation initiatives
<ul style="list-style-type: none"> • creation of an 'AK Have Your Say' webpage • public notice in all local suburban papers in September 2021 • article on 'Our Auckland' website in September 2021 • promotion through social media pages (Twitter and Facebook) in September 2021 • promotion through the People's Panel consultation webpages in September 2021 • virtual presentation to the Rural Advisory Panel on 5 November 2021 • email notification to all local board members, advisors, senior advisors and local area managers, and the Chair of the Independent Māori Statutory Board in September 2021 • email notification to stakeholders, business networks and industry representatives; mana whenua; and internal stakeholders (administrative and technical departments) in September 2021
Public feedback opportunities
<ul style="list-style-type: none"> • in writing online, or by email from Wednesday 22 September 2021 to Wednesday 27 October 2021 • two virtual drop-in 'Have Your Say' events on Friday 1 October 2021 and Monday 11 October 2021 • one-on-one sessions for mana whenua (if requested)
Consultation reach (number of responses)
<ul style="list-style-type: none"> • the 'AK Have Your Say' webpage received 553 'visits'³ • feedback received from 79 people and organisations (61 individuals and 18 organisations) as follows: <ul style="list-style-type: none"> ○ 68 submissions received by completing an online feedback form, and 11 submitting via an email ○ two industry stakeholders attended the online 'Have Your Say' events, and one of them provided formal feedback on the online form. • no mana whenua opted to attend any one-on-one session.

² Sections 82(1)(e), 82(1)(f) and 83(3) of the Local Government Act 2002 and sections 46 and 47 of the Local Government Official Information and Meetings Act 1987.

³ 'AK Have Your Say' webpage 'hits' comprised of 68 'engaged visitors' (people who completed the online survey), 175 'informed visitors' (people who downloaded a document, visited an FAQ page or multiple project pages, or completed the survey) and 405 'aware visitors' (people who visited at least one page).

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16. Attachments A to G in this report contain a deliberations table, proposal, summary and full copy of public feedback, summary of operational and non-bylaw-related feedback and local board views on public feedback.

Tātaritanga me ngā tohutohu

Analysis and advice

17. To assist the Bylaw Panel in its deliberations, staff have summarised bylaw-related public feedback into topics in Attachment A. This enables the Panel to deliberate and record its recommendations on each topic to meet statutory requirements.
18. The majority of submitters supported Proposals One, Three and Five. Proposals Two and Four received marginally less than 50 percent of support as shown in the table below.

Topic	Support	Description
Proposal One	60 per cent	Controls on public stormwater network and private stormwater systems.
Proposal Two	47 per cent	Additional requirements for vesting of public assets and approvals
Proposal Three	64 per cent	Approving modifications or new engineered wastewater overflow points
Proposal Four	48 per cent	Restricting or excluding activities for parts of the stormwater network
Proposal Five	73 per cent	Updating the bylaw wording, format, and definitions
Other		Other bylaw-related matters raised in public feedback and other additional matters.

19. Key matters for deliberations include:
- the addition of mana whenua values and carbon lifecycle for vesting and approval of public assets in Proposal Two
 - clarification of scope for restricting or excluding activities for parts of the stormwater network in Proposal Four. For example, whether the restrictions would be applied on a case-by-case basis.
20. Staff have forwarded feedback on operational and non-bylaw matters (summarised in Attachment F) to relevant council units.

Tauākī whakaaweawe āhuarangi

Climate impact statement

21. Effective stormwater management enhances Auckland’s response to climate change through resilience and adaptation to increased extreme weather events by regulating land drainage. Carbon emissions from constructed infrastructure can also contribute to climate change.
22. The proposal enables Council to help meet its climate change goals and align the amended Bylaw with the Te Tāruke-ā-Tāwhiri, Auckland’s Climate Plan’s Built Environment priority.
23. Feedback was received in relation to the latest version of the Stormwater Code of Practice, seeking to incorporate the sea rise levels based on the climate change scenario identified in the Auckland Climate Plan. This feedback has been forwarded to the relevant council units for consideration.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

24. The Bylaw impacts the operations of Auckland Council’s Healthy Waters teams as well as teams involved in the regulation, compliance and enforcement of stormwater such as the Regulatory Engineering and Regulatory Compliance. Impacted departments have been consulted with and are aware of the proposals.

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- 25. Healthy Waters staff have also worked closely with Watercare to ensure the amended Bylaw is consistent with the recently updated Water Supply and Wastewater Network Bylaw 2015.
- 26. Auckland Transport has also submitted its formal feedback on the proposal.

**Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views**

- 27. Under the agreed principles and processes for Local Board Involvement in Regional Policy, Plans and Bylaws 2019, the Bylaw has been classified as low interest. It is also considered to be of no impact on local governance for local boards.⁴
- 28. In February 2022, all local boards had an opportunity to provide formal views by resolution on how the Bylaw Panel should address matters raised in public feedback to the proposal. In addition, they could also choose to present those views in person to the Bylaw Panel on 4 April 2021.
- 29. # local boards provided their views by resolution (Attachment G). Key views include [To be completed after February local board meetings].

**Tauākī whakaaweawe Māori
Māori impact statement**

- 30. The Bylaw supports the Independent Māori Statutory Board Māori Plan for Tāmaki Makaurau key direction of *Manaakitanga - Improve Quality of Life* by managing land drainage.
- 31. Mana whenua were notified of the proposal and given the opportunity to provide feedback through online meetings, in writing via email, or through the online form.
- 32. The majority of submitters who identified as Māori supported Proposals One, Three, Four and Five. There was an even split between those who supported and opposed Proposal Two.
- 33. Some concerns were raised about Māori customary fishing rights when access to parts of the stormwater network is restricted. Any restrictions for health and safety reasons would be considered on a case-by-case basis with due consideration given to factors including access for cultural reasons. Further explanation on this matter is contained in the deliberations for Proposal Four.

**Ngā ritenga ā-pūtea
Financial implications**

- 34. There are no financial implications for council arising from decisions sought in this report. The cost of reviewing the Bylaw and its implementation will be met within existing budgets.
- 35. Public feedback raised concerns regarding the financial cost of implementing the latest version of the Stormwater Code of Practice incorporating the sea rise levels based on the climate change scenario identified in the Auckland Climate Plan. This feedback (Attachment F) has been forwarded to the relevant council units for consideration.

**Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations**

- 36. The following risks have been identified:

If...	Then...	Mitigation
Some people or organisations feel the feedback they provided was not addressed.	There may be a negative perception about the legitimacy of the deliberations.	The Bylaw Panel considers all public feedback contained in this

⁴ The decision-making responsibility for Te Arai Drainage District, the Okahuhura Drainage Area and the Glorit Drainage District was reallocated to the Governing Body on 9 December 2020 (GB/2020/140).

		report and in its decision report to the Governing Body.
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Ngā koringa ā-muri

Next steps

37. Staff will prepare a report from the Bylaw Panel to the Governing Body to implement the Panel directions on public feedback from its deliberations meeting. The report will be circulated to the Panel for approval and if necessary, the Panel can reconvene.
38. The final step in the statutory process is for the Governing Body to approve recommendations from the Panel on 28 April 2022. If approved, council staff will publicly notify the decision and publish the amended Bylaw.

Ngā tāpirihanga

Attachments

No.	Title	Page
A	Deliberations table	
B	Statement of Proposal [Click link to view]	
C	Summary of public feedback	
D	Online and written feedback	
E	'Have Your Say' events feedback	
F	Operational and non-bylaw-related public feedback	
G	Local Board views on public feedback [To attach after February local board meetings]	

Ngā kaihaina

Signatories

Authors	Dean Yee – Senior Healthy Waters Specialist, Healthy Waters Strategy
Authorisers	Andrew Chin – Head of Strategy, Healthy Waters

Attachment A: Deliberations Table

Attachment A – Deliberations Table

This attachment provides a structure for deliberations. It contains a summary of public feedback on the proposal and local board views.

The Bylaw Panel will have read all the feedback and views in Attachments C to G to ensure that all matters raised receive due consideration.

Note:

- The number of comments for key themes may not equal the total number of comments stated for the proposal because they include general comments or exclude operational and non-bylaw related matters. Some comments may also cover multiple themes and topics.
- Public feedback about operational and non-bylaw related matters is summarised in Attachment F and has been referred to other council units and council-controlled organisations where relevant.

Public feedback topic (Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Specifying controls, codes of practice, or guidelines for managing the public stormwater network and private stormwater systems</p> <div style="border: 1px solid black; padding: 5px;"> <p>68 feedback responses: 41 support (60 per cent), 15 oppose (22 per cent), 5 other (7 per cent), 7 don't know (10 per cent), and 47 comments.</p> </div> <p>Key themes in support (17):</p> <ul style="list-style-type: none"> • Proposal is best practice for the network (13): <ul style="list-style-type: none"> ○ Best practice, makes sense; logical; good idea, important (7) ○ Bylaw and Code of Practice give consistent standard to protect public and private stormwater systems (5) <p>Key themes opposed (13):</p> <ul style="list-style-type: none"> • Concerns about specified controls (6) <ul style="list-style-type: none"> ○ Guidance documents should not be listed as controls (6) ○ Request all controls and changes to be consulted upon (3) ○ Remove reference to controls for private properties (3) • Controls on private property (5) • Increased cost for landowners and resources required by council to implement rules (3) <p>Local board views</p>	<p>Current Bylaw:</p> <ul style="list-style-type: none"> • Allows council to specify controls for public network [cl 6] • Requires compliance with Code of Practice and guidelines. [cl 9, 10, 14] <p>Proposal seeks to:</p> <ul style="list-style-type: none"> • Allow controls to apply for the safe and efficient operation of private stormwater systems [cl 6], especially those connected to the public stormwater network as they play a role in land drainage • Reference the Stormwater Code of Practice and guideline documents for clarity. [Schedule 1] <p>About the process to make controls</p> <ul style="list-style-type: none"> • The approach to specifying controls in a separate document is the same as provided for in the current Bylaw. The amendments are for clarity. • The approach to provide for the making of controls is an established practice across Auckland Council bylaws. • The ability to make a control is constrained to the matters specified in the Bylaw and general decision-making requirements of the Local Government Act 2002, including being made by council resolution publicly notified, after considering the views and preferences of persons likely to be affected or have an interest in the particular control. 	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> to be completed 	<ul style="list-style-type: none"> Feedback about consultation requirements of the Stormwater Code of Practice is included in Attachment F. 	

Public feedback topic (Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key changes sought (guidance and code of practice removed as controls) (6)</p> <ul style="list-style-type: none"> Remove guidance documents as they should not be prescribed as a mandatory control document Remove controls with the Code of Practice and Guidance that applies to private properties as they will restrict types of stormwater solutions on private properties 	<ul style="list-style-type: none"> Guidance documents are often referred to and can be controls by reference. For example, guidance documents are also referred to within the Auckland Unitary Plan. The application of the technical matters is considered by the industry professionals. The public stormwater network is largely influenced by private stormwater systems that connect to it. Setting the technical documents as controls does not mandate or limit the application on private properties, but it gives certainty around the design and operation of the system if the technical documents apply. 	<p>That the proposal about specifying controls, codes of practice, or guidelines for managing the public stormwater network and private stormwater systems</p>
<p>Key changes sought (controls to be consulted upon) (3)</p> <ul style="list-style-type: none"> Controls to be consulted upon before specifying in Schedule 1 	<ul style="list-style-type: none"> The Bylaw already requires consideration of the views and preferences of persons likely to be affected or have an interest in the particular control. The nature and extent of consultation to obtain those views are obtained will depend on the significance of the matter being considered at council's discretion as prescribed in the general decision-making requirements of the Local Government Act 2002. The contents and amendments to the Stormwater Code of Practice are not part of this proposal to amend the Stormwater Bylaw 2015. Feedback on the Code is captured in Attachment F. The Panel could if it wishes consider further clarifying the process by including a related information note referring to the general decision-making requirements of the Local Government Act 2002. Staff recommended the proposal be changed to replace the register of controls in Schedule 1 with a related information note under relevant clauses (for example, clauses 6 and 8) and to recommend a Governing Body resolution to make the controls which will be publicly notified with the decisions on the other proposed amendments. As drafted, changes to a control under the Bylaw would then require a Bylaw amendment to update its reference 	<p>Either [Panel to decide] be adopted as publicly notified. OR be amended to [Panel to insert]. OR be rejected and the proposal amended to [Panel to insert]. AND Reasons include to [Panel to insert].</p>

Public feedback topic (Proposal 1) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
	in Schedule 1 which is inefficient, confusing and inconsistent with current council bylaw drafting practices. Using a related information would mitigate those disadvantages while still providing the clarity sought by the proposal.	
<p>Key changes sought (remove Schedule 4 NDC) (4)</p> <ul style="list-style-type: none"> Remove Schedule 4 of the Network Discharge Consent from Schedule 1 Controls 	<ul style="list-style-type: none"> The reference to Schedule 4: Connection Requirements in Schedule 1 of the Bylaw sets out the requirements for developments to be authorised by the Stormwater Network Discharge Consent granted by the Environment Court. The Bylaw is a key regulatory tool in ensuring developments that is part of the public stormwater network complies with the requirements of the network including the Stormwater Network Discharge Consent, this is captured in the proposed Bylaw under Clause 9. Staff recommend removing the reference to Schedule 4: Connection Requirements as a control in Schedule 1. The reference is unnecessary because the requirement to comply with it is contained in Clause 9. 	

Public feedback topic (Proposal 2) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Additional requirements for vesting of public assets and approvals</p> <p>66 feedback responses: 31 support (47 per cent), 22 oppose (33 per cent), 3 other (5 per cent), 10 don't know (15 per cent), and 53 comments.</p> <p>Key themes in support (9):</p> <ul style="list-style-type: none"> Agrees with proposal for better stormwater network standard (2) Important to incorporate climate change and iwi considerations (3) <p>Key themes opposed (21):</p> <ul style="list-style-type: none"> Do not include items relating to race, mana whenua values not related to technicality of stormwater (9) Carbon footprint is nonsense and not technical. Focus should be on stormwater only (5) 	<p>Current Bylaw:</p> <ul style="list-style-type: none"> Applications can consider matters such as compliance with Code of Practice, past operational and compliance issues, features of the stormwater system, any policy or guidelines, harmful effects, etc. [cl 19] Approvals can condition matters relating to the activity, the flow and volume of discharge, appropriateness of devices, bonds, encumbrance, etc. [cl 20] <p>Proposal seeks to:</p> <ul style="list-style-type: none"> Add stormwater network discharge consent, stormwater management plans, mana whenua values, and carbon footprint as possible considerations for applications. [cl 19] Add conditions for matters relating to inspection requirements for vesting, mana whenua values, carbon footprint, and the duration of approval. [cl 20] 	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Proposal 2) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> Add administration costs and fees to the public (5) <p>Local board views</p> <ul style="list-style-type: none"> [to be completed] 	<p>Note: Feedback about implementation processes on the proposal are included in Attachment F.</p>	

Public feedback topic (Proposal 2) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key changes sought (remove mana whenua values) (9)</p> <ul style="list-style-type: none"> Remove mana whenua values as a consideration 	<ul style="list-style-type: none"> The Local Government Act 2002 requires council to involve Māori in decision-making processes [s4, s14] and requires council to take into account the relationship of Māori for significant decisions relating to land or body of water [s77]. This aligns with the process and requirements of consideration for resource consents assessed under the Resource Management Act 1991. 	<p>That the proposal about additional requirements for vesting of public assets and approvals</p>
<p>Key changes sought (remove carbon footprint) (5)</p> <ul style="list-style-type: none"> Remove carbon footprint as a consideration 	<ul style="list-style-type: none"> The majority of council stormwater assets are built by developers and vested to Auckland Council. In order for council to reduce carbon emissions from infrastructure activities, we need to be able to measure and manage the embodied carbon from stormwater infrastructure. The proposal helps council meet the goals of the Auckland Climate Plan by allowing us to manage our carbon footprint of stormwater infrastructure. 	<p>Either [Panel to decide]</p> <p>be adopted as publicly notified.</p> <p>OR</p>
<p>Key changes sought (consider effects on private properties) (1)</p> <ul style="list-style-type: none"> Include under clause 19(1) a requirement to consider the effects on neighbouring landowners and private infrastructure Further consultation with impacted landowners particularly with any additional support required due to public stormwater impacts on private land 	<ul style="list-style-type: none"> Considerations under clause 19(1) already includes premises, private stormwater systems, and public stormwater network. The Panel could if it wishes consider adding under clause 19(1) “effects on neighbouring land and infrastructure, including landowner views” 	<p>OR</p> <p>be amended to [Panel to insert].</p> <p>OR</p> <p>be rejected and the proposal amended to [Panel to insert].</p> <p>AND</p> <p>Reasons include to [Panel to insert].</p>

Public feedback topic (Proposal 3) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Approving modifications or new engineered wastewater overflow points</p> <p>66 feedback responses: 42 support (64 per cent), 3 oppose (5 per cent), 13 (20 per cent), 8 don't know (12 per cent), and 48 comments.</p> <p>Key themes in support (19):</p> <ul style="list-style-type: none"> • Important to protect public health and safety (6) • Prevent wastewater overflows into our waterways (4) • Stormwater assets and overflows need to be regulated and designed properly (2) <p>Key themes opposed (3):</p> <ul style="list-style-type: none"> • Should be covered by resource consents (1) • Increased cost passed onto end users (1) <p>Local board views</p> <ul style="list-style-type: none"> • [to be completed] 	<p>Current Bylaw:</p> <ul style="list-style-type: none"> • Does not contain any reference to engineered wastewater overflow points [cl 9]. <p>Proposal seeks to:</p> <ul style="list-style-type: none"> • Specify that and new connection or modification of Engineered Overflow Points from the wastewater network into the stormwater network requires approval. These generally only impact wastewater network utility operators [cl 9]. 	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Proposal 3) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key changes sought (remove engineered overflow points) (1)</p> <ul style="list-style-type: none"> • Remove engineered overflow points as it should be covered by resource consents / RMA 	<ul style="list-style-type: none"> • Engineered overflow points are covered by the resource consent process due to their effect on the environment as regulated under the Resource Management Act 1991. However, the overflow points may cause significant impact on the stormwater network and the network utility operator. • Auckland wastewater network utility operator Watercare supports that a formal mechanism of approval is available for the stormwater network utility operator for engineered overflow points that impact the stormwater network. 	<p>That the proposal about approving modifications or new engineered wastewater overflow points Either [Panel to decide] be adopted as publicly notified. OR</p>

Public feedback topic (Proposal 3) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
		be amended to [Panel to insert]. OR be rejected and the proposal amended to [Panel to insert]. AND Reasons include to [Panel to insert].

Public feedback topic (Proposal 4) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Restricting or excluding activities for parts of the stormwater network</p> <p>69 feedback responses: 33 support (48 per cent), 18 oppose (26 per cent), 15 other (22 per cent), 3 don't know (4 per cent), and 50 comments.</p> <p>Key themes in support (18):</p> <ul style="list-style-type: none"> Proposal is best practice for public safety (4) Activity should be done elsewhere (1) <p>Key themes opposed (1):</p> <ul style="list-style-type: none"> It is not council's responsibility to regulate people on water bodies (6) The public should continue to have access to waterways and to undertake restoration activities (5) 	<p>Current Bylaw:</p> <ul style="list-style-type: none"> Requires approvals for physical works that are in proximity to the stormwater network, however it does not address when activities are undertaken in or around the stormwater network. [cl 10] <p>Proposal seeks to:</p> <ul style="list-style-type: none"> Allow council the ability to restrict or exclude access or activity to specific parts of the public stormwater network for safe and efficient operation and to protect public safety. [cl 10] 	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Proposal 4) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> This will affect iwi rights of gathering kai (1) <p>Key themes in other (1):</p> <ul style="list-style-type: none"> The restrictions should not be a blanket ban, but evaluated case by case (3) Safety should be addressed in the design quality of infrastructure (4) <p>Local board views</p> <ul style="list-style-type: none"> [to be completed] 		

Public feedback topic (Proposal 4) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key changes sought (remove restriction) (6)</p> <ul style="list-style-type: none"> It is not council's responsibility so proposal should be removed 	<ul style="list-style-type: none"> The council is responsible for maintaining and operating an efficient and effective stormwater network and appropriately regulate land drainage. Assets that are constructed or under the responsibility of the council can sometimes pose safety risks to the public. These risks need to be managed under the Health and Safety and Work Act and one way of managing those risk is to remove the public from the hazard. 	<p>That the proposal about restricting or excluding activities for parts of the stormwater network</p>
<p>Key changes sought (iwi rights of gathering kai) (1)</p> <ul style="list-style-type: none"> Restrictions in the proposal could limit iwi rights of gathering kai from waterways 	<ul style="list-style-type: none"> Customary fishing rights of tangata whenua are recognised under Te Tiriti o Waitangi and legislation such as the Treaty of Waitangi (Fisheries Claims) Settlement Act 1992. The proposal includes the restriction from an operational and health and safety perspective and would be applied on a case-by-case basis with due consideration given to factors including access for cultural reasons. Panel could if it wishes consider clarifying clause 10(4) to have regard to provide examples of when the clause would be used, for example on artificial (constructed) parts of the network where there is a safety hazard. 	<p>Either [Panel to decide]</p> <p>be adopted as publicly notified.</p> <p>OR</p> <p>be amended to [Panel to insert].</p> <p>OR</p> <p>be rejected and the proposal amended to [Panel to insert].</p>
<p>Key changes sought (clarify scope of proposal) (11)</p> <ul style="list-style-type: none"> Restrictions should be assessed on a case-by-case basis and not be a blanket ban 	<ul style="list-style-type: none"> Proposal is intended for staff to apply restrictions on a case-by-case basis with due consideration given to public safety and other factors, with clause 10(4) using the words 'may' and 'specific parts'. 	<p>be rejected and the proposal amended to [Panel to insert].</p>

Public feedback topic (Proposal 4) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
		AND Reasons include to [Panel to insert].

Public feedback topic (Proposal 5) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Updating the bylaw wording, format, and definitions</p> <p>67 feedback responses: 49 support (73 per cent), 7 oppose (10 per cent), 7 other (10 per cent), 4 don't know (6 per cent), and 39 comments.</p> <p>Key themes in support (17):</p> <ul style="list-style-type: none"> Proposal is reasonable and improves the Bylaw by making it easier to read (10) Strengthening the enforcement and compliance of the Bylaw is important (2) <p>Key themes opposed (7):</p> <ul style="list-style-type: none"> More clarity around what is Best Practicable Option and how Code of Practice applies (3) Clarify scope of bylaw considering council's bylaw making power for stormwater under the Local Government Act (2) Council is managing effects under the bylaw which should be an RMA matter (3) <p>Key themes in other (6):</p>	<p>Current Bylaw:</p> <ul style="list-style-type: none"> considers wetlands as part of the natural stormwater network [cl 13] uses outdated language and terminology that can be difficult to understand provides no reference to wider regulatory framework or existing controls. <p>Proposal seeks to:</p> <ul style="list-style-type: none"> clarify how vegetation relates to stormwater network in relation to green infrastructure for stormwater management [cl 13] explain wider regulatory framework (other rules and regulations) act as a 'one-stop shop' for applicants by using 'related information notes' that provide links to relevant webpages, forms and other rules and permissions clarify the enforcement and breach provisions around non-compliance with the Bylaw. [cl 21, 23, 25] <p>About 'council's scope on bylaw powers' feedback:</p> <ul style="list-style-type: none"> proposal does not exceed council's mandate under the Local Government Act 2002 (LGA2002) and Local Government (Auckland Council) Act 2009 (LGACA2009). Under LGA2002, council has bylaw making powers and a legislative mandate as a public body (as opposed to a private body) to regulate land, structures or infrastructure associated with land drainage proposal is consistent with Bylaws Act 1910 as it is not repugnant to other legislations such as the Resource Management Act 1991. It does not become invalid merely because it deals with similar matters – stormwater and drainage. 	<p>Not applicable. Recommendations made only in relation to 'key changes sought' below.</p>

Public feedback topic (Proposal 5) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<ul style="list-style-type: none"> Council is wasting resources and money doing this (2) Clarity around the scope and limitations of the bylaw (2) <p>Local board views</p> <ul style="list-style-type: none"> [to be completed] 		

Public feedback topic (Proposal 5) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key changes sought (definition of BPO) (1)</p> <ul style="list-style-type: none"> Define what Best Practicable Option means as it is unclear 	<ul style="list-style-type: none"> The proposed Bylaw mentions Best Practicable Option only once within the clause for definition of 'stormwater management plan' [cl5]. The Best Practicable Option is a term used when reviewing Stormwater Management Plans for the Network Discharge Consent. It is understood by industry for stormwater assessments and unnecessary to define in the Bylaw. 	<p>That the proposal about updating the bylaw wording, format, and definitions</p> <p>Either [Panel to decide]</p> <p>be adopted as publicly notified.</p> <p>OR</p> <p>be amended to [Panel to insert].</p> <p>OR</p> <p>be rejected and the proposal amended to [Panel to insert].</p> <p>AND</p> <p>Reasons include to [Panel to insert].</p>
<p>Key changes sought (definition of Nuisance) (1)</p> <ul style="list-style-type: none"> Danger to life and public health was removed and needs to be put back 	<ul style="list-style-type: none"> The definition is still the same as described in the Health Act 1956. The examples were simplified as some of it were obvious. Panel could if it wishes consider reverting to the original definition. 	
<p>Key changes sought (include wetland) (1)</p> <ul style="list-style-type: none"> Wetland management removed from Clause 13 removes responsibility for people to manage wetlands 	<ul style="list-style-type: none"> Rules around natural wetlands are specifically regulated under the Auckland Unitary Plan and the National Environmental Standard for Freshwater Management. Clause 13 now referring to green infrastructure as it would be more appropriate in managing stormwater devices that utilises plants, which would include constructed wetlands. 	
<p>Key changes sought (clarify permitted activities) (1)</p> <ul style="list-style-type: none"> Seek to clarify the inclusion of 'permitted activities' under clause 15 in alignment with the Auckland Unitary Plan Seek to add the inclusion of 'permitted activities' under clause 12 in alignment with the Auckland Unitary Plan 	<ul style="list-style-type: none"> Clause 15 does not specifically reference permitted activities under the Auckland Unitary Plan because significant discharges won't generally be permitted. There are however still permitted activity standards in the Auckland Unitary Plan. Permitted activities exclusions are mentioned in other parts of the Bylaw such as under clause 14. Clause 12 does not specifically reference permitted activities under the Auckland Unitary Plan because there are no 'permitted activity' stormwater provisions that damages or significantly alters hydraulic performance of the network that has not been considered. 	

Public feedback topic (Proposal 5) (Number of comments in brackets)	Staff comment (information to assist deliberations)	Panel recommendation
	<ul style="list-style-type: none"> Panel could if it wishes consider adding to clause 12 and/or 15 'or it is permitted in the Auckland Unitary Plan' to make considerations of the matter consistent. 	
<p>Key changes sought (definitions) (staff)</p> <ul style="list-style-type: none"> Seek to amend the definition of Annual exceedance probability / AEP 	<ul style="list-style-type: none"> The current and proposed definition of Annual exceedance probability / AEP has the same meaning as in the Auckland Unitary Plan for consistency in application. Staff have identified that for technical correctness the definition of AEP should read: The probability of an event being equalled or exceeded within a year. Staff recommend editorial changes on the definition of AEP to "The probability of an event being equalled or exceeded within a year". The suggestion to amend the definition in the Auckland Unitary Plan will be raised with relevant staff for consideration as part of the next unitary plan review. 	
<p>Key changes sought (include Transport Design Manual) (Auckland Transport)</p> <ul style="list-style-type: none"> Seek to add Auckland Transport - Transport Design Manual into clause 9(1) of Bylaw 	<ul style="list-style-type: none"> The specific Code of Practices and Design Manuals have not been specifically added into the body of the Bylaw for implementation efficiencies. Including the Transport Design Manual within the Bylaw can be done by setting the Transport Design Manual as a control through the processes under Clause 6. 	

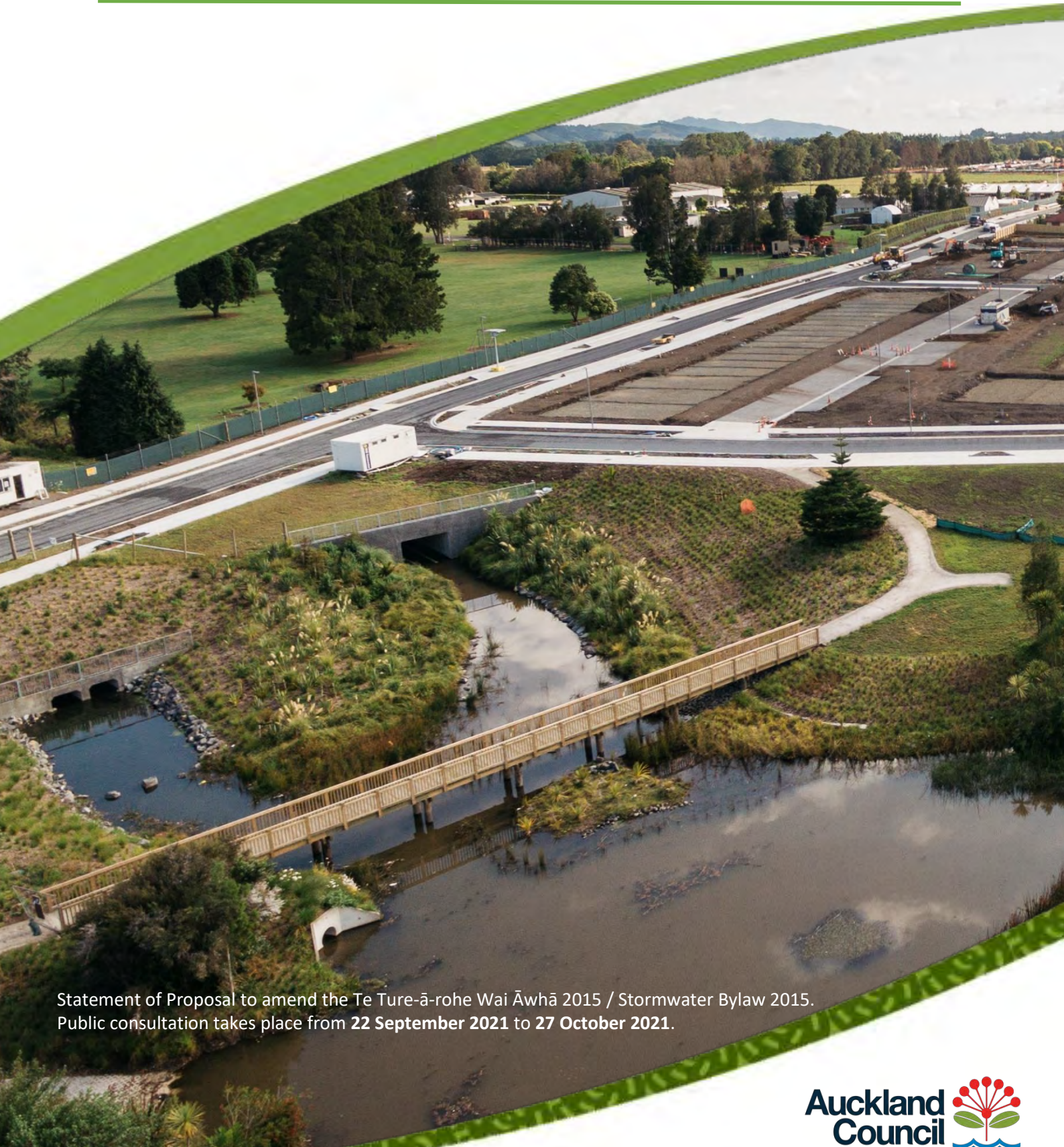
Other Matters from Staff	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key comments / changes recommended (Attachment F)</p> <p>Panel could if it wishes deliberate on any of the matters in Attachment F categorised as follows</p> <ul style="list-style-type: none"> Operational matters regarding enforcement, compliance and resourcing Clarification of Implementation and operational processes Consultation on the Stormwater Code of Practice. 	<ul style="list-style-type: none"> This is an opportunity for the Bylaw Panel to deliberate on any matters contained in Attachment F that it considers require more direction from elected members. The matters in Attachment F contain detail considered by staff to be outside the scope of the proposal and are therefore more appropriately referred to relevant council departments for their consideration. 	<p>That the changes recommended by staff Either [Panel to decide] be accepted. OR be accepted in part to [Panel to insert]. OR be rejected.</p>

Other Matters from Staff	Staff comment (information to assist deliberations)	Panel recommendation
<p>Key comments / changes recommended (Any other matters) Panel should deliberate on any matters contained in public feedback and local board views it considers has not been adequately addressed in this Attachment A.</p>	<ul style="list-style-type: none"> This is an opportunity for the Bylaw Panel to deliberate on any matters contained in public feedback and local board views it considers have not been adequately addressed in this Attachment A. 	<p>AND Reasons include to [Panel to insert].</p>

Attachment B: Statement of Proposal

Helping to protect Auckland's public stormwater network

Reducing damage, misuse, interference and nuisance to stormwater networks by requiring approvals for vesting of new stormwater assets, and ensuring effective maintenance and management of private stormwater systems



Statement of Proposal to amend the Te Ture-ā-rohe Wai Āwhā 2015 / Stormwater Bylaw 2015.
Public consultation takes place from **22 September 2021** to **27 October 2021**.

1 Have your say

Helping to protect Auckland's public stormwater network

Auckland's stormwater network is affected by land drainage problems such as property flooding, network contamination from illegal discharges, inconsistent management of pipe connections and operation of private stormwater systems. We aim to regulate land drainage and stormwater management by protecting the public stormwater network from damage, misuse, interference and nuisance, and to ensure effective maintenance and operation of private stormwater systems.

What Auckland Council does

We use a bylaw to make rules that help protect Auckland's public stormwater networks and ensure maintenance of private stormwater systems. The existing Bylaw rules are included in Te Kaunihera o Tāmaki Makaurau [Te Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015](#) and provide a consistent regulatory approach for managing the stormwater network. The current Bylaw:

- ensures that the public stormwater network and private stormwater systems are of a consistently high standard throughout Auckland by requiring approvals for vesting
- requires on-site stormwater devices on private land to be well maintained, as they form part of the wider stormwater network
- manages activities on private property that have adverse impacts on the public stormwater network
- enables the council to develop stormwater controls for specific areas and local issues such as setting standards for stormwater discharge.

The Bylaw is administered by the Healthy Waters Department ("Healthy Waters") of the Auckland Council responsible for operating and maintaining Auckland's public stormwater network, and the Regulatory Engineering Department where approvals for infrastructure development are assessed. The Council's Regulatory Compliance units assist with enforcement and compliance of the Bylaw.

Improving the Stormwater Bylaw 2015

We recently checked how the rules are working and identified improvements to the Bylaw that would:

- specify controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems
- consider additional requirements for vesting of public assets and approvals under the Bylaw
- require approvals for modifications or new engineered wastewater overflow points into the stormwater network
- restrict or exclude certain activities for parts of the stormwater network
- update Bylaw wording, format, and definitions.

We want to know what you think

Starting on **22 September 2021** through to **27 October 2021**, we want you to tell us what you think about the proposed amendment to the Stormwater Bylaw 2015. Visit www.aucklandcouncil.govt.nz/have-your-say for more information, to give your feedback and to find out where you can drop in to a 'have your say' event.

2 What is the Bylaw

Te Kaunihera o Tāmaki Makaurau Te Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015 was made on 30 July 2015.

The purpose of the Bylaw is to regulate land drainage, this includes:

- managing and developing the stormwater network including ground soak systems
- providing conditions for connections to the stormwater network
- regulating discharges into the stormwater network
- protecting the stormwater network from damage, misuse, and interference
- protecting the public from nuisance and to promote public health and safety
- ensure private stormwater systems are maintained and operated correctly
- managing redundant stormwater systems.

Stormwater Bylaw 2015 – high level summary

Infrastructure

- Council may specify codes of practice / guidelines to construct or access the stormwater network
 - Council must approve work on the existing stormwater network and the construction of new stormwater network prior to work commencing
 - Council must approve works and activities in close proximity to the stormwater network
 - No one may obstruct and divert stormwater unless approved or permitted in the Auckland Unitary Plan or by resource consent
 - Council specifies where stormwater disposal to ground soakage may take place subject to guidelines or codes of practice
-

Discharges

- No person may discharge a contaminant to the stormwater network likely to cause nuisance or affect its operation
 - Council may specify controls for discharges to the stormwater network
-

Private stormwater systems

- Sets responsibilities for the operation and maintenance of private stormwater systems
 - Sets responsibilities for maintaining the free flow of water on a premises
 - Council may specify controls for new and existing ground soakage systems
 - Sets requirements for keeping records of maintenance of private stormwater systems
 - Sets controls for removal of redundant private stormwater systems to prevent damage to the stormwater network or protect the public from nuisance and maintain health and safety
-

3 What council proposes to change

Improving the Stormwater Bylaw 2015

We recently checked how the rules are working and identified improvements. We are proposing to better protect the stormwater network from damage, misuse, interference, and nuisance by amending the Auckland Council Stormwater Bylaw 2015.

The main proposals in comparison to the current Bylaw are to:

Main proposals	Reasons for proposals
Specifying controls, codes of practice, or guidelines for managing the public stormwater network and private stormwater systems	<ul style="list-style-type: none"> to specify controls for private systems that connect and contribute to the public stormwater network to set standards through the Guidance Documents and Code of Practice for the construction, operation and vesting of public stormwater assets.
Considering additional requirements for vesting of public assets and approvals under the Bylaw	<ul style="list-style-type: none"> to align standards of vested public assets to enable council to comply with the conditions of the Regionwide Stormwater Network Discharge Consent requirements, including stormwater management plans to assess the carbon lifecycle associated with the construction and operation of new stormwater network assets to consider mana whenua values in approvals.
Requiring approvals for modifications or new engineered wastewater overflow points into the stormwater network	<ul style="list-style-type: none"> to enable the council stormwater operator to formally assess and approve wastewater overflow that affects the operation of the public stormwater network and the outcomes of the Regionwide Stormwater Network Discharge Consent to assist with protection of public health and safety when the overflow points activate.
Restricting or excluding certain activities for parts of the stormwater network	<ul style="list-style-type: none"> to protect public health and safety from activities such as fishing or kayaking in stormwater treatment devices such as ponds and wetlands.
Updating Bylaw wording, format, and definitions	<ul style="list-style-type: none"> to ensure that amended Bylaw is easier to read, understand and comply with to clarify the recovery of costs associated with council staff inspection of private stormwater systems to improve clarity of what constitutes a breach of the Bylaw, for example through a notice or approval to comply with the best practice bylaw drafting standards.

If you want to know more, **Appendix A** shows what the proposed amendment to the Stormwater Bylaw 2015 would look like. **Appendix B** provides a copy of the existing Bylaw. **Appendix C** provides a summary of the differences between the current and amended bylaws.

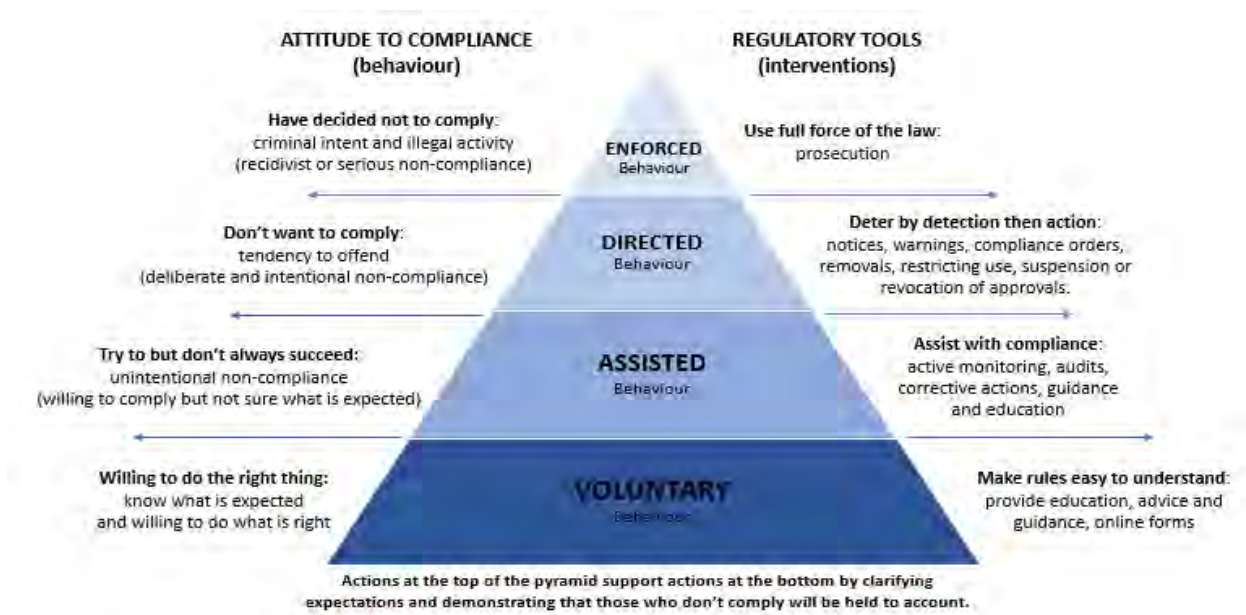
4 How we implement the Bylaw

Several departments administer this Bylaw

The Bylaw is mainly administered by Auckland Council Healthy Waters and Regulatory Engineering departments. In addition, depending on the activity affecting the stormwater network, other council departments may provide technical advice on vesting of public stormwater through Engineering Plan Approvals, or for works in proximity to the stormwater network.

Graduated enforcement approach

Auckland Council Healthy Waters and Licensing and Regulatory Compliance enforcement officers are responsible for this Bylaw enforcement. The Bylaw is enforced reactively for most activities as a result of service requests or complaints using a graduated compliance model (information-education-enforcement) as illustrated in the Figure below.



Council staff investigate complaints and identify the best remedy. In the first instance, they encourage voluntary compliance with the Bylaw through education and guidance or where appropriate, request the situation is rectified within a specified timeframe. If this approach fails, they use the least coercive enforcement such as a verbal or written warning.

5 How we got here

Decisions leading to the proposed changes

The Local Government Act 2002 requires council to review its bylaws to determine whether they are effective, efficient and still necessary. The Bylaw must not be inconsistent with the New Zealand Bill of Rights Act 1990.

Auckland Council reviewed the existing Bylaw, reported its findings and considered the options at meetings in July 2020 and March 2021.

Bylaw review and approval process



This Statement of Proposal was approved for public consultation by the Governing Body on the 26 August 2021 to commence the process of amending the Stormwater Bylaw 2015

Go to: www.aucklandcouncil.govt.nz/have-your-say for copies of the above decisions including a summary of options considered.

6 We want your input

You have an opportunity to tell us your views

We would like to know what you think about the proposed amendments to the Stormwater Bylaw 2015.

GIVE US YOUR FEEDBACK

Starting on **22 September 2021** to **27 October 2021** we are asking for feedback on the proposed amendment to Te Kaunihera o Tāmaki Makaurau Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015.

You can give your feedback:

- **online at our website – www.aucklandcouncil.govt.nz/have-your-say**
- **at one of our ‘Have Your Say’ events (visit our website for details)**

Visit - www.aucklandcouncil.govt.nz/have-your-say for more information.

Please note: online services are available at our libraries. Your name and feedback will be available to the public in our reports and online. All other personal details provided by you will remain private.

Appendix A: Proposed amended Stormwater Bylaw 2015



Te Ture-ā-rohe Wai Āwhā 2015 Stormwater Bylaw 2015

(as at **xx xxxx 2022**)

Made by the Governing Body of Auckland Council

in resolution GB/2015/78

on 30 July 2015

Bylaw made under [sections 145\(a\) and \(b\)](#) and [146\(b\)\(iv\)](#) of the Local Government Act 2002.

Summary

This summary is not part of the Bylaw but explains the general effects and scope.

The safe and efficient operation of stormwater networks is crucial to the wellbeing of Aucklanders. Damage, misuse and interference of these networks can result in risks to public health and safety, and can result in public nuisance. The purpose of this Bylaw is to regulate land drainage and protect the public stormwater network so that it is safe efficient by –

- regulating connections and activities that may damage or interfere with the network (clauses 8, 9, 10, 11, 12, 13)
- specifying controls for the design and construction of ground soakage systems (clause 14)
- protecting the operation of the public stormwater network to ensure council can protect its stormwater assets and assist with complying with any relevant stormwater network discharge consents. This is **consistent with council's position that the Stormwater Bylaw focuses on managing activities that have impact on the stormwater network, while the Resource Management Act 1991 considers effects** (clause 15)
- regulating the maintenance and operation of private stormwater systems (clauses 16 and 17).

Other parts of this Bylaw assist with administration by –

- stating the name of this Bylaw, when it comes into force and where it applies (clauses 1, 2 and 3)
- stating the purpose of this Bylaw and defining terms used (clauses 4 and 5)
- specifying certain controls and public notification (clause 6)
- clarifying relationship of the Bylaw with other legislation (clause 7)
- requiring applications for approvals, conditions and compliance (clauses 18,19, 20, 21 and 22)
- enabling Bylaw enforcement (clauses 23, 24, 25 and 26).

This Bylaw is part of a wider framework. The Bylaw is not inconsistent with –

- rules and activities regulated by the [Building Act 2004](#)
- rules and activities regulated by the [Resource Management Act 1991](#) and [Auckland Unitary Plan](#), including discharges of contaminants into the environment.

Cover page reformatted and Summary inserted in accordance with Clause 2(2).

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1 Title

(1) This Bylaw is Te Ture-ā-rohe Wai Āwhā 2015 Stormwater Bylaw 2015.

Clause 1 amended in accordance with Clause 2(2).

2 Commencement

(1) This Bylaw comes into force on 1 November 2015.

(2) Amendments made by resolution GB/2022/XX come into force on XXXX.

Related information about amendments

Council decided on dd month year to make amendments to the Bylaw. Key changes included:

- specifying controls, codes of practice, or guidelines for managing the public stormwater network and private stormwater systems
- considering additional requirements for vesting of public assets and approvals under the Bylaw
- requiring approvals for modifications or new engineered wastewater overflow points into the stormwater network
- restricting or excluding certain activities for parts of the stormwater network
- updating Bylaw wording, format, and definitions.

A comparison of the Bylaw before and after the amendments were made can be viewed in Item # of the Auckland Council Governing Body meeting agenda dated dd month year.

Clause 2 amended in accordance with Clause 2(2).

3 Application

(1) This Bylaw applies to Auckland.

Part 1

Preliminary provisions

4 Purpose

(1) The purpose of this Bylaw is to regulate land drainage, including to –

- (a) enable council to manage the development, operation and maintenance of the public stormwater network, and the land, structures, and infrastructure associated with that network, in accordance with the Stormwater Network Discharge Consent, including to comply with the conditions of the Stormwater Network Discharge Consent;
- (b) protect the public stormwater network, and the land, structures, and infrastructure associated with that network, from damage, misuse, interference, and nuisance;
- (c) manage the use of the public stormwater network, and the land, structures, and infrastructure associated with that network, and provide for the

- conditions on which connections to the public stormwater network may be made or maintained;
- (d) ensure that discharges into the public stormwater network do not damage the network;
 - (e) prevent interference with the public stormwater network, and the land, structures, and infrastructure associated with that network;
 - (f) manage the public stormwater network, and the land, structures, and infrastructure associated with that network, to protect the public from nuisance and promote and maintain public health and safety;
 - (g) provide measures to manage the ground soakage systems that form part of the stormwater network;
 - (h) ensure the maintenance and operation of private stormwater systems, the removal or de-commissioning of redundant stormwater systems on private land to prevent damage to the stormwater network, to protect the public from nuisance, and to promote and maintain public health and safety.

Clause 4 amended in accordance with Clause 2(2).

5 Interpretation

- (1) In this Bylaw, unless the context otherwise requires, –

Annual exceedance probability/AEP has the same meaning as in the Auckland Unitary Plan.

Related information

The [Auckland Unitary Plan](#) states:

Annual exceedance probability - The probability of exceeding a given storm discharge or flood level within a period of one year. For example, a 1 per cent AEP flood plain is the area that would be inundated in a storm event of a scale that has a 1 per cent or greater probability of occurring in one year. Equivalent average return intervals (ARI) are:

- 1 per cent AEP = 100-year ARI
- 2 per cent AEP = 50-year ARI
- 10 per cent AEP = 10-year ARI
- 20 per cent AEP = 5-year ARI
- 50 per cent AEP = 2-year ARI

approval means the prior written approval of the council issued under Part 4 of this Bylaw and **approve** has a corresponding meaning.

Auckland has the meaning given by [section 4\(1\)](#) of the Local Government (Auckland Council) Act 2009.

Related information

The Local Government (Auckland Council) Act 2009 enabled the Local Government Commission to determine Auckland's boundaries in a map titled [LGC-Ak-R1](#). The boundaries were formally adopted by [Order in Council](#) on 15 March 2010, and came into effect on 1 November 2010.



Auckland Unitary Plan means any proposed or operative plan made by the council under the Resource Management Act 1991.

Auckland water organisation means an Auckland water organisation as defined in section 4 of the Local Government (Auckland Council) Act 2009.

Code of Practice means the latest approved version of the Auckland Council Code of Practice for Land Development and Subdivision in relation to the public stormwater network made under Part 2 of this Bylaw.

contaminant has the same meaning as in the Resource Management Act 1991.

Related information

The [Resource Management Act 1991](#) states:

contaminant includes any substance (including gases, odorous compounds, liquids, solids, and micro-organisms) or energy (excluding noise) or heat, that either by itself or in combination with the same, similar, or other substances, energy, or heat —

- (a) when discharged into water, changes or is likely to change the physical, chemical, or biological condition of water; or
- (b) when discharged onto or into land or into air, changes or is likely to change the physical, chemical, or biological condition of the land or air onto or into which it is discharged.

council means the Governing Body of the Auckland Council or any person delegated or authorised to act on its behalf. In relation to making a control, the Governing Body of Auckland Council may only delegate this power to a committee and / or the Chief Executive of Auckland Council who may sub-delegate to a third-tier manager or above.

Related information

As at 12 November 2019, the Auckland Council Regulatory Committee has delegated authority to hear, determine, and make recommendations to the Governing Body regarding all bylaws and associated controls (GB/2019/109).

Auckland Council's Infrastructure and Environmental Services has delegated authority on the powers, duties and functions in this Bylaw (except clauses 6, 8, 14(1), 14(2), 15(2), 16(5) for specifying controls) as at 28 July 2015 (GB/2015/78).

defence against water has the same meaning as in section 2 of the Soil Conservation and Rivers Control Act 1941.

Related information

Section 2 of the [Soil Conservation and Rivers Control Act 1941](#) states:

defence against water includes any dam, weir, bank, carriageway, groyne, or reservoir, and any structure or appliance of whatsoever kind which has or may have the effect of stopping, diverting, controlling, restricting, or otherwise regulating the flow or spread or subsidence, in or out of a watercourse, of water including flood waters.

drain has the same meaning as in section 2 of the Land Drainage Act 1908.

Related information

Section 2 of the [Land Drainage Act 1908](#) states:

drain includes every passage, natural watercourse, or channel on or underground through which water flows continuously or otherwise, except a navigable river, but does not include a water race as defined in section 58 hereof.

Engineered Overflow Point means a location where a discharge of wastewater from an engineered overflow structure occurs.

engineering approval means the approval of the council to develop public stormwater infrastructure, including any asset that is to be vested to the council as part of a new development.

floodplain has the same meaning as in the Auckland Unitary Plan.

Related information

The [Auckland Unitary Plan](#) states:

floodplain - the area of land that is inundated by runoff from a specified rainfall event, with an upstream catchment generating 2m³/s or greater of above ground flow, taking into account:

- any increases in impervious areas that would arise from changes in land use enabled by the policies and zonings of the Plan;
- the effects of climate change over a 100-year timeframe in respect of the frequency and duration of rain fall events and a 1m sea level rise; and
- assuming that primary drainage is not blocked.

green infrastructure means natural systems and built products, technologies, and practices that primarily use natural elements, or engineered systems that mimic natural processes, to provide utility services for stormwater management. This includes built infrastructure (“green” devices, for example rain gardens), natural elements in modified environments (for example, planted trees in landscaped areas), and natural assets (for example, streams).

infrastructure has the same meaning as in the Auckland Unitary Plan.

Related information

The [Auckland Unitary Plan](#) states:

Infrastructure has the same meaning as in section 2 of the [Resource Management Act 1991](#): and also means:

- bulk storage for wholesale or distribution purposes of natural or manufactured gas over 15 tonnes, or petroleum over 1 million litres;
- storage and treatment facilities for a water supply distribution system;
- storage, treatment and discharge facilities for a drainage or sewerage system;
- municipal landfills;
- national defence facilities; and
- facilities for air quality and meteorological services.

manager means a person who controls or manages any premises, or any activity or event on any premises, or operates a part of the stormwater network on the premises, regardless of whether that person has a proprietary interest in those premises or that activity or event or that part of the stormwater network.

nuisance has the same meaning as in section 29 of the Health Act 1956 and in the context of this Bylaw includes, but is not limited to:

- (a) person, thing, or circumstance causing distress or annoyance or unreasonable interference with the peace, comfort, or convenience of another person;
- (b) flooding of any building floor or sub-floor, or public roadway;
- (c) damage to property;
- (d) damage to the stormwater network;
- (e) erosion or subsidence of land;
- (f) adverse loss of riparian vegetation; or
- (g) anything that causes a breach of any stormwater discharge consent condition binding the council, (including an accumulation of chemicals causing a breach).

occupier, in relation to any premises, means the person occupying that premises.

overland flow path has the same meaning as in the Auckland Unitary Plan.

Related information

[The Auckland Unitary Plan](#) states:

Low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m².

owner means the person or legal entity who owns premises from which stormwater originates or on which stormwater is located.

person includes an individual, a corporation sole, a body corporate, and an unincorporated body and includes the Crown and any successor of a person.

pest plant means any tree or vegetation listed as a plant pest within the Regional Pest Management Plan 2020-2030, Department of Conservation Pest Plants List or the National Pest Plant Accord (excluding research organisms) under the Biosecurity Act 1993.

premises means either:

- (a) a property or allotment which is held under separate certificate of title or for which a separate certificate of title may be issued and in respect of which a building consent has or may be issued; or
- (b) a building that has been defined as an individual unit by a cross lease, unit title or company lease and for which a certificate of title exists; or
- (c) an individual unit in a building where units are separately leased; or
- (d) land held in private or public ownership.
- (e) private land means any land that is not public land.

private stormwater system means any component of the stormwater network that drains water from premises on private land to a receiving environment or up to the point of service connection with the public stormwater network and includes pipes, gutters, downpipes, catchpits, swales, subsoil drains, stormwater treatment devices, rain water tanks and any stormwater management device or redundant stormwater system.

public land means any land that is not private land and includes land owned, occupied or managed by the council or Auckland Transport, or an Auckland water organisation.

public stormwater network means:

- (a) any stormwater pipe, drain, land drainage work or treatment facility, vested in or under the control of the council; and
- (b) any drain, land drainage work or treatment facility declared by the council to be a public drain under section 462 of the Local Government Act 1974.

redundant system means a system, structure or device that has been replaced by another system, structure or device and is no longer required as part of the stormwater network under any building or resource consent condition or engineering approval related to the site.

resource consent means a resource consent issued under the Resource Management Act 1991 and operative resource consent means a resource consent that has commenced and has not lapsed or been surrendered.

service connection has the same meaning as in section 197 of the Local Government Act 2002.

Related information

Section 197 of the [Local Government Act 2002](#):

service connection means a physical connection to a service provided by, or on behalf of, a territorial authority.

soakage means disposal of stormwater into the ground by way of specifically designed pits, trenches or bores.

stormwater has the same meaning as in the Auckland Unitary Plan.

Related information

The [Auckland Unitary Plan](#) states:

stormwater - rainfall runoff from land, including constructed impervious areas such as roads, pavement, roofs, and urban areas, which may contain dissolved or entrained contaminants, and which is diverted and discharged to land, and water.

stormwater management device has the same meaning as in the Auckland Unitary Plan.

Related information

The [Auckland Unitary Plan](#) states:

stormwater management device - a device or facility used to reduce stormwater runoff volume, flow and/or contaminant loads prior to discharge. Includes:

- rain gardens
- porous or permeable paving
- infiltration trenches
- swales
- sand filters
- green roofs
- wetlands
- ponds
- proprietary devices.

stormwater management plan means a plan that details the best practicable option for the long-term management of stormwater from a catchment, sub-catchment or development area.

Related information

The [Auckland Design Manual](#) provides guidance on the preparation and content of a stormwater management plan. Minimum requirements may also be specified in a [Stormwater Network Discharge Consent](#).

Stormwater Network Discharge Consent means a resource consent for the diversion and discharge of stormwater from the public stormwater network.

stormwater network means a set of facilities and devices, either natural or built components, which are used to convey run off of stormwater from land, reduce the risk of flooding, and to improve water quality, and includes:

- (a) open drains and watercourses, overland flow paths, inlet structures, pipes and other conduits, manholes, chambers, traps, outlet structures, pumping stations, treatment structures and devices;
- (b) the public stormwater network; and
- (c) private stormwater systems.

subsoil drain means any drain installed within the ground in order to remove water from the soil and includes any drain with perforations connected to the stormwater network.

vested stormwater asset means a stormwater asset funded privately, either wholly or partially, that if completed and approved will be transferred to the council for incorporation within the public stormwater network.

Related information

In this instance, “privately” means funded outside of the council.

wastewater has the same meaning as in the Auckland Unitary Plan.

Related information

The [Auckland Unitary Plan](#) states:

wastewater - liquid (and liquids containing solids) waste from domestic, industrial, commercial premises including (but not limited to) toilet wastes, sullage, trade wastes and gross solids.

wastewater network means the facilities, pipes and drains and devices used for sewerage and receipt, treatment, and disposal of wastewater and sewage, including any network owned by an Auckland water organisation.

watercourse has the same meaning as section 2 of the Land Drainage Act 1908.

Related information

Section 2 of the [Land Drainage Act 1908](#) states:

watercourse includes all rivers, streams, and channels through which water flows.

wetland has the same meaning as the Resource Management Act 1991.

Related information

Section 2 of the [Resource Management Act 1991](#) states:

wetland includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions.

- (2) Unless the context requires another meaning, a term or expression that is defined in the Local Government Act 2002 and used, but not defined, in this Bylaw has the meaning given by that Act
- (3) Related information and links to webpages do not form part of this Bylaw, and may be inserted, changed or removed without any formality.
- (4) [The Interpretation Act 1999](#) applies to this Bylaw.

Clause 5 amended in accordance with Clause 2(2).

Part 2

General

6 Controls specified under the Bylaw

- (1) Any control specified by council under clauses 8, 14, 15, or 16 of this Bylaw -
 - (a) must be made by a council resolution that is publicly notified, after considering the views and preferences of persons likely to be affected or have an interest in the particular control; and
 - (b) may:
 - (i) prohibit, restrict or control any matter or thing generally, for any specific category of case, or in a particular case;
 - (ii) apply to all activities or to any specified category of activity;
 - (iii) apply to Auckland or to a specified part of Auckland; and/or
 - (iv) apply at all times or at any specified time or period of time.

Clause 6 amended in accordance with Clause 2(2).

7 Relationship with other legislation

- (1) Compliance with the requirements of this Bylaw does not remove the need to comply with the requirements of any Act, regulation, or other Bylaw.
- (2) Unless expressly specified in this Bylaw, compliance with the requirements of any Act, regulation, or other Bylaw does not remove the need to comply with the requirements of this Bylaw.
- (3) Nothing in this Bylaw shall derogate from the Resource Management Act 1991.

Related information

The effect of this clause is to make it clear that works and activities regulated by the [Resource Management Act 1991](#) must be authorised pursuant to that Act before they may be carried out, even if they are in accordance with this Bylaw.

Where activities subject to any consent, licence, permit, or similar approval issued under any Act, regulation, or other Bylaw are also regulated by this Bylaw, compliance with the requirements of this Bylaw may be made a condition of the other consent or approval.

Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this Bylaw in that particular case, and issue an approval under this Bylaw accordingly. This is a matter for council's discretion.

Part 3

Safe and efficient stormwater network

8 Controls and code of practice

- (1) Council may specify controls by guidelines or codes of practice for –
 - (a) the maintenance and construction of any work that affects the public stormwater network;
 - (b) access to the built components of the public stormwater network; or
 - (c) the effective and efficient operation of the stormwater network and private stormwater systems.

Clause 8 amended in accordance with Clause 2(2).

Related information

Controls specified can be found in Schedule 1 at the end of this Bylaw.

9 Stormwater network development and connections

- (1) Unless the council approves otherwise, any vested stormwater asset must comply with the Code of Practice on the date the asset is vested in the council.
- (2) Any vested stormwater asset must be of a type, design, location, and performance that enables council to comply with the relevant conditions of a

stormwater network discharge consent, including any relevant stormwater management plan that has been adopted into a stormwater network discharge consent.

Related information

The conditions of the Auckland [Regionwide Stormwater Network Discharge Consent](#), the [stormwater management plan templates](#), as well as the [adopted stormwater management plans](#) can be found on the Auckland Design Manual.

- (3) A person must obtain approval from the council before:
 - (a) undertaking work to:
 - (i) construct a vested stormwater asset; or
 - (ii) alter or modify any part of the public stormwater network, or existing service connection; or
 - (b) making any new service connection to the public stormwater network.
- (4) A person must obtain approval from the council and the Auckland water organisation before making any new service connection for the discharge of stormwater to the wastewater network.
- (5) Any stormwater asset to be vested remains the responsibility of the owner of the premises until it is vested in the council.
- (6) Any stormwater asset to be vested may be inspected by the council to ensure compliance with approval conditions prior to the asset being vested.
- (7) Any new connection or modification of an Engineered Overflow Point to the public stormwater network requires approval from the council.

Related information

A resource consent under the [Resource Management Act 1991](#) and/or a building consent under the [Building Act 2004](#) may also be required in addition to an approval under this Bylaw.

Clause 9 amended in accordance with Clause 2(2).

10 Works and activities in close proximity to the public stormwater network

- (1) Unless the council approves otherwise, any structure on, over, or within the proximate distances from the public stormwater network specified in the Code of Practice must comply with the Code of Practice with regard to the protection of the public stormwater network.
- (2) A person must obtain approval from the council before:
 - (a) undertaking any excavation that is likely to result in damage to the public stormwater network;
 - (b) removing any existing cover material or placing any additional material over or within the zone of influence of the public stormwater network specified in

the Code of Practice that is likely to result in damage to the public stormwater network;

- (c) covering any stormwater inlet, outlet, treatment device, service opening or manhole in a way that is likely to restrict access to the public stormwater network or detrimentally affect the performance of the public stormwater network; or
- (d) causing a temporarily or permanently sustained excessive load on the public stormwater network that is likely to result in damage to the network.

Related information

The council will apply [the New Zealand Transport Agency Bridge Manual](#) that limits the load on infrastructure to that of the soil overburden together with the weight of a HN-HO-72 wheel or axle load in assessing if a load is excessive.

- (3) Every person must comply with the Code of Practice when accessing any built component of the public stormwater network.

Related information

The [Code of Practice](#) prescribes the process of gaining access along with health and safety requirements.

- (4) The council may restrict or exclude access (or activity) to specific parts of the public stormwater network to enable its safe and efficient operation and to protect public safety.

Related information

This includes activities such as recreational fishing or kayaking on stormwater ponds and wetlands.

Clause 10 amended in accordance with Clause 2(2).

11 Obstructions and diversions of stormwater

- (1) Unless the council approves otherwise or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent, no person may stop, obstruct, alter, interfere with, or divert any watercourse, flood plain, overland flow path, drain, or wetland on public land, in a manner likely to:
 - (a) adversely affect the performance of the watercourse, flood plain, overland flow path, drain or wetland;
 - (b) adversely alter the velocity of stormwater; or
 - (c) adversely divert the flow of stormwater.
- (2) Unless the council approves otherwise or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent, the owner, occupier, or manager of any premises on private land must ensure that any watercourse, flood plain, overland flow path, drain or wetland on the premises is kept free from obstruction that is likely to:

- (a) adversely affect the performance of the watercourse, flood plain, overland flow path, drain or wetland;
 - (b) adversely alter the velocity of stormwater; or
 - (c) adversely divert the flow of stormwater.
- (3) No person may discharge stormwater from a premises with an impervious area greater than that permitted in the Auckland Unitary Plan or an operative resource consent.
- (4) The owner, manager, or occupier of a premises must take reasonable preventative measures to avoid nuisance during a flood event.

Clause 11 amended in accordance with Clause 2(2).

Related information

Reasonable preventative measures to avoid nuisance would include measures to reduce risks posed by positioning of materials at a property. For example, a reasonable preventative measure would include not placing, storing, or leaving any material on the premises in a manner or location that may, during a flood event on the premises result in the material obstructing or diverting the flow of stormwater.

12 Alterations or damage to the public stormwater network

- (1) No person may damage, modify, or alter the hydraulic performance of the public stormwater network, unless the council approves or that person is expressly authorised by an operative resource consent.

Clause 12 amended in accordance with Clause 2(2).

13 Alterations or damage to green infrastructure

- (1) No person may remove vegetation from or damage vegetation forming a component of green infrastructure, if the removal or damage is likely to adversely affect the ability of the green infrastructure to continue to providing its stormwater management function, unless the council approves or that person is expressly authorised by an operative resource consent.
- (2) Subclause (1) does not apply to the removal or damage of pest plants.

Clause 13 amended in accordance with Clause 2(2).

14 Ground soakage systems

- (1) The council may specify controls for stormwater disposal that occur by way of ground soakage or recharge, by guidelines or codes of practice.
- (2) The council may specify areas in Auckland on any premises within which stormwater disposal must be by ground soakage or recharge unless site conditions prevent it.
- (3) No person may discharge a contaminant into a ground soakage or recharge system if the discharge is likely to cause nuisance or adversely affect the operation of the ground soakage or recharge system, unless the council

approves, or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent.

- (4) Any new ground soakage or recharge system must comply with the requirements of the Code of Practice and any applicable council soakage design manuals.

Related information

The [Building Code](#) allows territorial authorities to develop alternative verification methods based on hydrological modelling. The controls specified in this Bylaw will not be more stringent than allowed for under the Building Code.

A building consent is required for construction or alteration of any private stormwater disposal system using ground soakage. Areas for soakage include (but are not limited to) parts of Ellerslie, Penrose, Onehunga, Mt Eden, Epsom, Mt Roskill, Mt Albert, Papakura, Takanini, Pukekohe, Waiuku and Mangere Bridge.

15 Discharge of contaminants to the stormwater network

- (1) No person may discharge directly or indirectly a contaminant into the public stormwater network if the discharge is likely to cause nuisance or adversely affect the operation of the stormwater network unless the council approves or that person is expressly authorised by an operative resource consent.

Related information

Contaminants that could affect the stormwater network in Clause 15(1) include (but are not limited to) sediment, concrete, cement slurry, wastewater, effluent, solvents, soap, detergents, dissolved metal, hazardous material, fungicide, insecticide, litter and green waste.

- (2) The council may specify controls for the following matters in relation to the discharge of stormwater to the public stormwater network:
- (a) where on any premises certain sensitive activities, such as machinery wash-down and bulk storage, must be carried out;
 - (b) device maintenance requirements, such as catchpit clearance; and
 - (c) the installation and use of treatment and mitigation measures or devices.
- (3) Any owner, occupier, manager, or person who is present on a premises subject to a control made under subclause (2) must comply with that control.

Clause 15 amended in accordance with Clause 2(2).

16 Maintenance and operation of private stormwater systems

- (1) Unless the council approves otherwise, the owner and manager of any private stormwater system is responsible for the operation of that system.
- (2) The owner and manager of a private stormwater system must ensure that the system:
- (a) is maintained in good operating condition; and
 - (b) does not cause or contribute to nuisance.

- (3) The owner, occupier, and manager of a premises on which there is a watercourse, stop bank, or other defence to water, must maintain that watercourse, stop bank, or other defence to water in an operational state which ensures the free flow of water.
- (4) Subclause (3) does not apply to any watercourses, stop banks, or other defences against water that are part of the public stormwater network.
- (5) The council may specify controls for the disposal of stormwater through ground soakage or recharge, including prescribing an AEP storm event, for sites in a specified area.

Related information

This clause will apply to both new and existing ground soakage systems in a specified area. The controls specified will not be more stringent than the minimum standard required under the [Building Code](#).

- (6) The owner, occupier, or manager of a premises that has a ground soakage or recharge system as part of a private stormwater system which may cause a nuisance must ensure that the ground soakage or recharge system disposes of the stormwater from the site in accordance with any controls the council specifies.
- (7) The owner or manager of a private stormwater management device must, on request by the council:
 - (a) provide such information as is required to demonstrate that the stormwater management device is operated and maintained to achieve its purpose including not causing nuisance in a storm event up to the standard specified in the control under subclause (5) or by an operative resource consent, consent notice, easement or covenant; and
 - (b) carry out such works as are required to ensure the stormwater management device meets its purpose.
- (8) The owner or manager of a private on-site stormwater management device must:
 - (a) keep a copy of the operations and maintenance manual (owner's manual) and as built drawings for the device available; and
 - (b) produce that copy of the owner's manual and as built drawings upon request by the council.

Clause 16 amended in accordance with Clause 2(2).

17 Removal of redundant system

- (1) To prevent damage to the stormwater network, protect the public from nuisance or promote and maintain public health and safety, the council may require the owner of a private stormwater system or any part thereof, including any stormwater management device, culvert, or stormwater detention pond that has become redundant as part of the primary method of stormwater drainage, to remove or de-commission that system or part thereof.

- (2) The owner of a redundant part of the stormwater system that has been removed or de-commissioned must ensure that the premises on which the system is located or was previously located is restored to the satisfaction of the council.

Related information about applications for approval

The removal or de-commissioning of a redundant system may be required to address health and safety concerns and/or potential risks to the stormwater network. The requirement to remove a redundant system will in most cases be determined when the owner, occupier or manager applies for a building consent and/or engineering approval is in relation to installing a new stormwater system at the property.

Part 4

Approvals, permits and administrative matters

18 Application for approval of the council

- (1) An application to obtain the approval of the council under this Bylaw must be:
- (a) made in the prescribed form; and
 - (b) accompanied by:
 - (i) payment of the application and processing fees; and
 - (ii) any further supporting information.
- (2) Having received and considered an application for approval, the council may at its discretion:
- (a) inspect places related to the application; or
 - (b) grant the application subject to such conditions as the council considers fit; or
 - (c) decline the application.

Clause 18 amended in accordance with Clause 2(2).

Related information

Where activities subject to any consent, licence, permit, or other approval issued under any Act, regulation, or other Bylaw in a particular case overlap with the activities subject to this Bylaw, compliance with the requirements of this Bylaw may be made a condition of the other consent, licence, permit, or approval. Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this Bylaw in that particular case, and issue an approval under this Bylaw accordingly. This is a matter for council's discretion.

19 Consideration of an application for approval

- (1) When considering an application for approval under this Bylaw, and the conditions to which the approval will be subject should the application be granted, the council may take into account any of the following:

- (a) any known past operational or compliance issues which may affect, or may in the future affect, the performance of the stormwater network;
 - (b) the characteristics, features, and nature of the infrastructure, premises, stormwater asset, device, private stormwater system, and public stormwater network;
 - (c) any applicable requirements of a stormwater network discharge consent, including conditions and schedules, or a Stormwater Management Plan adopted into a stormwater network discharge consent;
 - (d) compliance with the Code of Practice if applicable;
 - (e) compliance with the Auckland Unitary Plan, and any applicable Acts, regulations, and other Bylaws;
 - (f) the extent to which the approval will promote:
 - (i) the achievement of the council's strategies and policies for the management of stormwater;
 - (ii) the achievement of any applicable national environmental standards; and
 - (iii) the outcomes of any applicable national policy statements.
 - (g) any operational policy, guidance document, or management practice approved by the council;
 - (h) any potential cumulative harmful effect which may arise over time or in combination with other effects due to approvals granted by the council in the affected sub-catchment;
 - (i) the complexity of the issue and the cost required to suitably resolve it;
 - (j) compliance with any related resource consent conditions, consent notices, easements and covenants;
 - (k) mana whenua values and Te Mana o te Wai if the application involves a significant decision in relation to land or a body of water;
 - (l) carbon footprint to construct, maintain, operate and decommission the asset; and
 - (m) any other reasonable considerations the council considers appropriate.
- (2) The council may grant an application for approval only if it is satisfied that:
- (a) the approval will not significantly prejudice council in achieving the Bylaw's purpose; and
 - (b) at least one of the following applies:
 - (i) the work, thing, or issue that approval is applied for is in substantial compliance with the Bylaw and further compliance is unnecessary; or

- (ii) the work, thing, or issue provided for, under the approval is as effective as, or more effective than, compliance with the Bylaw.
- (iii) events have occurred that make compliance with the Bylaw unnecessary or inappropriate in the particular case.
- (iv) the work does not compromise the ability of council to comply with the conditions of any stormwater network discharge consent.

Clause 19 amended in accordance with Clause 2(2).

20 Conditions of approval

- (1) The council may make an approval subject to the following matters:
- (a) the location of the work or activity;
 - (b) the design and specifications of the work or activity;
 - (c) construction and maintenance requirements for the work or activity;
 - (d) the specific approved point(s) of service connection to the stormwater network into which the stormwater must be discharged;
 - (e) the average and maximum volume of the discharge of stormwater, the average and maximum rate of the discharge of stormwater, and the duration of any maximum volume or rate of the discharge of stormwater;
 - (f) the provision by the owner, occupier, and manager of the premises, at his or her expense, of appropriate screens, grease traps, silt traps, or other partial or preliminary pre-treatment process, equipment, or storage facilities designed to regulate the quality, quantity, and rate of discharge or other characteristics of stormwater prior to the point of discharge to the public stormwater network;
 - (g) the frequency with which any equipment required by the approval must be maintained and cleaned;
 - (h) the design, location, and specification of, and any material alteration to, the private stormwater system;
 - (i) the implementation of any stormwater management plan adopted by the council;
 - (j) the provision of a bond or insurance in favour of the council where failure to comply with the approval could result in damage to the public stormwater network or the council being in breach of any statutory obligation;
 - (k) recording the presence of any on-site stormwater management device as an encumbrance on the certificate of title for the premise;
 - (l) council inspection requirements prior to asset vesting;
 - (m) inspection requirements to ensure appropriate operation;
 - (n) meeting mana whenua cultural requirements;

- (o) the minimising of carbon footprint;
- (p) the duration of approval and period of lapse; and
- (q) any other reasonable conditions the council considers appropriate.

Clause 20 amended in accordance with Clause 2(2).

21 Non-compliance with conditions of approval

- (1) Where a person does not comply with the terms and conditions of the approval granted by the council, the council may take one or more of the following steps:
 - (a) issue a written warning to the person, which may be considered as evidence of a prior breach of a condition or approval during any subsequent review of the approval.
 - (b) review the approval, which may result in:
 - (i) amendment of the approval; or
 - (ii) suspension of the approval; or
 - (iii) withdrawal of the approval; or
 - (iv) no further action.
 - (c) charge fees for the inspection in relation to the non-compliance.
 - (d) initiate enforcement action in accordance with Part 5 of this Bylaw.

Clause 21 amended in accordance with Clause 2(2).

22 Maintenance and construction requirements

- (1) The owner, occupier, or manager of a premises on which work occurs and council approval has been given under this Bylaw must maintain the approved work in good condition and must comply with the conditions of approval, guidelines, and Code of Practice set by the council.
- (2) The council may inspect a private stormwater system at suitable intervals and notify the owner, occupier or manager of a premises if maintenance must be carried out. Maintenance must be carried out within the advised timeframe and to the standard specified by the council.
- (3) The council may recover costs from the owner, occupier, or manager of a premises associated with the inspection of private stormwater systems required by the council under this Bylaw.

Clause 22 amended in accordance with Clause 2(2).

Part 5

Enforcement, offences and penalties

23 Enforcement

- (1) Council may use its powers under the Local Government Act 2002, the Local Government Act 1974, the Land Drainage Act 1908, the Soil Conservation and Rivers Control Act 1941, and the Health Act 1956 to enforce this Bylaw.

Related information about enforcement

The following enforcement provisions available to the council include, but are not limited to:

- Subpart 2 of Local Government Act 2002, sections 162, 163, 164, 165, 168, 171, 172, 175, 176 and 178
- Subpart 3 of Local Government Act 2002, sections 185, 186, 187, and 188
- Local Government Act 1974, sections 451, 462, 467, 168, 511 and Schedule 14
- Land Drainage Act 1908, sections 23, 25, 26, 27, 62, 63 and Part 4
- Soil Conservation and Rivers Control Act 1941, sections 134 and 154
- Health Act 1956, section 33, 34, 128, 134.

- (2) Owners, occupiers, and managers of premises on private land are jointly and individually responsible for compliance with this Bylaw in respect of those premises.
- (3) The council may require the owner, occupier or manager of a premises to, in a manner, or within any time specified in a written notice (Bylaw Notice) remedy any breach of this Bylaw.

Clause 23 amended in accordance with Clause 2(2).

Related information about controls

Steps taken by the council will be against the person most able to ensure compliance with the Bylaw. This is a matter for the council's discretion.

As reprinted on 1 July 2021, enforcement powers under the Local Government Act 2002 included court injunction (section 162), seizure and disposal of property (sections 164, 165, 168), powers of entry (sections 171, 172, 173), cost recovery for damage (sections 175, 176), and power to request name and address (section 178).

As reprinted on 29 June 2021, enforcement powers under the Health Act 1956 included court orders (section 33), cost recovery for council to abate nuisance (section 34), powers of entry (section 128), and power to request name and address (section 134).

24 Removal of construction

- (1) The council may, pursuant to section 163 of the Local Government Act 2002:
- (a) remove or alter a work or thing that has been constructed in breach of this Bylaw; and

- (b) recover any costs of removal or alteration from the owner, occupier or manager of the premises who committed the breach.

Clause 24 amended in accordance with Clause 2(2).

25 Breaches of the Bylaw

- (1) A person who fails to comply with this Bylaw (for example a requirement, Bylaw Notice, approval, or conditions of approval) commits a breach of this Bylaw and:
 - (a) is liable to a penalty under sections 239 and 242 of the Act; and
 - (b) in the particular circumstances, may also be liable to a penalty under the Resource Management Act 1991, the Health Act 1956, the Land Drainage Act 1908, the Bylaws Act 1910, the Soil Conservation and Rivers Control Act 1941, the Litter Act 1979, or any other applicable Act.

Clause 25 amended in accordance with Clause 2(2).

Related information

A person who is convicted of an offence against this Bylaw is liable to a fine not exceeding \$20,000 under [section 242](#) of the Local Government Act 2002.

26 Exceptions

- (1) A person is not in breach of this Bylaw if that person proves that the act or omission was in compliance with the written directions of an authorised officer or in accordance with an approval of the council.

Part 6

[Repealed]

Part 6 deleted in accordance with Clause 2(2).

Schedule 1
Register of Controls

Action	Description	Date of Decision	Decision Reference	Commencement
Control	Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater	XX XXXX 2022	GB/2022/XX	XX XXXX 2022
Control	Stormwater Management Devices in the Auckland Region December 2017 Guideline Document 2017/001	XX XXXX 2022	GB/2022/XX	XX XXXX 2022
Control	Water Sensitive Design for Stormwater March 2015 Guideline Document 2015/004	XX XXXX 2022	GB/2022/XX	XX XXXX 2022
Control	Stormwater Soakage and Groundwater Recharge in the Auckland Region 2021 Guideline Document GD2021/007	XX XXXX 2022	GB/2022/XX	XX XXXX 2022
Control	Schedule 4: Connection Requirements of Auckland Council Regionwide Stormwater Network Discharge Consent	XX XXXX 2022	GB/2022/XX	XX XXXX 2022

Schedule 1 added in accordance with Clause 2(2).

Related information, Bylaw History

Date	Description
01 November 2010	Made legacy bylaws about stormwater (section 63 Local Government (Auckland Transitional Provisions) Act 2010))
01 November 2010	Commencement of legacy bylaws about stormwater (section 63 Local Government (Auckland Transitional Provisions) Act 2010)
19 August 2014	Review of legacy bylaws about stormwater completed (RBC/2014/34)
28 August 2014	Proposal to make new bylaw about stormwater and to revoke legacy bylaws (GB/2014/89)
30 July 2015	Made the Auckland Council Stormwater Bylaw 2015 (GB/2015/78)
	Public notice of new Auckland Council Stormwater Bylaw 2015
01 November 2015	Commencement of new Auckland Council Stormwater Bylaw 2015 and revocation of legacy bylaws
28 July 2020	Review of Auckland Council Stormwater Bylaw 2015 completed (REG/2020/43)
26 August 2021	Proposal to amend Auckland Council Stormwater Bylaw 2015 (GB/2021/102)
XX 2022	Made amended Auckland Council Stormwater Bylaw 2015 (GB/2022/XX)
XX 2022	Public notice of amendments to Stormwater Bylaw 2015
XX 2022	Commencement of amendments to Auckland Council Stormwater Bylaw 2015 (GB/2022/XX)

¹ Legacy bylaws made: Auckland City Council Bylaw No 18 Stormwater Management 2008; Papakura District Council Stormwater Bylaw 2008; and Chapter 21 (Stormwater drainage) of the Rodney District Council General Bylaw 1998.

Related information, next bylaw review

This Bylaw must be reviewed by 28 July 2030. If not reviewed by this date, the Bylaw will expire on 28 July 2032.

Find out more: **phone 09 301 0101**
or visit **aucklandCouncil.govt.nz**

Appendix B: Copy of existing Stormwater Bylaw 2015



Stormwater Bylaw 2015
Ture-ā-rohe Wai Āwhā 2015

(as at 30 July 2015)

Made by the Governing Body of Auckland Council
by
Resolution in Council
(GB/2015/78)
on
30 July 2015

Pursuant to sections 145(a) and (b) and 146(b)(iv) of the Local Government Act 2002, the council makes the following bylaw to manage stormwater.

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1 Title
This bylaw is the Stormwater Bylaw 2015.

2 Commencement
This bylaw comes into force on 1 November 2015.

3 Application
This bylaw applies to Auckland.

Part 1 - Preliminary provisions

4 Purpose
The purpose of this bylaw is to regulate land drainage, including to:

- (a) manage the development and maintenance of the public stormwater network, and the land, structures, and infrastructure associated with that network;
- (b) protect the public stormwater network, and the land, structures, and infrastructure associated with that network, from damage, misuse or loss;
- (c) manage the use of the the public stormwater network, and the land, structures, and infrastructure associated with that network, and provide for the conditions on which connections to the public stormwater network may be made or maintained;
- (d) ensure that discharges into the public stormwater network do not damage the network or compromise the council's ability to comply with any applicable network discharge consent;
- (e) prevent interference with the public stormwater network, and the land, structures, and infrastructure associated with that network;
- (f) manage the public stormwater network, and the land, structures, and infrastructure associated with that network, so as to protect the public from nuisance and promote and maintain public health and safety;
- (g) provide measures to manage the ground soakage systems that form part of the stormwater network;
- (h) ensure the maintenance and operation of private stormwater systems, the removal or de-commissioning of redundant stormwater systems on private land to prevent damage to the stormwater network, to protect the public from nuisance and promote and maintain public health and safety.

5 Interpretation

(1) In this bylaw, unless the context otherwise requires,—

Act means the Local Government Act 2002.

Annual exceedance probability/AEP has the same meaning as in the Auckland Unitary Plan. A ten per cent AEP flood plain is the area that would be inundated in a storm event of a scale that has a ten per cent or greater probability of occurring in one year.

Explanatory note: The Auckland Unitary Plan states:

Annual exceedance probability - The probability of exceeding a given storm discharge or flood level within a period of one year. For example, a 1 per cent AEP flood plain is the area that would be inundated in a storm event of a scale that has a 1 per cent or greater probability of occurring in one year.

Equivalent average return intervals (ARI) are:

1 per cent AEP = 100 year ARI

2 per cent AEP = 50 year ARI
10 per cent AEP = 10 year ARI
20 per cent AEP = 5 year ARI
50 per cent AEP = 2 year ARI

Approval means the prior written approval of the council issued under Part 4 of this bylaw and **approve** has a corresponding meaning.

Auckland has the meaning given by the Local Government (Auckland Council) Act 2009.

Auckland Unitary Plan means any proposed or operative plan made by the council under the Resource Management Act 1991.

Auckland water organisation means an Auckland water organisation as defined in section 4 of the Local Government (Auckland Council) Act 2009.

Code of Practice means the latest approved version of the Auckland Council Code of Practice in relation to the public stormwater network made under Part 2 of this bylaw.

Contaminant has the same meaning as in the Resource Management Act 1991.

*Explanatory note: The Resource Management Act 1991 states:
contaminant includes any substance (including gases, odorous compounds, liquids, solids, and micro-organisms) or energy (excluding noise) or heat, that either by itself or in combination with the same, similar, or other substances, energy, or heat—
(a) when discharged into water, changes or is likely to change the physical, chemical, or biological condition of water; or
(b) when discharged onto or into land or into air, changes or is likely to change the physical, chemical, or biological condition of the land or air onto or into which it is discharged.*

Council means the Auckland Council or any person delegated or authorised to act on its behalf.

Defence against water has the same meaning as in section 2 of the Soil Conservation and Rivers Control Act 1941

Explanatory note: Section 2 of the Soil Conservation and Rivers Control Act 1941 states:

“defence against water includes any dam, weir, bank, carriageway, groyne, or reservoir, and any structure or appliance of whatsoever kind which has or may have the effect of stopping, diverting, controlling, restricting, or otherwise regulating the flow or spread or subsidence, in or out of a watercourse, of water including flood waters”

Drain has the same meaning as in section 2 of the Land Drainage Act 1908.

Explanatory note: Section 2 of the Land Drainage Act 1908 states:

“drain includes every passage, natural watercourse, or channel on or under ground through which water flows continuously or otherwise, except a navigable river, but does not include a water race as defined in section 58 hereof”.

Engineering approval means the approval of the council to develop public stormwater infrastructure, including any asset that is to be vested to the council as part of a new development.

Floodplain means the area that is expected or predicted to be inundated by water during a one per cent Annual Exceedance Probability rainfall event.

Infrastructure has the same meaning as in the Auckland Unitary Plan.

*Explanatory note: The Auckland Unitary Plan states:
Infrastructure - The facilities, services and installations that enable a community to function.
Includes activities, structures, facilities and installations for:*

- airports
- airport approach surfaces
- water supply and wastewater reticulation (including storage and treatment facilities)
- broadcasting
- defence
- education
- electricity generation, transmission and distribution
- healthcare
- hospitals
- transmission, distribution and storage of gas and liquid fuels
- motorways and roads
- walkways and cycleways

- ports
- public parks
- public institutions
- public transport
- railways
- solid waste disposal
- stormwater
- telecommunication and radio communication
- air quality and meteorological services..

Manager means a person who controls or manages any premises, or any activity or event on any premises, or operates a part of the stormwater network on the premises, regardless of whether that person has a proprietary interest in those premises or that activity or event or that part of the stormwater network.

Nuisance has the same meaning as in section 29 of the Health Act 1956 and in the context of this bylaw includes, but is not limited to:

- (a) a person, thing, or circumstance causing distress or annoyance or unreasonable interference with the peace, comfort, or convenience of another person;
- (b) danger to life;
- (c) danger to public health;
- (d) flooding of any building floor or sub-floor, or public roadway;
- (e) damage to property;
- (f) damage to the stormwater network;
- (g) erosion or subsidence of land;
- (h) long or short term adverse effects on the environment;
- (i) adverse loss of riparian vegetation;
- (j) wastewater overflow to land or water; or
- (k) anything that causes a breach of any stormwater discharge consent condition binding the council, (including an accumulation of chemicals causing a breach).

Explanatory note: Section 29 of the Health Act 1956:

Without limiting the meaning of the term nuisance, a nuisance shall be deemed to be created in any of the following cases, that is to say:

(a) where any pool, ditch, gutter, watercourse, sanitary convenience, cesspool, drain, or vent pipe is in such a state or is so situated as to be offensive or likely to be injurious to health:

(b) where any accumulation or deposit is in such a state or is so situated as to be offensive or likely to be injurious to health:

(c) where any premises, including any accumulation or deposit thereon, are in such a state as to harbour or to be likely to harbour rats or other vermin:

(d) where any premises are so situated, or are in such a state, as to be offensive or likely to be injurious to health:

(e) [Repealed]

(f) where any building or part of a building is so overcrowded as to be likely to be injurious to the health of the occupants, or does not, as regards air space, floor space, lighting, or ventilation, conform with the requirements of this or any other Act, or of any regulation or bylaw under this or any other Act:

(g) where any factory, workroom, shop, office, warehouse, or other place of trade or business is not kept in a clean state, and free from any smell or leakage from any drain or sanitary convenience:

(h) where any factory, workroom, shop, office, warehouse, or other place of trade or business is not provided with appliances so as to carry off in a harmless and inoffensive manner any fumes, gases, vapours, dust, or impurities generated therein:

(i) where any factory, workroom, shop, office, warehouse, or other place of trade or business is so overcrowded while work is carried on therein, or is so badly lighted or ventilated, as to be likely to be injurious to the health of the persons employed therein:

(j) where any buildings or premises used for the keeping of animals are so constructed, situated, used, or kept, or are in such a condition, as to be offensive or likely to be injurious to health:

(k) where any animal, or any carcass or part of a carcass, is so kept or allowed to remain as to be offensive or likely to be injurious to health:

(ka) where any noise or vibration occurs in or is emitted from any building, premises, or land to a degree that is likely to be injurious to health:

(l) where any trade, business, manufacture, or other undertaking is so carried on as to be unnecessarily offensive or likely to be injurious to health:

(m) where any chimney, including the funnel of any ship and the chimney of a private dwellinghouse, sends out smoke in such quantity, or of such nature, or in such manner, as to be offensive or likely to be injurious to health, or in any manner contrary to any regulation or Act of Parliament:



(n) where the burning of any waste material, rubbish, or refuse in connection with any trade, business, manufacture, or other undertaking produces smoke in such quantity, or of such nature, or in such manner, as to be offensive or likely to be injurious to health:

(o) where any street, road, right of way, passage, yard, premises, or land is in such a state as to be offensive or likely to be injurious to health:

(p) where any well or other source of water supply, or any cistern or other receptacle for water which is used or is likely to be used for domestic purposes or in the preparation of food, is so placed or constructed, or is in such a condition, as to render the water therein offensive, or liable to contamination, or likely to be injurious to health:

(q) where there exists on any land or premises any condition giving rise or capable of giving rise to the breeding of flies or mosquitoes or suitable for the breeding of other insects, or of mites or ticks, which are capable of causing or transmitting disease.

Occupier, in relation to any premises, means the person occupying that premises.

Overland flow path has the same meaning as in the Auckland Unitary Plan.

Explanatory note: The Auckland Unitary Plan states:

Overland flow path - Low point in terrain, excluding a permanent watercourse, where surface runoff will flow, with an upstream contributing catchment exceeding 4,000m².

Owner means the person who owns premises from which stormwater originates or on which stormwater is located.

Person includes an individual, a corporation sole, a body corporate, and an unincorporated body and includes the Crown and any successor of a person.

Pest Plant means any tree or vegetation listed as a plant pest within the Auckland Regional Plant Pest Management Strategy, Department of Conservation Pest Plants List or the National Pest Plant Accord (excluding research organisms) under the Biosecurity Act 1993.

Premises means either:

- (a) a property or allotment which is held under separate certificate of title or for which a separate certificate of title may be issued and in respect of which a building consent has or may be issued; or
- (b) a building that has been defined as an individual unit by a cross lease, unit title or company lease and for which a certificate of title exists; or
- (c) an individual unit in a building where units are separately leased; or
- (d) land held in private or public ownership.

Private land means any land that is not public land.

Private stormwater system means any component of the stormwater network that drains water from premises on private land to a receiving environment or up to the point of service connection with the public stormwater network and includes pipes, gutters, downpipes, catchpits, swales, subsoil drains, stormwater treatment devices, rain water tanks and any stormwater management device or redundant stormwater system.

Public land means any land that is not private land and includes land owned, occupied or managed by the council or Auckland Transport, or an Auckland water organisation.

Public stormwater network means:

- (a) any stormwater pipe, drain, land drainage work or treatment facility, vested in or under the control of the council; and
- (b) any stormwater drain, drain, land drainage work or treatment facility declared by the council to be a public drain under section 462 of the Local Government Act 1974.

Redundant system means a system, structure or device that has been replaced by another system, structure or device and is no longer required as part of the stormwater network under any building or resource consent condition or engineering approval related to the site.



Resource consent means a resource consent issued under the Resource Management Act 1991 and **operative resource** consent means a resource consent that has commenced and has not lapsed or been surrendered.

Service connection has the same meaning as in the Local Government Act 2002.

Explanatory note: Section 197 of the Local Government Act 2002:

service connection means a physical connection to a service provided by, or on behalf of, a territorial authority.

Stormwater means the rainfall and surface water runoff from land, including from constructed impervious areas such as roads, pavement, roofs, and urban areas, which may contain dissolved or entrained contaminants, and which is diverted and discharged to land, water or the stormwater network.

Stormwater management device has the same meaning as in the [Auckland Unitary Plan](#).

Explanatory note: The Auckland Unitary Plan states:

Stormwater management devices - A device or facility used to reduce stormwater runoff volume, flow and/or contaminant loads prior to discharge.

Includes:

- rain gardens
- porous paving
- infiltration trenches
- sand filters
- green roofs
- wetlands
- ponds
- propriety devices.

Stormwater network means a set of facilities and devices, either natural or built components, which are used to convey run off of stormwater from land, reduce the risk of flooding, and to improve water quality, and includes:

- (a) open drains and watercourses, overland flow paths, inlet structures, pipes and other conduits, manholes, chambers, traps, outlet structures, pumping stations, treatment structures and devices;
- (b) the public stormwater network; and
- (c) private stormwater systems.

Subsoil drain means any drain installed within the ground in order to remove water from the soil and includes any drain with perforations connected to the stormwater network.

Vested stormwater asset means a stormwater asset funded privately, either wholly or partially, that if completed and approved will be transferred to the council for incorporation within the public stormwater network.

Explanatory note: in this instance, "privately" means funded outside of the council.

Wastewater network means the facilities, pipes and drains and devices used for sewerage and receipt, treatment, and disposal of wastewater and sewage, including any network owned by an Auckland water organisation.

Watercourse has the same meaning as section 2 of the Land Drainage Act 1908.

Explanatory note: Section 2 of the Land Drainage Act 1908 states:

Watercourse includes all rivers, streams, and channels through which water flows.

Wetland has the same meaning as the Resource Management Act 1991.

Explanatory note: Section 2 of the Resource Management Act 1991 states:

wetland includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions.

- (2) Unless the context requires another meaning, a term or expression that is defined in the Act and used, but not defined, in this bylaw has the meaning given by the Act.

- (3) Explanatory notes have been included for information purposes only. They do not form part of this bylaw, and may be made, amended, or revoked without form process.
- (4) The Interpretation Act 1999 applies to this bylaw.

Part 2 - General

6 Controls specified under the bylaw

- (1) Any control specified by the council under clauses 8, 14, 15, or 16 of this bylaw:
 - (a) must, after giving consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the particular control, be made by a council resolution that is publicly notified; and
 - (b) may:
 - (i) prohibit, restrict or control any matter or thing generally, for any specific category of case, or in a particular case;
 - (ii) apply to all activities or to any specified category of activity;
 - (iii) apply to Auckland or to a specified part of Auckland; and/or
 - (iv) apply at all times or at any specified time or period of time.

7 Relationship with other legislation

- (1) Compliance with the requirements of this bylaw does not remove the need to comply with the requirements of any Act, regulation, or other bylaw.
- (2) Unless expressly specified in this bylaw, compliance with the requirements of any Act, regulation, or other bylaw does not remove the need to comply with the requirements of this bylaw.
- (3) Nothing in this bylaw shall derogate from the Resource Management Act 1991.

Explanatory note:

The effect of this clause is to require that works and activities regulated by the Resource Management Act 1991 must first be authorised pursuant to that Act before they may be carried out, notwithstanding that they are authorised by this bylaw. In other words, where necessary, works and activities proposed under this bylaw should first be incorporated in the relevant plan under the Resource Management Act or made the subject of an application for a resource consent.

Where activities subject to any consent, licence, permit, or other approval issued under any Act, regulation, or other bylaw in a particular case overlap with the activities subject to this bylaw, compliance with the requirements of this bylaw may be made a condition of the other consent, licence, permit, or approval. Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this bylaw in that particular case, and issue an approval under this bylaw accordingly. This is a matter for council's discretion.

Part 3 - Safe and efficient stormwater network

8 Controls and code of practice

The council may specify controls by guidelines or codes of practice for:

- (a) the maintenance and construction of any work that affects the public stormwater network; or
- (b) access to the built components of the public stormwater network.

9 Stormwater network development and connections

- (1) Unless the council approves otherwise, any vested stormwater asset must comply with the Code of Practice on the date the asset is vested in the council.
- (2) A person must obtain approval from the council before:
 - (a) undertaking work to:
 - (i) construct a vested stormwater asset; or
 - (ii) alter or modify any part of the public stormwater network; or
 - (b) making any new service connection to the public stormwater network.
- (3) A person must obtain approval from the council and the Auckland water organisation before making any new service connection for the discharge of stormwater to the wastewater network.

Explanatory note: A resource consent under the Auckland Unitary Plan and/or a building consent under the Building Act 2004 may also be required.
- (4) Any vested stormwater asset referred to in this clause remains the responsibility of the owner of the premises until it is vested in the council.

10 Works and activities in close proximity to the public stormwater network

- (1) Unless the council approves otherwise, any structure on, over, or within the proximate distances from the public stormwater network specified in the Code of Practice must comply with the Code of Practice with regard to the protection of the public stormwater network.
- (2) A person must obtain approval from the council before:
 - (a) undertaking any excavation that is likely to result in damage to the public stormwater network;
 - (b) removing any existing cover material or placing any additional material over or within the zone of influence of the public stormwater network specified in the Code of Practice that is likely to result in damage to the public stormwater network;
 - (c) covering any stormwater inlet, outlet, treatment device, service opening or manhole in a way that is likely to restrict access to the public stormwater network or detrimentally affect the performance of the public stormwater network; or
 - (d) causing a temporarily or permanently sustained excessive load on the public stormwater network that is likely to result in damage to the network. .

Explanatory note: The council will apply [the New Zealand Transport Agency Bridge Manual](#) that limits the load on infrastructure to that of the soil overburden together with the weight of a HN-HO-72 wheel or axle load in assessing if a load is excessive.
- (3) Every person must comply with the Code of Practice when accessing any built component of the public stormwater network.

Explanatory note: The code of practice prescribes the process of gaining access along with health and safety requirements.

11 Obstructions and diversions of stormwater

- (1) Unless the council approves otherwise or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent, no person may stop, obstruct, alter, interfere with, or divert any watercourse, flood plain, overland flow path, drain, or wetland on public land, in a manner likely to:
 - (a) adversely affect the performance of the watercourse, flood plain, overland flow path, drain or wetland;
 - (b) adversely alter the velocity of stormwater; or
 - (c) adversely divert the flow of stormwater.
- (2) Unless the council approves otherwise or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent, the owner, occupier, or manager of any premises on private land must ensure that any watercourse, flood plain, overland flow path, drain or wetland on the premises is kept free from obstruction that is likely to:
 - (a) adversely affect the performance of the watercourse, flood plain, overland flow path, drain or wetland;
 - (b) adversely alter the velocity of stormwater; or
 - (c) adversely divert the flow of stormwater.
- (3) No person may discharge stormwater from a premises with an impervious area greater than that permitted in the Auckland Unitary Plan or an operative resource consent.
- (4) The owner, manager, or occupier of a premises must take reasonable preventative measures to avoid nuisance during a flood event.

Explanatory note: Reasonable preventative measures to avoid nuisance would include measures to reduce risks posed by positioning of materials at a property. For example, a reasonable preventative measure would include not placing, storing, or leaving any material on the premises in a manner or location that may, during a flood event on the premises result in the material obstructing or diverting the flow of stormwater.

12 Alterations or damage to public stormwater network

A person must obtain approval from the council before damaging, modifying, or altering the hydraulic performance of the public stormwater network.

13 Alterations or damage to natural stormwater network

- (1) No person may remove vegetation from or damage vegetation in any wetland on a premises that the person owns, occupies, or manages, if the removal or damage is likely to adversely affect the ability of the wetland to contribute to the performance of the stormwater network, unless the council approves or that person is expressly authorised by an operative resource consent.
- (2) Subclause (1) does not apply to the removal or damage of pest plants.

14 Ground soakage systems

- (1) The council may specify controls for stormwater disposal that occurs by way of ground soakage by guidelines or codes of practice.
- (2) The council may specify areas in Auckland on any premises within which stormwater disposal must be by ground soakage, unless site conditions prevent it.
- (3) No person may discharge a contaminant into a ground soakage system if the discharge is likely to cause nuisance or adversely affect the operation of the ground soakage

system, unless the council approves or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent.

- (4) Any new ground soakage system must comply with the requirements of the Code of Practice and any applicable council soakage design manuals.

Explanatory note: The Building Code allows territorial authorities to develop alternative verification methods based on hydrological modelling. The controls specified will not be more stringent than allowed for under the Building Code. Generally as a minimum a soakage system shall be designed to receive stormwater from the site up to a ten per cent AEP storm event unless otherwise approved by the council. (See clause 16)

A building consent is required for construction or alteration of any private stormwater disposal system using ground soakage. Areas for soakage include (but are not limited to) parts of Ellerslie, Penrose, Onehunga, Mt Eden, Epsom, Mt Roskill and, Mt Albert. Papakura, Pukekohe, Waiuku and Mangere Bridge..

15 Discharge of contaminants to the stormwater network

- (1) No person may discharge directly or indirectly a contaminant into the public stormwater network if the discharge is likely to cause nuisance or adversely affect the operation of the stormwater network unless the council approves or that person is expressly authorised by an operative resource consent.

Explanatory note: Contaminants include (but are not limited to) sediment, concrete, cement slurry, sewage, effluent, solvents, soap, detergents, dissolved metal, hazardous material, fungicide, insecticide, litter and green waste.

- (2) The council may specify controls for the following matters in relation to the discharge of stormwater to the public stormwater network:
- (a) where on any premises certain sensitive activities, such as machinery wash-down and bulk storage, must be carried out;
 - (b) device maintenance requirements, such as catchpit clearance; and
 - (c) the installation and use of treatment and mitigation measures or devices.
- (3) Any owner, occupier, manager, or person who is present on a premises subject to a control made under subclause (2) must comply with that control.

Explanatory note: The purpose of clause 15 is to protect the operation of the public stormwater network, to ensure the council can protect its stormwater assets and comply with any relevant network discharge consents. This is consistent with the council's position that the stormwater bylaw focuses on managing activities that impact on the stormwater network, while the Resource Management Act 1991 considers effects on the environment. Specifically under the Resource Management Act 1991, a discharge to the public stormwater network is not considered a discharge to the environment; clause 15 enables the council to manage discharges into the public stormwater network.

16 Maintenance and operation of private stormwater systems

- (1) Unless the council approves otherwise, the owner and manager of any private stormwater system is responsible for the operation of that system.
- (2) The owner and manager of a private stormwater system must ensure that the system:
- (a) is maintained in good operating condition; and
 - (b) does not cause or contribute to nuisance.
- (3) The owner, occupier, and manager of a premises on which there is a watercourse, stop bank, or other defence to water, must maintain that watercourse, stop bank, or other defence to water in an operational state which ensures the free flow of water.



- (4) Subclause (3) does not apply to any watercourses, stop banks, or other defences against water that are part of the public stormwater network.
- (5) The council may specify controls for the disposal of stormwater through soakage, including prescribing an AEP storm event, for sites in a specified area.

Explanatory note: This clause will apply to both new and existing ground soakage systems in a specified area. The controls specified will not be more stringent than the minimum standard required under the Building Code. Generally as a minimum a soakage system shall be designed to receive stormwater from the site up to a ten per cent AEP storm event unless otherwise approved by the council.

- (6) The owner, occupier, or manager of a premises that has a soakage system as part of a private stormwater system which may cause a nuisance must ensure that the soakage system disposes of the stormwater from the site in accordance with any controls the council specifies.
- (7) The owner or manager of a private stormwater management device must, on request by the council:
 - (a) provide such information as is required to demonstrate that the stormwater management device is operated and maintained to achieve its purpose and not cause nuisance in a storm event up to the standard specified in the control under subclause (5) or by an operative resource consent, and
 - (b) carry out such works as are required to ensure the stormwater management device meets its purpose.
- (8) The owner or manager of a private on-site stormwater management device must:
 - (a) keep a copy of the operations and maintenance manual (owner's manual) and as built drawings for the device available; and
 - (b) produce that copy of the owner's manual and as built drawings upon request by the council.

17 Removal of redundant system

- (1) To prevent damage to the stormwater network, protect the public from nuisance or promote and maintain public health and safety, the council may require the owner of a private stormwater system or any part thereof, including any stormwater management device, culvert, or stormwater detention pond that has become redundant as part of the primary method of stormwater drainage, to remove or de-commission that system or part thereof.
- (2) The owner of a redundant part of the stormwater system that has been removed or de-commissioned must ensure that the premises on which the system is located or was previously located is restored to the satisfaction of the council.

Explanatory note: The removal or de-commissioning of a redundant system may be required to address health and safety concerns and/or potential risks to the stormwater network. The requirement to remove a redundant system will in most cases be determined when the owner, occupier or manager applies for a building consent and/or engineering approval in relation to installing a new stormwater system at the property.

Part 4 - Approvals, permits and administrative matters

18 Application for approval of the council

- (1) An application to obtain the approval of the council under this bylaw must be:
 - (a) made in the prescribed form; and

- (b) accompanied by:
 - (i) payment of the application and processing fees; and
 - (ii) such further supporting information as the council requires to process the application.
- (2) Having received and considered an application for approval, the council may at its discretion:
 - (a) grant the application subject to such conditions as the council considers fit; or
 - (b) decline the application.

Explanatory note: Where activities subject to any consent, licence, permit, or other approval issued under any Act, regulation, or other bylaw in a particular case overlap with the activities subject to this bylaw, compliance with the requirements of this bylaw may be made a condition of the other consent, licence, permit, or approval. Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this bylaw in that particular case, and issue an approval under this bylaw accordingly. This is a matter for council's discretion.

19 Consideration of application for approval

- (1) When considering an application for approval, and the conditions to which the approval will be subject should the application be granted, the council may take into account any of the following:
 - (a) any known past operational or compliance issues which may affect, or may in the future affect, the performance of the stormwater network;
 - (b) the characteristics, features, and nature of the infrastructure, premises, stormwater asset, device, private stormwater system, and public stormwater network;
 - (c) compliance with the Code of Practice if applicable;
 - (d) compliance with the Auckland Unitary Plan, and any applicable Acts, Regulations, and other bylaws;
 - (e) the extent to which the approval will promote:
 - (i) the achievement of the council's strategies and policies for the management of stormwater;
 - (ii) the achievement of any applicable national environmental standards; and
 - (iii) the outcomes of any applicable national policy statements.
 - (f) any operational policy, guidance document, or management practice approved by the council;
 - (g) any potential cumulative harmful effect which may arise over time or in combination with other effects due to approvals granted by the council in the affected sub-catchment;
 - (h) the complexity of the issue and the cost required to suitably resolve it; and
 - (i) any other reasonable considerations the council considers appropriate.
- (2) The council may grant an application for approval only if it is satisfied that:
 - (a) granting the approval will not significantly prejudice the attainment of the bylaw's purpose; and
 - (b) at least one of the following applies:
 - (i) the work, thing, or issue that approval is applied for is in substantial compliance with the bylaw and further compliance is unnecessary; or

- (ii) the work, thing, or issue provided for, under the approval is as effective as, or more effective than, compliance with the bylaw.
- (iii) events have occurred that make compliance with the bylaw unnecessary or inappropriate in the particular case.

20 Conditions of approval

The council may make an approval subject to the following matters:

- (a) the location of the work or activity;
- (b) the design and specifications of the work or activity;
- (c) construction and maintenance requirements for the work or activity;
- (d) the specific approved point(s) of service connection to the stormwater network into which the stormwater must be discharged;
- (e) the average and maximum volume of the discharge of stormwater, the average and maximum rate of the discharge of stormwater, and the duration of any maximum volume or rate of the discharge of stormwater;
- (f) the provision by the owner, occupier, and manager of the premises, at his or her expense, of appropriate screens, grease traps, silt traps, or other partial or preliminary pre-treatment process, equipment, or storage facilities designed to regulate the quality, quantity, and rate of discharge or other characteristics of stormwater prior to the point of discharge to the public stormwater network;
- (g) the frequency with which any equipment required by the approval must be maintained and cleaned;
- (h) the design, location, and specification of, and any material alteration to, the private stormwater system;
- (i) the implementation of any on-site stormwater management plan;
- (j) the provision of a bond or insurance in favour of the council where failure to comply with the approval could result in damage to the public stormwater network or the council being in breach of any statutory obligation;
- (k) recording the presence of any on-site stormwater management device as an encumbrance on the certificate of title for the premise; and
- (l) any other reasonable conditions the council considers appropriate.

21 Non-compliance with conditions of an approval

Where a person does not comply with the terms and conditions of the approval granted by the council, the council may take one or more of the following steps:

- (a) Issue a written warning to the person, which may be considered as evidence of a prior breach of a condition of the approval during any subsequent review of the approval;
- (b) Review the approval, which may result in:
 - (i) amendment of the approval; or
 - (ii) suspension of the approval; or
 - (iii) withdrawal of the approval.

22 Maintenance and construction requirements

- (1) The owner, occupier, or manager of a premises on which work occurs for which the council has given approval under this bylaw must maintain the approved work in a

proper state of condition and repair and must comply with the conditions of approval, guidelines and codes of practice set by the council.

- (2) The council may inspect the work at suitable intervals and notify the owner, occupier or manager of a premises if maintenance must be carried out. Maintenance must be carried out within the advised timeframe and to the standard specified by the council.
- (3) The costs associated with the inspection by the council and maintenance required by the council under this clause must be borne by the owner, occupier, or manager of a premises, unless required otherwise by the council.

Part 5 – Enforcement, offences and penalties

23 Enforcement

- (1) The council may use its powers under the Act, the Local Government Act 1974, the Land Drainage Act 1908, the Soil Conservation and Rivers Control Act 1941, and the Health Act 1956 to enforce this bylaw.
- (2) Owners, occupiers, and managers of premises on private land are jointly and individually responsible for compliance with this bylaw in respect of those premises.

Explanatory note: Steps taken by the council will be against the person most able to ensure compliance with the bylaw. This is a matter for the council's discretion.

24 Removal of construction

The council may, pursuant to section 163 of the Local Government Act 2002:

- (a) remove or alter a work or thing that has been constructed in breach of this bylaw; and
- (b) recover any costs of removal or alteration from the person who committed the breach.

25 Breaches of the bylaw

- (1) A person who fails to comply with this bylaw commits a breach of this bylaw and:
 - (a) is liable to a penalty under sections 239 and 242 of the Act; and
 - (b) in the particular circumstances, may also be liable to a penalty under the Resource Management Act 1991, the Health Act 1956, the Land Drainage Act 1908, the Bylaws Act 1910, the Soil Conservation and Rivers Control Act 1941, the Litter Act 1979, or any other applicable Act.

Explanatory note: breach of the bylaw is an offence under section 239 of the Local Government Act 2002, punishable by a fine of up to \$20,000 under section 242 of that Act. Breach of the bylaw may also be an offence punishable under the Resource Management Act 1991, the Health Act 1956, the Land Drainage Act 1908, the Bylaw Act 1910, the Litter Act 1979, and any other applicable Act, depending on the circumstances..

- (2) The council may require the owner, occupier or manager of a premises by written notice to remedy any breach of this bylaw.

26 Exceptions

A person is not in breach of this bylaw if that person proves that the act or omission was in compliance with the written directions of an authorised officer or in accordance with an approval of the council.

Part 6 - Savings, transitional provisions and revocation

27 Savings and transitional provisions

- (1) This clause applies to:
 - (a) Auckland City Council Stormwater Bylaw 2008;
 - (b) Papakura District Council Stormwater Bylaw 2008; and
 - (c) Chapter 21 (Stormwater drainage) of the Rodney District Council General Bylaw 1998.
- (2) Any resolution or other decision made under the bylaws referred to in subclause (1) remains in force in the area to which it applies until revoked or replaced by an equivalent resolution or decision made by the council under this bylaw.
- (3) Any licence, consent, permit, dispensation, permission or other form of approval made under the bylaws referred to in subclause (1) continues in force but:
 - (a) expires:
 - (i) on the expiry date specified in that approval; or
 - (ii) if no expiry date is specified in that approval, 12 months from the date that this bylaw comes into force; and
 - (c) can be renewed only by application made and determined under this bylaw.
- (4) Any application for a consent, permit, dispensation, permission or other form of approval made under a bylaw referred to in subclause (1) that was filed before the day on which this bylaw commences but is not yet determined must be dealt with by the council under the former bylaw as if this bylaw had not been made.

28 Revocations

- (1) The following bylaws are revoked:
 - (a) Auckland City Council Stormwater Bylaw 2008;
 - (b) Papakura District Council Stormwater Bylaw 2008; and
 - (c) Chapter 21 (Stormwater drainage) of the Rodney District Council General Bylaw 1998.



Additional information to Stormwater Bylaw 2015

This document is for information purposes only and does not form part of this bylaw. It contains matters made pursuant to this bylaw, and information to help users understand, use and maintain this bylaw. The document may be updated at any time.

Contents

Section	Description
1	History of bylaw.....
2	Related documents
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5	Licences
6	Enforcement powers
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8	Monitoring and review

Section 1: History of bylaw

Action	Description	Date of decision	Decision reference	Commencement
Make	Stormwater Bylaw 2015	30 July 2015	Resolution number GB/2015/78	1 November 2015
Revoke	Auckland City Council Stormwater Bylaw 2008	30 July 2015	Resolution number GB/2015/78	31 October 2015
Revoke	Papakura District Council Stormwater Bylaw 2008	30 July 2015	Resolution number GB/2015/78	31 October 2015
Revoke	Chapter 21 (Stormwater drainage) of the Rodney District Council General Bylaw 1998	30 July 2015	Resolution number GB/2015/78	31 October 2015

Section 2: Related documents

Title	Description	Location
Appointment of Hearing Panel for the proposed Stormwater Bylaw 2014 (part of report CP2014/08995)	Regulatory and Bylaws Committee resolution of 20 May 2014	RBC/2014/21
Stormwater Bylaw Review 2014 - Statement of Proposal File No.: CP2014/16518	Regulatory and Bylaws Committee resolution of 19 August 2014	Resolution number RBC/2014/34
Stormwater Bylaw Review 2014 - Statement of Proposal – Resolutions from the Regulatory and Bylaws Committee File No.: CP2014/18668	Governing Body resolution of 28 August 2014	Resolution number GB/2014/89
Background Report for the Hearing of Submissions on the proposed Stormwater Bylaw 2014 (report dated 31 October 2014)	Submissions report to the Stormwater Bylaw hearings panel for its hearings meeting on 10 November 2015	
Report to the Hearings Panel on the proposed Stormwater Bylaw 2014 (report dated 25 May 2015)	Deliberations report to the Stormwater Bylaw hearings panel for its deliberations meeting on 28 May 2015	
Report of the Hearings Panel on the proposed Stormwater Bylaw 2015 File No.: CP2015/14733	Stormwater Bylaw Hearings Panel report to the governing body meeting on 30 July 2015	Resolution number GB/2015/78
Resolution making the bylaw and revoking the legacy stormwater bylaws	Governing Body resolution of 30 July 2015	Resolution number GB/2015/78
Public notice	Public notice of the approval of the Stormwater Bylaw 2015	
Auckland Council Code of Practice For Land Development and Subdivision		http://www.aucklandcouncil.govt.nz/en/ratesbuildingproperty/consents/engineeringapprovals/pages/developmentengineering.aspx

Section 3: Delegations

Clause of bylaw	Function, duty or power to be delegated	Delegated authority	Date of delegation decision	Decision reference	Commencement of delegation
6	Any control specified by the council under clauses 8, 14, 15, or 16 of this bylaw.	Regional Strategy and Policy Committee	30 July 2015	Resolution number GB/2015/78	1 November 2015
8	The council may specify controls by guidelines or codes of practice for: (a) the maintenance and construction of any work that affects the public stormwater network; or (b) access to the built components of the public stormwater network.	Regional Strategy and Policy Committee	30 July 2015	Resolution number GB/2015/78	1 November 2015
14(1) and (2)	(1) The council may specify controls for stormwater disposal that occurs by way of ground soakage by guidelines or codes of practice. (2) The council may specify areas in Auckland on any premises within which stormwater disposal must be by ground soakage, unless site conditions prevent it.	Regional Strategy and Policy Committee	30 July 2015	Resolution number GB/2015/78	1 November 2015
15(2)	The council may specify controls for the following matters in relation to the discharge of stormwater to the public stormwater network: (a) where on any premises certain sensitive activities, such as machinery wash-down and bulk storage, must be carried out; (b) device maintenance requirements, such as catchpit clearance; and (c) the installation and use of treatment and mitigation measures	Regional Strategy and Policy Committee	30 July 2015	Resolution number GB/2015/78	1 November 2015

	or devices.				
16(5)	The council may specify controls for the disposal of stormwater through soakage, including prescribing an AEP storm event, for sites in a specified area.	Regional Strategy and Policy Committee	30 July 2015	Resolution number GB/2015/78	1 November 2015
All other clauses in the bylaw		Tier 3 manager – Infrastructure and Environmental Services department	30 July 2015	Resolution number GB/2015/78	1 November 2015

Section 4: Register of controls

Action	Description	Date of decision	Decision reference	Commencement
Control				

Section 5: Licences

Action	Description	Date of decision	Decision reference	Commencement

Section 6: Enforcement powers and related legislation

Legislative provision	Description (section in the statute)
Local Government Act 1974	<p>451 – agreement required before doing work that affects Council drainage works</p> <p>459(1)(f) - the council may require owners of land in certain cases to provide private drains which in the opinion of the council are necessary or expedient for the efficient drainage of the premises and every part thereof. (also provision for drains which service multiple properties)</p> <p>462 - The council may by resolution passed at a meeting of which at least 14 days' public notice has been given, declare any specified private drain in the district to be a public drain. This would allow the council to declare private streams to become public drains</p> <p>467 - cannot connect private drain with public or private drain or covered watercourse without consent</p> <p>468 - removal of tree roots obstructing private drains</p> <p>509 - for public drainage requirements to be constructed.</p> <p>510 - inspection of dams etc.</p> <p>511 - removal of obstructions from drainage channels and watercourses and from a margin no greater than 3m.</p> <p>511 - provides for vehicular access along watercourses and drains for cleaning/clearing/maintenance work etc.</p> <p>Schedule 14 - provides for public works on private property.</p>
Subpart 2 of Local Government Act 2002	<p>162- Injunctions restraining commission of offences and breaches of bylaws</p> <p>163 – Removal of works in breach of bylaws</p> <p>164 - Seizure of property not on private land</p> <p>165 - Seizure of property from private land</p> <p>168 - Power to dispose of property seized and impounded</p> <p>171 - General power of entry</p> <p>172 - Power of entry for enforcement purposes</p> <p>175 - Power to recover for damage by wilful or negligent behaviour</p> <p>176 - Costs of remedying damage arising from breach of bylaw</p> <p>178 - Enforcement officers may require certain information</p>
Subpart 3— of Local Government Act 2002	<p>183 - Removal of fire hazards</p> <p>185 - Occupier may act if owner of premises makes default</p> <p>186 - Local authority may execute works if owner or occupier defaults</p> <p>187 - Recovery of cost of works by local authority</p> <p>188 - Liability for payments in respect of private land</p>
Health Act 1956	34 Power to abate nuisance without notice
Land Drainage Act 1908	<p>23 - may make drains from private lands and attribute costs between benefiting parties. "</p> <p>25 - watercourses not to be allowed to become nuisance. Board is liable for damage.</p> <p>26 - prohibits Interfering with drains (including private drainage to watercourses). Costs can be recovered, works required and a fine of not more than \$60</p> <p>27 - requires the removal of trees where it affects or is likely to affect any public drain. Cost recovery provisions also.</p> <p>62 - removal of obstructions</p> <p>63 – the council required to act within 28 days notice from a customer of weeds and obstructions</p> <p>Part 4 - provides for drainage across multiple properties</p>
Soil and Conservation and Rivers Control Act 1941	<p>134 - provides for pest animal management and afforestation.</p> <p>154 - every person who wilfully destroys or damages any watercourse or defence against water, any plantation or work under the control of the Minister or of any Board, commits an offence and is liable to a fine not exceeding \$10,000.</p>
Miscellaneous legislation	<p>Infrastructure (Amendments Relating to Utilities Access) Act 2010 – access by utility providers</p> <p>Land Transport Act 1998 - drainage into the public system</p> <p>Land Transport Management Act 2003 - the Transport agency may determine what part of a road is a drain</p>

	North Shore Boroughs (Auckland) Water Conservation Act 1944 provides for the creation of bylaws that secure or maintain the purity of the water in the lake
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Section 7: Offences and penalties

Legislative provision	Description of offence	Fine	Infringement fee	Other penalty
Clause 24(1)(a)	A person who fails to comply with this bylaw commits a breach of this bylaw and is liable to a penalty under the Act	Under sections 239 and 242 of the Act person who is convicted of an offence against a bylaw made under the Act is liable to a fine not exceeding \$20,000.	nil	
Clause 24(1)(b)	A person who commits a breach of this bylaw that is also an offence under any other Act may also be liable to the penalty under those Acts. Such Acts may include: Resource Management Act 1991; Land Drainage Act 1908; Litter Act 1979; Health Act 1956; Hazardous Substances New Organisms Act 1996; Local Government Act 1974.			

Section 8: Monitoring and review

Performance indicator	Measured by	Target

Appendix C: Comparison of the existing Bylaw and proposed amendments

Appendix C: Summary of the differences between the current Bylaw and proposed amended bylaw

The table below shows a comparison of the current and proposed amended bylaw by topic.

In general, the amended bylaw uses a different structure and different words. The reason for this change is to make the bylaw easier to understand and to comply with the best practice bylaw drafting standards.

The differences between the structure and wording make a direct comparison difficult and the size of the table long. To mitigate this the table:


- follows the order of the current Stormwater Bylaw 2015
- only new, amended or removed definitions are shown in the Interpretation clause
- unchanged clauses are not shown
- changes to the current bylaw Sections are summarised.

Differences between the current Bylaw and amended Stormwater Bylaw 2015

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>Stormwater Bylaw 2015 Ture-ā-rohe Wai Āwhā 2015</p> <p>(as at 30 July 2015)</p> <p>Made by the Governing Body of Auckland Council by Resolution in Council (GB/2015/78) on 30 July 2015</p> <p>Pursuant to sections 145(a) and (b) and 146(b)(iv) of the Local Government Act 2002, the council makes the following bylaw to manage stormwater.</p>	<p>Te Ture-ā-rohe Wai Āwhā 2015 Stormwater Bylaw 2015</p> <p>(as at xx xxxx 2022)</p> <p>Made by the Governing Body of Auckland Council in resolution GB/2015/78 on 30 July 2015</p> <p>Bylaw made under sections 145(a) and (b) and 146(b)(iv) of the Local Government Act 2002.</p>	<p>Updated for consistency with best practice bylaw drafting standards.</p>
<p>Summary table - not included in the 2015 Bylaw</p>	<p>Summary</p> <p>This summary is not part of the Bylaw but explains the general effects and scope.</p> <p>The safe and efficient operation of stormwater networks is crucial to the wellbeing of Aucklanders. Damage, misuse and interference of these networks can result in risks to public health and safety, and can result in public nuisance. The purpose of this Bylaw is to regulate land drainage and protect the public stormwater network so that it is safe efficient by –</p> <ul style="list-style-type: none"> • regulating connections and activities that may damage or interfere with the network (clauses 8, 9, 10, 11, 12, 13) • specifying controls for the design and construction of ground soakage systems (clause 14) • protecting the operation of the public stormwater network to ensure council can protect its stormwater assets and assist with complying with any relevant stormwater network discharge consents. This is consistent with council's position that the Stormwater Bylaw focuses on managing activities that have impact on the stormwater network, while the Resource Management Act 1991 considers effects (clause 15) 	<p>Improves certainty and understanding of what the Bylaw does.</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
	<ul style="list-style-type: none"> regulating the maintenance and operation of private stormwater systems (clauses 16 and 17). <p>Other parts of this Bylaw assist with administration by –</p> <ul style="list-style-type: none"> stating the name of this Bylaw, when it comes into force and where it applies (clauses 1, 2 and 3) stating the purpose of this Bylaw and defining terms used (clauses 4 and 5) specifying certain controls and public notification (clause 6) clarifying relationship of the Bylaw with other legislation (clause 7) requiring applications for approvals, conditions and compliance (clauses 18,19, 20, 21 and 22) enabling Bylaw enforcement (clauses 23, 24, 25 and 26). <p>This Bylaw is part of a wider framework. The Bylaw is not inconsistent with –</p> <ul style="list-style-type: none"> rules and activities regulated by the Building Act 2004 rules and activities regulated by the Resource Management Act 1991 and Auckland Unitary Plan, including discharges of contaminants into the environment. 	
<p>1. Title This bylaw is the Stormwater Bylaw 2015.</p>	<p>1. Title This bylaw is the Te Ture-ā-rohe Wai Āwhā 2015 Stormwater Bylaw 2015.</p>	<p>Updated for consistency with best practice bylaw drafting standards.</p>
<p>2. Commencement This bylaw comes into force on 1 November 2015</p>	<p>2. Commencement (1) This Bylaw comes into force on 1 November 2015 (2) Amendments made by resolution GB/2022/XX come into force on XXXX.</p> <p>Related information about amendments Council decided on dd month year to make various amendments to the Bylaw. Key changes included:</p> <ul style="list-style-type: none"> Specify controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems Consider additional requirements for vesting of public assets and approvals under the Bylaw Require approvals for modifications or new engineered wastewater overflow points into the stormwater network Restrict or exclude certain activities for parts of the stormwater network Update the wording, Bylaw format and definitions <p>A comparison of the Bylaw before and after the amendments were made can be viewed in Item # of the Auckland Council Governing Body meeting agenda dated dd month year.</p>	<p>Added subclause for amendment dates of Bylaw</p> <p>Capital in Bylaw and all subsequent Bylaw references throughout the document</p>
<p>3. Application [Not shown]</p>	<p>3. Application [Not shown, no change]</p>	

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>4. Purpose The purpose of this bylaw is to regulate land drainage, including to:</p> <ul style="list-style-type: none"> (a) manage the development and maintenance of the public stormwater network, and the land, structures, and infrastructure associated with that network; (b) protect the public stormwater network, and the land, structures, and infrastructure associated with that network, from damage, misuse or loss; (c) manage the use of the the public stormwater network, and the land, structures, and infrastructure associated with that network, and provide for the conditions on which connections to the public stormwater network may be made or maintained; (d) ensure that discharges into the public stormwater network do not damage the network or compromise the council's ability to comply with any applicable network discharge consent; (e) prevent interference with the public stormwater network, and the land, structures, and infrastructure associated with that network; (f) manage the public stormwater network, and the land, structures, and infrastructure associated with that network, so as to protect the public from nuisance and promote and maintain public health and safety; (g) provide measures to manage the ground soakage systems that form part of the stormwater network; (h) ensure the maintenance and operation of private stormwater systems, the removal or de-commissioning of redundant stormwater systems on private land to prevent damage to the stormwater network, to protect the public from nuisance and promote and maintain public health and safety. 	<p>4. Purpose (1) The purpose of this Bylaw is to regulate land drainage, including to –</p> <ul style="list-style-type: none"> (a) enable council to manage the development, operation and maintenance of the public stormwater network, and the land, structures, and infrastructure associated with that network, in accordance with the Stormwater Network Discharge Consent, including to comply with the conditions of the Stormwater Network Discharge Consent; (b) protect the public stormwater network, and the land, structures, and infrastructure associated with that network, from damage, misuse, interference, and nuisance; (c) manage the use of the public stormwater network, and the land, structures, and infrastructure associated with that network, and provide for the conditions on which connections to the public stormwater network may be made or maintained; (d) ensure that discharges into the public stormwater network do not damage the network; (e) prevent interference with the public stormwater network, and the land, structures, and infrastructure associated with that network; (f) manage the public stormwater network, and the land, structures, and infrastructure associated with that network, to protect the public from nuisance and promote and maintain public health and safety; (g) provide measures to manage the ground soakage systems that form part of the stormwater network; (h) ensure the maintenance and operation of private stormwater systems, the removal or de-commissioning of redundant stormwater systems on private land to prevent damage to the stormwater network, to protect the public from nuisance, and to promote and maintain public health and safety. 	<p>Clarifies the objective, activities regulated, and the regulatory approach</p>
<p>5. Interpretation</p>	<p>5. Interpretation [new, amended, or removed definitions only]</p>	<p>Please note: Only new, amended or</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
(1) In this bylaw, unless the context otherwise requires,—	(1) In this Bylaw, unless the context otherwise requires, –	removed definitions are shown
Act means the Local Government Act 2002		Definition not necessary
Annual exceedance probability/AEP has the same meaning as in the Auckland Unitary Plan. A ten per cent AEP flood plain is the area that would be inundated in a storm event of a scale that has a ten per cent or greater probability of occurring in one year.	Annual exceedance probability/AEP has the same meaning as in the Auckland Unitary Plan	Repetition
Council means the Auckland Council or any person delegated or authorised to act on its behalf.	<p>Council means the Governing Body of the Auckland Council or any person delegated or authorised to act on its behalf. In relation to making a control, the Governing Body of Auckland Council may only delegate this power to a committee and / or the Chief Executive of Auckland Council who may sub-delegate to a third-tier manager or above.</p> <div data-bbox="788 647 1845 815" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>As at 12 November 2019, the Auckland Council Regulatory Committee has delegated authority to hear, determine, and make recommendations to the Governing Body regarding all bylaws and associated controls (GB/2019/109).</p> </div>	Updated definition and related information on delegations.
Auckland has the meaning given by the Local Government (Auckland Council) Act 2009.	<p>Auckland has the meaning given by section 4(1) of the Local Government (Auckland Council) Act 2009.</p> <div data-bbox="788 863 1845 1077" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The Local Government (Auckland Council) Act 2009 enabled the Local Government Commission to determine Auckland's boundaries in a map titled LGC-Ak-R1. The boundaries were formally adopted by Order in Council on 15 March 2010, and came into effect on 1 November 2010.</p>  </div>	Clarity Note global change in the amended bylaw replacing 'explanatory note' with 'Related information'
Code of Practice means the latest approved version of the Auckland Council Code of Practice in relation to the public stormwater network made under Part 2 of this bylaw.	Code of Practice means the latest approved version of the Auckland Council Code of Practice for Land Development and Subdivision in relation to the public stormwater network made under Part 2 of this bylaw.	Clarity
	Engineered Overflow Point means a location where a discharge of wastewater from an engineered overflow structure occurs.	New term – "Engineered Overflow Point".
Floodplain means the area that is expected or predicted to be inundated by water during a one per cent Annual Exceedance Probability rainfall event.	<p>floodplain has the same meaning as in the Auckland Unitary Plan.</p> <div data-bbox="788 1374 1845 1481" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The Auckland Unitary Plan states:</p> </div>	Clarity

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
	<p>Floodplain - the area of land that is inundated by runoff from a specified rainfall event, with an upstream catchment generating 2m³/s or greater of above ground flow, taking into account:</p> <ul style="list-style-type: none"> • any increases in impervious areas that would arise from changes in land use enabled by the policies and zonings of the Plan; • the effects of climate change over a 100-year timeframe in respect of the frequency and duration of rain fall events and a 1m sea level rise; and • assuming that primary drainage is not blocked. 	
	<p>green infrastructure means natural systems and built products, technologies, and practices that primarily use natural elements, or engineered systems that mimic natural processes, to provide utility services for stormwater management. This includes built infrastructure ("green" devices, for example rain gardens), natural elements in modified environments (for example, planted trees in landscaped areas), and natural assets (for example, streams).</p>	New term – 'green infrastructure'
<p>Nuisance has the same meaning as in section 29 of the Health Act 1956 and in the context of this bylaw includes, but is not limited to:</p> <ol style="list-style-type: none"> (a) a person, thing, or circumstance causing distress or annoyance or unreasonable interference with the peace, comfort, or convenience of another person; (b) danger to life; (c) danger to public health; (d) flooding of any building floor or sub-floor, or public roadway; (e) damage to property; (f) damage to the stormwater network; (g) erosion or subsidence of land; (h) long or short term adverse effects on the environment; (i) adverse loss of riparian vegetation; (j) wastewater overflow to land or water; or (k) anything that causes a breach of any stormwater discharge consent condition binding the council, (including an accumulation of chemicals causing a breach). 	<p>nuisance has the same meaning as in section 29 of the Health Act 1956 and in the context of this bylaw includes, but is not limited to:</p> <ol style="list-style-type: none"> (a) a person, thing, or circumstance causing distress or annoyance or unreasonable interference with the peace, comfort, or convenience of another person; (b) flooding of any building floor or sub-floor, or public roadway; (c) damage to property; (d) damage to the stormwater network; (e) erosion or subsidence of land; (f) adverse loss of riparian vegetation; (g) anything that causes a breach of any stormwater discharge consent condition binding the council, (including an accumulation of chemicals causing a breach). 	Clarity, renumbering.
<p>Pest Plant means any tree or vegetation listed as a plant pest within the Auckland Regional Plant Pest Management Strategy, Department of Conservation Pest Plants List or the National Pest</p>	<p>pest plant means any tree or vegetation listed as a plant pest within the Regional Pest Management Plan 2020-2030, Department of Conservation Pest Plants List or the National Pest Plant Accord (excluding research organisms) under the Biosecurity Act 1993.</p>	Updated definition

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
Plant Accord (excluding research organisms) under the Biosecurity Act 1993.		
Public stormwater network means: (a) any stormwater pipe, drain, land drainage work or treatment facility, vested in or under the control of the council; and (b) any stormwater drain, drain, land drainage work or treatment facility declared by the council to be a public drain under section 462 of the Local Government Act 1974.	public stormwater network means: (a) any stormwater pipe, drain, land drainage work or treatment facility, vested in or under the control of the council; and (b) any drain, land drainage work or treatment facility declared by the council to be a public drain under section 462 of the Local Government Act 1974.	Clarity
	soakage means disposal of stormwater into the ground by way of specifically designed pits, trenches or bores.	New Term – ‘Soakage’
Stormwater means the rainfall and surface water runoff from land, including from constructed impervious areas such as roads, pavement, roofs, and urban areas, which may contain dissolved or entrained contaminants, and which is diverted and discharged to land, water or the stormwater network.	stormwater has the same meaning as in the Auckland Unitary Plan <div data-bbox="788 584 1845 810" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The Auckland Unitary Plan states: stormwater - rainfall runoff from land, including constructed impervious areas such as roads, pavement, roofs, and urban areas, which may contain dissolved or entrained contaminants, and which is diverted and discharged to land, and water.</p> </div>	Clarity
	stormwater management plan means a plan that details the best practicable option for the long-term management of stormwater from a catchment, sub-catchment or development area. <div data-bbox="788 890 1845 1059" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The Auckland Design Manual provides guidance on the preparation and content of a stormwater management plan. Minimum requirements may also be specified in a Stormwater Network Discharge Consent.</p> </div>	New term – ‘Stormwater Management Plan’
	Stormwater Network Discharge Consent means a resource consent for the diversion and discharge of stormwater from the public stormwater network.	New term – ‘Stormwater Network Discharge Consent’
	wastewater has the same meaning as in the Auckland Unitary Plan. <div data-bbox="788 1264 1845 1452" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The Auckland Unitary Plan states: wastewater - Liquid (and liquids containing solids) waste from domestic, industrial, commercial premises including (but not limited to) toilet wastes, sullage, trade wastes and gross solids.</p> </div>	New term – ‘Wastewater’

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>5. Interpretation</p> <p>(2) Unless the context requires another meaning, a term or expression that is defined in the Act and used, but not defined, in this Bylaw has the meaning given by the Act</p> <p>(3) Explanatory notes have been included for information purposes only. They do not form part of this Bylaw, and may be made, amended, or revoked without form process.</p> <p>(4) The Interpretation Act 1999 applies to this Bylaw.</p>	<p>5. Interpretation</p> <p>(2) Unless the context requires another meaning, a term or expression that is defined in the Local Government Act 2002 and used, but not defined, in this Bylaw has the meaning given by that Act.</p> <p>(3) Related information and links to webpages do not form part of this Bylaw, and may be inserted, changed or removed without any formality.</p> <p>(4) The Interpretation Act 1999 applies to this Bylaw</p>	Clarity
<p>6. Controls specified under this Bylaw</p> <p>(1) Any control specified by the council under clauses 8, 14, 15, or 16 of this bylaw:</p> <p>(a) must, after giving consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the particular control, be made by a</p> <p>(b) council resolution that is publicly notified; and</p> <p>(c) may:</p> <p>(i) prohibit, restrict or control any matter or thing generally, for any specific category of case, or in a particular case;</p> <p>(ii) apply to all activities or to any specified category of activity;</p> <p>(iii) apply to Auckland or to a specified part of Auckland; and/or</p> <p>(iv) apply at all times or at any specified time or period of time.</p>	<p>6. Controls specified under this Bylaw</p> <p>(1) Any control specified by council under clauses 8, 14, 15, or 16 of this Bylaw -</p> <p>(a) must be made by a council resolution that is publicly notified, after considering the views and preferences of persons likely to be affected or have an interest in the particular control; and</p> <p>(b) may:</p> <p>(i) prohibit, restrict or control any matter or thing generally, for any specific category of case, or in a particular case;</p> <p>(ii) apply to all activities or to any specified category of activity;</p> <p>(iii) apply to Auckland or to a specified part of Auckland; and/or</p> <p>(iv) apply at all times or at any specified time or period of time.</p>	Clarity
<p>7. Relationship with other legislation</p> <p>(1) Compliance with the requirements of this bylaw does not remove the need to comply with the requirements of any Act, regulation, or other bylaw.</p> <p>(2) Unless expressly specified in this bylaw, compliance with the requirements of any Act, regulation, or other bylaw does not remove the need to comply with the requirements of this bylaw.</p> <p>(3) Nothing in this bylaw shall derogate from the Resource Management Act 1991.</p> <p><i>Explanatory note:</i> The effect of this clause is to require that works and activities regulated by the Resource Management Act 1991 must first be authorised pursuant to that Act before they may be carried</p>	<p>7. Relationship with other legislation</p> <p>(1) Compliance with the requirements of this Bylaw does not remove the need to comply with the requirements of any Act, regulation, or other Bylaw.</p> <p>(2) Unless expressly specified in this Bylaw, compliance with the requirements of any Act, regulation, or other Bylaw does not remove the need to comply with the requirements of this Bylaw.</p> <p>(3) Nothing in this Bylaw shall derogate from the Resource Management Act 1991.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Related information</p> <p>The effect of this clause is to make it clear that works and activities regulated by the Resource Management Act 1991 must be authorised pursuant to that Act before they may be carried out, even if they are in accordance with this Bylaw.</p> </div>	Clarity in Related Information

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p><i>out, notwithstanding that they are authorised by this bylaw. In other words, where necessary, works and activities proposed under this bylaw should first be incorporated in the relevant plan under the Resource Management Act or made the subject of an application for a resource consent.</i></p> <p><i>Where activities subject to any consent, licence, permit, or other approval issued under any Act, regulation, or other bylaw in a particular case overlap with the activities subject to this bylaw, compliance with the requirements of this bylaw may be made a condition of the other consent, licence, permit, or approval.</i></p> <p><i>Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this bylaw in that particular case, and issue an approval under this bylaw accordingly. This is a matter for council's discretion.</i></p>	<p>Where activities subject to any consent, licence, permit, or similar approval issued under any Act, regulation, or other Bylaw are also regulated by this Bylaw, compliance with the requirements of this Bylaw may be made a condition of the other consent or approval.</p> <p>Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this Bylaw in that particular case, and issue an approval under this Bylaw accordingly. This is a matter for council's discretion.</p>	
<p>8. Controls and code of practice</p> <p>The council may specify controls by guidelines or codes of practice for:</p> <p>(a) the maintenance and construction of any work that affects the public stormwater network; or</p> <p>(b) access to the built components of the public stormwater network.</p>	<p>8. Controls and code of practice</p> <p>(1) Council may specify controls by guidelines or codes of practice for –</p> <p>(a) the maintenance and construction of any work that affects the public stormwater network;</p> <p>(b) access to the built components of the public stormwater network; or</p> <p>(c) the effective and efficient operation of the stormwater network and private stormwater systems.</p> <p>Related information</p> <p>Controls specified can be found in Schedule 1 at the end of this Bylaw.</p>	<p>The provision for the council to specify guidelines or codes of practice for private systems is not in the current bylaw which will be a tool to assist with implementation.</p>
<p>9. Stormwater network development</p> <p>(1) Unless the council approves otherwise, any vested stormwater asset must comply with the Code of Practice on the date the asset is vested in the council.</p> <p>(2) A person must obtain approval from the council before:</p> <p>(a) undertaking work to:</p> <p>(i) construct a vested stormwater asset; or</p> <p>(ii) alter or modify any part of the public stormwater network; or</p> <p>(b) making any new service connection to the public stormwater network.</p> <p>(3) A person must obtain approval from the council and the Auckland water organisation before making any new service</p>	<p>9. Stormwater network development</p> <p>(1) Unless the council approves otherwise, any vested stormwater asset must comply with the Code of Practice on the date the asset is vested in the council.</p> <p>(2) Any vested stormwater asset must be of a type, design, location, and performance that enables council to comply with the relevant conditions of a stormwater network discharge consent, including any relevant stormwater management plan that has been adopted into a stormwater network discharge consent.</p> <p>(3) A person must obtain approval from the council before:</p> <p>(a) undertaking work to:</p> <p>(i) construct a vested stormwater asset; or</p> <p>(ii) alter or modify any part of the public stormwater network, or existing service connection; or</p> <p>(b) making any new service connection to the public stormwater network.</p> <p>Related information</p>	<p>New Subclause (2) to clarify existence of Stormwater Network Discharge consent</p> <p>New Subclause (6) to clarify asset inspection requirements prior to vesting with the council</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>connection for the discharge of stormwater to the wastewater network. <i>Explanatory note: A resource consent under the Auckland Unitary Plan and/or a building consent under the Building Act 2004 may also be required.</i></p> <p>(4) Any vested stormwater asset referred to in this clause remains the responsibility of the owner of the premises until it is vested in the council.</p>	<p>The conditions of the Auckland Regionwide Stormwater Network Discharge Consent, the stormwater management plan templates, as well as the adopted stormwater management plans can be found on the Auckland Design Manual.</p> <p>(4) A person must obtain approval from the council and the Auckland water organisation before making any new service connection for the discharge of stormwater to the wastewater network.</p> <p>(5) Any stormwater asset to be vested remains the responsibility of the owner of the premises until it is vested in the council.</p> <p>(6) Any stormwater asset to be vested may be inspected by the council to ensure compliance with approval conditions prior to the asset being vested.</p> <p>(7) Any new connection or modification of an Engineered Overflow Point to the public stormwater network requires approval from the council.</p> <p>Related information</p> <p>A resource consent under the Resource Management Act 1991 and/or a building consent under the Building Act 2004 may also be required in addition to an approval under this Bylaw.</p>	<p>New Subclause (7) to require approval for new or modifications to engineered overflow points</p> <p>Clarification to the explanatory note.</p>
<p>10. Works and activities in close proximity to the public stormwater network</p> <p>(1) Unless the council approves otherwise, any structure on, over, or within the proximate distances from the public stormwater network specified in the Code of Practice must comply with the Code of Practice with regard to the protection of the public stormwater network.</p> <p>(2) A person must obtain approval from the council before:</p> <p>(a) undertaking any excavation that is likely to result in damage to the public stormwater network;</p> <p>(b) removing any existing cover material or placing any additional material over or within the zone of influence of the public stormwater network specified in the Code of Practice that is likely to result in damage to the public stormwater network;</p> <p>(c) covering any stormwater inlet, outlet, treatment device, service opening or manhole in a way that is likely to restrict access to the public stormwater network or detrimentally affect the performance of the public stormwater network; or</p> <p>(d) causing a temporarily or permanently sustained excessive load on the public stormwater network that is likely to result in damage to the network. .</p>	<p>10. Works and activities in close proximity to the public stormwater network</p> <p>(1) Unless the council approves otherwise, any structure on, over, or within the proximate distances from the public stormwater network specified in the Code of Practice must comply with the Code of Practice with regard to the protection of the public stormwater network.</p> <p>(2) A person must obtain approval from the council before:</p> <p>(a) undertaking any excavation that is likely to result in damage to the public stormwater network;</p> <p>(b) removing any existing cover material or placing any additional material over or within the zone of influence of the public stormwater network specified in the Code of Practice that is likely to result in damage to the public stormwater network;</p> <p>(c) covering any stormwater inlet, outlet, treatment device, service opening or manhole in a way that is likely to restrict access to the public stormwater network or detrimentally affect the performance of the public stormwater network; or</p> <p>(d) causing a temporarily or permanently sustained excessive load on the public stormwater network that is likely to result in damage to the network.</p> <p>Related information</p> <p>The council will apply the New Zealand Transport Agency Bridge Manual that limits the load on infrastructure to that of the soil overburden together with the weight of a HN-HO-72 wheel or axle load in assessing if a load is excessive.</p>	

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p><i>Explanatory note: The council will apply the New Zealand Transport Agency Bridge Manual that limits the load on infrastructure to that of the soil overburden together with the weight of a HN-HO-72 wheel or axle load in assessing if a load is excessive.</i></p> <p>(3) Every person must comply with the Code of Practice when accessing any built component of the public stormwater network.</p> <p><i>Explanatory note: The code of practice prescribes the process of gaining access along with health and safety requirements</i></p>	<p>(3) Every person must comply with the Code of Practice when accessing any built component of the public stormwater network.</p> <div data-bbox="869 304 1919 395" style="border: 1px solid black; padding: 5px;"> <p>Related information The Code of Practice prescribes the process of gaining access along with health and safety requirements.</p> </div> <p>(4) The council may restrict or exclude access (or activity) to specific parts of the public stormwater network to enable its safe and efficient operation and to protect public safety.</p> <div data-bbox="869 531 1919 622" style="border: 1px solid black; padding: 5px;"> <p>Related information This includes activities such as recreational fishing or kayaking on stormwater ponds and wetlands.</p> </div>	<p>New Subclause (4) to restrict or exclude certain activities or access to the public stormwater network</p>
<p>11. Obstructions and diversions of stormwater [Not shown]</p>	<p>11. Obstructions and diversions of stormwater [Not shown, no change]</p>	
<p>12. Alterations or damage to the public stormwater network A person must obtain approval from the council before damaging, modifying, or altering the hydraulic performance of the public stormwater network.</p>	<p>12. Alterations or damage to the public stormwater network (1) No person may damage, modify, or alter the hydraulic performance of the public stormwater network, unless the council approves or that person is expressly authorised by an operative resource consent.</p>	<p>Clarity</p>
<p>13. Alterations or damage to the natural stormwater network (1) No person may remove vegetation from or damage vegetation in any wetland on a premises that the person owns, occupies, or manages, if the removal or damage is likely to adversely affect the ability of the wetland to contribute to the performance of the stormwater network, unless the council approves or that person is expressly authorised by an operative resource consent. (2) Subclause (1) does not apply to the removal or damage of pest plants.</p>	<p>13. Alterations or damage to green infrastructure (1) No person may remove vegetation from or damage vegetation forming a component of green infrastructure if the removal or damage is likely to adversely affect the ability of the green infrastructure to continue providing its stormwater management function, unless the council approves or that person is expressly authorised by an operative resource consent. (2) Subclause (1) does not apply to the removal or damage of pest plants.</p>	<p>Proposed addition to Subclause (1) to capture the protection of green infrastructure</p>
<p>14. Ground soakage systems (1) The council may specify controls for stormwater disposal that occurs by way of ground soakage by guidelines or codes of practice. (2) The council may specify areas in Auckland on any premises within which stormwater disposal must be by ground soakage, unless site conditions prevent it.</p>	<p>14. Ground soakage systems (1) The council may specify controls for stormwater disposal that occur by way of ground soakage or recharge, by guidelines or codes of practice. (2) The council may specify areas in Auckland on any premises within which stormwater disposal must be by ground soakage or recharge unless site conditions prevent it. (3) No person may discharge a contaminant into a ground soakage or recharge system if the discharge is likely to cause nuisance or adversely affect the operation of the ground soakage or recharge system, unless the council</p>	<p>Clarity</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>(3) No person may discharge a contaminant into a ground soakage system if the discharge is likely to cause nuisance or adversely affect the operation of the ground soakage system, unless the council approves or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent.</p> <p>(4) Any new ground soakage system must comply with the requirements of the Code of Practice and any applicable council soakage design manuals.</p> <p><i>Explanatory note: The Building Code allows territorial authorities to develop alternative verification methods based on hydrological modelling. The controls specified will not be more stringent than allowed for under the Building Code. Generally as a minimum a soakage system shall be designed to receive stormwater from the site up to a ten per cent AEP storm event unless otherwise approved by the council. (See clause 16)</i></p> <p><i>A building consent is required for construction or alteration of any private stormwater disposal system using ground soakage. Areas for soakage include (but are not limited to) parts of Ellerslie, Penrose, Onehunga, Mt Eden, Epsom, Mt Roskill and, Mt Albert. Papakura, Pukekohe, Waiuku and Mangere Bridge.</i></p>	<p>approves, or it is permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent.</p> <p>(4) Any new ground soakage or recharge system must comply with the requirements of the Code of Practice and any applicable council soakage design manuals.</p> <div data-bbox="792 352 1917 651" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>The Building Code allows territorial authorities to develop alternative verification methods based on hydrological modelling. The controls specified in this Bylaw will not be more stringent than allowed for under the Building Code.</p> <p>A building consent is required for construction or alteration of any private stormwater disposal system using ground soakage.</p> <p>Areas for soakage include (but are not limited to) parts of Ellerslie, Penrose, Onehunga, Mt Eden, Epsom, Mt Roskill, Mt Albert, Papakura, Takanini, Pukekohe, Waiuku and Mangere Bridge.</p> </div>	
<p>15. Discharge of contaminants to the stormwater network</p> <p>(1) No person may discharge directly or indirectly a contaminant into the public stormwater network if the discharge is likely to cause nuisance or adversely affect the operation of the stormwater network unless the council approves or that person is expressly authorised by an operative resource consent.</p> <p><i>Explanatory note: Contaminants include (but are not limited to) sediment, concrete, cement slurry, sewage, effluent, solvents, soap, detergents, dissolved metal, hazardous material, fungicide, insecticide, litter and green waste.</i></p> <p>(2) The council may specify controls for the following matters in relation to the discharge of stormwater to the public stormwater network:</p>	<p>15. Discharge of contaminants to the stormwater network</p> <p>(1) No person may discharge directly or indirectly a contaminant into the public stormwater network if the discharge is likely to cause nuisance or adversely affect the operation of the stormwater network unless the council approves or that person is expressly authorised by an operative resource consent.</p> <div data-bbox="837 1075 1917 1198" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>Contaminants that could affect the stormwater network in Clause 15(1) include (but are not limited to) sediment, concrete, cement slurry, wastewater, effluent, solvents, soap, detergents, dissolved metal, hazardous material, fungicide, insecticide, litter and green waste.</p> </div> <p>(2) The council may specify controls for the following matters in relation to the discharge of stormwater to the public stormwater network:</p> <p>(a) where on any premises certain sensitive activities, such as machinery wash-down and bulk storage, must be carried out;</p> <p>(b) device maintenance requirements, such as catchpit clearance; and</p> <p>(c) the installation and use of treatment and mitigation measures or devices.</p> <p>(3) Any owner, occupier, manager, or person who is present on a premises subject to a control made under subclause (2) must comply with that control.</p>	<p>Clarity</p> <p>Clarification of related information for Clause 15(1).</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>(a) where on any premises certain sensitive activities, such as machinery washdown and bulk storage, must be carried out;</p> <p>(b) device maintenance requirements, such as catchpit clearance; and</p> <p>(c) the installation and use of treatment and mitigation measures or devices.</p> <p>(3) Any owner, occupier, manager, or person who is present on a premises subject to a control made under subclause (2) must comply with that control.</p> <p><i>Explanatory note: The purpose of clause 15 is to protect the operation of the public stormwater network, to ensure the council can protect its stormwater assets and comply with any relevant network discharge consents. This is consistent with the council's position that the stormwater bylaw focuses on managing activities that impact on the stormwater network, while the Resource Management Act 1991 considers effects on the environment. Specifically under the Resource Management Act 1991, a discharge to the public stormwater network is not considered a discharge to the environment; clause 15 enables the council to manage discharges into the public stormwater network.</i></p>		<p>Related information regarding purpose moved to the summary table at the front of the Bylaw</p>
<p>16. Maintenance and operation of private stormwater systems</p> <p>(1) Unless the council approves otherwise, the owner and manager of any private stormwater system is responsible for the operation of that system.</p> <p>(2) The owner and manager of a private stormwater system must ensure that the system:</p> <p>(a) is maintained in good operating condition; and</p> <p>(b) does not cause or contribute to nuisance.</p> <p>(3) The owner, occupier, and manager of a premises on which there is a watercourse, stop bank, or other defence to water, must maintain that watercourse, stop bank, or other defence to water in an operational state which ensures the free flow of water.</p> <p>(4) Subclause (3) does not apply to any watercourses, stop banks, or other defences against water that are part of the public stormwater network.</p>	<p>16. Maintenance and operation of private stormwater systems</p> <p>(1) Unless the council approves otherwise, the owner and manager of any private stormwater system is responsible for the operation of that system.</p> <p>(2) The owner and manager of a private stormwater system must ensure that the system:</p> <p>(a) is maintained in good operating condition; and</p> <p>(b) does not cause or contribute to nuisance.</p> <p>(3) The owner, occupier, and manager of a premises on which there is a watercourse, stop bank, or other defence to water, must maintain that watercourse, stop bank, or other defence to water in an operational state which ensures the free flow of water.</p> <p>(4) Subclause (3) does not apply to any watercourses, stop banks, or other defences against water that are part of the public stormwater network.</p> <p>(5) The council may specify controls for the disposal of stormwater through ground soakage or recharge, including prescribing an AEP storm event, for sites in a specified area.</p> <div data-bbox="790 1321 1919 1437" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>This clause will apply to both new and existing ground soakage systems in a specified area. The controls specified will not be more stringent than the minimum standard required under the Building Code.</p> </div>	<p>Minor clarifications.</p> <p>Clarification to include other legal documents such as consent notices, easements or covenants.</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>(5) The council may specify controls for the disposal of stormwater through soakage, including prescribing an AEP storm event, for sites in a specified area.</p> <p><i>Explanatory note: This clause will apply to both new and existing ground soakage systems in a specified area. The controls specified will not be more stringent than the minimum standard required under the Building Code. Generally as a minimum a soakage system shall be designed to receive stormwater from the site up to a ten per cent AEP storm event unless otherwise approved by the council.</i></p> <p>(6) The owner, occupier, or manager of a premises that has a soakage system as part of a private stormwater system which may cause a nuisance must ensure that the soakage system disposes of the stormwater from the site in accordance with any controls the council specifies.</p> <p>(7) The owner or manager of a private stormwater management device must, on request by the council:</p> <p>(a) provide such information as is required to demonstrate that the stormwater management device is operated and maintained to achieve its purpose and not cause nuisance in a storm event up to the standard specified in the control under subclause (5) or by an operative resource consent, and</p> <p>(b) carry out such works as are required to ensure the stormwater management device meets its purpose.</p> <p>(8) The owner or manager of a private on-site stormwater management device must:</p> <p>(a) keep a copy of the operations and maintenance manual (owner's manual) and as built drawings for the device available; and</p> <p>(b) produce that copy of the owner's manual and as built drawings upon request by the council.</p>	<p>(6) The owner, occupier, or manager of a premises that has a ground soakage or recharge system as part of a private stormwater system which may cause a nuisance must ensure that the ground soakage or recharge system disposes of the stormwater from the site in accordance with any controls the council specifies.</p> <p>(7) The owner or manager of a private stormwater management device must, on request by the council:</p> <p>(a) provide such information as is required to demonstrate that the stormwater management device is operated and maintained to achieve its purpose including not causing nuisance in a storm event up to the standard specified in the control under subclause (5) or by an operative resource consent, consent notice, easement or covenant and</p> <p>(b) carry out such works as are required to ensure the stormwater management device meets its purpose.</p> <p>(8) The owner or manager of a private on-site stormwater management device must:</p> <p>(a) keep a copy of the operations and maintenance manual (owner's manual) and as built drawings for the device available; and</p> <p>(b) produce that copy of the owner's manual and as built drawings upon request by the council.</p>	
<p>17. Removal of redundant system [Not shown]</p>	<p>17. Removal of redundant system [Not shown, no change]</p>	
<p>18. Application for approval of the council</p> <p>(1) An application to obtain the approval of the council under this bylaw must be:</p> <p>(a) made in the prescribed form; and</p> <p>(b) accompanied by:</p> <p>(i) payment of the application and processing fees; and</p>	<p>18. Application for approval of the council</p> <p>(1) An application to obtain the approval of the council under this Bylaw must be:</p> <p>(a) made in the prescribed form; and</p> <p>(b) accompanied by:</p> <p>(i) payment of the application and processing fees; and</p> <p>(ii) any further supporting information.</p>	<p>Clarity</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>(ii) such further supporting information as the council requires to process the application.</p> <p>(2) Having received and considered an application for approval, the council may at its discretion:</p> <p>(a) grant the application subject to such conditions as the council considers fit; or</p> <p>(b) decline the application.</p> <p><i>Explanatory note: Where activities subject to any consent, licence, permit, or other approval issued under any Act, regulation, or other bylaw in a particular case overlap with the activities subject to this bylaw, compliance with the requirements of this bylaw may be made a condition of the other consent, licence, permit, or approval. Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this bylaw in that particular case, and issue an approval under this bylaw accordingly. This is a matter for council's discretion.</i></p>	<p>(2) Having received and considered an application for approval, the council may at its discretion:</p> <p>(a) inspect places related to the application;</p> <p>(b) grant the application subject to such conditions as the council considers fit; or</p> <p>(c) decline the application.</p> <div data-bbox="864 371 1919 611" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>Where activities subject to any consent, licence, permit, or other approval issued under any Act, regulation, or other Bylaw in a particular case overlap with the activities subject to this Bylaw, compliance with the requirements of this Bylaw may be made a condition of the other consent, licence, permit, or approval. Alternatively, the council may determine that the terms of the other consent, licence, permit, or approval are sufficient to satisfy the requirements of this Bylaw in that particular case, and issue an approval under this Bylaw accordingly. This is a matter for council's discretion.</p> </div>	
<p>19. Consideration of an application for approval</p> <p>(1) When considering an application for approval, and the conditions to which the approval will be subject should the application be granted, the council may take into account any of the following:</p> <p>(a) any known past operational or compliance issues which may affect, or may in the future affect, the performance of the stormwater network;</p> <p>(b) the characteristics, features, and nature of the infrastructure, premises, stormwater asset, device, private stormwater system, and public stormwater network;</p> <p>(c) compliance with the Code of Practice if applicable;</p> <p>(d) compliance with the Auckland Unitary Plan, and any applicable Acts, Regulations, and other bylaws;</p> <p>(e) the extent to which the approval will promote:</p> <p>(i) the achievement of the council's strategies and policies for the management of stormwater;</p> <p>(ii) the achievement of any applicable national environmental standards; and</p> <p>(iii) the outcomes of any applicable national policy statements.</p> <p>(f) any operational policy, guidance document, or management practice approved by the council;</p>	<p>19. Consideration of an application for approval</p> <p>(1) When considering an application for approval <u>under this Bylaw</u>, and the conditions to which the approval will be subject should the application be granted, the council may take into account any of the following:</p> <p>(a) any known past operational or compliance issues which may affect, or may in the future affect, the performance of the stormwater network;</p> <p>(b) the characteristics, features, and nature of the infrastructure, premises, stormwater asset, device, private stormwater system, and public stormwater network;</p> <p>(c) any applicable requirements of a stormwater network discharge consent, including conditions and schedules, or a Stormwater Management Plan adopted into a stormwater network discharge consent;</p> <p>(d) compliance with the Code of Practice if applicable;</p> <p>(e) compliance with the Auckland Unitary Plan, and any applicable Acts, regulations, and other Bylaws;</p> <p>(f) the extent to which the approval will promote:</p> <p>(i) the achievement of the council's strategies and policies for the management of stormwater;</p> <p>(ii) the achievement of any applicable national environmental standards; and</p> <p>(iii) the outcomes of any applicable national policy statements.</p> <p>(g) any operational policy, guidance document, or management practice approved by the council;</p> <p>(h) any potential cumulative harmful effect which may arise over time or in combination with other effects due to approvals granted by the council in the affected sub-catchment;</p> <p>(i) the complexity of the issue and the cost required to suitably resolve it;</p> <p>(j) compliance with any related resource consent conditions, consent notices, easements and covenants;</p> <p>(k) mana whenua values and Te Mana o te Wai if the application involves a significant decision in relation to land or a body of water;</p> <p>(l) carbon footprint to construct, maintain, operate and decommission the asset; and</p>	<p>Subclauses added to expand the scope of applications for approval. Carbon footprint to assess carbon lifecycle and respond to the climate emergency. Mana whenua values for council's obligations under Local Government Act and the Treaty Principles.</p> <p>Subclause (2)(b)(iv) clarifies role of network discharge consent compliance in considering</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>(g) any potential cumulative harmful effect which may arise over time or in combination with other effects due to approvals granted by the council in the affected sub-catchment;</p> <p>(h) the complexity of the issue and the cost required to suitably resolve it; and</p> <p>(i) any other reasonable considerations the council considers appropriate.</p> <p>(2) The council may grant an application for approval only if it is satisfied that:</p> <p>(a) granting the approval will not significantly prejudice the attainment of the bylaw's purpose; and</p> <p>(b) at least one of the following applies:</p> <p>(i) the work, thing, or issue that approval is applied for is in substantial compliance with the bylaw and further compliance is unnecessary; or</p> <p>(ii) the work, thing, or issue provided for, under the approval is as effective as, or more effective than, compliance with the bylaw.</p> <p>(iii) events have occurred that make compliance with the bylaw unnecessary or inappropriate in the particular case.</p>	<p>(m) any other reasonable considerations the council considers appropriate.</p> <p>(2) The council may grant an application for approval only if it is satisfied that:</p> <p>(a) the approval will not significantly prejudice council in achieving the bylaw's purpose; and</p> <p>(b) at least one of the following applies:</p> <p>(i) the work, thing, or issue that approval is applied for is in substantial compliance with the bylaw and further compliance is unnecessary; or</p> <p>(ii) the work, thing, or issue provided for, under the approval is as effective as, or more effective than, compliance with the bylaw.</p> <p>(iii) events have occurred that make compliance with the bylaw unnecessary or inappropriate in the particular case.</p> <p>(iv) the work does not compromise the ability of council to comply with the conditions any stormwater network discharge consent</p>	<p>applications for approval.</p>
<p>20. Conditions of approval</p> <p>The council may make an approval subject to the following matters:</p> <p>(a) the location of the work or activity;</p> <p>(b) the design and specifications of the work or activity;</p> <p>(c) construction and maintenance requirements for the work or activity;</p> <p>(d) the specific approved point(s) of service connection to the stormwater network into which the stormwater must be discharged;</p> <p>(e) the average and maximum volume of the discharge of stormwater, the average and maximum rate of the discharge of stormwater, and the duration of any maximum volume or rate of the discharge of stormwater;</p> <p>(f) the provision by the owner, occupier, and manager of the premises, at his or her expense, of appropriate screens, grease traps, silt traps, or other partial or preliminary pre-treatment process, equipment, or storage facilities designed to regulate the quality, quantity, and rate of discharge or other</p>	<p>20. Conditions of approval</p> <p>(1) The council may make an approval subject to the following matters:</p> <p>(a) the location of the work or activity;</p> <p>(b) the design and specifications of the work or activity;</p> <p>(c) construction and maintenance requirements for the work or activity;</p> <p>(d) the specific approved point(s) of service connection to the stormwater network into which the stormwater must be discharged;</p> <p>(e) the average and maximum volume of the discharge of stormwater, the average and maximum rate of the discharge of stormwater, and the duration of any maximum volume or rate of the discharge of stormwater;</p> <p>(f) the provision by the owner, occupier, and manager of the premises, at his or her expense, of appropriate screens, grease traps, silt traps, or other partial or preliminary pre-treatment process, equipment, or storage facilities designed to regulate the quality, quantity, and rate of discharge or other characteristics of stormwater prior to the point of discharge to the public stormwater network;</p> <p>(g) the frequency with which any equipment required by the approval must be maintained and cleaned;</p> <p>(h) the design, location, and specification of, and any material alteration to, the private stormwater system;</p> <p>(i) the implementation of any stormwater management plan adopted by the council;</p> <p>(j) the provision of a bond or insurance in favour of the council where failure to comply with the approval could result in damage to the public stormwater network or the council being in breach of any statutory obligation;</p>	<p>Additional matters that may be included as approval conditions.</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>characteristics of stormwater prior to the point of discharge to the public stormwater network;</p> <p>(g) the frequency with which any equipment required by the approval must be maintained and cleaned;</p> <p>(h) the design, location, and specification of, and any material alteration to, the private stormwater system;</p> <p>(i) the implementation of any on-site stormwater management plan;</p> <p>(j) the provision of a bond or insurance in favour of the council where failure to comply with the approval could result in damage to the public stormwater network or the council being in breach of any statutory obligation;</p> <p>(k) recording the presence of any on-site stormwater management device as an encumbrance on the certificate of title for the premise; and</p> <p>(l) any other reasonable conditions the council considers appropriate.</p>	<p>(k) recording the presence of any on-site stormwater management device as an encumbrance on the certificate of title for the premise;</p> <p>(l) council inspection requirements prior to asset vesting;</p> <p>(m) inspection requirements to ensure appropriate operation;</p> <p>(n) the management of mana whenua values;</p> <p>(o) the minimising of carbon footprint;</p> <p>(p) the duration of approval and period of lapse; and</p> <p>(q) any other reasonable conditions the council considers appropriate.</p>	
<p>21. Non-compliance with conditions of approval</p> <p>Where a person does not comply with the terms and conditions of the approval granted by the council, the council may take one or more of the following steps:</p> <p>(a) Issue a written warning to the person, which may be considered as evidence of a prior breach of a condition of the approval during any subsequent review of the approval;</p> <p>(b) Review the approval, which may result in:</p> <p>(i) amendment of the approval; or</p> <p>(ii) suspension of the approval; or</p> <p>(iii) withdrawal of the approval.</p>	<p>21. Non-compliance with conditions of approval</p> <p>(1) Where a person does not comply with the terms and conditions of the approval granted by the council, the council may take one or more of the following steps:</p> <p>(a) issue a written warning to the person, which may be considered as evidence of a prior breach of a condition or approval during any subsequent review of the approval.</p> <p>(b) review the approval, which may result in:</p> <p>(i) amendment of the approval; or</p> <p>(ii) suspension of the approval; or</p> <p>(iii) withdrawal of the approval; or</p> <p>(iv) no further action.</p> <p>(c) charge fees for the inspection in relation to the non-compliance.</p> <p>(d) initiate enforcement action in accordance with Part 5 of this Bylaw.</p>	Clarity
<p>22. Maintenance and construction requirements</p> <p>(1) The owner, occupier, or manager of a premises on which work occurs for which the council has given approval under this bylaw must maintain the approved work in a proper state of condition and repair and must comply with the conditions of approval, guidelines and codes of practice set by the council.</p> <p>(2) The council may inspect the work at suitable intervals and notify the owner, occupier or manager of a premises if maintenance must be carried out. Maintenance must be</p>	<p>22. Maintenance and construction requirements</p> <p>(1) The owner, occupier, or manager of a premises on which work occurs for which the council has given approval under this bylaw must maintain the approved work in good condition and must comply with the conditions of approval, guidelines, and Code of Practice set by the council.</p> <p>(2) The council may inspect a private stormwater system at suitable intervals and notify the owner, occupier or manager of a premises if maintenance must be carried out. Maintenance must be carried out within the advised timeframe and to the standard specified by the council.</p> <p>(3) The council may recover costs from the owner, occupier, or manager of a premises associated with the inspection of private stormwater systems required by the council under this Bylaw.</p>	Clarification of inspections of private stormwater systems and provision for cost recovery of council staff time.

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>carried out within the advised timeframe and to the standard specified by the council.</p> <p>(3) The costs associated with the inspection by the council and maintenance required by the council under this clause must be borne by the owner, occupier, or manager of a premises, unless required otherwise by the council.</p>		
<p>23. Enforcement</p> <p>(1) The council may use its powers under the Act, the Local Government Act 1974, the Land Drainage Act 1908, the Soil Conservation and Rivers Control Act 1941, and the Health Act 1956 to enforce this Bylaw.</p> <p>(2) Owners, occupiers, and managers of premises on private land are jointly and individually responsible for compliance with this Bylaw in respect of those premises.</p> <p><i>Explanatory note: Steps taken by the council will be against the person most able to ensure compliance with the Bylaw. This is a matter for the council's discretion.</i></p>	<p>23. Enforcement</p> <p>(1) Council may use its powers under the Local Government Act 2002, the Local Government Act 1974, the Land Drainage Act 1908, the Soil Conservation and Rivers Control Act 1941, and the Health Act 1956 to enforce this Bylaw.</p> <div data-bbox="788 555 1919 837" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <ul style="list-style-type: none"> • Subpart 2 of Local Government Act 2002, sections 162, 163, 164, 165, 168, 171, 172, 175, 176 and 178. • Subpart 3 of Local Government Act 2002, sections 185, 186, 187, and 188. • Local Government Act 1974, sections 451, 462, 467, 168, 511 and Schedule 14. • Land Drainage Act 1908, sections 23, 25, 26, 27, 62, 63 and Part 4. • Soil Conservation and Rivers Control Act 1941, sections 134 and 154. • Health Act 1956, section 33, 34, 128, 134. </div> <p>(2) Owners, occupiers, and managers of premises on private land are jointly and individually responsible for compliance with this Bylaw in respect of those premises.</p> <p>(3) The council may require the owner, occupier or manager of a premises to, in a manner, or within any time specified in a written notice (Bylaw Notice) remedy any breach of this Bylaw.</p> <div data-bbox="788 1054 1919 1353" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>Steps taken by the council will be against the person most able to ensure compliance with the Bylaw. This is a matter for the council's discretion.</p> <p>As reprinted on 1 July 2021, enforcement powers under the Local Government Act 2002 included court injunction (section 162), seizure and disposal of property (sections 164, 165, 168), powers of entry (sections 171, 172, 173), cost recovery for damage (sections 175, 176), and power to request name and address (section 178).</p> <p>As reprinted on 29 June 2021, enforcement powers under the Health Act 1956 included court orders (section 33), cost recovery for council to abate nuisance (section 34), powers of entry (section 128), and power to request name and address (section 134).</p> </div>	<p>Clarity</p> <p>Clause 23(3) moved from existing Bylaw Clause 25(2)</p> <p>New related information table summarising section 6 of the current Bylaw.</p> <p>Additions to current explanatory note</p>
<p>24. Removal of construction</p> <p>The council may, pursuant to section 163 of the Local Government Act 2002:</p>	<p>24. Removal of construction</p> <p>The council may, pursuant to section 163 of the Local Government Act 2002:</p> <p>(a) remove or alter a work or thing that has been constructed in breach of this bylaw; and</p>	<p>Clarification of responsible parties.</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change
<p>(a) remove or alter a work or thing that has been constructed in breach of this bylaw; and</p> <p>(b) recover any costs of removal or alteration from the person who committed the breach.</p>	<p>(b) recover any costs of removal or alteration from the owner, occupier or manager of the premises who committed the breach.</p>	
<p>25. Breaches of the bylaw</p> <p>(1) A person who fails to comply with this bylaw commits a breach of this bylaw and:</p> <p>(a) is liable to a penalty under sections 239 and 242 of the Act; and</p> <p>(b) in the particular circumstances, may also be liable to a penalty under the Resource Management Act 1991, the Health Act 1956, the Land Drainage Act 1908, the Bylaws Act 1910, the Soil Conservation and Rivers Control Act 1941, the Litter Act 1979, or any other applicable Act.</p> <p><i>Explanatory note: breach of the bylaw is an offence under section 239 of the Local Government Act 2002, punishable by a fine of up to \$20,000 under section 242 of that Act. Breach of the bylaw may also be an offence punishable under the Resource Management Act 1991, the Health Act 1956, the Land Drainage Act 1908, the Bylaw Act 1910, the Litter Act 1979, and any other applicable Act, depending on the circumstances.</i></p> <p>(2) The council may require the owner, occupier or manager of a premises by written notice to remedy any breach of this bylaw.</p>	<p>25. Breaches of the bylaw</p> <p>(1) A person who fails to comply with this Bylaw (for example a requirement, Bylaw Notice, approval, or conditions of approval) commits a breach of this Bylaw and:</p> <p>(a) is liable to a penalty under sections 239 and 242 of the Act; and</p> <p>(b) in the particular circumstances, may also be liable to a penalty under the Resource Management Act 1991, the Health Act 1956, the Land Drainage Act 1908, the Bylaws Act 1910, the Soil Conservation and Rivers Control Act 1941, the Litter Act 1979, or any other applicable Act.</p> <div data-bbox="790 616 1919 746" style="border: 1px solid black; padding: 5px;"> <p>Related information</p> <p>A person who is convicted of an offence against this Bylaw is liable to a fine not exceeding \$20,000 under section 242 of the Local Government Act 2002</p> </div>	<p>Clarification of what constitutes a breach of the bylaw.</p> <p>Clause 25(2) moved to Clause 23(3)</p> <p>Include Related information regarding breaches.</p>
<p>26. Exceptions [Not shown]</p>	<p>26. Exceptions [Not shown, no change]</p>	
<p>Part 6 - Savings, transitional provisions and revocation</p> <p>27 Savings and transitional provisions</p> <p>(1) This clause applies to:</p> <p>(a) Auckland City Council Stormwater Bylaw 2008;</p> <p>(b) Papakura District Council Stormwater Bylaw 2008; and</p> <p>(c) Chapter 21 (Stormwater drainage) of the Rodney District Council General Bylaw 1998.</p> <p>(2) Any resolution or other decision made under the bylaws referred to in subclause (1) remains in force in the area to which it</p>	<p>Part 6 [Repealed]</p>	<p>Removed or updated as related information for consistency with best practice bylaw drafting standards.</p>

Current Bylaw clause (2015)	Proposed amendment (2021)	Reasons for change																				
<p>applies until revoked or replaced by an equivalent resolution or decision made by the council under this bylaw.</p> <p>(3) Any licence, consent, permit, dispensation, permission or other form of approval made under the bylaws referred to in subclause (1) continues in force but:</p> <p>(a) expires:</p> <p>(i) on the expiry date specified in that approval; or</p> <p>(ii) if no expiry date is specified in that approval, 12 months from the date that this bylaw comes into force; and</p> <p>(c) can be renewed only by application made and determined under this bylaw.</p> <p>(4) Any application for a consent, permit, dispensation, permission or other form of approval made under a bylaw referred to in subclause (1) that was filed before the day on which this bylaw commences but is not yet determined must be dealt with by the council under the former bylaw as if this bylaw had not been made.</p> <p>28 Revocations</p> <p>(1) The following bylaws are revoked:</p> <p>(a) Auckland City Council Stormwater Bylaw 2008;</p> <p>(b) Papakura District Council Stormwater Bylaw 2008; and</p> <p>(c) Chapter 21 (Stormwater drainage) of the Rodney District Council General Bylaw 1998.</p>																						
<p>Section 4: Register of Controls</p>	<p>Schedule 1 Register of Controls</p> <table border="1" data-bbox="786 1018 1845 1485"> <thead> <tr> <th>Action</th> <th>Description</th> <th>Date of Decision</th> <th>Decision Reference</th> <th>Commencement</th> </tr> </thead> <tbody> <tr> <td>Control</td> <td>Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater</td> <td>XX XXXX 2022</td> <td>GB/2022/XX</td> <td>XX XXXX 2022</td> </tr> <tr> <td>Control</td> <td>Stormwater Management Devices in the Auckland Region December 2017 Guideline Document 2017/001</td> <td>XX XXXX 2022</td> <td>GB/2022/XX</td> <td>XX XXXX 2022</td> </tr> <tr> <td>Control</td> <td>Water Sensitive Design for Stormwater March 2015 Guideline Document 2015/004</td> <td>XX XXXX 2022</td> <td>GB/2022/XX</td> <td>XX XXXX 2022</td> </tr> </tbody> </table>	Action	Description	Date of Decision	Decision Reference	Commencement	Control	Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater	XX XXXX 2022	GB/2022/XX	XX XXXX 2022	Control	Stormwater Management Devices in the Auckland Region December 2017 Guideline Document 2017/001	XX XXXX 2022	GB/2022/XX	XX XXXX 2022	Control	Water Sensitive Design for Stormwater March 2015 Guideline Document 2015/004	XX XXXX 2022	GB/2022/XX	XX XXXX 2022	<p>Section 4 amended to Schedule 1 to include controls under the Bylaw.</p>
Action	Description	Date of Decision	Decision Reference	Commencement																		
Control	Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater	XX XXXX 2022	GB/2022/XX	XX XXXX 2022																		
Control	Stormwater Management Devices in the Auckland Region December 2017 Guideline Document 2017/001	XX XXXX 2022	GB/2022/XX	XX XXXX 2022																		
Control	Water Sensitive Design for Stormwater March 2015 Guideline Document 2015/004	XX XXXX 2022	GB/2022/XX	XX XXXX 2022																		

Current Bylaw clause (2015)	Proposed amendment (2021)					Reasons for change
	Control	Stormwater Soakage and Groundwater Recharge in the Auckland Region 2021 Guideline Document GD2021/007	XX XXXX 2022	GB/2022/XX	XX XXXX 2022	
	Control	Schedule 4: Connection Requirements of Auckland Council Regionwide Stormwater Network Discharge Consent	XX XXXX 2022	GB/2022/XX	XX XXXX 2022	
<p>Section 1: History of bylaw</p> <p>Section 2: Related documents</p> <p>Section 3: Delegations</p> <p>Section 5: Licences</p> <p>Section 6: Enforcement powers and related legislation</p> <p>Section 7: Offences and penalties</p> <p>Section 8: Monitoring and review</p>	<p>Section 1: History of bylaw <i>[added as related information]</i></p> <p>Section 2: Related documents <i>[added as related information]</i></p> <p>Section 3: Delegations <i>[added as related information]</i></p> <p>Section 5: Licences <i>[removed, not necessary]</i></p> <p>Section 6: Enforcement powers and related legislation <i>[added as related information]</i></p> <p>Section 7: Offences and penalties <i>[added as related information]</i></p> <p>Section 8: Monitoring and review <i>[removed, not necessary]</i></p>					<p>Removed or updated as related information for consistency with best practice bylaw drafting standards.</p>

Find out more: **phone 09 301 0101**
or visit **aucklandcouncil.govt.nz/**

Attachment C: Summary of public feedback

PROPOSAL TO AMEND THE STORMWATER BYLAW 2015

FEEDBACK OVERVIEW

Te take mō te pūrongo

Purpose of the report

The information in this report summarises feedback received during the consultation period of 22 September to 27 October 2021 on the proposal to amend the Stormwater Bylaw 2015.

Whakarāpopototanga matua

Executive summary

We consulted with the public on the proposal to amend the Stormwater Bylaw 2015. Submitters were asked their views on the proposal to amend the Stormwater Bylaw 2015 that aims to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network. This includes:

- specifying controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems;
- considering additional requirements for vesting of public assets and approvals under the bylaw, including the ability to assess the carbon lifecycle associated with the construction and operation of new stormwater network assets;
- requiring approvals for modifications or new engineered wastewater overflow points into the stormwater network to assist with the protection of public health and safety when the overflow points activate;
- restricting or excluding certain activities for parts of the stormwater network to protect public health and safety from activities such as fishing or kayaking in stormwater treatment devices like ponds and wetlands;
- updating the bylaw wording, format, and definitions.

We received public feedback via an online form, and e-mail.

Overall:

- A total of 79 pieces of feedback were received.
- 68 pieces of feedback (86%) were received via the online form and 11 (14%) via email.
- We heard from 18 organisations (24% of all submissions).

Consultation items

Proposal 1: Controls on public stormwater network and private stormwater systems

Over half of the submitters (60%) **agreed** with the proposal. 21% of comments related to specific controls.

Proposal 2: Additional requirements for vesting of public assets and approvals

Just under half of the submitters (47%) **agreed** with the proposal. A third of the submitters (33%) **disagreed** with the proposal. 20% of the comments related to mana whenua values.

Proposal 3: Approving modifications or new engineered wastewater overflow points

Almost two-thirds of the submitters (64%) **agreed** with the proposal. 5% **disagreed**. 11% of comments related to wastewater management, and further 11% of comments related to public health and safety.

Proposal 4: Restricting or excluding activities for parts of the stormwater network

Just under half of the submitters (48%) **agreed** with the proposal and 26% disagreed. The largest number of comments related to the scope of the restrictions.

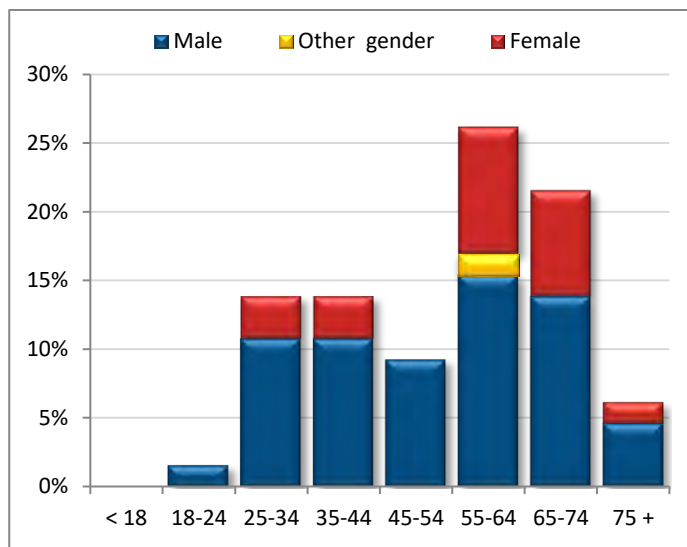
Proposal 5: Updating the bylaw wording, format, and definitions

Almost three quarters (73%) of submitters **agreed** with the proposal. The largest number of comments related to easier reading.

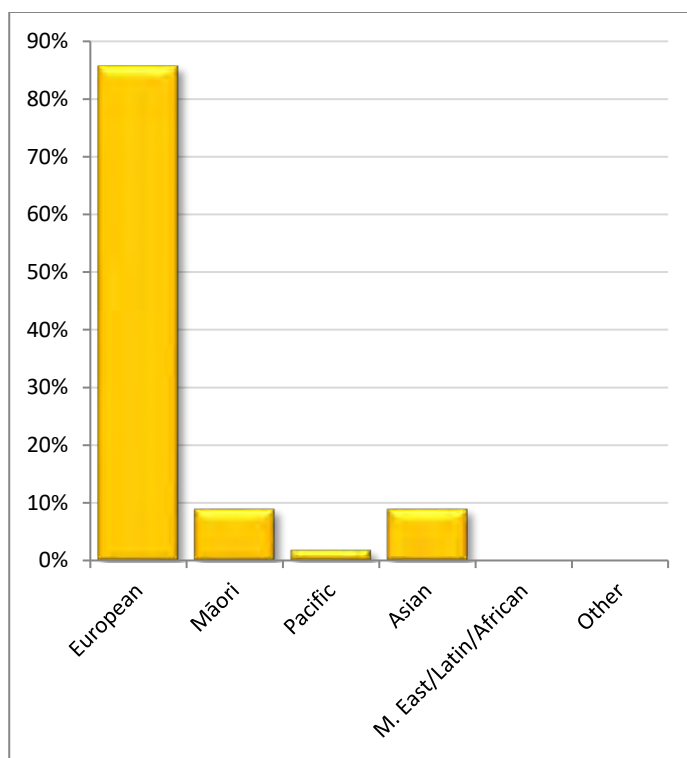
Who we heard from

The tables below indicate the demographic profile of those that answered the demographic questions.

AGE	Male	Female	Diverse	Total	%
< 18	0	0	0	0	0%
18 – 24	1	0	0	2	3%
25 – 34	7	2	0	9	14%
35 – 44	7	2	0	9	14%
45 – 54	6	0	0	8	12%
55 – 64	10	6	1	18	28%
65 – 74	9	5	0	15	23%
75 +	3	1	0	4	6%
Total				65	100%



ETHNICITY	#	%
European	48	86%
Pākehā/NZ European	45	80%
Other European	3	5%
Māori	5	9%
Pacific	1	2%
Samoan	1	2%
Tongan	0	0%
Other Pasifika	0	0%
Asian	5	9%
Chinese	0	0%
Korean	0	0%
South East Asian	0	0%
Indian	5	9%
Other Asian	0	0%
Middle Eastern/Latin American/African	0	0%
Other (incl. Kiwi/New Zealander)	0	0%
Total	56	NA



The table below indicates the total number of feedback received by the local board that submitters live in.

LOCAL BOARD	Total	Percentage
Albert-Eden	5	6%
Aotea/Great Barrier	0	0%
Devonport-Takapuna	7	9%
Franklin	6	8%
Henderson-Massey	4	5%
Hibiscus and Bays	2	3%
Howick	5	6%
Kaipātiki	2	3%
Māngere-Ōtāhuhu	1	1%
Manurewa	1	1%
Maungakiekie-Tāmaki	6	8%
Ōrākei	7	9%
Ōtara-Papatoetoe	1	1%
Papakura	2	3%
Puketāpapa	3	4%
Rodney	3	4%
Upper Harbour	1	1%
Waiheke	3	4%
Waitākere Ranges	4	5%
Waitematā	4	5%
Whau	2	3%
Regional organisation	7	9%
Not supplied	3	4%
Outside Auckland	0	0%
TOTAL	79	100%

Urupare

Feedback

Proposal 1: Controls on public stormwater network and private stormwater systems

Submitters were asked to choose a response and then to provide a comment in an open comment field.

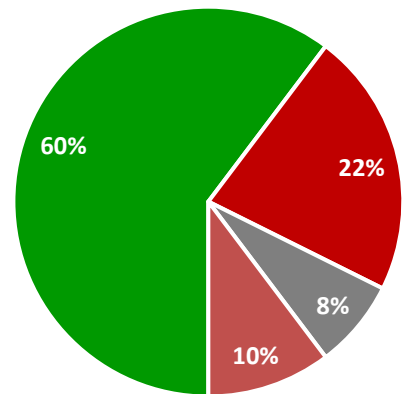
(n=79 submitters made submissions whilst 68 selected a response to this question)

SUMMARY OF FEEDBACK

Over half of submitters (60%) **agreed** with the proposal specifying controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems

RESPONSE	TOTAL	%
Agree	41	60%
Disagree	15	22%
Other	5	7%
Don't know	7	10%
TOTAL	68	100%

- Agree
- Disagree
- Other
- I don't know



Most common theme

21% of comments related to specified controls

(14 comments)



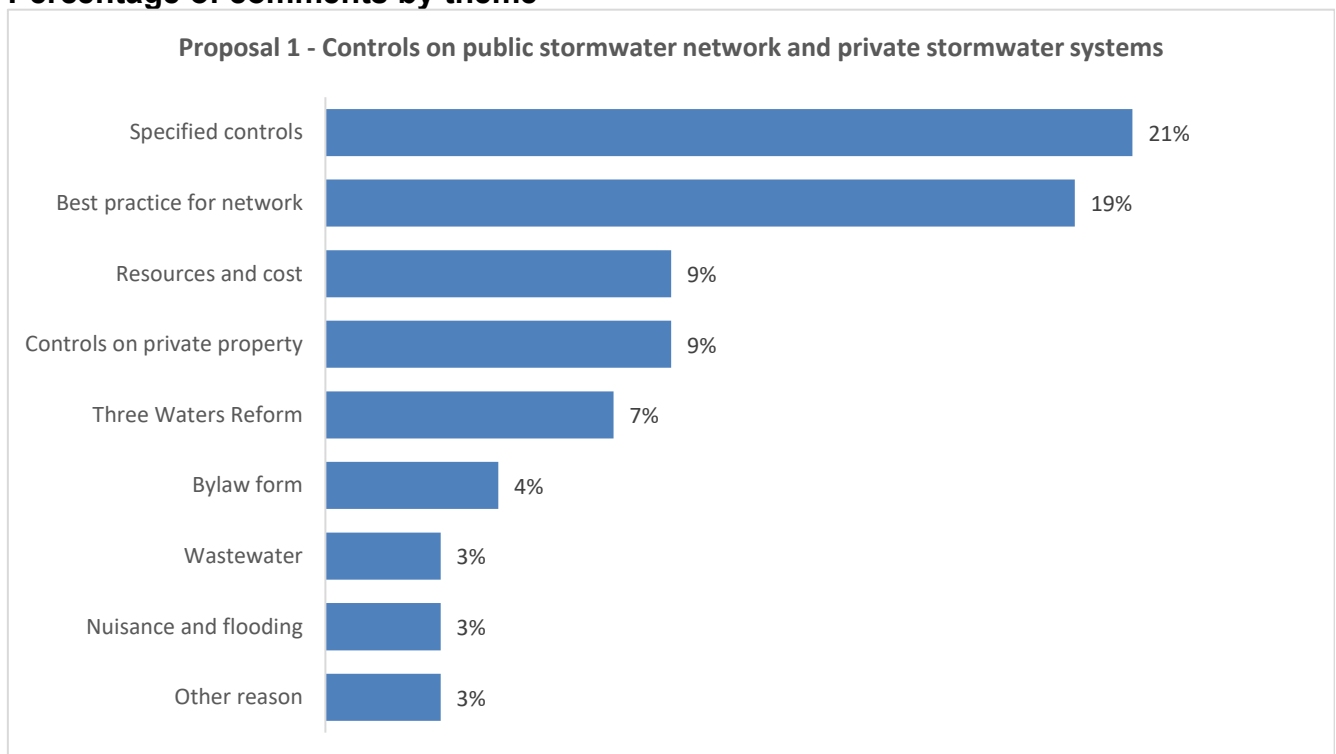
Two comments were received from submitters supporting the proposal, six selected the 'disagree' option.

Comments included:

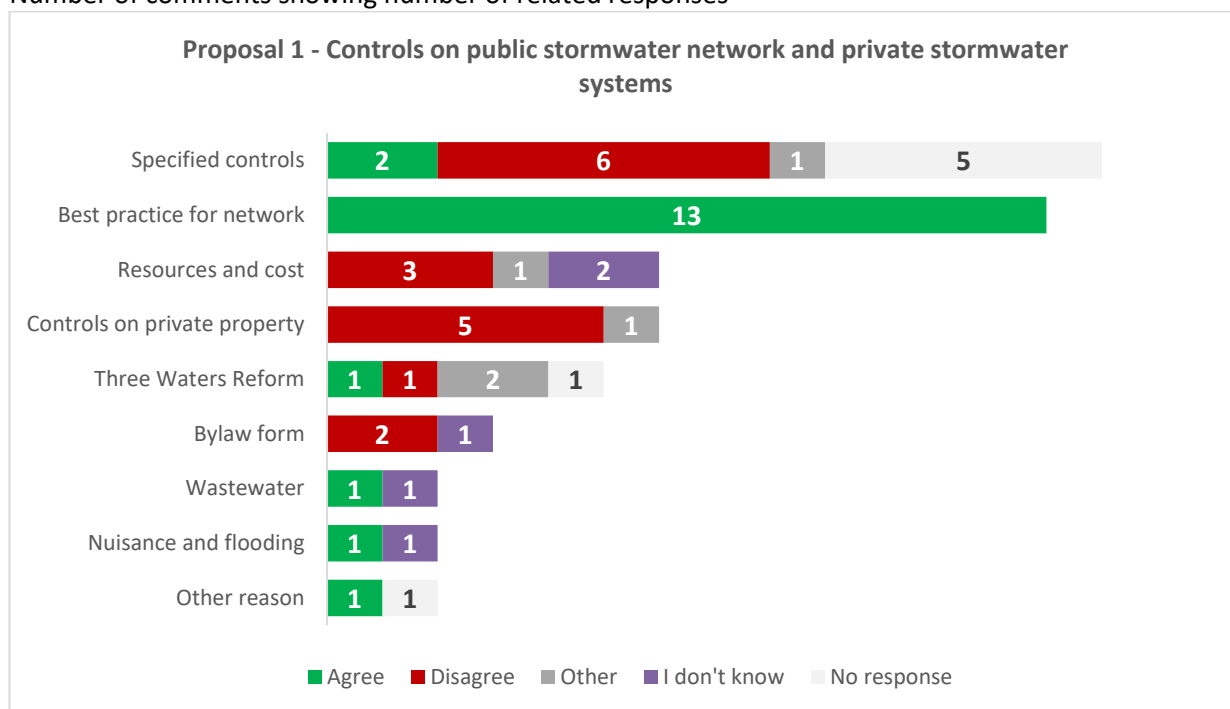
- It is time to update codes and guidelines. When preparing code and guides, provide enough help to design stormwater systems.
- Many of the documents being included in the Register of Controls are "Guidance Documents". The inherent nature of these documents is that they provide guidance, and they are not voluntary and do not prescribe a mandatory standard.

THEMES	TOTAL	%
Specified controls	14	21%
Best practice for network	13	19%
Resources and cost	6	9%
Controls on private property	6	9%
Three Waters Reform	5	7%
Bylaw form	3	4%
Wastewater	2	3%
Nuisance and flooding	2	3%
Other reason	2	3%

Percentage of comments by theme



Number of comments showing number of related responses



Proposal 2: Additional requirements for vesting of public assets and approvals

Submitters were asked to choose a response and then to provide a comment in an open comment field.

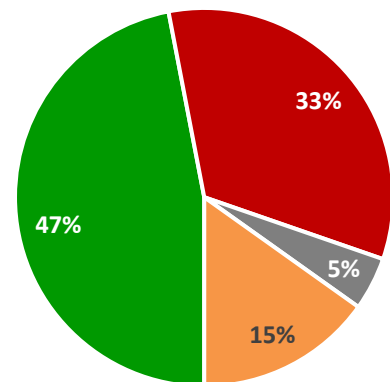
(n=79 submitters made submissions whilst 66 selected a response to this question)

SUMMARY OF FEEDBACK

Just under half of the submitters (47%) **agreed** with the proposal for additional requirements for vesting of public assets and approvals, whilst a third of the submitters (33%) disagreed with the proposal.

RESPONSE	TOTAL	%
Agree	31	47%
Disagree	22	33%
Other	3	5%
Don't know	10	15%
TOTAL	66	100%

- Agree
- Disagree
- Other
- I don't know



Most common theme

20% of comments related to mana whenua values.

(13 comments) Nine of submitters providing comments disagreed with the proposal, three agreed



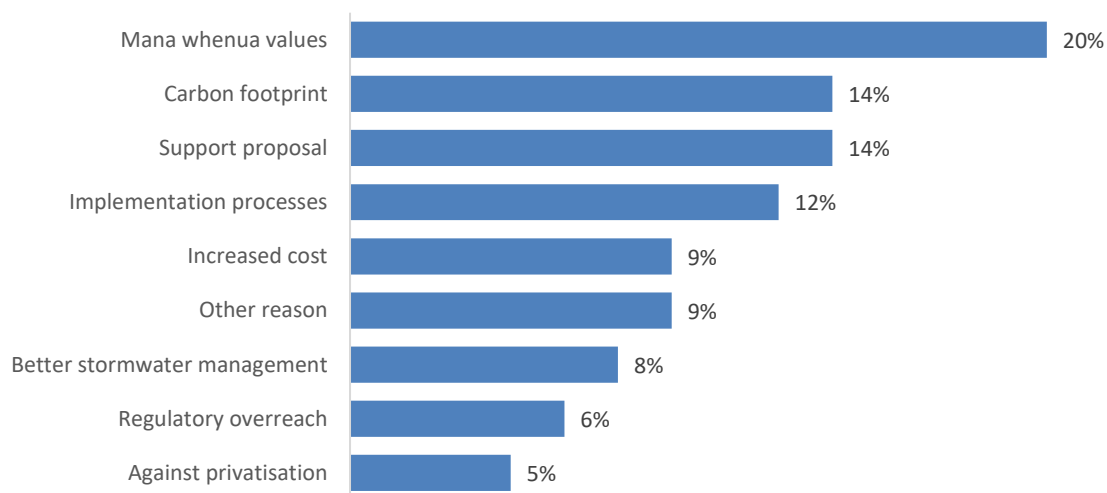
Comments included:

- Mana whenua values should be considered and consulted on. Such values are not universal and often disputed. They should be considered and included in framework, not an ongoing reinterpretation.
- Stick to technical requirements only. Don't include anything to do with carbon footprint and mana whenua values.

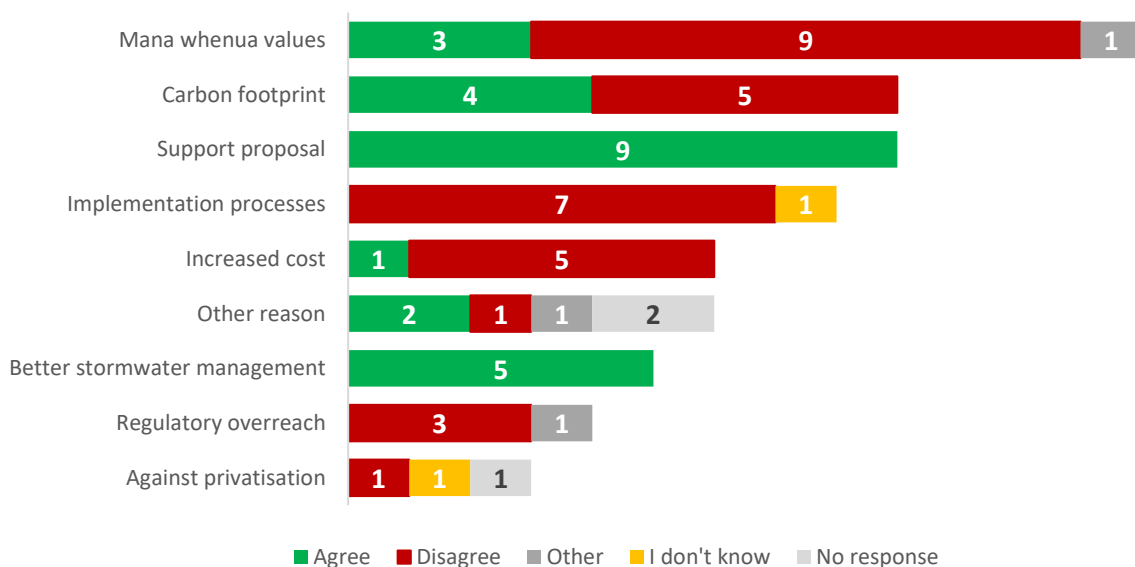
THEMES	TOTAL	%
Mana whenua values	13	20%
Carbon footprint	9	14%
Support proposal	9	14%
Implementation processes	8	12%
Increased cost	6	9%
Other reason	6	9%
Better stormwater management	5	8%
Regulatory overreach	4	6%
Against privatisation	3	5%

Percentage of comments by theme

Proposal 2 - Additional requirements for vesting of public assets and approvals



Proposal 2 - Additional requirements for vesting of public assets and approvals



Proposal 3: Approving modifications or new engineered wastewater overflow points

Submitters were asked to choose a response and then to provide a comment in an open comment field.

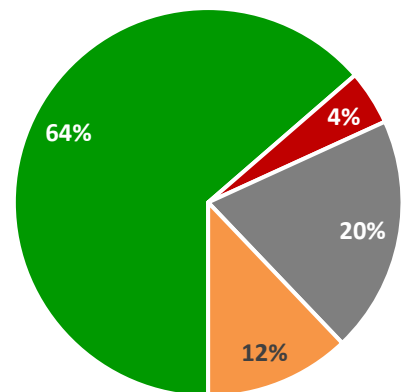
(n=79 submitters made submissions whilst 66 selected a response to this question)

SUMMARY OF FEEDBACK

Almost two-thirds of the submitters (64%) **agreed** with the proposal for approving modifications or new engineered wastewater overflow points whilst 5% (3 submitters) disagreed with the proposal.

RESPONSE	TOTAL	%
Agree	42	64%
Disagree	3	5%
Other	13	20%
I don't know	8	12%
TOTAL	66	100%

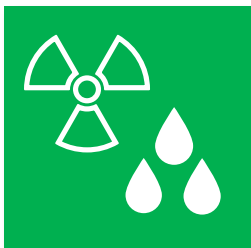
- Agree
- Disagree
- Other
- I don't know



Most common theme

11% of comments related to wastewater management
And 11% of comments related to public health and safety

(7 comments each)



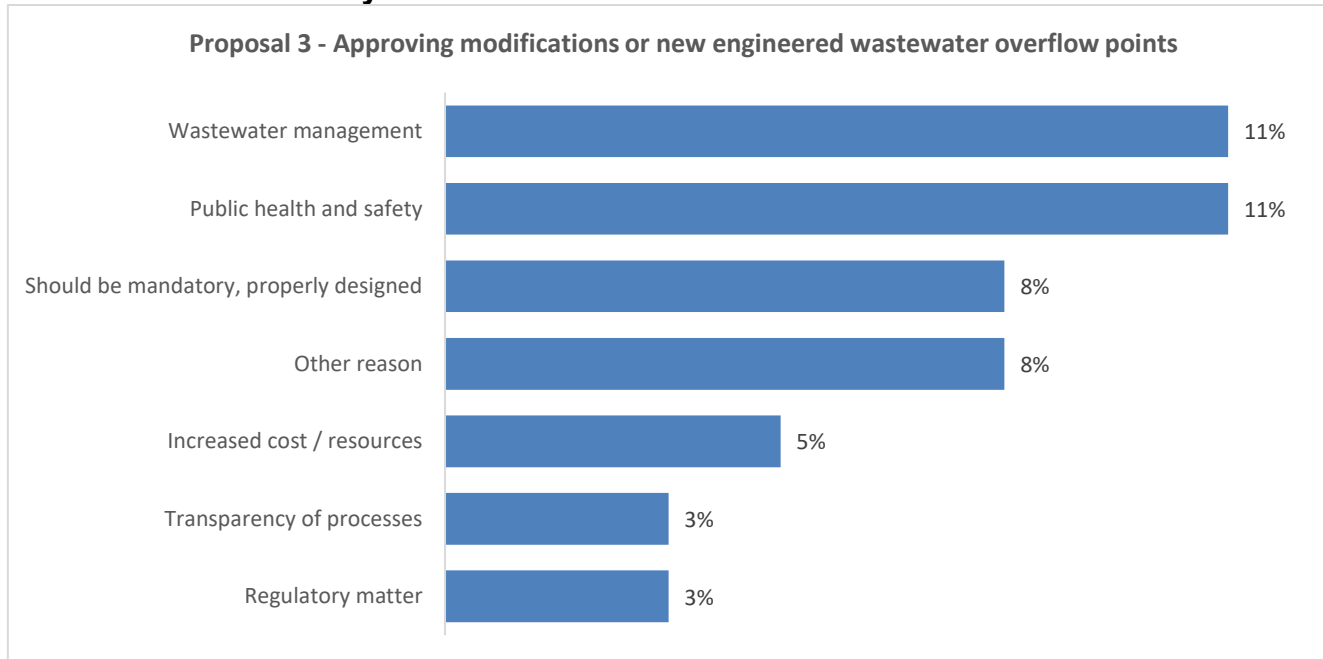
Comments included:

- Qualified operators need to be in total control of wastewater outlets to ensure the protection of our waterways for public health and safety.
- I would hope this would help prevent wastewater overflow from entering our waterways and oceans, though you haven't actually said that.

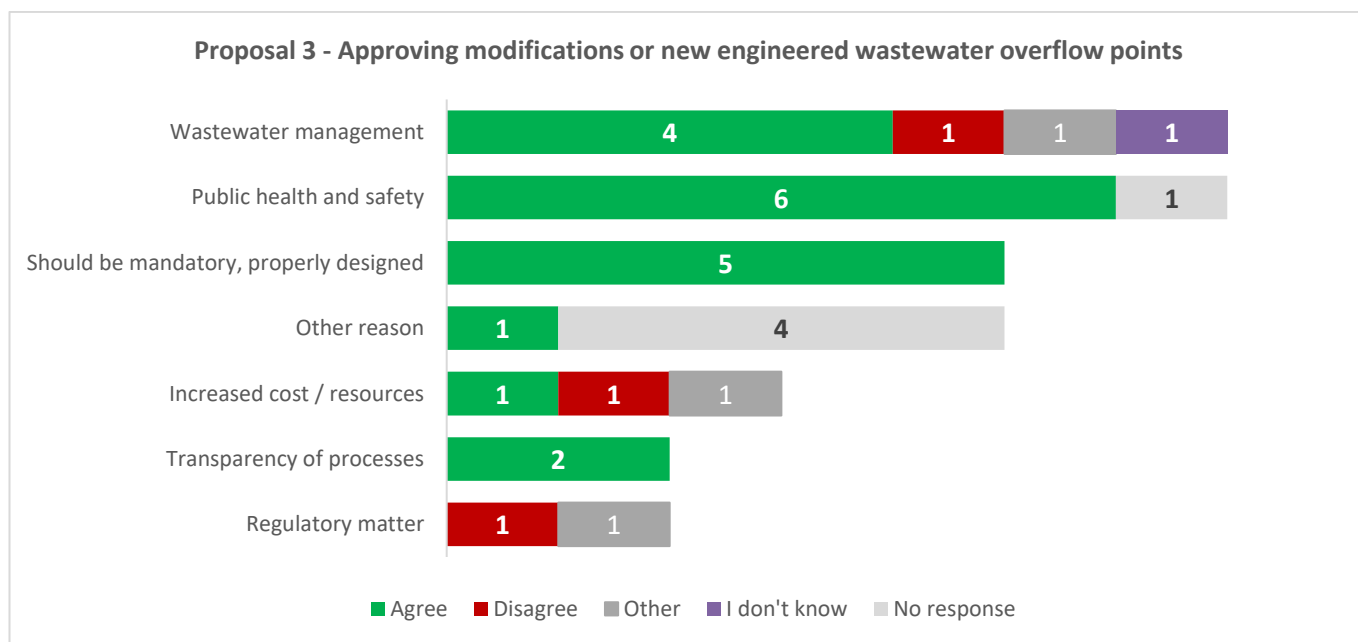
Percentage of comments by theme

THEMES	TOTAL	%
Wastewater management	7	11%
Public health and safety	7	11%
Should be mandatory, properly designed	5	8%
Other reason	5	8%
Increased cost / resources	3	5%
Transparency of processes	2	3%
Regulatory matter	2	3%

Percent of comments by theme



The following themes had one response: **Private property issues** and **bylaw form**



Proposal 4: Restricting or excluding activities for parts of the stormwater network

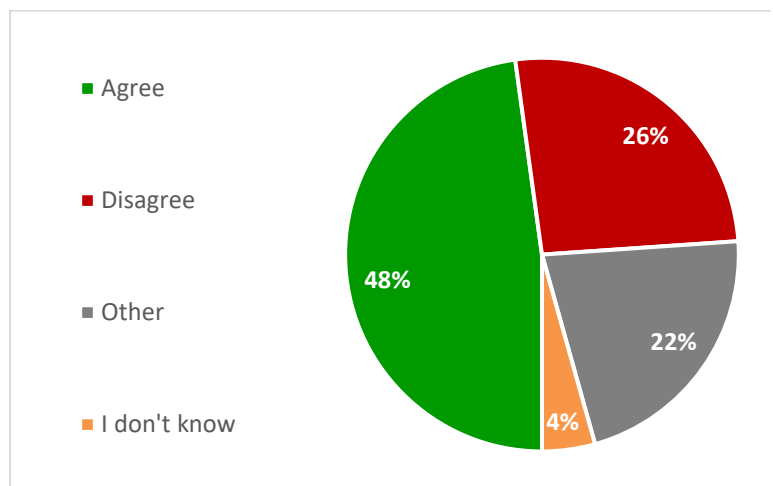
Submitters were asked to choose a response and then to provide a comment in an open comment field.

(n=79 submitters made submissions whilst 69 selected a response to this question)

SUMMARY OF FEEDBACK

Just under half of the submitters (48%) **agreed** with the proposal for restricting or excluding activities for parts of the stormwater network, whilst (26%) disagreed with the proposal.

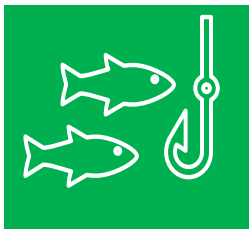
RESPONSE	TOTAL	%
Agree	33	48%
Disagree	18	26%
Other	15	22%
I don't know	3	4%
TOTAL	69	100%



Most common theme

16% of comments related to the scope of the restrictions.

(11 comments)

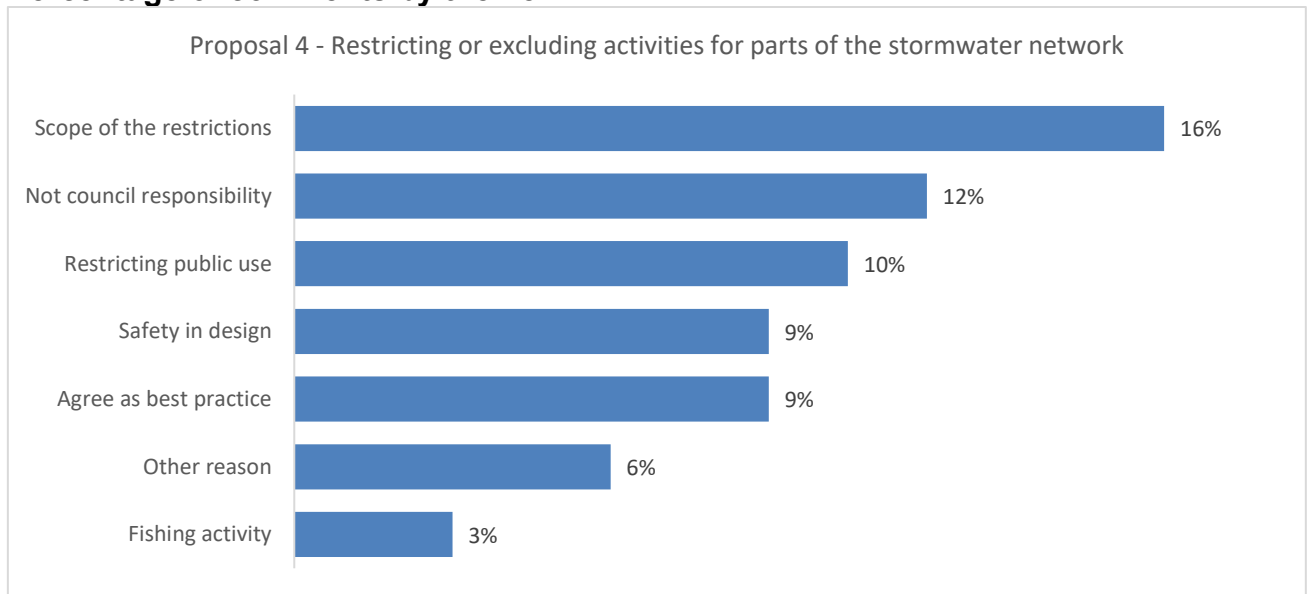


Comments included:

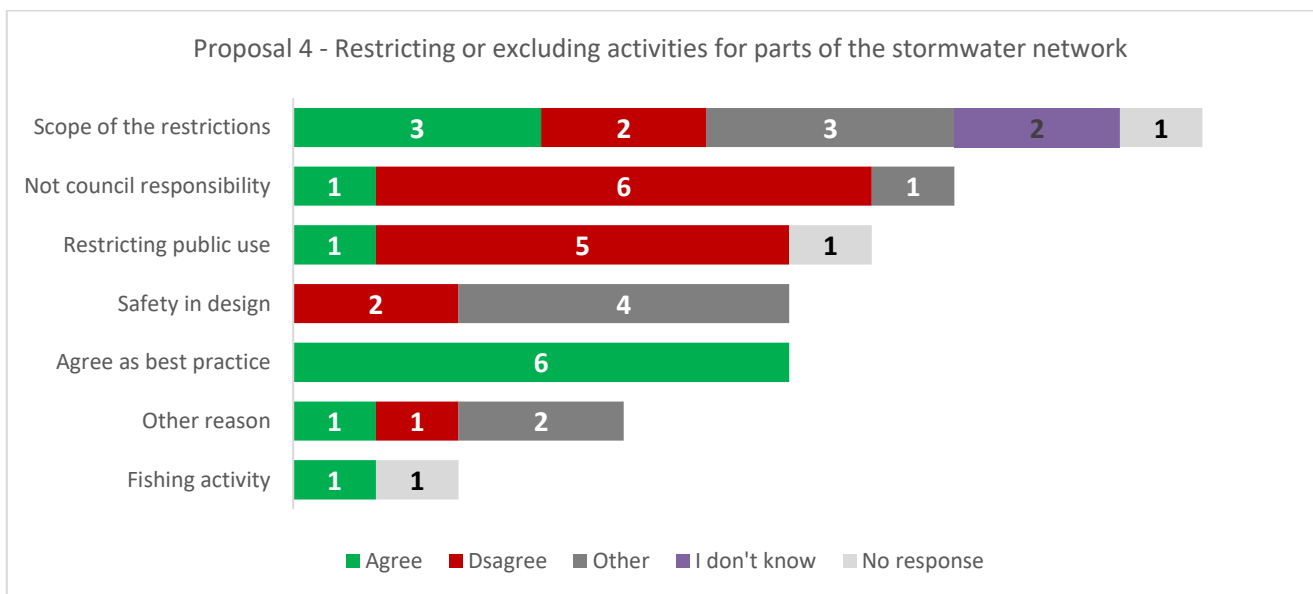
- Every case depends on the risk of danger, your ban on activities should be based on a case-by-case evaluation... not all risks will be equal.
- I agree with restricting / banning some recreational activities. However, they should still be accessible for some, safer, purposes, for example larger stormwater ponds and wetlands can hold important wildlife, I would like to access some of these for recreational birding.

THEMES	TOTAL	%
Scope of the restrictions	11	16%
Not council responsibility	8	12%
Restricting public use	7	10%
Safety in design	6	9%
Agree as best practice	6	9%
Other reason	4	6%
Fishing activity	2	3%

Percentage of comments by theme



The following themes had one response: **Increased cost; Man made device only not natural ones** and **Iwi rights on gathering**.



Proposal 5: Updating the bylaw wording, format, and definitions

Submitters were asked to choose a response and then to provide a comment in an open comment field.

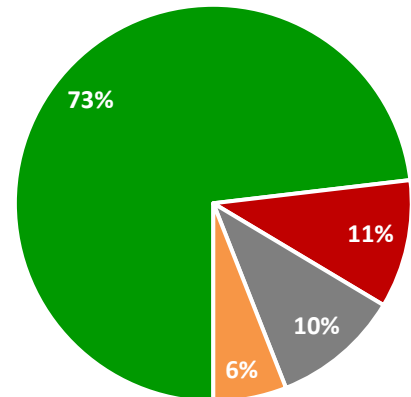
(n=79 submitters made submissions whilst 67 selected a response to this question)

SUMMARY OF FEEDBACK

Almost three quarters of submitters (73%) **agreed** with the proposal to update the wording, format and definitions in the bylaw. Ten percent of submitters disagreed and the same number selected “other” as a response.

RESPONSE	TOTAL	%
Agree	49	73%
Disagree	7	10%
Other	7	10%
I don't know	4	6%
TOTAL	67	100%

- Agree
- Disagree
- Other
- I don't know



Most common theme

16% Agreed that the proposal would provide easier reading

(11 comments)



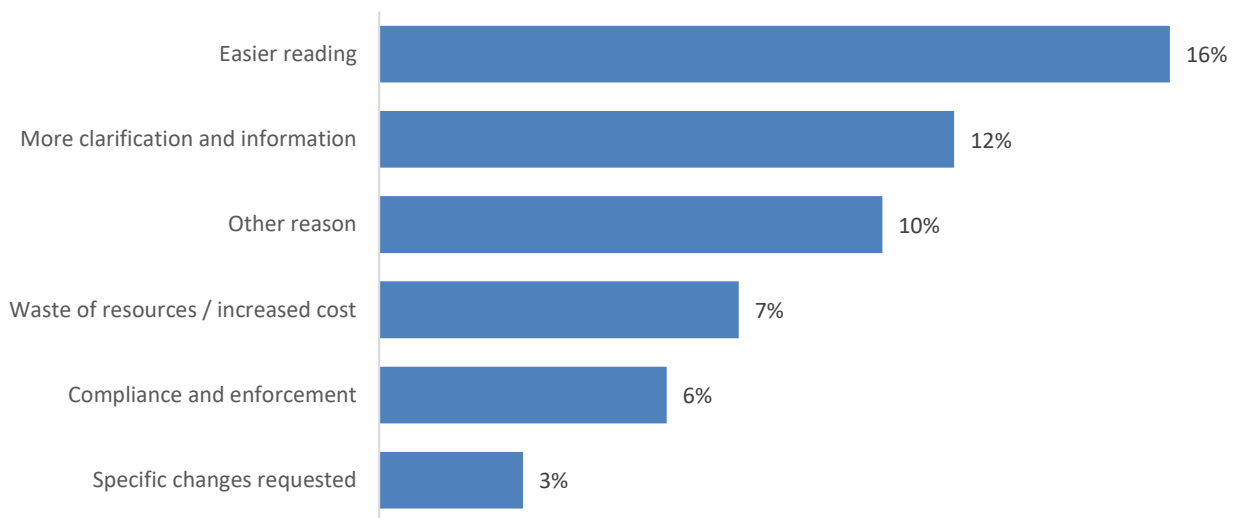
Comments included:

- ALL rules should be easy to understand otherwise how can people follow them?
- These things need to be easy for anyone to read and comprehend.
- Whatever helps and can easily be accessed and understood by citizens.

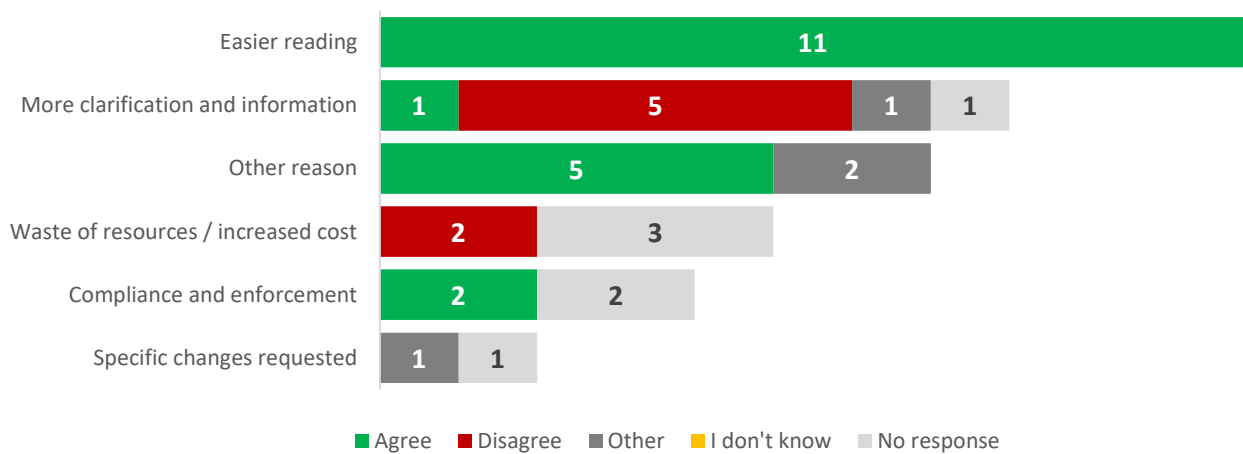
THEMES	TOTAL	%
Easier reading	11	16%
More clarification and information	8	12%
Other reason	7	10%
Waste of resources / increased cost	5	7%
Compliance and enforcement	4	6%
Specific changes requested	2	3%

Percentage of comments by theme

Proposal 5 - Updating the bylaw wording, format, and definitions



Proposal 5 - Updating the bylaw wording, format, and definitions



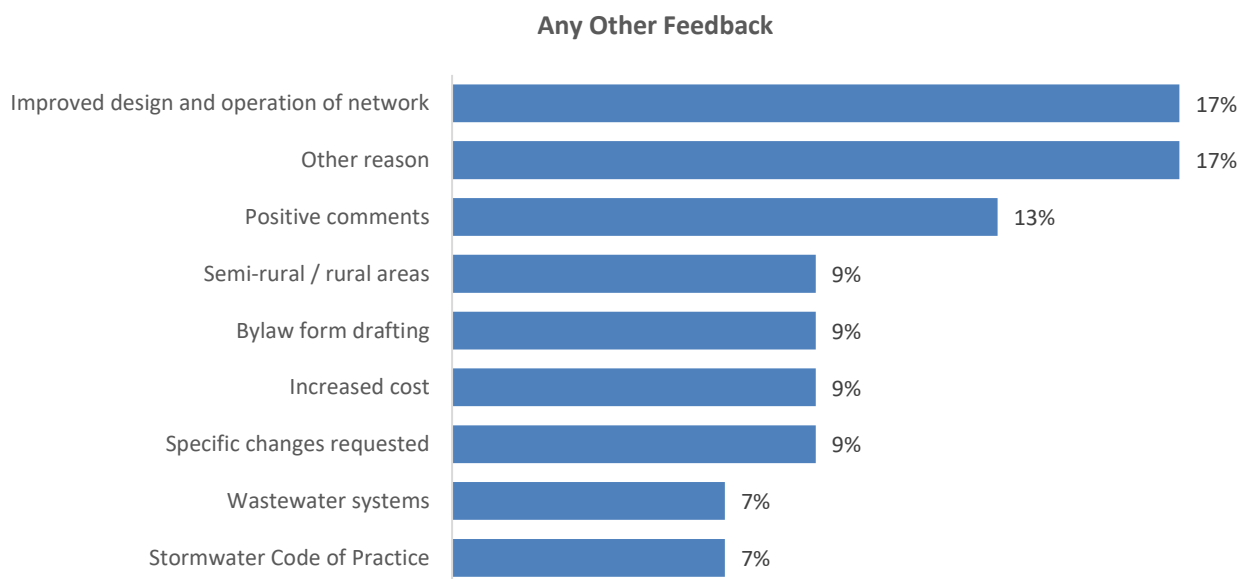
Do you have any other feedback on proposed amendments to the Stormwater Bylaw 2015?

Submitters were asked to provide their comments in an open comment field.

(n=46 responses)

THEMES	TOTAL	%
Improved design and operation of network	8	17%
Other reason	8	17%
Positive comments	6	13%
Semi-rural / rural areas	4	9%
Bylaw form drafting	4	9%
Increased cost	4	9%
Specific changes requested	4	9%
Wastewater systems	3	7%
Stormwater Code of Practice	3	7%

Percentage of comments by theme



The following themes had one response ***Focus on the receiving environment; Consider businesses; Against privatisation; Private property stormwater and Māori related comments.***

Attachment D: Online and written feedback



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

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We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Maungakiekie-Tāmaki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: It makes sense to follow best practice

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: as above

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Makes sense, its your asset

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Stormwater ponds often become the dumping ground for unwanted fish, turtles, and fish as part of a cultural ritual. Auckland Council needs to better educate and manage this issue to give our native flora and fauna a chance to survive.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Of all the Council departments Healthy Waters (in particular the design team and operations) do a great job and are well respected in the community.

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Your details

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Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Automated monitoring of new EOPs should be mandatory in most cases.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal?

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Waitākere Ranges**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Whether is it public or private system, in order to function properly it has to be designed, maintained and operated to an acceptable/appropriate standard.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: The understanding of stormwater and the now known complexity of the stormwater system has exceeded the current requirements. Additional consideration need to be added to capture this as above (to ensure a better and sustainable operation).

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: Would agree to the point where only when all other options have been exhausted before an overflow discharge is approved.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: Stormwater assets should connect people closer with the water not ban them from it. Any concerns regarding public safety should be addressed through the design codes and standards to ensure these assets can be used for kayaking etc.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Simplification is great as long as it doesn't simplify too much and "cloud" critical information.

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Albert-Eden**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Other

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal?

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Are there activities that could still be allowed: for example sailing model yachts would not seem to present any health risk.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal?

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Perhaps not on the bylaw, unless the bylaw could feed into this:

The steady reduction in permeable space on private properties is one of the activities that increases pressure on our storm water system. This reduction is partly driven by overall planning rules, but much of it seems driven by interpretation, implementation and enforcement. Examples: concrete paths along side yards often leave no permeable ground, and yet are excluded from coverage calculations. The addition of paving after a build is often done without consents.

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Your details

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Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal?

Tell us why: Do not take up the 3 Waters proposal that the Government is currently offering.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

Tell us why: Auckland City needs to retain the ownership of all its water infrastructure.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal?

Tell us why: Keep control of Aucklands water assets with people that are elected into the role

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal?

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal?

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Howick**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Without being specific, the proposals seems to empower more requests from specialists, more report, testing, consultation that will 100% add to the cost of compliance. This is reaching levels already that is fuelling unbearable costs for any subdivision - passed on by the developer and disconnecting the public from any form of housing affordability. The level of compliance is already so onerous and nothing in the proposal seems to suggest you are in any way trying to curb this.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: You are adding costs by the spadeful.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Franklin**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Waste of time and money changing it for no gain. FFS it was only 6 year ago this was updates and our little place in the world hasn't changed that much.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Carbon footprint doesn't have any relevance if we're unable to reasonably deal with the basics like storm water management. You don't have any mechanism to input Maori language feedback so why bother including mana whenua values in the first place. Changing the title does nothing to deal with storm water in case you were wondering.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: Personal responsibility.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Disagree

Tell us why: Wasting money.

6. Do you have any other feedback on Stormwater Bylaw?

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Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board:

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: Don't know what is to be added

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why: Ehhh!

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Franklin**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: If Activities were banned Events such as Litter Clean ups would be restricted as to how much effect they could have. Waterways could not be cleaned up to improve there health.

General members of the Public like myself would be in breach of the bylaw if we cleaned litter out of Streams.

Fishing is low risk and it could affect iwi rights to gather kai

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Re Question 4 Restricting or excluding activities for parts of the stormwater network

Litter Clean ups: Charities such as Sea Cleaners could be in breach when they work is Stream mouths that open to the ocean so restrictions if any would have to be very well defined

Waterways could not be cleaned up to improve there health: Groups like Manukau beatification Trust who run Te Puhinui Clean Up Days could be in breach

General members of the Public: Couldn't just grab a boat or kayak and do a clean up they would be in breach.

Fishing is low risk and it could affect iwi rights to gather kai

Important privacy information

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Statement of Proposal to amend the Stormwater Bylaw 2015

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We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Franklin**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Don't need further council control over private assets

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Sewage and storm water are not cultural treasures even if they are maori poo. Basically keeping untreated sewage out of the ocean should be a far higher priority than carbon zero bullshit.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Disagree

Tell us why: Basically keeping untreated sewage out of the ocean should be a far higher priority than making it an easy approved process.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: there are considerable amenity uses from stormwater assets. Stupid people will still get hurt and will only punish responsible members of the public.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Important privacy information

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Stormwater Bylaw

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Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: No idea what you are asking opinion on.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: You aren't saying what the hell it is you intend to change

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why: This is bollocks.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: People can look after themselves

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? I don't Know

Tell us why: Define easier?

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Your details

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Name of organisation/business:

Your local board: **Hibiscus and Bays**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: If navigatable should be allowed as long as no damage. Some of our creeks are been returned to former glory by volunteers for purpose of public been able to use. This would stop them from using small boats, kayaks etc in their work

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Simple that way no one can say they don't understand

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board:

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

In addition the Stormwater Bylaw should include for the provision of a drainage master plan for the elimination of all combined sewers in Auckland City. As the owner and operator of the stormwater drainage infrastructure Auckland Council has a public health obligation and duty to prepare and regularly update a drainage master plan that covers both stormwater and sewage collection and disposal.

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Your details

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Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Giving council control of anything to do with our private properties is costly, prohibitive and restrictive.... Council should rather focus on public stormwater distribution, fresh water supply and waste water treatment.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: I disagree with the vesting of assets paid for by the public into another government body for a fraction of their cost and value. Its theft or fraud at best!

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: This is a better focus for council

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: This is turning into police state like behaviour! I dont pay my rates for this...

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? I don't Know

Tell us why: Need to see what is proposed in more detail and why.

6. Do you have any other feedback on Stormwater Bylaw?

Focus on dealing with where it goes rather than where it comes from unless you can change the weather!!!

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Your details

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Name of organisation/business:

Your local board: **Hibiscus and Bays**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: I have recently seen the mess that stormwater discharge on building sites makes in our streams, and I would like to see regulations and controls on this tightened.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: As long as it does not affect the quality of our waterways.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? I don't know

Tell us why: It would depend upon the safety of the stormwater ponds, both environmentally and in the case of accidents.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Anything that makes reading easier is an improvement.

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Waitākere Ranges**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: I have no idea what you are talking about. What are you proposing to add?

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? I don't know

Tell us why: What parts? What activities are occurring there now? Have you consulted interested parties?

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why: I don't know what "improving enforcement provisions" means in this context. Does this mean increasing fines?

6. Do you have any other feedback on Stormwater Bylaw?

your explanations of the reforms are very poor.

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Your details

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Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

All the above are sound proposals that give clarity and transparency

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Your details

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Name of organisation/business:

Your local board: **Maungakiekie-Tāmaki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Good idea, you can't trust industry to do the right thing

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: Great to see you considering the carbon footprint of the infrastructure

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: I am sick of our beaches being closed due to overflows, anything you can do to keep poo out of the water has my vote

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: This is excellent, my understanding is that you need to change the Unity Plan to change someones right to fish. We should stop all fishing in wetlands as target species and bycatch are threatened with extinction.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: This is excellent, I often find Council laws hard to read.

6. Do you have any other feedback on Stormwater Bylaw?

Attached is a photo of sewage coming out of a manhole today, you have a lot of work to do!

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Your details

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Name of organisation/business:

Your local board: **Howick**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Mana Whenua values should be considered and consulted on such values are not universal and often disputed. they should be considered and included in in framework. not a ongoing reinteretation.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: every new

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? I don't Know

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

we need to reduce the size/cubic volume of new connections applicant should show they have taken reasonable measure to contain within there own site storm water by such things as ponds/wet areas and reduced areas of imperious surfaces. as a simple example a supermarket open parking area which can be very expansive should have ways of retain the storm water on their site. by creating a pond say On a housing site vast areas of parking turnaround areas should be limited

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Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Kaipātiki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Vigorously Push Back against the Labour .govt 3 Waters Takeover !!!

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: 1. Vigorously Push Back against the Labour .govt 3 Waters Takeover !!!

2. Rate Payers have funded these assets and therefore, through council, must retain ownership of these assets.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

- Tell us why:** 1. Solve waste water overflow issues at their source.
2. Vigorously Push Back against the Labour .govt 3 Waters Takeover !!!

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

- Tell us why:** 1. Fix the hazards.
2. Vigorously Push Back against the Labour .govt 3 Waters Takeover !!!

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

- Tell us why:** 1. In English
2. Vigorously Push Back against the Labour .govt 3 Waters Takeover !!!

6. Do you have any other feedback on Stormwater Bylaw?

Vigorously Push Back against the Labour .govt 3 Waters Takeover !!!

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Henderson-Massey**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: Uncharted water diversions from Public Roads, Council Land, Council Parks, Council Walkways etc, directed through private properties. Creating streams and creek runoff through private properties.

An asset register of all Under Road Pass Through Storm Water Pipes must be created by Councils.

Storm water pass through pipes under roads with no concrete encased ends and outlets causing road side Slips where whole road lanes are washed away.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: I had a situation inside my prior property at 33 Vermont Street where the combined 150 mm public sewer turned into a private combined sewer/storm water issue between Vermont Street and Summer Street, Ponsonby.

Auckland City Council designed and installed the common 150mm combined sewer main from 15 to 33 Vermont street. Through to Summer Street more than 100 years ago connecting into the Summer Street Sewer main. This was done for property development of new housing at that time.

Auckland City Council later on then claimed the sewer was not their asset. As the drainage/sewer line had no manholes it missed being allocated man hole numbers. So no Council asset was created through this area of private land ownership. Then Auckland City Council passed to drainage onto Metrowater. Auckland City Council did not want to rebuild a condemned asset at their own cost and passed the problem on to Metrowater. Metrowater did not want to accept that it was their problem maintaining and servicing their old Auckland City Council asset. Water care was created and the same problems and false policy claims existed.

My Lawyer Kevin Pearson 21 Vermont Street from Davenports City Law, is a property owned caught up in this scenario.

His sewer connects and runs through my old place. Diagonally passing across under land into the Summer Street Road Centre Connection Point.

Still today the Council Pipe network is not shown on the GIS Viewer.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Insurance, Health and Safety issues.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: Public safety and protection. Fishing, Children Swimming etc.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Simple people need to understand. We are not all Lawyers etc.

6. Do you have any other feedback on Stormwater Bylaw?

Bring it on to make life better, healthy and quality living in cities towns, rivers and lakes etc.

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Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

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Name of organisation/business:

Your local board: **Waiheke**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Other

Tell us why: Concern that this will result in heavy-handed rule-bound wastewater decisions on Waiheke that will destroy natural runoff that is essential to keep our ancient roadside reserve native podocarps alive thru summer droughts

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: insufficient information provided

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Essential to have special provisions for semi-rural parts of the Councils area

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Albert-Eden**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Stick to technical requirements only. Don't include anything to do with carbon footprint and mana whenua values.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Disagree

Tell us why: This should be covered by the consents obtained by the network utility operator. This should not be for the stormwater network asset owner / operator to decide. Surley this would put storm water operator in in a conflict of interest position as they are not going to want anything which impacts on them even if it is the most appropriate action.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Waitākere Ranges**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: It has a huge effect on people downstream when things aren't done properly.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why: I don't understand this point. Wastewater should never be overflowing into the stormwater?

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: People kayaking & fishing should be aware that river, stream & lake levels have the potential to rise when there's been rain. They need to be allowed to develop common sense.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: ALL rules should be easy to understand otherwise how can people follow them?

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Maungakiekie-Tāmaki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Name of organisation/business:

Your local board: **Maungakiekie-Tāmaki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: It is obvious that there will be fees associated with this.. It will be the end user that cannot pass the expenses on to others. IE the average person on the street pays. The Auckland fuel tax is an example of this, not only does the end user pay the tax for the vehicles that they drive, these costs are also built into the goods that they purchase, so they also end up paying for that as well. If people understood this concept there would be a lot more opposition to a lot of things that end up having fees charged for.

The current permitting system should already have enough controls and if not minor changes that will not add to fees charged is all that is required. If this is followed up by inspections to verify compliance as part of the inspection that are already required anyway.

The last thing that is needed is yet more rhetoric that will slow down building projects.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: It is obvious that there will be fees associated with this.. It will be the end user that cannot pass the expenses on to others. IE the average person on the street pays. The Auckland fuel tax is an example of this, not only does the end user pay the tax for the vehicles that they drive, these costs are also built into the goods that they purchase, so they also end up paying for that as well. If people understood this concept there would be a lot more opposition to a lot of things that end up having fees charged for.

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The last thing that is needed is yet more rhetoric that will slow down building projects.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Disagree

Tell us why: It is obvious that there will be fees associated with this.. It will be the end user that cannot pass the expenses on to others. IE the average person on the street pays. The Auckland fuel tax is an example of this, not only does the end user pay the tax for the vehicles that they drive, these costs are also built into the goods that they purchase, so they also end up paying for that as well. If people understood this concept there would be a lot more opposition to a lot of things that end up having fees charged for.

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4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: It is obvious that there will be fees associated with this.. It will be the end user that cannot pass the expenses on to others. IE the average person on the street pays. The Auckland fuel tax is an example of this, not only does the end user pay the tax for the vehicles that they drive, these costs are also built into the goods that they purchase, so they also end up paying for that as well. If people understood this concept there would be a lot more opposition to a lot of things that end up having fees charged for.

The current permitting system should already have enough controls and if not minor changes that will not add to fees charged is all that is required. If this is followed up by inspections to verify compliance as part of the inspection that are already required anyway.

The last thing that is needed is yet more rhetoric that will slow down building projects.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Disagree

Tell us why: It is obvious that there will be fees associated with this.. It will be the end user that cannot pass the expenses on to others. IE the average person on the street pays. The Auckland fuel tax is an example of this, not only does the end user pay the tax for the vehicles that they drive, these costs are also built into the goods that they purchase, so they also end up paying for that as well. If people understood this concept there would be a lot more opposition to a lot of things that end up having fees charged for.

The current permitting system should already have enough controls and if not minor changes that will not add to fees charged is all that is required. If this is followed up by inspections to verify compliance as part of the inspection that are already required anyway.

The last thing that is needed is yet more rhetoric that will slow down building projects.

6. Do you have any other feedback on Stormwater Bylaw?

Concentrate on the engineering of the system so that it is robust enough to cope with the growth of the city so that effluent is not being discharged into the local harbours every time that there is a bit of rain.

This would be more beneficial than generating more rhetoric designed to generate more fees.

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Rodney**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: These activities should be done at sea, not on the stormwater network

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Maungakiekie-Tāmaki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

As this is a key review point it seems fitting to look at best practice around approvals and use of alternative drainage systems including bioswales and under natural storm water contaminant management options. These are currently limited in their use in Auckland and can be difficult and costly to implement but are excellent for storm water management and pollution control.

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Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

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We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Henderson-Massey**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: Because you haven't provided any info on what the controls are specifically, I can't tell if they are effective ones or not. I support mandating effective controls on this.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: I am not sure what you mean by this proposal. What does vesting mean?

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: I would hope this would help prevent wastewater overflow from entering our waterways and oceans, though you haven't actually said that.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: It just makes sense.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: These things need to be easy for anyone to read and comprehend

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Henderson-Massey**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: The council should be also upgrading and checking damage caused on private property, at the cost of the council, not the land owner as it put in place by the council

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

The council should be also upgrading and checking damage caused on private property, at the cost of the council, not the land owner as it put in place by the council

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Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

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Name of organisation/business:

Your local board: **Henderson-Massey**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: Seems like window dressing. If industry do this now, why bother changing it? Unless it's simply to ensure that you waste more ratepayer monies

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: No more MOARI RACISM. STOP CEASE AND DESIST

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: Why are you not already doing this? And, please, not yet-another-delay-and-extra-costs

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Stupid public

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why: Another waste of time and money

6. Do you have any other feedback on Stormwater Bylaw?

Stop being moari brown noses

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Name of organisation/business:

Your local board: **Franklin**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Name of organisation/business:

Your local board:

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: So long as the operation is not more complicated by restrictive regulations. You cannot gain competence with regulations.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Please explain just what 'mana whenua values' actually are and what happens if they change. I am concerned that there are political motives that are not in the best long term interests of all citizens.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Don't develop formal process that ends up creating unproductive practices given every site is going to be different.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: But this needs to be best practice given the health factors, and ill change.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Standards can inform on best practice which puts responsibility on the people rather than fear based enforcement that brings negative results.

6. Do you have any other feedback on Stormwater Bylaw?

Get experienced wise and practical people to do the final draft changes. NZ currently suffers hugely by the current very foolish control given the H&S. Productivity and wisdom is costing Auckland Council and its ratepayers massively.

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Your details

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Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: No to anything race based.

Everyone should be treated equally.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Restrict only when there is a risk, such as after a storm etc.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Makes

Sense

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Your details

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Name of organisation/business:

Your local board: **Rodney**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: There is already significant administration issues when vesting new assets...additional requirements would achieve little

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why: surely there are procedures in place for this already, including under the RMA

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? I don't Know

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Waiheke**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: stormwater network discharge consents, These are obtained by council, and any requirements should be contained within the stormwater related guidelines and codes of practice

carbon footprint; The best way to address this is bottom of catchment treatment (secondary) in the form of wetlands. Rain gardens have been an abject failure, and their inclusion is to burden the ratepayer (unfairly) with massive maintenance costs, for ill conceived, poorly designed treatment devices all driven by council ideology. Addressing the carbon footprint of stormwater and stormwater management is in a similar vein.

mana whenua values. The issue here is that they are ill defined, and vary from area to area, catchment to catchment, hapu to hapu, iwi to iwi. Until there is defined "values" throughout we are chasing rainbows.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Whau**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal?

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

Tell us why: Totally opposed to any form of privatisation

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal?

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Totally opposed to any form of privatisation and any destruction of trees.

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Your details

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Name of organisation/business:

Your local board: **Waitematā**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Other

Tell us why: I am opposed to any changes at this time because of their possible effect on Auckland ratepayers ownership of the infrastructure that we have paid for over decades. I am opposed to the Three Waters proposals.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Other

Tell us why: I am opposed to any actions that would enable the Three Waters proposals and would remove ownership of Auckland's water infrastructure from Auckland's ratepayers who own it.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: Why are you not consulting the public on the Three Waters proposal when the closing date is 1 October and there has been nothing like consultation with the Ratepayers of Auckland on the Three Waters proposals?

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Let's get you our elected Council to support Auckland Ratepayers and oppose the Three Waters Proposals and then discuss this when ownership of Ratepayers' assets have been secured for the Ratepayers of Auckland.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why: You as our elected Council representatives have a responsibility to consult with us the Ratepayers and owners of Auckland's water infrastructure hear us when we say NO to the Three Waters Proposals. the deadline is 1 October where is the consultation? Are you going to lie and say there was one and we don't seem to care? Or will you blame it on Covid and we lose control of our water assets without a chance to express our views.

6. Do you have any other feedback on Stormwater Bylaw?

NO changes until you consult on the Three Waters proposals and tell the Government that Auckland ratepayers will continue to own their water related infrastructure. Thank you very much.

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Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Your proposal makes good sense

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: A good idea

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Overflows can be very damaging & need to be regulated as far is possible to achieve minimum damage

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Every case depends on the risk of danger, your ban on activities should be based on a case by case evaluation... not all risks will be equal

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Of course

6. Do you have any other feedback on Stormwater Bylaw?

Important privacy information

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Stormwater Bylaw

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Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

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Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Presume this is what mainly exists already but strengthens the councils control overall.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: I am cautious of vesting public assets to private business as I suspect them of sometimes being too profit driven rather than efficient.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Again I hope the council will act in the public interest better than a profit driven business such as some developers might be tempted to shortcut .

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: The safety of the public is paramount. There may be special circumstances that I am not aware of?

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: It hopefully will make it easier for the layperson to understand without having to employ a lawyer.

6. Do you have any other feedback on Stormwater Bylaw?

No.

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Name of organisation/business: **Awhitu Coastcare**

Your local board: **Franklin**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal?

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal?

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal?

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal?

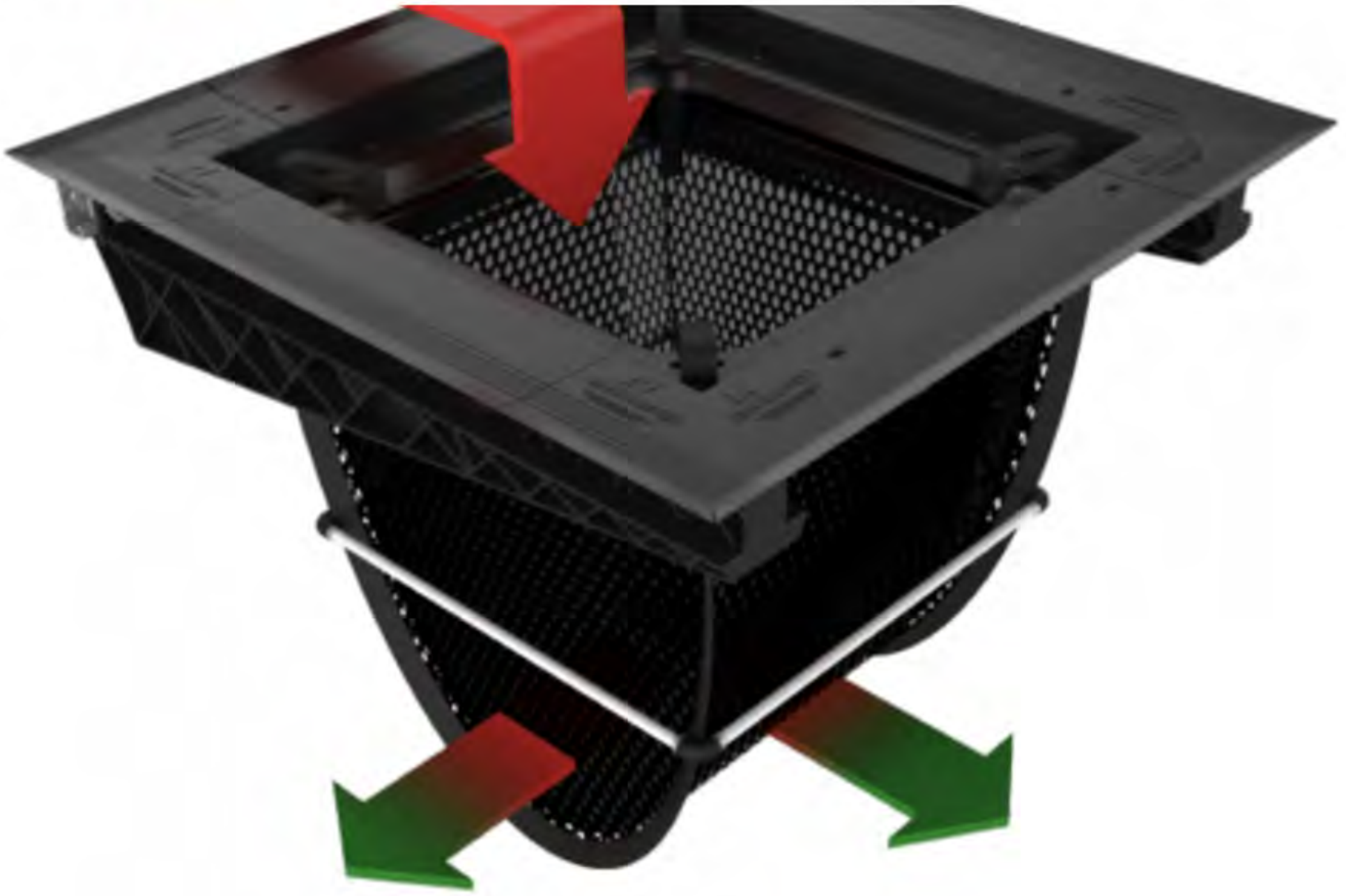
Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Auckland/NZ needs filters below existing roadside stormwater gratings to catch smaller litter. These will need maintenance. This will help reduce pollution of our creeks and harbours and seas. Action not discussion please.

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LittaTrap: A Catchy Invention

Kiwi technology stopping street litter before it gets to the sea.

Region:	New Zealand
Product Type:	Plastic, Foamed Plastic, Fabric & Textiles, Glass & Ceramic, Metal, Paper & Cardboard, Rubber, Wood, Other
Solution:	Product Design, Infrastructure



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Your details

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Name of organisation/business:

Your local board: **Waitematā**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Best practice is not enforceable, bylaws are. There are plenty of non-best practice developers. Mandating them to follow the bylaw is a good idea.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Carbon footprint is a nonsense. Mana whenua values is yet more sycophantic appeasement rubbish.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: The public needs more waterways areas for recreation not less.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Yes -I do as a matter of fact. Please make sure Auckland Council opts out of the communist Labour governments 3 Waters proposal.

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Māngere-Ōtāhuhu**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: Consultation with iwi is critical. Sustainability, protection and regeneration should always be the

Focus.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why: We need to stop dumping in our oceans - it is a Taonga and we are destroying. Instead, find ways to create another place and restore the water and reuse it elsewhere.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Restore, protect and preserve. Work with local Māori. Use FB to promote feedback.

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Papakura**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? I don't know

Tell us why: it is surprising that there is a disparity in what AKL CoP consider POS and Papakura (Veolia) considers POS ; there has to be uniformity in laws applicable

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: it is surprising that there is a disparity in what AKL CoP consider POS and Papakura (Veolia) considers POS ; there has to be uniformity in laws applicable

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

it is surprising that there is a disparity in what AKL CoP consider POS and Papakura (Veolia) considers POS ; there has to be uniformity in laws applicable

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Stormwater Bylaw

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Your details

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Name of organisation/business:

Your local board: **Howick**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: It is time to update codes and guidelines . When preparing code and guides, provide enough help to design sw systems .

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: Ok .

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal?

Tell us why: The ww overflows may be allowed at selected points but must be minimised entering into sw system for public health.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Just entering into the wetlands does not add hazards. Rivers and streams are open. However, any accident occurring in a man made device would be lawfully penalised. So go for it.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Make it simple easy to read easy to use it.

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Your details

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Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Stormwater has been related to the cleanliness problems for the Waitemata where it overflows into the sewerage system and where it carries runoff and chemicals into the harbour. It makes sense to tighten controls on stormwater systems to reduce the amount of pollutants in the harbour.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: I don't understand what is meant by "vesting of public assets" here. Are they being sold, or their ownership transferred somehow? The definition in this online dictionary doesn't seem relevant: <https://www.merriam-webster.com/dictionary/vesting> and wikipedia wasn't helpful either: <https://en.wikipedia.org/wiki/Vesting>

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: A formal process would always seem better than an informal process. A documented process should lead to more reliable and transparent decisions, as well as clearer guidelines for those who interact with Council.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? I don't know

Tell us why: It seems like this could best be decided on a case by case basis. Different locations may be suitable (or not) for different activities.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: I'm always in favour of making things easier to read. However, although the current questions are easy to read, I don't think they are a good example. It seems that so much information has been removed, that they are too vague and actually less understandable.

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Franklin**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Also need new guidelines, rules and regular checking of rural and any urban septic tank waste water effects of rural and urban streams.. Test and investigate where septic tanks are causing E coli contamination (not the cows) its human sewage in rural areas. The new water report shows many streams running through pasture have a grade E for coli (from humans not coves) New subdivisions not connected up to waste water needs lots of water checks making sure E coli is not entering the stream network. Urban water networks had the worse Grade of all the streams (note not from coves)

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: Urban and rural streams are affected by population growth and old sewage systems have never been able to cope and the waste water pollution has been entering and polluting Auckland beaches for centuries, the situation is getting worse and the council must make waste water and creating a living, health stream culture to stop waterways, drains degrading. Grade E for coli is unacceptable in any stream (urban or rural)

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: Need to fix the pollution not restrict public access otherwise there is no incentive to improve stream and public health. The whole of Auckland's beaches and waterways are all unsafe often!. The public needs to see the problem and work to help fix it.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Extend it to include septic tanks and other waste water systems that are not council controlled. There are so many waste water systems that are causing lots of pollution and E coli readings before the waterway enters the urban areas. Look at Papakura Stream that has a Grade E for E coli at Alfriston - Ardmore Road where it joins Papakura Stream. Septic Tank and waste water systems are causing major pollution and other problems. This is not cows as the areas are mainly fenced off from livestock. If the stream has a grade E in the most recent report before it even hit the urban area. Need stricter stormwater and sewage by laws for new subdivisions, need to also improve the existing network especially looking at turning waste water drains and ditches into living streams with enough room to allow to cope with increased flooding events from climate change. Need to make changes to day light streams (remove the underground concrete drains and turn back into streams. new developments must not fill in streams instead protect the existing stream contours and flow lines of the water way. Existing urban water ways systems and drains need to be made wider and natural looking with more curves and differences in depth and planted up in natives to bring back

the native fish and whitebait habitat. Remove culverts and change to more fish friendly bridges instead. Need to have more habitat and planting for the native birds to feed and nest. Need to restrict paths and foot paths from bird habitat areas especially nesting sites and where endangered birds live and feed.

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Stormwater Bylaw

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We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

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Name of organisation/business:

Your local board: **Whau**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: rather than limiting access the quality of the stormwater pods should be improved so that they are not a health risk

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Name of organisation/business:

Your local board: **Waitākere Ranges**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Seems Logical

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: As with the water supply upkeep it was privatised and look where it is now. We elect a council to keep these in the public arena

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? I don't know

Tell us why: What does that mean in plain English. " We are proposing to enable a formal process for COUNCIL, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators. Are there more than one wastewater network utility operators?

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: Surely Hygiene is important

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: BS baffles brains

6. Do you have any other feedback on Stormwater Bylaw?

What about stormwater drains in rural areas? who maintains these?

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Name of organisation/business:

Your local board: **Ōrākei**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

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What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Properties that are unable to or prefer not to connect to the storm water system are at present still rated for the use of the storm water system. They are also responsible for the installation and regular certification of the storm water facility on their property. Hence they are effectively charged twice.

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Name of organisation/business:

Your local board: **Rodney**

Source: **Online**

Your feedback (all questions are optional)

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What is your opinion on this proposal? Disagree

Tell us why: Firstly that the Three Waters proposals need to be rejected.

I have spent some time on this document but have not been part of the process (not your fault). I believed that the development would have led towards specific guidelines for developers and landowners in terms of acceptable design and practice. It appears that Council is once again developing a legally biased document when a change in or a cementing of good practice is what is required.

I am a retired Forester and have been through a period of considerable change in practice in that industry. I see nothing here, except the threat of legal action if some ill defined standard is breached, that will lead operators and practitioners towards better as built design and practices.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: I have abosolutely no idea what you mean. "vesting" in whom, forwhat,etc

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Subject to proper wide view design principles.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: For real reasons not "limitless possibility" of the area being affected.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

The proposal still appears extremely light on policy to resolve issues for the more concentrated rural communities which are serviced by engineered waste water or stormwater mitigation systems. These areas generally are also close to areas of high public interaction, however the Council, as the representative of the non resident users, has failed to invest in appropriate infrastructure of even their own systems.

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Your details

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Name of organisation/business:

Your local board: **Papakura**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Your details

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Name of organisation/business:

Your local board: **Howick**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: The control of our stormwater is so important and urgent that I agree it needs to be part of our bylaws that are adhered to.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: Providing the vesting of public assets, prevents us from handing over our precious water to the current Three Waters proposal.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Qualified operators need to be in total control of wastewater outlets to ensure the protection of our waterways for public health and safety

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: NZ has so many beautiful water outlets for the public to use as recreational activities - these ponds should not be available for public use.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Whatever helps and can easily be accessed and understood by citizens

6. Do you have any other feedback on Stormwater Bylaw?

Please, please - vote against the Three Water Reform. While we have water issues in Auckland, I want US to fix them.

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Name of organisation/business:

Your local board: **Maungakiekie-Tāmaki**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Name of organisation/business:

Your local board: **Manurewa**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: Council has responsibilities including legal responsibilities under Network Discharge consent for what is discharged through stormwater network into the receiving environment. Council must have the means to fulfil these responsibilities. These proposals go some way towards proving the means needed.

Council should also introduce transparency requirements into the bylaw mandating that private entities and Council itself clearly publish any breaches without delay.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: Council is left with expensive maintenance of vested assets like ponds which silt up. Council should be able to require all assets being vested meet long term requirements.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: Again, the proposal should include clear transparency requirements that any overflows are notified to the public without delay.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: Council should clearly notify the public of key hazards around stormwater ponds and other assets.

People will choose to swim or kayak or even fish, notwithstanding Council notices.

Council needs to be very circumspect in banning the activities of people who may have limited options. In my area, for example there are young people who swim in stormwater ponds who may not have access to other swimming options. The signs prohibiting swimming were quickly vandalised.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

Thank you. Council itself needs to allocate more resources to maintaining the existing stormwater assets including pipes, discharge points and ponds.

COuncil also needs to be much tougher on stopping silt running off into streams and drains from construction sites, whether this is into private or public parts of the stormwater network. Education and enforcement need to be used to create much better industry norms than the current flimsy netting often employed.

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Your details

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Name of organisation/business:

Your local board: **Howick**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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Name of organisation/business:

Your local board: **Albert-Eden**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: to make sure that the stormwater is going where it should without affecting other systems and keeping it separate from other water and effluent systems, to maintain healthy stormwater and water drainage that is not polluted or harmful to waterway quality or other outflows as many ignorant property developers or company owners can be careless or ignorant to what they put into stormwater systems or waterways

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: better controls of waterway quality and conservation of water from runoff and its controlled flow in certain areas to stop flooding situations, i don't think developers or property owners need to pay for anymore consents, i have paid quite enough already but with my own property where stormwater flows into a waterway on my habitation, I personally take responsibility for what I allow into my property stormflow, but am now trying to minimize by creating catchflow containment for home use and think and this should be a made a stipulation for all homes and bigger builds to save water reduce overflow and flooding and to perhaps for places where certain places stormwater can be contaminated by foreign bodies pollution or waste products some filtration practise could be required,,,also COUNCIL NEEDS to manage and maintain waterways better...this I have personal aggravation from as where I live teams used to come at intervals and clear excess waterweed growth and toxic waterweeds that clog up the waterways and stop adequate flow when storms happen, this happened for awhile but in the last few years halted, leaving the creeks overgrown with toxic algae blooming and filthy toxic water that smelt and created huge amounts of stagnation and choking for wildlife not to mention harvest areas for huge amounts of mosquito larvae mosquitos and stopping adequate flow of fresh water, i called water management who came and said they no longer did waterway weed management for budget concerns and that I had mosquitoes and flies because my dogs and their poos attracted them (which was a stupid excuse from a manager) Also clearance of blockages more regularly as often we have trees falling down or branches etc blocking waterflow, especially after storms, perhaps look at flow of creeks and widen culvert areas where restrictive in storm events

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: because I had this happen, a wastewater overflow spilt into my creek where I live and in summer it was vile and my dogs swam in it, I thought it was oil and tried to create flow in my creek by self clearing all the overgrown stagnant rotting waterweeds that the council had not been clearing as the manager told me because they didn't anymore because of budget, i came out covered in the brown fowl slime and got sick..finally after calling maintenance came and put a soaking boom absorber, but sewage overflows shouldn't happen in our creeks..also often ignorant business owners of restaurants, or mechanics industrial dump oil in and building sites etc paint... but i always report if I notice it...severe fines should be put in place for this if sourced...also refer to my previous answer

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: perhaps fishing if it affects at risk plant or fish breeds or systems ,other activities would probably be alright if some of the measures I have mentioned in my answers are put in place, my section of meola creek has improved immensely in the last 20 yrs after the plantings i rallied for to maintain erosion protection and birdlife reappearing, plus the blue greens got involved with much appreciation to upgrade the environs...however major setback happened instigated by council which we are furious about and absolutely ridiculous decision made by council planning and works to turn horticultural centre grounds by motions rd gt nth rd into a dam filthy recycle centre right by our clean creek and cutting the vegetation down around it..after all the hard work made by locals to create a clean nature environment with birdlife by us

and others...COUNCIL ITSELF builds a recycle centre to pollute the creek...creating and encouraging vermin to infest&breed,noise7visual&waste smells pollution for ratepaying property owners to look at and degrade our environs and scare the native birds away and native fishlife...we just got rid of rats now I guarantee they'll be back...I can't understand how council tries to fix things but ruin them at the same time..this recycle centre could have been put well away from the creek and bush in the vacant works area above seddon fields on motions rd ..I complained and put a protest in to council and the works team but noone offered a reply or assistance..atrocious ..now the works at the horticultural centre gt nth rd ,which could be halted and a sensible solution made,they have taken over what was the the pt,chev herb garden societies plot(GO FIGURE!) and i bet the filthy run off from waste will leach into the creek or get dumped there by ignoramus's...Please take note!!! this is not too late to readdress!!!

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why: fair enough...as long as this doesn't become an inhibitive draconian stoke of a pen just as a measure to increase uniform charges or permit costs and that it is bendable taking into consideration costs of ratepayers to achieve affordable solutions that vary to each individual case and decent communication that compromise solutions..also re my previous comments..that council itself is responsible for some heavy handed planners ideas that compromised said standards and degrade the environment for nature and the habitants(re my previous complaint the recycle centre)across from me endangering our piece of mind ,the waterway,noise visual pollution,vermin,smells,privacy and at the risk of destroying and scaring away the birdlife, native moss,native trout the spawning native fish that congregate by the spring next to the creek etc etc...Council did not consult ask for permission or property owners opinions or protests...and we werent given any notice of the works ,until a flier in our mail boxes appeared just as works started!!!! WHY?? who planned this,who investigated,who did a environmental check or property owner questionnaire for consult...NOONE...some dumb planner thought it would be cool...and so it was done...I am so furious...And NOONE offered a reply or explan ation when we finally got to express our displeasure or reasons why it was detrimental... It makes no sense please forward my complaints and suggestion to senior management please!! theres no pno point asking people their opinions or doing surveys if noone listens or council;I themselves go against the very issues they say they want to fix..

6. Do you have any other feedback on Stormwater Bylaw?

for future public private or business developments allow incentive,rebates ,payment options or discounts or benefits by encouraging stormwater catchment storage on builds for use on properties for carwashing ,garden watering or pools even some way for using in toilet system etc to stop restrictions dam depletion and to alleviate overflow in flood events.. that theres more stringent measures taken on commercial or business illegal dumping of waste and runoff into stormwater..and that better toxic weed maintenance tos top blockage and betterflow off waterways in heavy rain events or summer bloom and toxicity issues and discouragement of the breeding of mosquito and fly populations as these as global warming increases will be a source for exotic diseases to incubate..and fish to die...to check waterways for blockages...re instigate these services and don't cost cut on these ,its vital...allow properties wher stormwater into street systems is gravitationally not viable or cost restrictive but ensure that its just runoff and that it can be caughtand utilised before it adds to flooding unless overflow...and that council spreads out costs to all aucklanders in imaginative charging structures as ratepayers pay through the nose for everyones issues and they are punished for the sins and enjoyment of everyone which is unfair...some form of infrastructure regarding taxes on other enjoyments entrance fees admissions koha payments for acc parks walks,transports

walkways, bridges, public toilets or facilities should be employed to gain funding for parks land and watercare etc.. be imaginative and justify to the public and tourists...ratepayers aren't all wealthy..i am struggling to pay my rates each week and have been overweighed by the weekly extra cost...all aucklanders across the board need to finance these issues for their benefit...if you need citizens on a think tank and find my input informed as i have avested interest living on meola creek and actively worked to improve & seen daily for decades the issues & my personal experiences please don't hesitate to contact me to contribute Jonathan 8466946 ..0274769777 1012AQ gt nth rd Pt.Chevalier

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Stormwater Bylaw

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We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Waitematā**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: I agree in principle. Having COPs embedded in legislation can help encourage best practice, and can develop consistency in implementation of legislation and in assessing effects on the environment.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: I think embedding climate change into legislation is important so that accounting for it becomes business-as-usual. Incorporating mana whenua values helps give effect to the treaty of Waitangi.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: Protection of human health only? Or ecosystems as well? If approval=consenting then maybe this should be done by regulatory arm of council, not Healthy Waters.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: I agree with restricting/banning some recreational activities. However, they should still be accessible for some, safer, purposes, for example larger stormwater ponds and wetlands can hold important wildlife, I would like to access some of these for recreational birding.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Fully support clarifying definitions. Weak definitions make administering any legislation challenging. Enforcing legislation is also challenging so any changes which strengthen enforcement and make it simpler for the regulator are a positive.

6. Do you have any other feedback on Stormwater Bylaw?

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Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Fulton & Hogan Land Development Ltd**

Your local board: **Puketāpapa**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Many of the documents being included in the Register of Controls are “Guidance Documents”. The inherent nature of these documents is that they provide guidance, and they are not voluntary and do not prescribe a mandatory standard.

There are likely unintended consequences of including guideline in the Bylaw as controls when there is no clarity on which controls within these guidance documents will need to be complied with or how this will be done.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: No information is provided on how the carbon footprint assessment and the mana whenua values will be managed when assessing approvals.

We are concerned that bigger pipes will be required due to the changes proposed in Version 3 of the Stormwater Code of Practice and the carbon footprint that this would have.

The life cycle and carbon costs of an asset are better assessed by Council where they can distil information from suppliers and provide standard approved details, materials solutions and specifications. They would also need to provide details for departures from any such standard. Solutions will only become effective overtime if the council is consistent and incremental improvements are permitted.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: I have no position on these matters.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Note that in many instances wetlands and ponds are designed to restrict access from a safety and design prospective. Access should be discouraged through implementing appropriate design in the first instance.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Disagree

Tell us why: The bylaw looks to introduce Stormwater Management Plans and Best Practicable Option (BPO), however there is no guidance on what BPO refers to in this instance, requires confirmation if BPO is being defined here as per the RMA.

I also note that the subtle updates to the wording imply that it could apply the CoP to private systems, previous bylaw was for only vested assets to Council. Clarification on this matter is required.

The bylaw implies that council are effectively seeking to control effects through the bylaw. The AUP provisions should be the primary method to manage land use and control the stormwater-related effects on the environment.

6. Do you have any other feedback on Stormwater Bylaw?

Concerned about the lack on industry consultation (no sessions held with WaterNZ or Engineering NZ members from what I am aware of) with regards to this process and timing (during COVID19 Lockdowns) which has likely resulted in many industry professionals unable to submit.

I note that clause 6 of the Stormwater Bylaw 2015 and 2021 it states under Section 6, that

“Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

This suggests that the SWCoP should be out for consultation with all the other documents. However, council have stated it is not seeking public feedback on the content of any of the specific controls outlined in Section 4 of the Bylaw as they are existing Council publications.

I also have concerns regarding Version 3 of the Stormwater Code of Practice, the bylaw looks to include this in its register of controls.

Version 3 of the Stormwater Code of Practice has significant implications and note that at the time of writing no industry consultation has been undertaken on this document, this document is proposed to be effective January 2022.

Fulton & Hogan Land Development Ltd have a adopted Stormwater Management Plan for the Milldale Development and significant work in this development has already been undertaken. We believe that the new code of practice will result in retrofitting a new design standard that would not be practicable given the scale.

Concerns on this code of practice are summarised as follows:

The impact of the code of practice would see peak flows increasing by approximately 38% in the future 10yr event and 36% in the future 100yr event.

Fulton & Hogan Land Development Ltd have a number of projects in progress, some of which are multi-year projects spanning 5-10 years. There has been no guidance on how V3 of the SW CoP is expected to be implemented and what transition provision apply across all scenarios.

Clarity is required regarding the transition and implementation for design projects underway. There are a number of projects where various stages of design i.e., RC and EPA, will be undertaken over the transition period i.e., before and after Jan 22.

Will all applications lodged prior to Jan 22 date, be processed under V2? Is this a hard date or will there be some flexibility? Will transitional provisions apply for projects that have been approved but not given effect to (including EPA and Building Consent).

Specific examples where clarity is sought -

- If RC is granted under V2 but EPA application is not expected until Feb 22 is the EPA application expected to follow V2 as per the RC or V3? If V3, what expectations are there on the developer to reconcile the difference?
- A network solution has been developed under V2. The downstream section has been designed and EPA approved. Detailed design and construction of the upstream network will be undertaken post Jan 22. What are the implications on the network solution? Will dispensations be made e.g., reduced freeboard, surcharged pipes etc, or will it need to be retested against V3? If there is insufficient capacity to pass flow forward as intended will the design be expected to manage the difference, i.e. through attenuation?
- Primary networks will now need to be significantly larger due to the proposed increases in climate change, need to understand the basis for this decision, other regions design for lesser events for there primary systems. Understand the need to assess risk from climate change on secondary systems, but what

are the benefits for such measures on the primary network – other than increasing cost and carbon footprint.

- For some areas, We are designing the bulk infrastructure, superlots are being constructed and handed over to build partners. The network will not have adequate capacity according to CoPv3 for build partners apply for Building Consent. Build Partners are required to check the network capacity downstream based on the “current” CoP which will be v3 going forward. The already design and constructed downstream network will never have capacity as the network was sized for the previous version of the CoP (v2) and 2.1°C allowance for climate change.

Non-Complying Designs

Will there be any guidance, or a formal process adopted to support processing of non-complying designs?
How will Council ensure each application is assessed in the same way?

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We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Woods**

Your local board: **Puketāpapa**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

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Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Many of the documents being included in the Register of Controls are “Guidance Documents”. The inherent nature of these documents is that they provide guidance, and they are not voluntary and do not prescribe a mandatory standard.

There are likely unintended consequences of including guideline in the Bylaw as controls when there is no clarity on which controls within these guidance documents will need to be complied with or how this will be done.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: No information is provided on how the carbon footprint assessment and the mana whenua values will be managed when assessing approvals. It is also concerning that there has been widespread industry consultation or feedback process on these matters.

3. Approving modifications or new engineered wastewater overflow points

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What is your opinion on this proposal? Other

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

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What is your opinion on this proposal? Other

Tell us why: Note that in many instances wetlands and ponds are designed to restrict access from a safety and design prospective. Access should be discouraged through implementing appropriate design in the first instance.

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What is your opinion on this proposal? Disagree

Tell us why: The bylaw looks to introduce Stormwater Management Plans and Best Practicable Option (BPO), however there is no guidance on what BPO refers to in this instance, requires confirmation if BPO is being defined here as per the RMA.

I also note that the subtle updates to the wording imply that it could apply the CoP to private systems, previous bylaw was for only vested assets to Council. Clarification on this matter is required.

The bylaw implies that council are effectively seeking to control effects through the bylaw. The AUP provisions should be the primary method to manage land use and control the stormwater-related effects on the environment.

6. Do you have any other feedback on Stormwater Bylaw?

Concerned about the lack on industry consultation (no sessions held with WaterNZ or Engineering NZ members from what I am aware of) with regards to this process and timing (during COVID19 Lockdowns) which has likely resulted in many industry professionals unable to submit.

I note that clause 6 of the Stormwater Bylaw 2015 and 2021 it states under Section 6, that

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Version 3 of the Stormwater Code of Practice has significant implications and note that at the time of writing no industry consultation has been undertaken on this document, this document is proposed to be effective January 2022.

Concerns on this code of practice are summarised as follows:

The impact of the code of practice would see peak flows increasing by approximately 38% in the future 10yr event and 36% in the future 100yr event.

Our clients have a number of projects in progress, some of which are multi-year projects spanning 5-10 years. There has been no guidance on how V3 of the SW CoP is expected to be implemented and what transition provision apply across all scenarios.

Clarity is required regarding the transition and implementation for design projects underway. There are a number of projects where various stages of design i.e., RC and EPA, will be undertaken over the transition period i.e., before and after Jan 22.

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- For some areas, We are designing the bulk infrastructure, superlots are being constructed and handed over to build partners. The network will not have adequate capacity according to CoPv3 for build partners apply for Building Consent. Build Partners are required to check the network capacity downstream based on the “current” CoP which will be v3 going forward. The already design and constructed downstream network will never have capacity as the network was sized for the previous version of the CoP (v2) and 2.1°C allowance for climate change.

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Federated Farmers Auckland**

Your local board: **I don't know**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Other

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Other

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why:

6. Do you have any other feedback on Stormwater Bylaw?

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SUBMISSION



To: Auckland Council

Submission on: Stormwater Bylaw 2021

Date: 23 November 2021

Contact: Alan Cole – Provincial President Auckland

Federated Farmers of New Zealand

Shaun Hazelton – Policy Advisor

Federated Farmers of New Zealand

m: 0273727330 | e: shazelton@fedfarm.org.nz

Submission to Auckland Council on the Stormwater Bylaw 2021

OUR SUBMISSION

1. Federated Farmers welcomes the opportunity to submit to Auckland Council on the proposed Stormwater Bylaw amendment 2021.
2. Our organisation seeks feedback from our members on proposals such as stormwater in which we look to relay how council can support rural Auckland's interests in relation to stormwater management.
3. Federated Farmers members are impacted by stormwater particularly where public networks impact private land including any controls in place restricting their ability to self-manage private infrastructure.
4. Federated Farmers thank Auckland Council for the period given for consultation as it gives organisations such as Federated Farmers the ability to engage with our members prior to providing feedback.

Proposed Stormwater bylaw amendments 2021 - Feedback

5. Purpose (d) of the bylaw is to "ensure that discharges into the public stormwater network does not damage the public network." Federated Farmers does however have concerns for our landowner's private stormwater systems.
6. Our members have raised concerns to Federated Farmers regarding Auckland Council's stormwater network and its impacts on their land and private assets. Issues that have been identified involve stormwater diversion onto rural land from public infrastructure that has created damage and flooding to private assets and land. Rural landowners invest heavily in private infrastructure such as culverts, drains, dams, and pipes to manage stormwater and wish to ensure the security of these assets.
7. One example is with regards to a member's culvert that manages stormwater in the upper reaches of their property. Councils recently installed assets have created issues that occur with rain events that lead to scouring and damage to their culvert that was lawfully established. The culvert has been in place for decades and has only started to decay since councils' assets have been installed upstream.

Recommendation

- Include under clause 19(1) a requirement to consider the effects on neighbouring landowners and private infrastructure.
 - Further consultation with impacted landowners particularly with any additional support required due to public stormwater impacts on private land.
8. Auckland Council has rightly included restrictions on activities that may obstruct a watercourse or floodplain. Federated Farmers does however want to clarify the scope of this restriction.

9. Landowners are being placed with additional pressure to maintain fencing standards to ensure stock are excluded from areas of biodiversity and water. Much of this fencing work is conducted in areas which may risk being non-compliant with the bylaw if fencing could be captured under clause 11. Federated Farmers believes that if post and wire fencing is included under this clause this bylaw will not be in line with the objectives of other policies and the district plan.

Recommendation

- Provide clarity on whether general post-wire fencing will be restricted under clause 11.
10. Federated Farmers is in support of green infrastructure as a way to enhance biodiversity whilst reducing the district's carbon footprint. There are limitations which Federated Farmers wishes to clarify.
 11. Will drain cleaning and grass spraying be captured under clause 13. Federated Farmers is concerned that council has unintentionally restricted farmers ability to undertake necessary vegetation clearance to ensure the effectiveness of drains and floodplains.

Recommendation

- Provide clarity on whether farming activities can be undertaken in and around public infrastructure on private land such as spraying and drain cleaning.
12. Federated Farmers supports clause 16 as this gives landowners the opportunity to manage and maintain the stormwater infrastructure on private land without the requirements of additional permits under the bylaw.

ABOUT FEDERATED FARMERS

13. Federated Farmers of New Zealand is a primary sector organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.
14. The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:
 - i. Our members may operate their businesses in a fair and flexible commercial environment;
 - ii. Our members' families and their staff have access to services essential to the needs of the rural community; and
 - iii. Our members adopt responsible management and environmental practices.

Ends



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Devonport-Takapuna**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: The existing by-law has been found to be unfit for purpose in a number of important elements.

In my opinion to just reinforce adherence to these by-laws by adding them as a referenced control to the existing law (if not accompanied by the definitive changes considered necessary) will not meet the standards proposed in terms of the improvements required for the management of the public and private stormwater systems. And consequently improved water quality and better protection of public health and safety when overflow points activate during heavy rain or floods.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why: This seems potentially a sensible idea but I do not have enough knowledge to assess properly.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: I am hoping that this question alludes to the kind of situation I have been dealing with for a number of years, which is the discharge of large volumes of water from my next-door neighbour's property onto mine. Every time it rains heavily it saturates my garden, promotes rotting of the pergola posts, then floods down the footpath to the pavement creating large cracks in the concrete. It continues down to where the footpath intersects with the front brick wall of the property, where it can pool for days. It not only undermines the foundational structure of the wall it threatens the stability of the brickwork by washing away the cement between the bricks which leaves cracks. It also floods and pools the public footpath and is a nuisance to passersby who often tell me I have a leak.

I have complained to the Council compliance officers who refer me to Watercare who in turn say it is a Council responsibility. No one at the time has been to investigate but I have sent photos each time there has been a torrential downpour. This existing by-law does not give any relief to ratepayers in these kind of circumstances and it should be changed.

However, during last two years two compliance officers have been to "investigate" but what this entails I do not know but would like to.

What do they take into consideration why making their assessment whether it is ok to stamp it as conforming? I would like there to be more openness about findings and why?

I was told by one of these officers that the next door property owner is allowed by an 'ancient' law, to discharge excess water onto the next door property and it has to be accepted. It appears this is a law which has long been recognized as an inherent property right in New Zealand law. This is archaic, unjust and unfair in this day and age when damage to people's homes are at the mercy of this outdated bylaw/act. It unfairly penalizes people for something that is not their fault and, as in my case, gets worse all the time.

We bought this property 23 years ago, extended and renovated it completely. We established a lovely garden together and until we had to deal with this very stressful and frustrating situation we enjoyed it and the continuing pleasure it gave to developing it.

Until 2015 there was no discharge of water onto this property from next door. The pergola would not have been built had it been subject to rotting through water from next door. The garden in that area would not have been established - now the water destroys all those things!

In 2014 the property was sold and the new owner decided to replace the existing plastic swimming pool with a large modern up-to-date one. I believe that it was in the process of building this structure significant earthwork was required and the ground movement involved in this build led to a realignment of the original easement which in turn triggered off the flooding of this property. Do your compliance officers check this kind of related feedback as a possible explanation for the change in excess water being channelled to me?

Do they check for additional pipes giving access to stormwater drains which would allow water to escape appropriately rather than being

directed onto my property for dispersal?

There was an issue regarding the fencing laws with this owner. He was told by the fencing officer concerned that the pool had to be fenced in an appropriate manner, i.e. around the pool itself. He objected to this strongly stating that the cost was too high and the existing fence between the two properties (along with the mature trees around the perimeter of his property) constituted sufficient protection to meet Council's by-law. The shared fence was horizontal and he was told that this was not suitable and did not conform to council by-law. A child could climb up a horizontal fence and hurt themselves. So consent stymied. Some months later we were asked if we would be prepared to allow them to nail vertical panels to the fence on their side. We were told this solution had apparently been agreed to by the Council Fencing Officer, so unfortunately in retrospect, we agreed. This man saved himself a lot of money by this agreement.

With regard to the constant flooding I asked the owner many times if he could do something about the drainage and he said he would but this never happened. A short time later the property was sold again.

So we are stuck with a situation not of our making and getting worse all the time. It has affected my health - both physically and mentally.

It has caused a lot of distress and worry and grief which at my time of I should not have had to cope with if something had been done about this obsolete law some time ago.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: This is a very good idea. Because I was unable to participate in the sessions you provided earlier in the month and in order to gain further knowledge, I have done my best to trawl through some of the sources of information recommended. But without some expert input it has been a difficult exercise. Further clarification of each proposal would have been great.

6. Do you have any other feedback on Stormwater Bylaw?

Important privacy information

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1

The existing bylaw has been found to be unfit for purpose in a number of important elements. In my opinion to just reinforce adherents to these bylaws by adding them as a referenced control (if not accompanied by the definitive changes considered necessary to address) will not meet the standards proposed in terms of the improvements identified, such as the quality of water and better protection of public health and safety when overflow points activate during heavy rain or floods.

2

This seems potentially a sensible idea but I do not have enough knowledge to assess properly.

3. 3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network..

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

6. Do you have any other feedback on Stormwater Bylaw?

[Click here to upload any additional information.](#)

Choose File ? This means if you have any more information, you can upload a document here eg: a word document you have saved. Just click on 'choose file' and then find the document:



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Grafton Downs Limited**

Your local board: **Puketāpapa**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: Many of the documents being included in the Register of Controls are “Guidance Documents”. The inherent nature of these documents is that they provide guidance, and they are not voluntary and do not prescribe a mandatory standard.

There are likely unintended consequences of including guideline in the Bylaw as controls when there is no clarity on which controls within these guidance documents will need to be complied with or how this will be done.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: No information is provided on how the carbon footprint assessment and the mana whenua values will be managed when assessing approvals. It is also concerning that there has been widespread industry consultation or feedback process on these matters.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: I have no position on these matters.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: Note that in many instances wetlands and ponds are designed to restrict access from a safety and design prospective. Access should be discouraged through implementing appropriate design in the first instance.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Disagree

Tell us why: The bylaw looks to introduce Stormwater Management Plans and Best Practicable Option (BPO), however there is no guidance on what BPO refers to in this instance, requires confirmation if BPO is being defined here as per the RMA.

I also note that the subtle updates to the wording imply that it could apply the CoP to private systems, previous bylaw was for only vested assets to Council. Clarification on this matter is required.

The bylaw implies that council are effectively seeking to control effects through the bylaw. The AUP provisions should be the primary method to manage land use and control the stormwater-related effects on the environment.

6. Do you have any other feedback on Stormwater Bylaw?

Concerned about the lack on industry consultation (no sessions held with WaterNZ or Engineering NZ members from what I am aware of) with regards to this process and timing (during COVID19 Lockdowns) which has likely resulted in many industry professionals unable to submit.

I note that clause 6 of the Stormwater Bylaw 2015 and 2021 it states under Section 6, that

“Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

This suggests that the SWCoP should be out for consultation with all the other documents. However, council have stated it is not seeking public feedback on the content of any of the specific controls outlined in Section 4 of the Bylaw as they are existing Council publications.

I also have concerns regarding Version 3 of the Stormwater Code of Practice, the bylaw looks to include this in its register of controls.

Version 3 of the Stormwater Code of Practice has significant implications and note that at the time of writing no industry consultation has been undertaken on this document, this document is proposed to be effective January 2022.

Concerns on this code of practice are summarised as follows:

The impact of the code of practice would see peak flows increasing by approximately 38% in the future 10yr event and 36% in the future 100yr event.

GDL have a number of staged within there development in progress, with the entire development spanning 10+ years. There has been no guidance on how V3 of the SW CoP is expected to be implemented and what transition provision apply across all scenarios.

Clarity is required regarding the transition and implementation for design projects underway. There are a number of projects where various stages of design i.e., RC and EPA, will be undertaken over the transition period i.e., before and after Jan 22.

Will all applications lodged prior to Jan 22 date, be processed under V2? Is this a hard date or will there be some flexibility? Will transitional provisions apply for projects that have been approved but not given effect to (including EPA and Building Consent).

Specific examples where clarity is sought -

- If RC is granted under V2 but EPA application is not expected until Feb 22 is the EPA application expected to follow V2 as per the RC or V3? If V3, what expectations are there on the developer to reconcile the difference?
- A network solution has been developed under V2. The downstream section has been designed and EPA approved. Detailed design and construction of the upstream network will be undertaken post Jan 22. What are the implications on the network solution? Will dispensations be made e.g., reduced freeboard, surcharged pipes etc, or will it need to be retested against V3? If there is insufficient capacity to pass flow forward as intended will the design be expected to manage the difference, i.e. through attenuation?
- For some areas, We are designing the bulk infrastructure, superlots are being constructed and handed over to build partners. The network will not have adequate capacity according to CoPv3 for build partners apply for Building Consent. Build Partners are required to check the network capacity downstream based on the “current” CoP which will be v3 going forward. The already design and constructed downstream network will never have capacity as the network was sized for the previous version of the CoP (v2) and 2.1°C allowance for climate change.

Non-Complying Designs

Will there be any guidance, or a formal process adopted to support processing of non-complying designs? How will Council ensure each application is assessed in the same way?

Important privacy information

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Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **MPS Limited**

Your local board: **Albert-Eden**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: The consultation documentation and updated Bylaw proposes that Council will require compliance with the controls (guidelines and codes) included in Schedule 1 Register of Controls. As per clause 6 of the Stormwater Bylaw 2015 and 2021 it states that “Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

We request that all controls and their changes are consulted upon as per clause 6 of the Bylaw before inclusion under Schedule 1 of the Bylaw.

We request that references to guideline documents are removed from Schedule 1 Register of Controls of the Bylaw.

We request any reference to apply codes or guidelines to private stormwater systems is removed and that the Council’s SWCoP is confirmed to only apply to assets to be vested to Council.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC)

It is requested that the Schedule 4 is removed from the Schedule 1 Register of Controls as it is not appropriate for inclusion as it raises issues over regulatory overreach by covering items that fall under Resource Management Act and Unitary Plan.

Clauses 19 and 20

The above clauses in the proposed Bylaw includes additional considerations and conditions of approval that appear to be outside the scope and what would be considered appropriate in a Bylaw made under the Local Government Act. These include but are not limited to the following:

- cumulative effects
- compliance with relevant resource consent conditions, consent notices, easements and covenants
- minimising carbon footprint.
- the management of mana whenua values.

No information is provided on how the above would be considered, assessed, or implemented through the Bylaw. The above items are more suited within an RMA context and therefore inclusion could cause further confusion and delays to approvals with no right of appeal. We request reference to the above items are removed from the Bylaw.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: No comment at this time.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: There appears to be no limitation to the activities that could be restricted or excluded in the future by Council with no right of appeal or public consultation on those activities. It is requested that the scope of the clause is clearly defined in respect to a list of activities for restriction or exclusion and changes to the list should be widely consulted upon.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Disagree

Tell us why: We request further clarity is provided around the scope and limitations of the Bylaw through a guidance document with worked examples for different development scenarios. As per Simpsons Griersons response to the Hearings Panel on behalf of Council, the purposes of the Bylaw are cast reasonably widely. However, Council's bylaw-making powers in relation to stormwater through the Local Government Act are relatively confined.

A guidance document that clarifies what the Bylaw will and will not control would be beneficial to not only developers and their consultants but to ensure Council staff provide accurate and consistent advice allowing applications to work through the approval processes in a timely manner.

We request that Council provide clear written guidance on the interrelationship between the Bylaw, CoP, Unitary Plan (including permitted activities), Engineering Approvals, Building Act, and Regionwide Network Discharge Consent prior to adopting the updated Bylaw. It is requested that the guidance is prepared with input from the wider industry, including development.

6. Do you have any other feedback on Stormwater Bylaw?

Yes

Proposed additions to the Bylaw

Clause 12

Add the following text to clause 12:

- "or is a permitted activity."

Clause 15

Reinstate the Explanatory Note from 2015.

Important privacy information

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Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **100 Prices Road Limited**

Your local board: **Ōtara-Papatoetoe**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: The consultation documentation and updated Bylaw proposes that Council will require compliance with the controls (guidelines and codes) included in Schedule 1 Register of Controls. As per clause 6 of the Stormwater Bylaw 2015 and 2021 it states that “Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

However, Council is not seeking feedback on any of the documents included in Schedule 1 of the Bylaw. For example, the Stormwater CoP (SWCoP) Version 3 has recently been published and is proposed to come operative on 18 January 2022. It includes new climate change assumptions that will significantly affect existing and future development plans and has not been sent out for formal consultation with the public and/or the development/stormwater industry.

We request that all controls and their changes are consulted upon as per clause 6 of the Bylaw before inclusion under Schedule 1.

In addition, it is unclear on why some of the controls specified in Schedule 1 are required to be included in the Bylaw, such as the guideline documents. The inherent nature of guideline documents is that they are

voluntary in nature and do not prescribe mandatory standards, so raises questions over how compliance with them would be demonstrated and assessed.

We request that references to guideline documents are removed from Schedule 1 Register of Controls of the Bylaw.

Under Clause 8, the updated Bylaw comparison table includes reference to the inclusion for specifying controls or guidelines for private stormwater systems. The 2015 Bylaw consultation process included private systems in the initial consultation process. However, it was removed following feedback and consultation workshops.

The unfettered ability for Council to control private stormwater systems is concerning as it could be used to control or limit the use of innovative stormwater solutions such as stormwater proprietary devices through the Bylaw.

We request any reference to apply codes or guidelines to private stormwater systems is removed and that the Council's SWCoP is confirmed to only apply to assets to be vested to Council.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC)

The consultation documentation and discussion with Council staff indicates that the Bylaw is intended to allow Council to require developments and new stormwater connections to comply with Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC) held by Healthy Waters.

Therefore, Council will in effect be seeking to control land use and environmental effects through the Stormwater Bylaw via the inclusion of the Schedule 4 control. This raises concerns whereby Council is managing environmental effects via the Stormwater Bylaw and not the Resource Management Act or Unitary Plan.

As noted in 2015 by Auckland Council's legal advisors (Simpson Grierson) in their reply to the Auckland Unitary Plan Hearings Panel - 049 and 059, 060, 062 and 063 _Post Hearing Memorandum to Auckland Council the "purposes of the Bylaw are cast reasonably widely", a copy is attached to this submission. However, the response by Council's legal advisors also outlined the key following points in their reply to the Hearings Panel in relation to the scope and purpose of the Bylaw:

4.2 (c) the Council's bylaw-making powers in relation to stormwater are limited;

4.2 (d) The adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;

4.2 (e) It is not appropriate to control the adverse effects of land use on the environment through the Bylaw

The legal advisors concluded in their submission to the Hearings Panel "the PAUP provisions are the most appropriate methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions". To the extent there is any potential overlap of the Bylaw and AUP, subject to the PAUP provisions, it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment."

The extent to which the proposed Bylaw and controls can require compliance with Schedule 4 of the Regionwide NDC (a third parties' consent) is subject to question and open to interpretation and raises issues of regulatory overreach by Council. As per Council's own legal advice to the Auckland Unitary Plan Hearings Panel, the RMA is the preferred legislation for managing environmental effects.

The addition of Schedule 4 as a control is adding further complexity to the interpretation of the Bylaw and other relevant rules and regulations. This is creating confusion around the scope and application of the Bylaw and NDC by Council staff when assessing resource consent and engineering applications.

Recent experience is that the approval processes are becoming overly complex, open to misinterpretation, causing time and cost delays for developers that ultimately get passed onto the end purchaser, through higher housing and development prices. Ensuring a clear and efficient process for approvals should be a priority for Council to allow developments to proceed in a timely manner.

It is requested that the Schedule 4 is removed from the Schedule 1 Register of Controls as it is not appropriate for inclusion as it raises issues over regulatory overreach by covering items that fall under Resource Management Act and Unitary Plan.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: No comment at this time.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: There appears to be no limitation to the activities that could be restricted or excluded in the future by Council with no right of appeal or public consultation on those activities. It is requested that the scope of the clause is clearly defined in respect to a list of activities for restriction or exclusion and changes to the list should be widely consulted upon.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal?

Tell us why: We request further clarity is provided around the scope and limitations of the Bylaw through a guidance document with worked examples for different development scenarios. As per Simpsons Griersons response to the Hearings Panel, the purposes of the Bylaw are cast reasonably widely.

However, Council's bylaw-making powers in relation to stormwater through the Local Government Act are relatively confined.

The existing approval processes has several inherent risks with differing interpretations of the Bylaw scope, including when compliance with a control is required and when it is not. As noted earlier in this submission, our experience is that misinterpretations are already occurring, causing delays and additional costs to developers.

A guidance document that clarifies what the Bylaw will and will not control would be beneficial to not only developers and their consultants but to ensure Council staff provide accurate and consistent advice allowing applications to work through the approval processes in a timely manner.

Therefore, it is requested that Council provide clear written guidance on the interrelationship between the Bylaw, CoP, Unitary Plan (including permitted activities), Engineering Approvals, Building Act, and Regionwide Network Discharge Consent prior to adopting the updated Bylaw. It is requested that the guidance is prepared with input from the wider industry, including development.

6. Do you have any other feedback on Stormwater Bylaw?

Proposed additions to the Bylaw

Clause 12

Add the following text to clause 12:

- “or is a permitted activity.”

Clause 15

Reinstate the Explanatory Note from 2015.

SWCoP Feedback

In addition, we request further information on the changes in relation to the updated SWCoP, including but not limited to:

- Transitional arrangements between the two SWCoP.
- Has any consideration been given to potential implications of the SWCoP on the existing Unitary Plan provisions and existing resource consents?
- When will Council's flood modelling be updated, particularly for designs where those models or boundary conditions were relied upon.
- Has Council increased its investment in flood mitigation works to account for the change in climate change scenario
- A copy of the assessment process that selected the preferred climate change scenarios presented in the MoE and NIWA reports.
- Further information on the change to the minimum floor level requirements outlined in the SWCoP.

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Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

IN THE MATTER of the Resource Management Act 1991 and the Local Government (Auckland Transitional Provisions) Act 2010

AND

IN THE MATTER of the Proposed Auckland Unitary Plan ("**PAUP**")

TOPIC 049 STORMWATER: RESPONSE OF THE AUCKLAND COUNCIL TO THE PANEL'S MEMORANDUM OF 4 NOVEMBER 2015 CONCERNING JURISDICTION AND RELEVANCE OF THE BYLAW

MAY IT PLEASE THE PANEL

1. INTRODUCTION AND SUMMARY

- 1.1** This memorandum of counsel sets out the Council's response to the issues raised in the Panel's memorandum of 4 November 2015 concerning the management of stormwater under the Proposed Auckland Unitary Plan (**PAUP**) (**Memorandum**).
- 1.2** On page 1, the Memorandum summarises the issues as:
- where [is the] jurisdiction under the RMA to control or manage stormwater entering the stormwater network and/or the combined sewer-stormwater network (ie a **piped network**) through a combination of regional and district land use controls; and
 - what the relationship is between the PAUP and the Auckland Council Stormwater Bylaw, which appears to control and manage stormwater entering the Council's stormwater network.
- 1.3** By way of a summary, the Council's response to these issues is:
- (a) to the extent that the relevant PAUP provisions manage water or effects on water, it is not water "while" in a pipe and can, therefore, be controlled under the PAUP;

- (b) there is jurisdiction to control the diversion of surface water under sections 14 and 30(1)(1)(e) of the Resource Management Act 1991 (**RMA**) – whether or not the water is directed to the public stormwater network;
- (c) there is jurisdiction to control the use of land under sections 30 and 31 of the RMA to address the effects of stormwater flows exceeding the stormwater network capacity, in terms of:
 - (i) the control of any actual or potential effects of the use or development of land;¹ and
 - (ii) the avoidance or mitigation of natural hazards;²
- (d) there is jurisdiction to control the use of land for the purpose of managing the effect of stormwater that is directed to the combined sewer network under section 30(1)(c)(ii) and (iiia) of the RMA because the additional stormwater can result in wastewater overflows;
- (e) there is jurisdiction to control the use of land for activities that generate high levels of contaminants under section 30(1)(c)(ii) and (iiia) of the RMA, even where the stormwater from these activities may be conveyed through pipes before entering the eventual receiving environment;
- (f) the Bylaw is of limited relevance to the assessment of the PAUP provisions as it is focussed on direct impacts on the networks and, to the extent it potentially overlaps with the PAUP controls, the Bylaw is subject to the PAUP.

2. STATUTORY FUNCTIONS BEING ACHIEVED

- 2.1** For the reasons explained below, it is submitted that the PAUP rules at issue assist the Council to fulfil the following statutory functions:

¹ Section 31(1)(b).
² Sections 30(1)(c)(iv) and 31(1)(b)(i).

Regional Council functions (section 30)

- (a) the control of the use of land for the purpose of:
 - (i) the maintenance and enhancement of the quality of water bodies and coastal waters;³
 - (ii) the maintenance and enhancement of ecosystems in water bodies and coastal waters;⁴ and
 - (iii) avoidance or mitigation of natural hazards;⁵
- (b) the control of the diversion of water;⁶

Territorial Authority functions (section 31)

- (c) the control of any actual or potential effects of the use, development or protection of land including for the purposes of the avoidance or mitigation of natural hazards.⁷

2.2 Rules can be made under section 9(2) of the RMA to control land use to achieve the regional council functions described in (a) above. This applies to the PAUP provisions that control the use and development of impervious surfaces, and activities that:

- (a) expose the stormwater and combined sewer networks to additional stormwater flows, causing:
 - (i) overland flow and flooding (natural hazards), and channel erosion; and
 - (ii) wastewater overflows, adversely affecting water quality and ecosystem health; and
- (b) generate high levels of contaminants, adversely affecting water quality and ecosystem health.

3 Section 30(1)(c)(ii).
 4 Section 30(1)(c)(iia).
 5 Section 30(1)(c)(iv).
 6 Section 30(1)(e).
 7 Section 31(1)(b).

- 2.3 Rules can be made under section 14(2) of the RMA to manage the diversion of water (other than open coastal water) to achieve the regional council function described in (b) above.
- 2.4 Land use rules can be made under section 9(3) to achieve the territorial authority functions under section 31 of the RMA, including rules to mitigate or avoid natural hazards.
- 2.5 It is noted that land use rules can be made under both sections 9(2) and (3) in relation to the mitigation or avoidance of natural hazards.
- 2.6 In light of the above we discuss the specific PAUP provisions noted in the Memorandum below. However, before doing so, we address the issues relating to the RMA definition of "water".

Preliminary issue – exclusion of water in a pipe

- 2.7 It appears that underlying the Panel's concerns is the definition of "water" under section 2 of the RMA, as not including "water in any form while in any pipe...". Importantly, this only excludes water "while" it is in a pipe - it does not apply to water before it enters, or after it leaves, a pipe. This has been confirmed recently by the Environment Court where it said⁸:

... water in a pipe is not included within the RMA definition of water, but at the point where it exits onto the James' property it is water as defined by the Act

- 2.8 Parliament's apparent purpose in excluding water "while in any pipe" from the definition of "water" is to distinguish water in piped networks from fresh water, coastal water, geothermal water or overland flows. By doing so, it prevents fundamental provisions in Part 3 such as section 14 (restrictions relating to water), or section 15 (which prohibits discharges of contaminants or water into water unless allowed by a national environmental standard, regulation, regional rule or resource consent) applying to piped networks. However, that does not in any way preclude rules under the RMA regulating stormwater either *before* or *after* it enters or exits a piped stormwater network.

8 *James v Western Bay of Plenty District Council* [2015] NZEnvC 132, paragraph [15]

2.9 The provisions in the PAUP at issue are either:

- (a) water diversion or land use controls that manage the effect of impervious surfaces on stormwater flows from the impervious surfaces to a "piped network" or elsewhere; or
- (b) controls on land uses that generate high levels of contaminants within the stormwater that adversely affects freshwater and coastal environments.

2.10 Therefore, to the extent that the PAUP provisions manage water, they do so only in relation to water that is on the land surface *before* it enters a pipe or otherwise flows overland (diversion) or *after* it leaves the piped network (discharge) – and not water "while" it is in a pipe. Moreover, it is noted that:

- (a) "stormwater network", as defined in the PAUP⁹ is not limited to pipes. It is currently proposed to be defined as "a system of stormwater pipes, open channels, devices and associated ancillary structures and used for the purpose of conveying, diverting, storing, treating, or discharging stormwater and operated by Auckland Council as a stormwater network utility operator"¹⁰.
- (b) not all stormwater runs off to a pipe; and
- (c) in any event the stormwater and combined sewer networks are located on or in, and therefore can be considered to be part of, "land".

2.11 A number (but not all) of the relevant PAUP rules are required because of the necessarily limited capacity of the public stormwater and combined sewer networks, and the consequential effects on the environment of land uses that generate additional flows to these networks. These drainage networks avoid or mitigate the adverse stormwater effects of the land development and use – but have a finite capacity. Exceeding the network capacity means that they are

⁹ As amended in Attachment G to the Council's closing remarks of 7 September 2015.

¹⁰ It is noted that the full definition clarifies that it only includes pipes etc that are operated by the Council as a stormwater network utility operator.

not able to adequately manage the stormwater effects of the land development and use, resulting in:

- (a) additional overland stormwater flows and flooding; and
- (b) wastewater overflows (in the case of the combined sewer network) that can affect the quality of water and ecosystems in the receiving environment (primarily freshwater and coastal environments).

2.12 It is legitimate for the PAUP to control land use to manage these actual and potential effects of the environment. As the Environment Court said in *Foreworld Developments Ltd v Napier City Council*:¹¹

It is bad resource management practice and contrary to the purpose of the [RMA] – to promote the sustainable management of natural and physical resources; to zone land for an activity when the infrastructure necessary to allow that activity to occur without adverse effects on the environment does not exist, and there is no commitment to provide it.

2.13 Similarly, it would be bad resource management practice to not control activities when the "infrastructure necessary to allow that activity to occur without adverse [stormwater-related] effects" is not available. In this context "not available" includes not having sufficient capacity to manage the stormwater effects of the activities. The PAUP provisions at issue will ensure that the actual and potential stormwater effects on the environment will be managed, taking into account the ability of the public network to cater for the stormwater.

3. THE SPECIFIC PAUP PROVISIONS MENTIONED IN THE MEMORANDUM

3.1 The next sections discuss the PAUP provisions noted in the Memorandum.

Section H4.14.1 – Stormwater Discharges

3.2 The Memorandum refers to the rule at the first row of Activity Table 1.1, which permits the "diversion of stormwater from established impervious areas to the stormwater network". As noted above, this is addressing the diversion of stormwater as the result of the establishment of the impervious surfaces that alter the flow of water before it reaches the stormwater network or otherwise runs off to

¹¹ W008/2005, paragraph 15. The key issue in this case was a lack of wastewater infrastructure although stormwater is mentioned at para 14.

land, and not "while" it is in a pipe. The rule only addresses diversion. It does not purport to address the discharge of stormwater to or from the network.

- 3.3** Accordingly, the rule can be made under section 14(2) and (3) of the RMA. This rule was requested by submitters during mediation to avoid any argument that such diversions were permitted, and on this basis was accepted by the Council.

H4.14.2 – Stormwater Management Flow

Combined Sewer Network rules

- 3.4** Activity Table 2.1 provides for the "development of additional, and redevelopment of, impervious areas where stormwater is directed to the combined sewer network" as a:
- (a) permitted activity if Watercare approval is given for the increase in stormwater entering the network; or
 - (b) restricted discretionary activity if such approval is not given.
- 3.5** As discussed above, the resource management issue addressed by this rule is the limited capacity of the combined sewer network. Additional stormwater entering this network can cause wastewater overflows that affect water quality and potentially also ecosystems in water bodies (such as streams) as well as coastal water. There is jurisdiction to make rules that control land use (development of impervious areas) for the purpose of maintaining and enhancing water quality and ecosystems in water bodies and coastal water under section 30(1)(c)(ii) and (iii) of the RMA.
- 3.6** In the Council's view, land use activities that generate additional stormwater flows into the combined sewer network have actual and potential effects on the environment, that need to be managed, through either permitted activity standards or a resource consent process.
- 3.7** In relation to the requirement for Watercare approval, the Council considered (in conjunction with Watercare) whether permitted activity performance standards (eg volume or area thresholds) could be implemented. However, the Council was advised that due to the

nature of this network it was not possible to determine performance standards that would be relevant and appropriate in all circumstances. As a result, the "Watercare approval" standard was proposed to create an option for developers/other parties to avoid the need for a consent application where the change in impervious area is acceptable to Watercare. A key consideration in providing for this is to allow smaller scale infrastructure projects, such as road maintenance or new bus stops, to be undertaken where there may be changes to the volume of stormwater (and hence would not meet the threshold of "no increase") but that are essential for the provision of public services, provided that the level of stormwater entering the combined network is acceptable to Watercare.

- 3.8** Importantly, this is not an "approval" in an RMA/regulatory sense. Rather, it is Watercare's agreement to accept the additional stormwater - in its capacity as owner and operator of the combined sewer network, and the holder of the consents for the discharges from this network (ie the party directly affected by the additional stormwater entering the network). The Panel may wish to modify the wording of Rule 2.2.1(2)(a) to clarify this, as follows:

The development of additional and redevelopment of impervious areas does not result in an increase in stormwater runoff discharging to the combined sewer network, unless any increase is approved by the combined sewer network operator agrees in writing to accept (as network owner and operator) the additional stormwater runoff entering the network.

Maximum impervious area rules

- 3.9** Activity Table 2.1 permits the "development of additional impervious areas that do not exceed the maximum impervious area for the relevant zone". Exceeding the maximum impervious area (**MIA**) is a restricted discretionary activity.
- 3.10** These rules primarily address the effects of stormwater run off (from the additional impervious areas) on the environment caused by the limited capacity of the stormwater network. Managing these effects is a territorial authority function under section 31(1)(b) of the RMA. Further, the "trigger" for these rules is the MIA percentages contained as development controls in some zones (eg residential zones). Essentially, they are Auckland-wide section 9(3) RMA land use

controls that result from an infringement of the zone development controls.

- 3.11 It is noted that the MIA controls occur in a number of the operative District Plans (eg rule 8.4.7 in the North Shore section).

H4.14.3 Stormwater Management – Quality

- 3.12 Activity Table 3.1 lists land use rules intended to control the quality of stormwater from various "high contaminant generating activities" (HCGAs).
- 3.13 Unlike the land use rules discussed above, these rules are not related to the limited capacity of the drainage networks. As explained in the Council's evidence, the contaminants generated by the HCGAs adversely affect water quality and ecosystem health.
- 3.14 Therefore, the rules control land uses for the purposes listed in section 30(1)(c)(ii) and (iii) of the RMA. The fact that the stormwater may be diverted to a piped network before being eventually discharged into the receiving environment is irrelevant. The network is only one means of conveying the contaminants from their source to the adversely affected receiving environment. For instance, the contamination generated by land uses may travel to the receiving environments by means other than through pipes, eg overland via streams or through groundwater.
- 3.15 It is noted that the Council's evidence explained the need for these rules given the current (degraded) state of the receiving environments and the direction to address these issues under the NZ Coastal Policy Statement (NZCPS) and the National Policy Statement: Freshwater Management (NPSFM).

4. RELATIONSHIP BETWEEN THE PAUP AND THE BYLAW

- 4.1 On page 6 the memorandum states that the Panel seeks clarification as to:

The relationship of the Auckland Council's stormwater bylaw and the stormwater provisions in the PAUP in relation to the Council's stormwater network and/or the combined sewer network, and whether the Bylaw provisions are more appropriate to manage discharges, diversion and direction of stormwater to a piped network.

- 4.2 By way of a summary, the Council's response is:

- (a) when assessing the PAUP provisions the key inquiry is the analysis under section 32 of the RMA;
- (b) there is no legal obligation for the Council to promulgate the Bylaw, and it can only do so after concluding that a bylaw is the most appropriate way to address perceived problems;
- (c) the Council's bylaw-making powers in relation to stormwater are limited;
- (d) the adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;
- (e) it is not appropriate to control the adverse effects of land use on the environment through the Bylaw; and
- (f) the Bylaw requirements are primarily focussed on managing individual and direct impacts on the stormwater network (including service connections) and ensuring on-going maintenance of private devices the performance of which has a direct bearing on the performance and operation of the network.

4.3 In the Council's view, the Panel's assessment of the PAUP provisions must be focussed on the relevant RMA matters, primarily section 32. It is acknowledged that the potential application of the Bylaw may be relevant when considering the options of achieving the relevant objectives and policies. However, it is submitted that, in that context, the content of the Bylaw is of limited relevance especially given the fact that:

- (a) there is no legal obligation compelling the Council to promulgate a bylaw relating to the stormwater network (and similarly, Watercare has no obligation to promulgate a bylaw relating to the combined sewer network); and
- (b) the Bylaw could be changed either as a result of Council decisions or legal challenge.

- 4.4** There is no legal obligation for the Council to have bylaws relating to the stormwater network. As is the case for all bylaws made under the Local Government Act 2002 (**LGA**), before making a bylaw in relation to the stormwater network the Council must determine whether a bylaw is the most appropriate way of addressing the perceived problem: section 155(1) of the LGA. The Council's "section 155 analysis" in respect of the Bylaw considered regulation under the Building Act and RMA, as well as educational and environmental programmes and industry accords, as alternatives is making a stormwater network bylaw.
- 4.5** Significantly, however, the Council's bylaw-making powers in relation to stormwater are relatively confined. The relevant empowering provisions in the LGA are:
- (a) section 146(b)(iv), which authorises bylaws for the purpose of "managing, regulating against, or protecting from, damage, misuse, or loss, or preventing the use of the land, structures or infrastructure associated with land drainage"; and
 - (b) section 145(a) and (b), which confer a more general power to make bylaws protecting the public from nuisance and protecting, promoting and maintaining public health and safety.
- 4.6** Neither of these bylaw-making powers is as extensive as the relevant provisions in sections 30 and 31 of the RMA on which the Council relies to make the PAUP rules at issue. In particular, section 146(b)(iv) is confined to land, structures and infrastructure associated with land drainage i.e. the stormwater network, rather than all public or private property that may generate stormwater runoff which eventually finds its way into the stormwater network. The more general bylaw-making powers in section 145 concern nuisance and public health and safety, but would not authorise provisions that sought to control water quality in water bodies or coastal water, if neither public health and safety nor nuisance was at issue.

4.7 Because the wider environmental impacts of stormwater diversion and discharge fall to be managed through other regulatory and non-regulatory measures, the Bylaw has a "network" focus.

4.8 While the purposes of the Bylaw¹² are cast reasonably widely, as noted above the focus is on the stormwater network, including private stormwater systems, rather than land use that may generate stormwater. The requirements to obtain approval under the Bylaw only address:

- (a) construction of assets to be vested in the Council (vested stormwater assets);¹³
- (b) new service connections;¹⁴
- (c) works and activities (excavations etc) that may physically affect the public stormwater network;¹⁵
- (d) adversely altering the velocity of stormwater or adversely diverting the flow of stormwater on public land;¹⁶
- (e) keeping watercourses etc on private land free of obstructions;¹⁷
- (f) discharging stormwater from impervious areas greater than permitted by the PAUP or resource consent;¹⁸
- (g) damaging, modifying, or altering the hydraulic performance of the public stormwater network;¹⁹
- (h) removal or damage to vegetation in a wetland;²⁰
- (i) ground soakage systems;²¹

12 Clause 4.
 13 Clause 9(3).
 14 Clause 9(3).
 15 Clause 10.
 16 Clause 11(1).
 17 Clause 11(2).
 18 Clause 11(3).
 19 Clause 12.
 20 Clause 13.
 21 Clause 14.

(j) discharges of contaminants to the public stormwater network;²² and

(k) maintenance and operation of private stormwater systems.²³

4.9 Auckland Council has also adopted the Water Supply and Wastewater Network Bylaw 2015 which seeks to protect the water supply and wastewater network owned and operated by Watercare, while Auckland Council has confirmed four legacy bylaws relating to on-site wastewater systems.²⁴

4.10 There are aspects of the Stormwater Bylaw that have some potential overlap with the PAUP provisions discussed above. This applies to clauses (d), (e), (f), (h), (i), and (j) as summarised above. However, the requirement for Bylaw approval under these clauses does not apply if the relevant activity is "permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent." Therefore, the requirement for Bylaw approval is subject to authorisation under the RMA. Accordingly, the Bylaw assumes that the PAUP will be the primary method of managing the impacts of land use and development on the stormwater network and, in that sense, provides a 'back stop' measure to the PAUP provisions. This position is expressly provided for in clause 7(3) of the Bylaw, which states that "nothing in this bylaw shall derogate from the [RMA]".²⁵

4.11 Further, the Bylaw could be challenged as unreasonable, if it were to override rights to, for example, remove or damage vegetation in wetlands that had been obtained through the resource consent process. In fact, if the Bylaw was not drafted in this way (ie being subject to resource consents and the PAUP) it could be open to challenge on the basis that land use and development are more appropriately managed under the RMA.²⁶ In that regard, it is submitted that the PAUP provisions are the most appropriate

22 Clause 15.

23 Clause 16.

24 Governing body resolution GB/2015/112 (29 October 2015).

25 See also the explanatory note to this clause.

26 It is noted that submitters on the draft bylaw expressed concern that it would duplicate the RMA/PAUP regime and significant changes were consequently made to the bylaw through the special consultative procedure.

methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions, because:

- (a) the RMA expressly addresses the management of the adverse effects of land use on the environment. Moreover, the RMA expressly recognises the relationship between land use and effects on:
 - (i) water quality and ecosystem health under section 30(1)(c)(ii) and (iia); and
 - (ii) natural hazards (eg flooding) under section 30(1)(c)(iv) and 31(1)(b).
- (b) The RMA expressly addresses the management of the diversion of water under sections 14 and 30(1)(e).
- (c) Rules controlling the use of land such as those discussed above are generally 'expected' in RMA plans, and not necessarily in bylaws. While bylaws can contain provisions that provide for approval of various activities that may affect the stormwater network, such provisions are not accompanied by a framework of associated objectives and policies that provide for a full range of matters to be considered. Nor are decisions made under bylaws subject to rights of appeal to an expert body (the Environment Court), unlike decisions made by councils pursuant to regional or district rules under the RMA. Again, this suggests that RMA rules are a more sophisticated and appropriate mechanism than bylaw provisions to regulate land use to the extent that it has stormwater impacts (beyond merely impacts on the stormwater network).
- (d) Relying on a network discharge consent to authorise discharges from the network and the Bylaw to manage inputs into the network, is a less transparent method than controlling the relevant activities through the PAUP.
- (e) The creation of additional and/or redevelopment of existing impervious surfaces will usually occur as part of a wider


development proposal where it is appropriate to consider and assess a wider range of effects (including positive, adverse and cumulative effects), in the context of the RMA and PAUP.

5. CONCLUSION

5.1 For the reasons explained above:

- (a) there is jurisdiction to include PAUP provisions that control or manage stormwater entering the stormwater network and the combined sewer network through a combination of regional and district land use controls; and
- (b) the Bylaw is, to the extent there is any potential overlap, subject to the PAUP provisions, because it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment.

DATED at Auckland this 20th day of November 2015



G C Lanning / J P Hassall
Counsel on behalf of Auckland Council



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Business North Harbour Incorporated**

Your local board: **Upper Harbour**

Source: **Email**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why: BNH agrees with this proposal. We believe that the inclusion of guidelines and codes of practice on public and private stormwater systems will help to ensure that there is consistency of efficacy regardless of whether the stormwater system is part of the public network or a private system. It should ensure that all the maintenance and construction affecting the public stormwater network or private systems is undertaken to prescribed standards and that the stormwater network and private stormwater systems are able to operate effectively and efficiently, when adhering to the guidelines and codes of practice.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: NH agrees with this proposal. Council needs to be sure that any assets are fit-for-purpose and meet code of practice and any relevant guidelines before they are vested to

Council. Without this assurance Council could end up having to pay expensive repair or modification costs after assets have already been vested, thus utilising Council funds which could be better-used elsewhere on the network. The addition of subclauses 2 and 6 to Clause 9 should offer Council the necessary security to only vest assets that meet the appropriate standards and consent requirements.

BNH agrees with the inclusion of subclauses 1(k) and 1(l) to Clause 19 to ensure that when Council is considering an application, due consideration is given to mana whenua values and the carbon footprint to construct, maintain, operate or decommission an asset. These considerations are important in supporting Council's obligations under the Local Government Act and the Treaty Principles and will help Council to make decisions in line with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: BNH agrees with this proposal. The addition of subclause 7 to Clause 9 ensures that any new or modified Engineered Overflow Points to the public stormwater network will meet the necessary guidelines and codes of practice. The necessity to meet these sta

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Agree

Tell us why: BNH agrees in principle with this proposal and the addition of subclause 4 to Clause 10.

However, we would ask that these restrictions are not necessarily a blanket ban on these activities, but that Council only imposes them in areas where they are sure

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: BNH supports this proposal. To enable compliance people must fully understand what is required of them in relation to the Bylaw. Making the information easier to understand and having Council staff available to answer questions that anyone may have rega

6. Do you have any other feedback on Stormwater Bylaw?

Businesses rely upon the provision of a safe and effective stormwater network to enable them to operate efficiently whilst also maintaining a duty of care towards their employees and visitors. Given that the purpose of this Bylaw is to regulate land drainage including:

- o managing and developing the stormwater network including ground soak systems
- o providing conditions for connections to the stormwater network
- o regulating discharges into the stormwater network
- o protecting the stormwater network from damage, misuse, and interference
- o protecting the public from nuisance and to promote public health and safety
- o ensure private stormwater systems are maintained and operated correctly
- o managing redundant stormwater systems

BNH supports the proposed changes with the proviso noted in Proposal 4, as we believe that the proposed changes support the purposes of the Bylaw which are beneficial to all Aucklanders.

BNH would also ask that the Council give due consideration to the needs of businesses in its approach to the Stormwater Bylaw 2015 Amendment, as many face another uncertain year ahead.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

SUBMISSION: Stormwater Bylaw 2015
Amendment
22ND OCTOBER 2021

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22nd October 2021

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Submission to the Stormwater Bylaw 2015 Amendment.

Introduction

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this Submission on the Stormwater Bylaw 2015 Amendment.

BNH is a significant commercial and industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The organisation is located within the Upper Harbour Local Board area, which remains one of the fastest growing areas in the country, in both absolute and percentage population terms, which brings both challenges and opportunities to the North Harbour business district.

BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing, light – medium warehousing, logistics, retail and hospitality. In addition, we have key educational institutions within or on our boundary, including Massey University, Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand.

Background

Auckland's stormwater network is affected by land drainage problems such as property flooding, network contamination from illegal discharges, inconsistent management of pipe connections and operation of private stormwater systems. Auckland Council aims to regulate land drainage and stormwater management by protecting the public stormwater network from damage, misuse, interference and nuisance, and to ensure effective maintenance and operation of private stormwater systems.

Auckland Council uses a Bylaw administered mainly by the Healthy Waters Department and the Regulatory Engineering Department, **to make rules that help protect Auckland's** public stormwater networks and ensure maintenance of private stormwater systems.

Auckland Council recently checked how the rules are working and identified improvements to the Bylaw that would:

- **specify controls, codes of practice or guidelines for managing the public stormwater network and private stormwater systems**
- **consider additional requirements for vesting of public assets and approvals under the Bylaw**

- **require approvals for modifications** or new engineered wastewater overflow points into the stormwater network
- **restrict or exclude certain activities for parts of the stormwater network**
- **update Bylaw wording, format, and definitions**

Auckland Council is seeking feedback on the proposed amendment to the Stormwater Bylaw 2015.

Business North Harbour Feedback

Proposal 1.

Controls on public stormwater network and private stormwater systems.

We are proposing to include the stormwater related guidelines and codes of practice within the Bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal?

BNH agrees with this proposal. We believe that the inclusion of guidelines and codes of practice on public and private stormwater systems will help to ensure that there is consistency of efficacy regardless of whether the stormwater system is part of the public network or a private system. It should ensure that all the maintenance and construction affecting the public stormwater network or private systems is undertaken to prescribed standards and that the stormwater network and private stormwater systems are able to operate effectively and efficiently, when adhering to the guidelines and codes of practice.

Proposal 2.

Additional requirements for vesting of public assets and approvals.

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

BNH agrees with this proposal. Council needs to be sure that any assets are fit-for-purpose and meet code of practice and any relevant guidelines before they are vested to Council. Without this assurance Council could end up having to pay expensive repair or modification costs after assets have already been vested, thus utilising Council funds which could be better-used elsewhere on the network. The addition of subclauses 2 and 6 to Clause 9 should offer Council the necessary security to only vest assets that meet the appropriate standards and consent requirements.

BNH agrees with the inclusion of subclauses 1(k) and 1(l) to Clause 19 to ensure that when Council is considering an application, due consideration is given to mana whenua values and the carbon footprint to construct, maintain, operate or decommission an asset. These considerations are important in supporting **Council's obligations under the Local Government Act** and the Treaty Principles and will help Council to make decisions in line with **Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan**.

Proposal 3.

Approving modifications or new engineered wastewater overflow points.

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this Proposal?

BNH agrees with this proposal. The addition of subclause 7 to Clause 9 ensures that any new or modified Engineered Overflow Points to the public stormwater network will meet the necessary guidelines and codes of practice. The necessity to meet these standards BNH believes will serve to safeguard the integrity of the network and will also help to protect public health and safety when the points are activated.

Proposal 4.

Restricting or excluding activities for parts of the stormwater network.

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this Proposal?

BNH agrees in principle with this proposal and the addition of subclause 4 to Clause 10. However, we would ask that these restrictions are not necessarily a blanket ban on these activities, but that Council only imposes them in areas where they are sure that the safe and efficient operation of the network may be compromised by these activities and there is a need to protect public safety.

Proposal 5.

Updating the bylaw wording, format, and definitions.

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this Proposal?

BNH supports this proposal. To enable compliance people must fully understand what is required of them in relation to the Bylaw. Making the information easier to understand and having Council staff available to answer questions that anyone may have regarding the Bylaw, should increase the number of people willing to do the right thing as illustrated in Section 4 of the Statement of Proposal Stormwater Bylaw. It should also reduce the occurrence of unintentional non-compliance illustrated in the same diagram, if Council has sufficient resource to provide the interventions to assist with compliance noted in the same diagram.

BNH believes that regardless of how easy the Bylaw is to understand, compliance and enforcement can only be successful if the mechanisms required for their implementation are adequately resourced.

Conclusions

Businesses rely upon the provision of a safe and effective stormwater network to enable them to operate efficiently whilst also maintaining a duty of care towards their employees and visitors. Given that the purpose of this Bylaw is to regulate land drainage including:

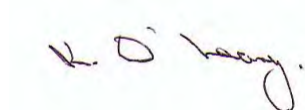
- o managing and developing the stormwater network including ground soak systems
- o providing conditions for connections to the stormwater network
- o regulating discharges into the stormwater network
- o protecting the stormwater network from damage, misuse, and interference
- o protecting the public from nuisance and to promote public health and safety
- o ensure private stormwater systems are maintained and operated correctly
- o managing redundant stormwater systems

BNH supports the proposed changes with the proviso noted in Proposal 4, as we believe that the proposed changes support the purposes of the Bylaw which are beneficial to all Aucklanders.

BNH would also ask that the Council give due consideration to the needs of businesses in its approach to the Stormwater Bylaw 2015 Amendment, as many face another uncertain year ahead.

Should there be any questions or other matters arising from this Submission, we would be pleased to respond to those.

Yours sincerely,



Kevin O'Leary
General Manager



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Z Energy Ltd, BP Oil New Zealand Ltd, Mobil Oil New Zealand Ltd**

Your local board: **Regional Organisation**

Source: **Email**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal?

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal?

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal?

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal?

Tell us why:

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why: Further to the attached form, Z Energy Limited, BP Oil New Zealand Limited, and Mobil Oil New Zealand Limited (the Fuel Companies) support the intent of the amendments proposed to the bylaw. In particular the Fuel Companies support the introductory summar

6. Do you have any other feedback on Stormwater Bylaw?

Important privacy information

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From: Mark Laurenson <markl@4sight.co.nz>
Sent: Tuesday, 26 October 2021 5:07 pm
To: Stormwater Bylaw <stormwaterbylaw@aucklandcouncil.govt.nz>
Subject: Stormwater Bylaw - Feedback on behalf of the Fuel Companies

Good afternoon

Further to the attached form, Z Energy Limited, BP Oil New Zealand Limited, and Mobil Oil New Zealand Limited (*the Fuel Companies*) support the intent of the amendments proposed to the bylaw. In particular the Fuel Companies support the introductory summary which, although not part of the bylaw, provides a helpful explanation of the effect and scope of the bylaw, including clarity that the bylaw manages activities that have impact on the stormwater network with the RMA considering environmental effects (with specific reference to Clause 15 of the bylaw).

In terms of clause 15 of the bylaw, the Fuel Companies consider that the phrase 'Council approves' in 15(1) encompasses discharges that are permitted under the AUP, however, clarity is important in that regard, noting that specific reference is made to permitted activities elsewhere in the bylaw. To that end, the Fuel Companies seek that 15(1) is amended as follows (additions in underline):

No person may discharge directly or indirectly a contaminant into the public stormwater network

if the discharge is likely to cause nuisance or adversely affect the operation of the stormwater network unless the council approves, including via permitted activity rules in the Auckland Unitary Plan, or that person is expressly authorised by an operative resource consent.

Or

No person may discharge directly or indirectly a contaminant into the public stormwater network if the discharge is likely to cause nuisance or adversely affect the operation of the stormwater network unless the council approves or that person is expressly authorised by a permitted activity rule in the Auckland Unitary Plan or by an operative resource consent.

Either option would clearly recognise that permitted discharges are acceptable in terms of effects to the environment and reinforce what is understood to be the intent and current interpretation. Alternative amendments may achieve the same outcome but clarity in this respect is required.

The Fuel Companies would be pleased to discuss this further if that would assist.

Kind regards

Mark Laurenson

Principal Planner & Auckland Planning Manager

Mobile: 021 0868 8135

Company Name

4SIGHT COVID-19 RESPONSE PLAN

201 Victoria Street West, Auckland Central 1010
PO Box 911 310, Victoria St West, Auckland 1142

[4Sight.Consulting](#) [LinkedIn](#)

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Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Templeton Group Limited**

Your local board: **Albert-Eden**

Source: **Email**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Disagree

Tell us why: The consultation documentation and updated Bylaw proposes that Council will require compliance with the controls (guidelines and codes) included in Schedule 1 Register of Controls. As per clause 6 of the Stormwater Bylaw 2015 and 2021 it states that “Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

However, Council is not seeking feedback on any of the documents included in Schedule 1 of the Bylaw. For example, the Stormwater CoP (SWCoP) Version 3 has recently been published and is proposed to come operative on 18 January 2022. It includes new climate change assumptions that will significantly affect existing and future development plans and has not been sent out for formal consultation with the public and/or the development/stormwater industry.

We request that all controls and their changes are consulted upon as per clause 6 of the Bylaw before inclusion under Schedule 1.

In addition, it is unclear on why some of the controls specified in Schedule 1 are required to be included in the Bylaw, such as the guideline documents. The inherent nature of guideline documents is that they are voluntary in nature and do not prescribe mandatory standards, so raises questions over how compliance with them would be demonstrated and assessed.

We request that references to guideline documents are removed from Schedule 1 Register of Controls of the Bylaw.

Under Clause 8, the updated Bylaw comparison table includes reference to the inclusion for specifying controls or guidelines for private stormwater systems. The 2015 Bylaw consultation process included private systems in the initial consultation process. However, it was removed following feedback and consultation workshops.

The unfettered ability for Council to control private stormwater systems is concerning as it could be used to control or limit the use of innovative stormwater solutions such as stormwater proprietary devices through the Bylaw.

We request any reference to apply codes or guidelines to private stormwater systems is removed and that the Council's SWCoP is confirmed to only apply to assets to be vested to Council.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Disagree

Tell us why: The consultation documentation and discussion with Council staff indicates that the Bylaw is intended to allow Council to require developments and new stormwater connections to comply with Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC) held by Healthy Waters.

Therefore, Council will in effect be seeking to control land use and environmental effects through the Stormwater Bylaw via the inclusion of the Schedule 4 control. This raises concerns whereby Council is managing environmental effects via the Stormwater Bylaw and not the Resource Management Act or Unitary Plan.

As noted in 2015 by Auckland Council's legal advisors (Simpson Grierson) in their reply to the Auckland Unitary Plan Hearings Panel - 049 and 059, 060, 062 and 063 _Post Hearing Memorandum to Auckland Council the "purposes of the Bylaw are cast reasonably widely", a

copy is attached to this submission. However, the response by Council's legal advisors also outlined the key following points in their reply to the Hearings Panel in relation to the scope and purpose of the Bylaw:

4.2 (c) the Council's bylaw-making powers in relation to stormwater are limited;

4.2 (d) The adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;

4.2 (e) It is not appropriate to control the adverse effects of land use on the environment through the Bylaw

The legal advisors concluded in their submission to the Hearings Panel "the PAUP provisions are the most appropriate methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions". To the extent there is any potential overlap of the Bylaw and AUP, subject to the PAUP provisions, it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment."

The extent to which the proposed Bylaw and controls can require compliance with Schedule 4 of the Regionwide NDC (a third parties' consent) is subject to question and open to interpretation and raises issues of regulatory overreach by Council. As per Council's own legal advice to the Auckland Unitary Plan Hearings Panel, the RMA is the preferred legislation for managing environmental effects.

The addition of Schedule 4 as a control is adding further complexity to the interpretation of the Bylaw and other relevant rules and regulations. This is creating confusion around the scope and application of the Bylaw and NDC by Council staff when assessing resource consent and engineering applications.

Recent experience is that the approval processes are becoming overly complex, open to misinterpretation, causing time and cost delays for developers that ultimately get passed onto the end purchaser, through higher housing and development prices. Ensuring a clear and efficient process for approvals should be a priority for Council to allow developments to proceed in a timely manner.

It is requested that the Schedule 4 is removed from the Schedule 1 Register of Controls as it is not appropriate for inclusion as it raises issues over regulatory overreach by covering items that fall under Resource Management Act and Unitary Plan.

Clauses 19 and 20

The above clauses in the proposed Bylaw includes additional considerations and conditions of approval that appear to be outside the scope and what would be considered appropriate

in a Bylaw made under the Local Government Act. These include but are not limited to the following:

- cumulative effects
- compliance with relevant resource consent conditions, consent notices, easements and covenants
- minimising carbon footprint.
- the management of mana whenua values.

No information is provided on how the above would be considered, assessed, or implemented through the Bylaw. The above items are more suited within an RMA context and therefore inclusion could cause further confusion and delays to appro

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We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: No comment at this time

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: There appears to be no limitation to the activities that could be restricted or excluded in the future by Council with no right of appeal or public consultation on those activities. It is requested that the scope of the clause is clearly defined in resp

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We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Disagree

Tell us why: We request further clarity is provided around the scope and limitations of the Bylaw through a guidance document with worked examples for different development scenarios. As per Simpsons Griersons response to the Hearings Panel, the purposes of the Byla

6. Do you have any other feedback on Stormwater Bylaw?

Yes

Proposed additions to the Bylaw

Clause 12

Add the following text to clause 12:

- “or is a permitted activity.”

Clause 15

Reinstate the Explanatory Note from 2015.

SWCoP

In addition, we request further information on the changes in relation to the updated SWCoP, including but not limited to:

- Transitional arrangements between the two SWCoP.
- Has any consideration been given to potential implications of the SWCoP on the existing Unitary Plan provisions and existing resource consents?
- When will Council’s flood modelling be updated, particularly for designs where those models or boundary conditions were relied upon.
- Has Council increased its investment in flood mitigation works to account for the change in climate change scenario
- A copy of the assessment process that selected the preferred climate change scenarios presented in the MoE and NIWA reports.
- Further information on the change to the minimum floor level requirements outlined in the SWCoP.

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Submission – Stormwater Bylaw

Organisation – Templeton Group Limited

Contact – Phil Jaggard

Email: Phil@mps.net.nz

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We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice. Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

Disagree

The consultation documentation and updated Bylaw proposes that Council will require compliance with the controls (guidelines and codes) included in *Schedule 1 Register of Controls*. As per clause 6 of the Stormwater Bylaw 2015 and 2021 it states that “Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

However, Council is not seeking feedback on any of the documents included in Schedule 1 of the Bylaw. For example, the Stormwater CoP (SWCoP) Version 3 has recently been published and is proposed to come operative on 18 January 2022. It includes new climate change assumptions that will significantly affect existing and future development plans and has not been sent out for formal consultation with the public and/or the development/stormwater industry.

We request that all controls and their changes are consulted upon as per clause 6 of the Bylaw before inclusion under Schedule 1.

In addition, it is unclear on why some of the controls specified in Schedule 1 are required to be included in the Bylaw, such as the guideline documents. The inherent nature of guideline documents is that they are voluntary in nature and do not prescribe mandatory standards, so raises questions over how compliance with them would be demonstrated and assessed.

We request that references to guideline documents are removed from Schedule 1 Register of Controls of the Bylaw.

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We request any reference to apply codes or guidelines to private stormwater systems is removed and that the Council’s SWCoP is confirmed to only apply to assets to be vested to Council.

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We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

Disagree

Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC)

The consultation documentation and discussion with Council staff indicates that the Bylaw is intended to allow Council to require developments and new stormwater connections to comply with Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC) held by Healthy Waters.

Therefore, Council will in effect be seeking to control land use and environmental effects through the Stormwater Bylaw via the inclusion of the Schedule 4 control. This raises concerns whereby Council is managing environmental effects via the Stormwater Bylaw and not the Resource Management Act or Unitary Plan.

As noted in 2015 by Auckland Council's legal advisors (Simpson Grierson) in their reply to the Auckland Unitary Plan Hearings Panel - 049 and 059, 060, 062 and 063 *_Post Hearing Memorandum to Auckland Council* the "*purposes of the Bylaw are cast reasonably widely*", a copy is attached to this submission. However, the response by Council's legal advisors also outlined the key following points in their reply to the Hearings Panel in relation to the scope and purpose of the Bylaw:

4.2 (c) the Council's bylaw-making powers in relation to stormwater are limited;

4.2 (d) The adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;

4.2 (e) It is not appropriate to control the adverse effects of land use on the environment through the Bylaw

The legal advisors concluded in their submission to the Hearings Panel "*the PAUP provisions are the most appropriate methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions*". *To the extent there is any potential overlap of the Bylaw and AUP, subject to the PAUP provisions, it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment.*"

The extent to which the proposed Bylaw and controls can require compliance with Schedule 4 of the Regionwide NDC (a third parties' consent) is subject to question and open to interpretation and raises issues of regulatory overreach by Council. As per Council's own legal advice to the Auckland Unitary Plan Hearings Panel, the RMA is the preferred legislation for managing environmental effects.

The addition of Schedule 4 as a control is adding further complexity to the interpretation of the Bylaw and other relevant rules and regulations. This is creating confusion around the scope and application of the Bylaw and NDC by Council staff when assessing resource consent and engineering applications.

Recent experience is that the approval processes are becoming overly complex, open to misinterpretation, causing time and cost delays for developers that ultimately get passed onto the end purchaser, through higher housing and development prices. Ensuring a clear and efficient process for approvals should be a priority for Council to allow developments to proceed in a timely manner.

It is requested that the Schedule 4 is removed from the Schedule 1 Register of Controls as it is not appropriate for inclusion as it raises issues over regulatory overreach by covering items that fall under Resource Management Act and Unitary Plan.

Clauses 19 and 20

The above clauses in the proposed Bylaw includes additional considerations and conditions of approval that appear to be outside the scope and what would be considered appropriate in a Bylaw made under the Local Government Act. These include but are not limited to the following:

- cumulative effects
- compliance with relevant resource consent conditions, consent notices, easements and covenants
- minimising carbon footprint.
- the management of mana whenua values.

No information is provided on how the above would be considered, assessed, or implemented through the Bylaw. The above items are more suited within an RMA context and therefore inclusion could cause further confusion and delays to approvals with no right of appeal. We request reference to the above items are removed from the Bylaw.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

Other

No comment at this time.

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We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

Other

There appears to be no limitation to the activities that could be restricted or excluded in the future by Council with no right of appeal or public consultation on those activities. It is requested that the scope of the clause is clearly defined in respect to a list of activities for restriction or exclusion and changes to the list should be widely consulted upon.

5. Updating the bylaw wording, format, and definitions.

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

Disagree

We request further clarity is provided around the scope and limitations of the Bylaw through a guidance document with worked examples for different development scenarios. As per Simpsons Griersons response to the Hearings Panel, the purposes of the Bylaw are cast reasonably widely. However, Council's bylaw-making powers in relation to stormwater through the Local Government Act are relatively confined.

The existing approval processes has several inherent risks with differing interpretations of the Bylaw scope, including when compliance with a control is required and when it is not. As noted earlier in this submission, our experience is that misinterpretations are already occurring, causing delays and additional costs to developers.

A guidance document that clarifies what the Bylaw will and will not control would be beneficial to not only developers and their consultants but to ensure Council staff provide accurate and consistent advice allowing applications to work through the approval processes in a timely manner.

Therefore, it is requested that Council provide clear written guidance on the interrelationship between the Bylaw, CoP, Unitary Plan (including permitted activities), Engineering Approvals, Building Act, and Regionwide Network Discharge Consent prior to adopting the updated Bylaw. It is requested that the guidance is prepared with input from the wider industry, including development.

6. Do you have any other feedback on Stormwater Bylaw?

Yes

Proposed additions to the Bylaw

Clause 12

Add the following text to clause 12:

- "or is a permitted activity."

Clause 15

Reinstate the Explanatory Note from 2015.

SWCoP

In addition, we request further information on the changes in relation to the updated SWCoP, including but not limited to:

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- Has any consideration been given to potential implications of the SWCoP on the existing Unitary Plan provisions and existing resource consents?
- When will Council's flood modelling be updated, particularly for designs where those models or boundary conditions were relied upon.
- Has Council increased its investment in flood mitigation works to account for the change in climate change scenario
- A copy of the assessment process that selected the preferred climate change scenarios presented in the MoE and NIWA reports.
- Further information on the change to the minimum floor level requirements outlined in the SWCoP.

IN THE MATTER of the Resource Management Act 1991 and the Local Government (Auckland Transitional Provisions) Act 2010

AND

IN THE MATTER of the Proposed Auckland Unitary Plan ("**PAUP**")

TOPIC 049 STORMWATER: RESPONSE OF THE AUCKLAND COUNCIL TO THE PANEL'S MEMORANDUM OF 4 NOVEMBER 2015 CONCERNING JURISDICTION AND RELEVANCE OF THE BYLAW

MAY IT PLEASE THE PANEL

1. INTRODUCTION AND SUMMARY

- 1.1** This memorandum of counsel sets out the Council's response to the issues raised in the Panel's memorandum of 4 November 2015 concerning the management of stormwater under the Proposed Auckland Unitary Plan (**PAUP**) (**Memorandum**).
- 1.2** On page 1, the Memorandum summarises the issues as:
- where [is the] jurisdiction under the RMA to control or manage stormwater entering the stormwater network and/or the combined sewer-stormwater network (ie **a piped network**) through a combination of regional and district land use controls; and
 - what the relationship is between the PAUP and the Auckland Council Stormwater Bylaw, which appears to control and manage stormwater entering the Council's stormwater network.
- 1.3** By way of a summary, the Council's response to these issues is:
- (a) to the extent that the relevant PAUP provisions manage water or effects on water, it is not water "while" in a pipe and can, therefore, be controlled under the PAUP;

- (b) there is jurisdiction to control the diversion of surface water under sections 14 and 30(1)(1)(e) of the Resource Management Act 1991 (**RMA**) – whether or not the water is directed to the public stormwater network;
- (c) there is jurisdiction to control the use of land under sections 30 and 31 of the RMA to address the effects of stormwater flows exceeding the stormwater network capacity, in terms of:
 - (i) the control of any actual or potential effects of the use or development of land;¹ and
 - (ii) the avoidance or mitigation of natural hazards;²
- (d) there is jurisdiction to control the use of land for the purpose of managing the effect of stormwater that is directed to the combined sewer network under section 30(1)(c)(ii) and (iiia) of the RMA because the additional stormwater can result in wastewater overflows;
- (e) there is jurisdiction to control the use of land for activities that generate high levels of contaminants under section 30(1)(c)(ii) and (iiia) of the RMA, even where the stormwater from these activities may be conveyed through pipes before entering the eventual receiving environment;
- (f) the Bylaw is of limited relevance to the assessment of the PAUP provisions as it is focussed on direct impacts on the networks and, to the extent it potentially overlaps with the PAUP controls, the Bylaw is subject to the PAUP.

2. STATUTORY FUNCTIONS BEING ACHIEVED

- 2.1** For the reasons explained below, it is submitted that the PAUP rules at issue assist the Council to fulfil the following statutory functions:

¹ Section 31(1)(b).
² Sections 30(1)(c)(iv) and 31(1)(b)(i).

Regional Council functions (section 30)

- (a) the control of the use of land for the purpose of:
 - (i) the maintenance and enhancement of the quality of water bodies and coastal waters;³
 - (ii) the maintenance and enhancement of ecosystems in water bodies and coastal waters;⁴ and
 - (iii) avoidance or mitigation of natural hazards;⁵
- (b) the control of the diversion of water;⁶

Territorial Authority functions (section 31)

- (c) the control of any actual or potential effects of the use, development or protection of land including for the purposes of the avoidance or mitigation of natural hazards.⁷

2.2 Rules can be made under section 9(2) of the RMA to control land use to achieve the regional council functions described in (a) above. This applies to the PAUP provisions that control the use and development of impervious surfaces, and activities that:

- (a) expose the stormwater and combined sewer networks to additional stormwater flows, causing:
 - (i) overland flow and flooding (natural hazards), and channel erosion; and
 - (ii) wastewater overflows, adversely affecting water quality and ecosystem health; and
- (b) generate high levels of contaminants, adversely affecting water quality and ecosystem health.

3 Section 30(1)(c)(ii).
 4 Section 30(1)(c)(iia).
 5 Section 30(1)(c)(iv).
 6 Section 30(1)(e).
 7 Section 31(1)(b).

- 2.3 Rules can be made under section 14(2) of the RMA to manage the diversion of water (other than open coastal water) to achieve the regional council function described in (b) above.
- 2.4 Land use rules can be made under section 9(3) to achieve the territorial authority functions under section 31 of the RMA, including rules to mitigate or avoid natural hazards.
- 2.5 It is noted that land use rules can be made under both sections 9(2) and (3) in relation to the mitigation or avoidance of natural hazards.
- 2.6 In light of the above we discuss the specific PAUP provisions noted in the Memorandum below. However, before doing so, we address the issues relating to the RMA definition of "water".

Preliminary issue – exclusion of water in a pipe

- 2.7 It appears that underlying the Panel's concerns is the definition of "water" under section 2 of the RMA, as not including "water in any form while in any pipe...". Importantly, this only excludes water "while" it is in a pipe - it does not apply to water before it enters, or after it leaves, a pipe. This has been confirmed recently by the Environment Court where it said⁸:

... water in a pipe is not included within the RMA definition of water, but at the point where it exits onto the James' property it is water as defined by the Act

- 2.8 Parliament's apparent purpose in excluding water "while in any pipe" from the definition of "water" is to distinguish water in piped networks from fresh water, coastal water, geothermal water or overland flows. By doing so, it prevents fundamental provisions in Part 3 such as section 14 (restrictions relating to water), or section 15 (which prohibits discharges of contaminants or water into water unless allowed by a national environmental standard, regulation, regional rule or resource consent) applying to piped networks. However, that does not in any way preclude rules under the RMA regulating stormwater either *before* or *after* it enters or exits a piped stormwater network.

8 *James v Western Bay of Plenty District Council* [2015] NZEnvC 132, paragraph [15]

2.9 The provisions in the PAUP at issue are either:

- (a) water diversion or land use controls that manage the effect of impervious surfaces on stormwater flows from the impervious surfaces to a "piped network" or elsewhere; or
- (b) controls on land uses that generate high levels of contaminants within the stormwater that adversely affects freshwater and coastal environments.

2.10 Therefore, to the extent that the PAUP provisions manage water, they do so only in relation to water that is on the land surface *before* it enters a pipe or otherwise flows overland (diversion) or *after* it leaves the piped network (discharge) – and not water "while" it is in a pipe. Moreover, it is noted that:

- (a) "stormwater network", as defined in the PAUP⁹ is not limited to pipes. It is currently proposed to be defined as "a system of stormwater pipes, open channels, devices and associated ancillary structures and used for the purpose of conveying, diverting, storing, treating, or discharging stormwater and operated by Auckland Council as a stormwater network utility operator"¹⁰.
- (b) not all stormwater runs off to a pipe; and
- (c) in any event the stormwater and combined sewer networks are located on or in, and therefore can be considered to be part of, "land".

2.11 A number (but not all) of the relevant PAUP rules are required because of the necessarily limited capacity of the public stormwater and combined sewer networks, and the consequential effects on the environment of land uses that generate additional flows to these networks. These drainage networks avoid or mitigate the adverse stormwater effects of the land development and use – but have a finite capacity. Exceeding the network capacity means that they are

⁹ As amended in Attachment G to the Council's closing remarks of 7 September 2015.

¹⁰ It is noted that the full definition clarifies that it only includes pipes etc that are operated by the Council as a stormwater network utility operator.

not able to adequately manage the stormwater effects of the land development and use, resulting in:

- (a) additional overland stormwater flows and flooding; and
- (b) wastewater overflows (in the case of the combined sewer network) that can affect the quality of water and ecosystems in the receiving environment (primarily freshwater and coastal environments).

2.12 It is legitimate for the PAUP to control land use to manage these actual and potential effects of the environment. As the Environment Court said in *Foreworld Developments Ltd v Napier City Council*:¹¹

It is bad resource management practice and contrary to the purpose of the [RMA] – to promote the sustainable management of natural and physical resources; to zone land for an activity when the infrastructure necessary to allow that activity to occur without adverse effects on the environment does not exist, and there is no commitment to provide it.

2.13 Similarly, it would be bad resource management practice to not control activities when the "infrastructure necessary to allow that activity to occur without adverse [stormwater-related] effects" is not available. In this context "not available" includes not having sufficient capacity to manage the stormwater effects of the activities. The PAUP provisions at issue will ensure that the actual and potential stormwater effects on the environment will be managed, taking into account the ability of the public network to cater for the stormwater.

3. THE SPECIFIC PAUP PROVISIONS MENTIONED IN THE MEMORANDUM

3.1 The next sections discuss the PAUP provisions noted in the Memorandum.

Section H4.14.1 – Stormwater Discharges

3.2 The Memorandum refers to the rule at the first row of Activity Table 1.1, which permits the "diversion of stormwater from established impervious areas to the stormwater network". As noted above, this is addressing the diversion of stormwater as the result of the establishment of the impervious surfaces that alter the flow of water before it reaches the stormwater network or otherwise runs off to

¹¹ W008/2005, paragraph 15. The key issue in this case was a lack of wastewater infrastructure although stormwater is mentioned at para 14.

land, and not "while" it is in a pipe. The rule only addresses diversion. It does not purport to address the discharge of stormwater to or from the network.

- 3.3** Accordingly, the rule can be made under section 14(2) and (3) of the RMA. This rule was requested by submitters during mediation to avoid any argument that such diversions were permitted, and on this basis was accepted by the Council.

H4.14.2 – Stormwater Management Flow

Combined Sewer Network rules

- 3.4** Activity Table 2.1 provides for the "development of additional, and redevelopment of, impervious areas where stormwater is directed to the combined sewer network" as a:
- (a) permitted activity if Watercare approval is given for the increase in stormwater entering the network; or
 - (b) restricted discretionary activity if such approval is not given.
- 3.5** As discussed above, the resource management issue addressed by this rule is the limited capacity of the combined sewer network. Additional stormwater entering this network can cause wastewater overflows that affect water quality and potentially also ecosystems in water bodies (such as streams) as well as coastal water. There is jurisdiction to make rules that control land use (development of impervious areas) for the purpose of maintaining and enhancing water quality and ecosystems in water bodies and coastal water under section 30(1)(c)(ii) and (iii) of the RMA.
- 3.6** In the Council's view, land use activities that generate additional stormwater flows into the combined sewer network have actual and potential effects on the environment, that need to be managed, through either permitted activity standards or a resource consent process.
- 3.7** In relation to the requirement for Watercare approval, the Council considered (in conjunction with Watercare) whether permitted activity performance standards (eg volume or area thresholds) could be implemented. However, the Council was advised that due to the

nature of this network it was not possible to determine performance standards that would be relevant and appropriate in all circumstances. As a result, the "Watercare approval" standard was proposed to create an option for developers/other parties to avoid the need for a consent application where the change in impervious area is acceptable to Watercare. A key consideration in providing for this is to allow smaller scale infrastructure projects, such as road maintenance or new bus stops, to be undertaken where there may be changes to the volume of stormwater (and hence would not meet the threshold of "no increase") but that are essential for the provision of public services, provided that the level of stormwater entering the combined network is acceptable to Watercare.

- 3.8** Importantly, this is not an "approval" in an RMA/regulatory sense. Rather, it is Watercare's agreement to accept the additional stormwater - in its capacity as owner and operator of the combined sewer network, and the holder of the consents for the discharges from this network (ie the party directly affected by the additional stormwater entering the network). The Panel may wish to modify the wording of Rule 2.2.1(2)(a) to clarify this, as follows:

The development of additional and redevelopment of impervious areas does not result in an increase in stormwater runoff discharging to the combined sewer network, unless any increase is approved by the combined sewer network operator agrees in writing to accept (as network owner and operator) the additional stormwater runoff entering the network.

Maximum impervious area rules

- 3.9** Activity Table 2.1 permits the "development of additional impervious areas that do not exceed the maximum impervious area for the relevant zone". Exceeding the maximum impervious area (**MIA**) is a restricted discretionary activity.
- 3.10** These rules primarily address the effects of stormwater run off (from the additional impervious areas) on the environment caused by the limited capacity of the stormwater network. Managing these effects is a territorial authority function under section 31(1)(b) of the RMA. Further, the "trigger" for these rules is the MIA percentages contained as development controls in some zones (eg residential zones). Essentially, they are Auckland-wide section 9(3) RMA land use

controls that result from an infringement of the zone development controls.

- 3.11 It is noted that the MIA controls occur in a number of the operative District Plans (eg rule 8.4.7 in the North Shore section).

H4.14.3 Stormwater Management – Quality

- 3.12 Activity Table 3.1 lists land use rules intended to control the quality of stormwater from various "high contaminant generating activities" (HCGAs).
- 3.13 Unlike the land use rules discussed above, these rules are not related to the limited capacity of the drainage networks. As explained in the Council's evidence, the contaminants generated by the HCGAs adversely affect water quality and ecosystem health.
- 3.14 Therefore, the rules control land uses for the purposes listed in section 30(1)(c)(ii) and (iiia) of the RMA. The fact that the stormwater may be diverted to a piped network before being eventually discharged into the receiving environment is irrelevant. The network is only one means of conveying the contaminants from their source to the adversely affected receiving environment. For instance, the contamination generated by land uses may travel to the receiving environments by means other than through pipes, eg overland via streams or through groundwater.
- 3.15 It is noted that the Council's evidence explained the need for these rules given the current (degraded) state of the receiving environments and the direction to address these issues under the NZ Coastal Policy Statement (NZCPS) and the National Policy Statement: Freshwater Management (NPSFM).

4. RELATIONSHIP BETWEEN THE PAUP AND THE BYLAW

- 4.1 On page 6 the memorandum states that the Panel seeks clarification as to:

The relationship of the Auckland Council's stormwater bylaw and the stormwater provisions in the PAUP in relation to the Council's stormwater network and/or the combined sewer network, and whether the Bylaw provisions are more appropriate to manage discharges, diversion and direction of stormwater to a piped network.

- 4.2 By way of a summary, the Council's response is:

- (a) when assessing the PAUP provisions the key inquiry is the analysis under section 32 of the RMA;
- (b) there is no legal obligation for the Council to promulgate the Bylaw, and it can only do so after concluding that a bylaw is the most appropriate way to address perceived problems;
- (c) the Council's bylaw-making powers in relation to stormwater are limited;
- (d) the adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;
- (e) it is not appropriate to control the adverse effects of land use on the environment through the Bylaw; and
- (f) the Bylaw requirements are primarily focussed on managing individual and direct impacts on the stormwater network (including service connections) and ensuring on-going maintenance of private devices the performance of which has a direct bearing on the performance and operation of the network.

4.3 In the Council's view, the Panel's assessment of the PAUP provisions must be focussed on the relevant RMA matters, primarily section 32. It is acknowledged that the potential application of the Bylaw may be relevant when considering the options of achieving the relevant objectives and policies. However, it is submitted that, in that context, the content of the Bylaw is of limited relevance especially given the fact that:

- (a) there is no legal obligation compelling the Council to promulgate a bylaw relating to the stormwater network (and similarly, Watercare has no obligation to promulgate a bylaw relating to the combined sewer network); and
- (b) the Bylaw could be changed either as a result of Council decisions or legal challenge.

- 4.4** There is no legal obligation for the Council to have bylaws relating to the stormwater network. As is the case for all bylaws made under the Local Government Act 2002 (**LGA**), before making a bylaw in relation to the stormwater network the Council must determine whether a bylaw is the most appropriate way of addressing the perceived problem: section 155(1) of the LGA. The Council's "section 155 analysis" in respect of the Bylaw considered regulation under the Building Act and RMA, as well as educational and environmental programmes and industry accords, as alternatives is making a stormwater network bylaw.
- 4.5** Significantly, however, the Council's bylaw-making powers in relation to stormwater are relatively confined. The relevant empowering provisions in the LGA are:
- (a) section 146(b)(iv), which authorises bylaws for the purpose of "managing, regulating against, or protecting from, damage, misuse, or loss, or preventing the use of the land, structures or infrastructure associated with land drainage"; and
 - (b) section 145(a) and (b), which confer a more general power to make bylaws protecting the public from nuisance and protecting, promoting and maintaining public health and safety.
- 4.6** Neither of these bylaw-making powers is as extensive as the relevant provisions in sections 30 and 31 of the RMA on which the Council relies to make the PAUP rules at issue. In particular, section 146(b)(iv) is confined to land, structures and infrastructure associated with land drainage i.e. the stormwater network, rather than all public or private property that may generate stormwater runoff which eventually finds its way into the stormwater network. The more general bylaw-making powers in section 145 concern nuisance and public health and safety, but would not authorise provisions that sought to control water quality in water bodies or coastal water, if neither public health and safety nor nuisance was at issue.

- 4.7** Because the wider environmental impacts of stormwater diversion and discharge fall to be managed through other regulatory and non-regulatory measures, the Bylaw has a "network" focus.
- 4.8** While the purposes of the Bylaw¹² are cast reasonably widely, as noted above the focus is on the stormwater network, including private stormwater systems, rather than land use that may generate stormwater. The requirements to obtain approval under the Bylaw only address:
- (a) construction of assets to be vested in the Council (vested stormwater assets);¹³
 - (b) new service connections;¹⁴
 - (c) works and activities (excavations etc) that may physically affect the public stormwater network;¹⁵
 - (d) adversely altering the velocity of stormwater or adversely diverting the flow of stormwater on public land;¹⁶
 - (e) keeping watercourses etc on private land free of obstructions;¹⁷
 - (f) discharging stormwater from impervious areas greater than permitted by the PAUP or resource consent;¹⁸
 - (g) damaging, modifying, or altering the hydraulic performance of the public stormwater network;¹⁹
 - (h) removal or damage to vegetation in a wetland;²⁰
 - (i) ground soakage systems;²¹

12 Clause 4.
 13 Clause 9(3).
 14 Clause 9(3).
 15 Clause 10.
 16 Clause 11(1).
 17 Clause 11(2).
 18 Clause 11(3).
 19 Clause 12.
 20 Clause 13.
 21 Clause 14.

(j) discharges of contaminants to the public stormwater network;²² and

(k) maintenance and operation of private stormwater systems.²³

4.9 Auckland Council has also adopted the Water Supply and Wastewater Network Bylaw 2015 which seeks to protect the water supply and wastewater network owned and operated by Watercare, while Auckland Council has confirmed four legacy bylaws relating to on-site wastewater systems.²⁴

4.10 There are aspects of the Stormwater Bylaw that have some potential overlap with the PAUP provisions discussed above. This applies to clauses (d), (e), (f), (h), (i), and (j) as summarised above. However, the requirement for Bylaw approval under these clauses does not apply if the relevant activity is "permitted in the Auckland Unitary Plan or expressly authorised by an operative resource consent." Therefore, the requirement for Bylaw approval is subject to authorisation under the RMA. Accordingly, the Bylaw assumes that the PAUP will be the primary method of managing the impacts of land use and development on the stormwater network and, in that sense, provides a 'back stop' measure to the PAUP provisions. This position is expressly provided for in clause 7(3) of the Bylaw, which states that "nothing in this bylaw shall derogate from the [RMA]".²⁵

4.11 Further, the Bylaw could be challenged as unreasonable, if it were to override rights to, for example, remove or damage vegetation in wetlands that had been obtained through the resource consent process. In fact, if the Bylaw was not drafted in this way (ie being subject to resource consents and the PAUP) it could be open to challenge on the basis that land use and development are more appropriately managed under the RMA.²⁶ In that regard, it is submitted that the PAUP provisions are the most appropriate

22 Clause 15.

23 Clause 16.

24 Governing body resolution GB/2015/112 (29 October 2015).

25 See also the explanatory note to this clause.

26 It is noted that submitters on the draft bylaw expressed concern that it would duplicate the RMA/PAUP regime and significant changes were consequently made to the bylaw through the special consultative procedure.

methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions, because:

- (a) the RMA expressly addresses the management of the adverse effects of land use on the environment. Moreover, the RMA expressly recognises the relationship between land use and effects on:
 - (i) water quality and ecosystem health under section 30(1)(c)(ii) and (iia); and
 - (ii) natural hazards (eg flooding) under section 30(1)(c)(iv) and 31(1)(b).
- (b) The RMA expressly addresses the management of the diversion of water under sections 14 and 30(1)(e).
- (c) Rules controlling the use of land such as those discussed above are generally 'expected' in RMA plans, and not necessarily in bylaws. While bylaws can contain provisions that provide for approval of various activities that may affect the stormwater network, such provisions are not accompanied by a framework of associated objectives and policies that provide for a full range of matters to be considered. Nor are decisions made under bylaws subject to rights of appeal to an expert body (the Environment Court), unlike decisions made by councils pursuant to regional or district rules under the RMA. Again, this suggests that RMA rules are a more sophisticated and appropriate mechanism than bylaw provisions to regulate land use to the extent that it has stormwater impacts (beyond merely impacts on the stormwater network).
- (d) Relying on a network discharge consent to authorise discharges from the network and the Bylaw to manage inputs into the network, is a less transparent method than controlling the relevant activities through the PAUP.
- (e) The creation of additional and/or redevelopment of existing impervious surfaces will usually occur as part of a wider


development proposal where it is appropriate to consider and assess a wider range of effects (including positive, adverse and cumulative effects), in the context of the RMA and PAUP.

5. CONCLUSION

5.1 For the reasons explained above:

- (a) there is jurisdiction to include PAUP provisions that control or manage stormwater entering the stormwater network and the combined sewer network through a combination of regional and district land use controls; and
- (b) the Bylaw is, to the extent there is any potential overlap, subject to the PAUP provisions, because it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment.

DATED at Auckland this 20th day of November 2015



G C Lanning / J P Hassall
Counsel on behalf of Auckland Council



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business: **Waiohua-Tamaki Ropu**

Your local board: **Waitematā**

Source: **Email**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Other

Tell us why: The consultation documentation and updated Bylaw proposes that Council will require compliance with the controls (guidelines and codes) included in Schedule 1 Register of Controls. As per clause 6 of the Stormwater Bylaw 2015 and 2021 it states that “Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

However, Council is not seeking feedback on any of the documents included in Schedule 1 of the Bylaw. For example, the Stormwater CoP (SWCoP) Version 3 has recently been published and is proposed to come operative on 18 January 2022. It includes new climate change assumptions that will significantly affect existing and future development plans and has not been sent out for formal consultation with the public and/or the development/stormwater industry.

We request that all controls and their changes are consulted upon as per clause 6 of the Bylaw before inclusion under Schedule 1.

In addition, it is unclear on the scope and limitations of the proposed controls specified in Schedule 1, when many are guideline documents. The inherent nature of guideline documents is that they are voluntary in nature and do not prescribe mandatory standards, so it raises questions over how compliance with them would be demonstrated and assessed.

We request Council provides clarity on the how the controls listed in Schedule 1 Register of Controls of the Bylaw will need to be complied with.

Under Clause 8, the updated Bylaw comparison table includes reference to the inclusion for specifying controls or guidelines for private stormwater systems. Is Council proposing to specify design codes for private stormwater systems and/or control the use of innovative stormwater solutions such as stormwater proprietary devices through the Bylaw? Further information on the proposal is requested.

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Other

Tell us why: Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC)

The inclusion of Schedule 4 as a control raises a number of questions over the interpretation of the Bylaw and its interrelationship with the Resource Management Act and Unitary Plan.

As noted in 2015 by Auckland Council's legal advisors (Simpson Grierson) in their reply to the Auckland Unitary Plan Hearings Panel - 049 and 059, 060, 062 and 063 _Post Hearing Memorandum to Auckland Council the "purposes of the Bylaw are cast reasonably widely".

However, the response by Council's legal advisors also outlined the following key points in relation to the scope and purpose of the Bylaw:

4.2 (c) the Council's bylaw-making powers in relation to stormwater are limited;

4.2 (d) The adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;

4.2 (e) It is not appropriate to control the adverse effects of land use on the environment through the Bylaw

The legal advisors concluded in their submission to the Hearings Panel "the PAUP provisions are the most appropriate methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions". To the extent there is any potential

overlap of the Bylaw and AUP, subject to the PAUP provisions, it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment.”.

Therefore, the proposed Bylaw and controls raises several questions over the approval processes and controls and their interrelationship with the Unitary Plan. The addition of Schedule 4 as a control will add further complexity and could potentially overlap with other relevant rules and regulations.

Recent experience is that the approval processes are becoming overly complex, causing time and cost delays for developers that ultimately get passed onto the end purchaser, through higher housing and development prices. Ensuring a clear and efficient process for approvals should be a priority for Council to allow developments to proceed in a timely mannerto deliver much needed housing projects.

It is requested Council provide clarity and guidance around the inclusion of Schedule 4 in Schedule 1 Register of Controls and the interrelationship with other regulatory controls that fall under Resource Management Act and Unitary Plan.

Clauses 19 and 20

The above clauses in the proposed Bylaw includes additional considerations and conditions of approval that appear to be outside the scope and what would be considered appropriate in a Bylaw made under the Local Government Act. These include but are not limited to the following:

- cumulative effects
- compliance with relevant resource consent conditions, consent notices, easements and covenants
- minimising carbon footprint.

No information is provided on how the above would be considered, assessed, or implemented through the Bylaw. The above items are more suited within an RMA context and therefore inclusion could cause further confusion and delays to approvals with no right of appeal. We request reference to the above items are removed from the Bylaw.

In addition, the above clauses include referencesto mana whenua values. Is Council intending to require applicants to consult with Mana Whenua as part of the approval process under the Bylaw?

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Other

Tell us why: No comment at this time

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Other

Tell us why: There appears to be no limitation to the activities that could be restricted or excluded in the future by Council with no right of appeal or public consultation on those activities. It is requested that the scope of the clause is clearly defined in resp

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Other

Tell us why: We request further clarity is provided around the scope and limitations of the Bylaw through a guidance document with worked examples for different development scenarios. As per Simpsons Griersons response to the Hearings Panel, the purposes of the Byla

6. Do you have any other feedback on Stormwater Bylaw?

Yes

Proposed additions to the Bylaw

Clause 12

Add the following text to clause 12:

- “or is a permitted activity.”

Clause 15

Reinstate the Explanatory Note from 2015.

SWCoP

In addition, we request further information on the changes in relation to the updated SWCoP, including but not limited to:

- Transitional arrangements between the two SWCoP.
- Has any consideration been given to potential implications of the SWCoP on the existing Unitary Plan provisions and existing resource consents?
- When will Council's flood modelling be updated, particularly for designs where those models or boundary conditions were relied upon.
- Has Council increased its investment in flood mitigation works to account for the change in climate change scenario
- A copy of the assessment process that selected the preferred climate change scenarios presented in the MoE and NIWA reports.
- Further information on the change to the minimum floor level requirements outlined in the SWCoP

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

Submission – Stormwater Bylaw

Organisation – Waiohua-Tamaki Ropu

Contact – Jason Wong

Email: jason.wong@ngaitaitamaki.iwi.nz

1. Controls on public stormwater network and private stormwater systems.

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice. Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

Other

The consultation documentation and updated Bylaw proposes that Council will require compliance with the controls (guidelines and codes) included in *Schedule 1 Register of Controls*. As per clause 6 of the Stormwater Bylaw 2015 and 2021 it states that “Any control made under the Bylaw must be made by Council resolution after considering the views and preferences of persons likely to be affected or have an interest in particular control.”

However, Council is not seeking feedback on any of the documents included in Schedule 1 of the Bylaw. For example, the Stormwater CoP (SWCoP) Version 3 has recently been published and is proposed to come operative on 18 January 2022. It includes new climate change assumptions that will significantly affect existing and future development plans and has not been sent out for formal consultation with the public and/or the development/stormwater industry.

We request that all controls and their changes are consulted upon as per clause 6 of the Bylaw before inclusion under Schedule 1.

In addition, it is unclear on the scope and limitations of the proposed controls specified in Schedule 1, when many are guideline documents. The inherent nature of guideline documents is that they are voluntary in nature and do not prescribe mandatory standards, so it raises questions over how compliance with them would be demonstrated and assessed.

We request Council provides clarity on the how the controls listed in Schedule 1 Register of Controls of the Bylaw will need to be complied with.

Under Clause 8, the updated Bylaw comparison table includes reference to the inclusion for specifying controls or guidelines for private stormwater systems. Is Council proposing to specify design codes for private stormwater systems and/or control the use of innovative stormwater solutions such as stormwater proprietary devices through the Bylaw? Further information on the proposal is requested.

2. Additional requirements for vesting of public assets and approvals.

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

Other

Schedule 4 of the Auckland Wide Stormwater Network Discharge Consent (NDC)

The inclusion of Schedule 4 as a control raises a number of questions over the interpretation of the Bylaw and its interrelationship with the Resource Management Act and Unitary Plan.

As noted in 2015 by Auckland Council's legal advisors (Simpson Grierson) in their reply to the Auckland Unitary Plan Hearings Panel - 049 and 059, 060, 062 and 063 *_Post Hearing Memorandum to Auckland Council* the "*purposes of the Bylaw are cast reasonably widely*". However, the response by Council's legal advisors also outlined the following key points in relation to the scope and purpose of the Bylaw:

4.2 (c) the Council's bylaw-making powers in relation to stormwater are limited;

4.2 (d) The adverse effects of land use on the environment are most appropriately controlled under the RMA/PAUP;

4.2 (e) It is not appropriate to control the adverse effects of land use on the environment through the Bylaw

The legal advisors concluded in their submission to the Hearings Panel "*the PAUP provisions are the most appropriate methods to achieve the objectives and policies of the PAUP and give effect to the relevant NZCPS and NPSFM provisions*". *To the extent there is any potential overlap of the Bylaw and AUP, subject to the PAUP provisions, it is appropriate that the PAUP provisions are the primary method to manage land use and control the stormwater-related effects on the environment.*"

Therefore, the proposed Bylaw and controls raises several questions over the approval processes and controls and their interrelationship with the Unitary Plan. The addition of Schedule 4 as a control will add further complexity and could potentially overlap with other relevant rules and regulations.

Recent experience is that the approval processes are becoming overly complex, causing time and cost delays for developers that ultimately get passed onto the end purchaser, through higher housing and development prices. Ensuring a clear and efficient process for approvals should be a priority for Council to allow developments to proceed in a timely manner to deliver much needed housing projects.

It is requested Council provide clarity and guidance around the inclusion of Schedule 4 in Schedule 1 Register of Controls and the interrelationship with other regulatory controls that fall under Resource Management Act and Unitary Plan.

Clauses 19 and 20

The above clauses in the proposed Bylaw includes additional considerations and conditions of approval that appear to be outside the scope and what would be considered appropriate in a Bylaw made under the Local Government Act. These include but are not limited to the following:

- cumulative effects
- compliance with relevant resource consent conditions, consent notices, easements and covenants
- minimising carbon footprint.

No information is provided on how the above would be considered, assessed, or implemented through the Bylaw. The above items are more suited within an RMA context and therefore

inclusion could cause further confusion and delays to approvals with no right of appeal. We request reference to the above items are removed from the Bylaw.

In addition, the above clauses include references to mana whenua values. Is Council intending to require applicants to consult with Mana Whenua as part of the approval process under the Bylaw?

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

Other

No comment at this time.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

Other

There appears to be no limitation to the activities that could be restricted or excluded in the future by Council with no right of appeal or public consultation on those activities. It is requested that the scope of the clause is clearly defined in respect to a list of activities for restriction or exclusion and changes to the list should be widely consulted upon.

5. Updating the bylaw wording, format, and definitions.

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

Other

We request further clarity is provided around the scope and limitations of the Bylaw through a guidance document with worked examples for different development scenarios. As per Simpsons Griersons response to the Hearings Panel, the purposes of the Bylaw are cast reasonably widely. However, Council's bylaw-making powers in relation to stormwater through the Local Government Act are relatively confined.

The existing approval processes has several inherent risks with differing interpretations of the Bylaw scope, including when compliance with a control is required and when it is not. As noted earlier in this submission, our experience is that misinterpretations are already occurring, causing delays and additional costs to developers.

A guidance document that clarifies what the Bylaw will and will not control would be beneficial to not only developers and their consultants but to ensure Council staff provide accurate and consistent advice allowing applications to work through the approval processes in a timely manner.

Therefore, it is requested that Council provide clear written guidance on the interrelationship between the Bylaw, CoP, Unitary Plan (including permitted activities), Engineering Approvals, Building Act, and Regionwide Network Discharge Consent prior to adopting the updated Bylaw. It is requested that the guidance is prepared with input from the wider industry, including development.

6. Do you have any other feedback on Stormwater Bylaw?

Yes

Proposed additions to the Bylaw

Clause 12

Add the following text to clause 12:

- “or is a permitted activity.”

Clause 15

Reinstate the Explanatory Note from 2015.

SWCoP

In addition, we request further information on the changes in relation to the updated SWCoP, including but not limited to:

- Transitional arrangements between the two SWCoP.
- Has any consideration been given to potential implications of the SWCoP on the existing Unitary Plan provisions and existing resource consents?
- When will Council’s flood modelling be updated, particularly for designs where those models or boundary conditions were relied upon.
- Has Council increased its investment in flood mitigation works to account for the change in climate change scenario
- A copy of the assessment process that selected the preferred climate change scenarios presented in the MoE and NIWA reports.
- Further information on the change to the minimum floor level requirements outlined in the SWCoP.

21 October 2021

Submission on AC Stormwater Bylaw Amendments 2021

AT recognises that the proposed amendments are aimed at helping AC enforce its regulatory requirements better, including compliance with the AUP, SWCoP and the recently approved NDC.

Discussion

The above is in principle a positive move that should enable AT to better implement requirements under its TDM. While the exact role and enforceability of the AT TDM through this Bylaw remains to be confirmed, the TDM requirements (and in particular objectives/principles) align well with those of the CoP including Chapter 4 (SWCoP) and relevant supporting documents such as GD04. There are however some areas of difference between the TDM and GD01, particularly in terms of preferred treatment devices in the road corridor, where the TDM recognises maintenance and safety requirements.

Development pressures have resulted in challenges enforcing the CoP in particular, with high levels of non-compliant designs getting approved for vesting in AC and its CCO's. In general (and say over the past decade) there has been a higher proportion of stormwater infrastructure being designed for vesting by land developers (as opposed to designers specifically appointed by the asset owner). This generates a potential conflict in the priority for designers who are generally required by their clients (i.e.: developer) to maximise the profitability and yield. To this extent, we have witnessed many examples where yield has been prioritised over safe and operator friendly design solutions.

Developers and their designers tending to seek the easiest route through the consenting process offering 'cookie-cutter' solutions to meet objectives in order to avoid delays to their projects. This has resulted in 'cookie cutter' stormwater management devices being implemented region-wide, with limited consideration of the design process or principles outlined in the CoP, GD04 or the TDM.

The industry-wide issues described above are not addressed by the revisions. In fact, there is a risk it will act to further embed some of the poor practices AT has seen develop over the last decade. Specifically: **Section 9(2) of the Bylaw** which states: *Any vested stormwater asset must be of a type, design, location, and performance that enables council to comply with the relevant conditions of a stormwater network discharge consent, including any relevant stormwater management plan that has been adopted into a stormwater network discharge consent.*

- Without enforcing an effective monitoring programme, how Council meets and achieves its NDC Conditions remains a 'black box', dependent purely on what's approved at the RC stage. Unless fit for purpose stormwater management solutions that are also cost-effective and safe to operate and maintain are constructed, medium-long term water quality objectives for Auckland will not be achieved. At present, too much emphasis is put on devices meeting objectives, as opposed to the suitability of overall SMPs and their suitability to deliver lasting water quality and quantity benefits.
- There is a significant difference between the NDC and AUP requirements; the NDC conditions are considerably more stringent, though the 'value' of such requirements remains questionable from technical, scientific and/or cost/benefit perspectives. The Bylaw therefore risks strengthening the ability of Council to further enforce stormwater solutions 'perceived' as being water sensitive; and risks increasing the long-term burden on Auckland's rate payers and receiving environments.

In effect, while the above clause will enable AC to enforce its CoP better, it doesn't necessarily provide a mechanism to ensure the outcomes desired under the AUP/CoP is actually being achieved. The risk therefore remains that different parts of the AC family will continue to have differing opinions and interpretations of the requirements under the AUP, SWCoP, NDC and also the SW Bylaw.



A more effective mechanism for achieving the water quality and hydrological outcomes described under the AUP (and TR35) maybe to enforce more stringent liability clauses on developers and their designers who are offering assets for vesting in Council (and AT), with a thorough monitoring process to ensure vested assets operate as intended, at least over the relevant liability periods (currently limited to 6 years in NZ). Council might be better to consider implementing a PS2/CS2 process for Stormwater Management Devices (i.e., peer-reviews of SW Management Devices signed-off by Chartered Engineers with suitable/relevant qualifications).

Clause Specific changes:

1. **Section 9 (1)** Please ensure that the AT- TDM is referenced in the Bylaw for transport related stormwater assets. Please ensure that references/links to the Code of Practice in relation to transport related assets accurately link to the AC-CoP - chapter 3 Transport.
2. **Section 9 & 10;** Please provide clarity in terms of approval process for SW assets that vest to AT. Please clarify what input will AT have in the implementation of the SW Bylaw for SW Assets being vested in AT?
3. **Section 20;** where does the approval, non-compliance and enforcement sit in the Auckland Council's approval process, and who is responsible? Please clarify the roles within AC.
4. **Sections 19l and 20o;** The additional requirement under the Bylaw to consider the Carbon Footprint will likely be difficult to enforce without better guidance and may only add to existing challenges associated with resourcing. AT supports this requirement in principle, as if implemented accurately, apart from the obvious climate change related benefits, it will weed-out many of the ineffective cookie-cutter solutions currently being implemented as 'green infrastructure' or water sensitive designs. Please provide guidance and clarification on what is expected to be assessed under these clauses.
5. AC Regulatory currently imposes 12 -24 months defects liability period (DLP) for SW proprietary, bio-retention devices and other hard assets and is effective from the date 224c is approved. However, under the professional indemnity insurance the Consultants are accountable for a 6-year period and it is assumed from the practical completion of the project. Please confirm the exact role and enforceability of this requirement through the Resource consent/EPA and this Bylaw.

Dr Cathy Bebelman
Environmental Manager

Auckland Council Consultation - Stormwater Bylaws

Chelsea Regional Park Association submission

In the upcoming Auckland Council Consultation on the stormwater bylaws, open until 27 October 2021, there is a section on ponds and wetlands as follows:

Our main proposals include:

- restricting or excluding certain activities for parts of the stormwater network to protect public health and safety from activities such as fishing or kayaking in stormwater treatment devices like ponds and wetlands

This submission relates to the proposal on restricting or excluding certain activities, in relation to four Chelsea Estate Heritage Park dams in Birkenhead on the North Shore. We oppose restricting or excluding activities on these four historic dams and recommend that if the bylaws are enacted, that the dams are exempt, for the following reasons:

1. De facto stormwater ponds

These four historic dams are not "stormwater treatment devices" by definition. They were not sold to North Shore City Council in 2008 as such, and were certainly not purchased as such, to be used that way. CHERPA opposes their use as *de facto* stormwater detention ponds; they receive a large amount of stormwater *in the absence of a modern, Council-owned, fit-for-purpose stormwater detention and treatment facility in the vicinity*.

2. CEHP purchase agreement and Chelsea Sugar consent to draw water

The intent in the original sale and purchase agreement (with conditions stipulated by Chelsea Sugar enabling them to draw water from the dams) was that the dams and a large parcel of surrounding land would be purchased in order that the public could enjoy them in perpetuity as part of a public park or reserve. They should therefore be exempt from these proposed stormwater bylaws.

3. Future recreational use and kayaking

If the dams are lumped into the category of "stormwater treatment devices", the public may risk losing access to them altogether in future; they may be fenced off and/or demoted to a low priority for addressing the state of the health in the waterway, and more importantly, this may make their eligibility as potential regeneration projects in future even more unlikely.

4. Lake restoration

It took many years for Auckland Council to finally propose in 2021 to net the current koi carp populations and trial applying Phoslock (now proposed for 2022) to three of the dams in the hope that it may improve the water quality.

Neglecting to improve the health of the waterway for long periods of time is the problem, not fishing or kayaking activities. This is like closing swimming beaches permanently due to sewage overflows, rather than addressing the sewage overflows themselves. It is our view that accurate signage around fishing laws should be sufficient and effective in this case, and also that fishing for koi carp should not be banned, as it is entirely possible that they will re-establish in future.

In 2021 the Kaipātiki Local Board employed an independent consultant to carry out comprehensive water testing on all four dams, and a kayak was needed to carry out some of the testing in the deepest parts of the dams. If kayaking is banned, then permits or consents

would be required for consultants or community to continue this type of testing in future. It would become even more difficult, time-intensive and likely costly to wade through the paperwork and processes to get these types of tests completed. This is an unnecessary hurdle to introduce. Signs accurately reflecting the waterway health for the public's information should be sufficient and effective, rather than restricting or excluding kayaking.

CHERPA has previously made submissions in support of having Chelsea Estate Heritage Park declared a Regional Park. It was not our intention in that submission to have the four historic dams either subject to these types of restrictions or excluded from public access and enjoyment in future. Rather, it is our wish that the historic dams continue to be recognised and treated as part of an aquatic ecosystem and that efforts are made to restore the health of the waterway as a whole, so that New Zealanders can enjoy all that the park has to offer. Calling them "stormwater treatment devices" and keeping the public away seems averse to this.

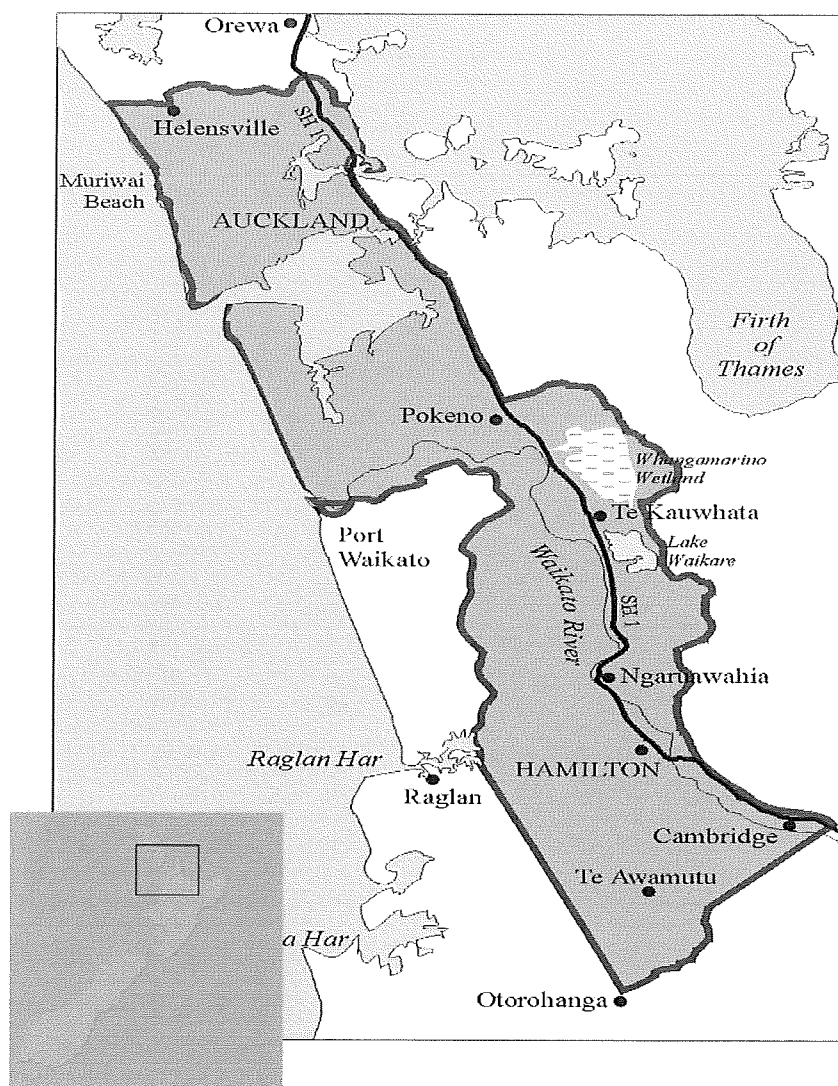
5. Fishing rules and signage

Staff at Healthy Waters have been giving mixed and incorrect messages around fishing. This has meant that the NZ Sugar Company is also unsure, and errs on the side of stating that fishing is prohibited, which is not true from a legal perspective. There are times when there is activity and it makes sense not to interfere (such as during dewatering or netting by the Council for example).

The community have been commenting on fishing in the dams for years, and members of the public have asked several times if they may fish there. There should be signage which makes it clear what the public can and cannot do, which accurately reflects applicable laws. By law, members of the public can fish for koi carp at Chelsea with certain conditions and if done correctly. This is a beneficial activity for the ongoing health of the waterway if it reduces pest populations. You only need a licence for harvesting them, i.e. taking them away live for collection or a commercial activity like selling the flesh. The offences and penalties in the regulations are clear. (See APPENDICES: "Freshwater Fisheries Regulations 1983" below)

The containment area is public information on DoC's webpage titled "Koi carp containment area around Auckland and Hamilton" and includes Chelsea. The map of containment area is very clear: <https://www.doc.govt.nz/globalassets/documents/about-doc/concessions-and-permits/freshwater/koi-carp-containment-area.pdf>

Koi carp containment area



Recreational fishing is permitted within the containment area but all koi carp must be killed on capture: <https://www.doc.govt.nz/get-involved/apply-for-permits/interacting-with-freshwater-species/harvesting-koi-carp/>

We therefore recommend Auckland Council replace existing signage "No fishing without a permit" and develop some clear signage on fishing rules, along with community education and agreed comms online.

CHERPA's suggestions for clear signage:

- State that koi carp are an Unwanted Organism and are a Noxious Fish under the Freshwater Fisheries Regulations 1983 (with an image)
- Prohibit people from releasing live fish into the waterway (including after they've caught it, so including "catch and release")

Signed

Bruce Stainton, Chair
Chelsea Regional Park Association Inc.



APPENDICES:

Freshwater Fisheries Regulations 1983

Koi Carp have been designated Unwanted Organism status and are a Noxious Fish under the Freshwater Fisheries Regulations 1983.

s65 Control of noxious fish

(1) Subject to subclause (2) and to Part 8A, no person shall have in his possession or under his control, or rear, raise, hatch, or consign any of those species (including subspecies, hybrids, and variations of those species) specified in Schedule 3 (in this regulation referred to as noxious fish).

(1A) A person who contravenes subclause (1) commits an infringement offence and is liable to—

(a) an infringement fee of \$800; or

(b) a fine imposed by a court not exceeding \$1,600.

(1B) Subclause (1A) does not prevent the prosecution of, and conviction for, a contravention of subclause (1).

s67B Recreational fishing

(1) Subject to such conditions as may be specified in the notice given in respect of the waters under regulation 67C, any person may take any European carp or Japanese koi from the waters of any containment area if the fish is taken for subsistence or personal use only.

(2) All fish taken in accordance with subclause (1) shall be immediately killed by the person who has taken the fish.

(3) A person who contravenes subclause (1) or (2) commits an infringement offence and is liable to—

(a) an infringement fee of \$800; or

(b) a fine imposed by a court not exceeding \$1,600.

(4) Subclause (3) does not prevent the prosecution of, and conviction for, a contravention of subclause (2).

s72 Offences and penalties

(1) A person commits an offence and is liable on conviction to a fine not exceeding \$5,000 if the person—

(a) contravenes a requirement of the Director-General made under either of regulations 43(1) and 44(1); or

(b) contravenes conditions imposed by the Director-General under regulation 67A(3); or

(c) takes fish in contravention of a Gazette notice made under regulation 67C(1); or

(d) contravenes any of regulations 44(5), 65(1), and 67B(2).

(2) A person who commits an offence, other than an infringement offence, for which no penalty is provided elsewhere than in this regulation, is liable on conviction to a fine not exceeding \$5,000.

Chelsea Regional Park Association Incorporated

Email: cherpa.nz@gmail.com | Address: 25 Telephone Rd, Birkenhead, 0626. | Society reg. no: 966340.

Stormwater Bylaw Statement of Proposal to amend the Stormwater Bylaw 2015

Feedback must be received by 27 October 2021 Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

akhaveyoursay@aucklandcouncil.govt.nz

Drop off your completed form off at your local library, service centre or local board office.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Shirin Brown

Email: Shirinlives@gmail.com

Your local board: Waiheke

Organisation this is written on behalf of: Protect our Gulf

Question 1 – Comments on bylaw proposal document:

https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/617037067083ae808b25e4c5b0b62f1c9dec9b31/original/1631066266/04d4136c36be7524f273f00dc7217f38_Stormwater_Bylaw_Amendments_Comparison_Table.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIAIBJCUK4Z04WUUA%2F20211027%2Fap-southeast-2%2Fs3%2Faws4_request&X-Amz-Date=20211027T010751Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=493865388f408cf0f9128c2b1f6f2ec0a34e85bbb0d815f94a12315451725be

I refer to them in terms of the bolded item in the first column or the number if provided.

Green infrastructure definition does not include wetlands

Nuisance removes danger to life and public health. This is inappropriate and needs to be put back. The original is much better than the amendment.

The stormwater network discharges may well be compliant, but are leading to great pressures on the marine environment through biological pollution and contaminated discharges and is

leading to a loss of shellfish, water quality and the ability to recreate. We do not support the changes.

In general the bylaw fails to consider the importance of natural mechanisms to manage stormwater and fails to include specific design guides and references for Waiheke, which is still under the Hauraki Gulf District Plan considerations. These need to be referenced.

Number 13. This removes responsibility for people to properly manage green infrastructure on their property and also does not refer to wetlands. Do not support.

There are a lot of clauses on breaches of the bylaw by members of the public. There doesn't seem to be anything on Council breaches. The following are things the Council should address with some urgency.

Solving of stormwater issues by building larger pipes into the sea. Onetangi and Palm Beach have stormwater pipes discharging into the sea, affecting the sand and polluting the marine environment. It is not clear that the catch pits are being cleaned regularly. Pursuing costly overengineered solutions needs to be addressed, and if these solutions are proposed they need to be maintained properly. More cost effective solutions that are consistent with maintaining character and building for climate adaptation should be considered.

Council should also actively pursue green infrastructure solutions and resist private encroachments of public space. The green infrastructure solutions should include funding for riparian planting, restoring and daylighting streams.

There needs to be a stronger focus on compliance and people not directing grey water and stormwater runoff into the roading network, so that it becomes part of the stormwater network.

Auckland Transport and Auckland Council need to have their own engineers working out solutions rather than deflecting this to private contractors or developers of infrastructure such as Downers to come up with solutions.

In places where there are **design codes, like Waiheke, these should be respected** and mentioned in the bylaw documents. Specifically Waiheke has a number of documents that reference water sensitive design and natural design principles for roads and stormwater.

General comment

What the public want is for Auckland Council to think harder to protect public health, amenity and the marine environment. Asking us to feedback on bylaw wording is disempowering. Community, particularly this one has listed issues of concern through many different avenues. It is for AC to use the legislation and the bylaws or work to change these as appropriate to meet the needs of communities.

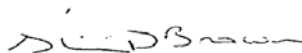
Instead we see the whittling away of amenity (larger stormwater pipes which cause more pollution and sedimentation to go into the sea), the reduction of public amenity (fewer swimming beaches, less kaimoana), and council insisting on compliance from others but not compliant in managing its own network.

We acknowledge the work of the planning department, but there needs to be more of it on minimum lot sizes to support stormwater and wastewater discharges, and an understanding of tree cover and soil permeability in supporting the absorption of groundwater and limiting discharge into the sea.

A number of stormwater issues are consistently caused by consents being given for properties to reduce permeable surfaces which has knock on effects on other properties.

Further, planning for climate change needs simple, non-engineered solutions that can last through the long term and not be continuously maintained.

Kind regards

A handwritten signature in black ink, appearing to read 'Shirin Brown', written in a cursive style.

Shirin Brown
Chair

**SUBMISSION ON PROPOSED AMENDMENTS TO AUCKLAND COUNCIL'S
STORMWATER BYLAW**

To: Auckland Council ("**Council**")

Name: Woolworths New Zealand Limited ("**Woolworths**")

Summary

1. Woolworths is one of New Zealand's leading supermarket operators. It operates over 180 Countdown supermarkets throughout New Zealand, as well as distribution centres, meat processing plants, warehouse operations and support offices. Woolworths is also the franchisor for both the Freshchoice and Supervalu supermarket brands across New Zealand. Woolworths also contributes positively to the communities it operates in - with development of supermarkets comes jobs, increased prosperity and positive outcomes for communities.
2. With residential growth planned in Auckland, it is anticipated that a number of new supermarkets will be required to service that growth. Supermarkets are critical infrastructure in communities. They serve catchments of people living and working in an area, and provide an essential support function for domestic living. Woolworths supports the development of infrastructure to support its supermarkets, including stormwater infrastructure, that is appropriately sized to account for the impacts of climate change.
3. In relation to proposed amendments to the Stormwater Bylaw 2015 ("**Draft Bylaw**") to incorporate the updated Stormwater Code of Practice for Land Development and Subdivision - Version 3 (dated September 2021) ("**Updated CoP**") for designing stormwater infrastructure, the Updated CoP requires hydrological calculations to be carried out with climate change allowances which are based on a worst-case scenario for temperature increases. This will significantly increase stormwater design flows and require a corresponding increase in the sizing of infrastructure to accommodate these flows, at significant cost.
4. Woolworths supports an approach which designs for climate change allowances and future proofs the stormwater network. However:
 - (a) the assumptions that underpin the Updated CoP are overly conservative and the Council has not justified why the adoption of those assumptions are appropriate;
 - (b) the incorporation of the Updated CoP into the Draft Bylaw does not comply with the Council's obligations under the Local Government Act 2002 ("**LGA**"), including because affected parties have not been provided with a reasonable opportunity to present their views on the Updated CoP prior to the release of the Draft Bylaw; and
 - (c) any requirement to implement the Updated CoP should occur over a reasonable transition period to provide certainty for developers in completing existing projects, and incorporating new design requirements into future projects.

Assumptions that underpin the Updated CoP are conservative

5. Under the Draft Bylaw, the Council may specify controls by guidelines or codes of practice for the maintenance and construction of any work that affects the public stormwater network or access to the built components of the public stormwater network.¹ The Council has recently published the Updated CoP.
6. The purpose of the Updated CoP is to provide minimum standards for the design and construction of new public stormwater assets to be vested in the Council.² The Updated CoP is incorporated into the Draft Bylaw in a range of ways, including:
 - (a) Any vested stormwater assets must comply with the Updated CoP on the date the asset is vested with the Council, unless otherwise approved.³
 - (b) Every person must comply with the Updated CoP when accessing any built component of the public stormwater network.⁴
 - (c) Approval is required from the Council before making any new connection to the public stormwater network⁵ and in considering any application for approval under the Draft Bylaw, the Council may consider compliance with the Updated CoP.⁶
7. These requirements in the Draft Bylaw will have a range of implications for developers like Woolworths when they are designing and constructing stormwater infrastructure to connect to the Council's network, or to vest as part of the public stormwater network.
8. The Updated CoP is based on a forecast temperature increase of 3.8 degrees by 2110.⁷ This assumes the "BAU" scenario is that *no action* is taken to reduce emissions. This approach is significantly more conservative than the previous Stormwater Code of Practice (Version 2) which was based on a forecast temperature increase of annual mean temperature by 2.1 degrees by 2090.⁸
9. These climate change allowances mean a substantial increase in projected rainfall depth and rainfall intensity over 24-hour periods. There is a risk that the changes under the Updated CoP set an overly conservative standard for stormwater flows which will then be used to assess impacts of developments on the public stormwater network. This will have significant implications for modelling and designing stormwater infrastructure to accommodate these flows with resultant increased costs for developers.
10. Woolworths supports an approach that uses up-to-date data for climate change allowances and future-proofs the stormwater network against unavoidable impacts of climate change. It is, however, concerned that these allowances in the Updated CoP are overly conservative and the Council has not demonstrated why the adoption of a worst-case scenario is justified. A climate change allowance based on an intermediate scenario of either the Representative Concentration Pathway ("**RCP**") 4.5 or 6.0 is more realistic, given steps already being taken to reduce emissions. For example, the NIWA models measure annual mean temperature

¹ Draft Bylaw, Clause 8.

² Updated CoP at 4.1.1.

³ Draft Bylaw, Clause 9.

⁴ Draft Bylaw, Clause 10(3).

⁵ Draft Bylaw, Clauses 9(3) and 9(4).

⁶ Draft Bylaw, Clause 19(1)(d).

⁷ Updated CoP at 4.2.10, referred to Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.

⁸ Chapter 4 – Stormwater, Code of Practice for Land Development and Subdivision (Auckland Council, 2015) at 4.2.10.

increases for Auckland in the RCP2.6 and 4.5 scenarios, and these could readily have been used by the Council to inform the Updated CoP.⁹

11. Woolworths is already seeing the costs of construction increase significantly as a result of supply chain issues and impacts of COVID-19. The costs associated with designing infrastructure in accordance with the Updated CoP will add to the already mounting costs and constraints on development in the region. Given the significant costs these changes will result in, any investment in future proofing the network from climate change needs to be accurate, realistic and justified.

Inadequate consultation and opportunities to present its views to the Council

12. The Council seeks to adopt the Draft Bylaw on the basis that it is the most appropriate way to address issues related to public stormwater networks and private stormwater systems.¹⁰ A core purpose of local government is to "meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses".¹¹ The LGA defines "good quality" in relation to infrastructure as that which is efficient, effective and "appropriate to present and anticipated future circumstances".¹²
13. The Council has not demonstrated why an RCP8.5 scenario is appropriate for the anticipated future circumstances over the other RCP scenarios that recognise at least a degree of effort is made to reduce emissions. It is neither efficient nor effective for the Council to be imposing standards on stormwater infrastructure that are not demonstrably required to manage future stormwater peak flows at significant increased costs to ratepayers and developers. With the lack of justification, it is unclear as to whether the Draft Bylaw and incorporation of the Updated CoP achieves this fundamental purpose in the LGA.
14. Under both the Draft Bylaw and the 2015 Stormwater Bylaw, the Council must consider the views and preferences of persons likely to be affected by, or to have an interest in the Updated CoP before its adoption.¹³ This is reinforced by section 82 of the LGA which requires among other principles of consultation that affected parties must be provided with "a reasonable opportunity to present their views" to the Council in "a manner and format that is appropriate." The Council has not provided a reasonable opportunity for parties to present their views on the Updated CoP in an appropriate format.
15. The Updated CoP is dated "September 2021" and the Council has said that it plans to implement it on 18 January 2022.¹⁴ Given the Updated CoP is a central component of stormwater management under the Draft Bylaw, Woolworths considers that this should have also been released in draft for consultation as part of the Draft Bylaw. Any updates should also be implemented in conjunction with the Draft Bylaw, which is not expected to be adopted until April 2022.
16. However, given the potentially significant implications to the stormwater network that results from updating climate change allowances, there needs to be a clear and workable transition period for both the Draft Bylaw and the Updated CoP. There is the potential that existing

⁹ Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.

¹⁰ Minutes of Governing Body dated 26 August 2021, Item 16.1.

¹¹ Local Government Act 2002, section 10(1).

¹² Local Government Act 2002, section 10(2).

¹³ Draft Bylaw, Clause 6; Auckland Council Stormwater Bylaw 2015, Clause 6.

¹⁴ <https://www.aucklanddesignmanual.co.nz/regulations/codes-of-practice/stormwatercodeofpractice/guidance/download/Downloadscop>.

designs and developments will need to be redesigned to reflect the Updated CoP. A transition period is therefore necessary to provide a reasonable opportunity to complete existing projects while incorporating new design requirements into future projects.

Relief sought

17. Woolworths seeks that the Council:
- (a) extend the consultation period for the Draft Bylaw to provide a reasonable opportunity for affected parties provide feedback on the Updated CoP in conjunction with the Draft Bylaw; and
 - (b) amend the Updated CoP to incorporate allowances for climate change that are based on a more realistic intermediate scenario.

Signature:

WOOLWORTHS NEW ZEALAND LIMITED by its solicitors and authorised agents Russell McVeagh:



Allison Arthur-Young / Lauren Rapley

Date:

27 October 2021

Address for Service:

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C/- Russell McVeagh
Level 30
Vero Centre
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**SUBMISSION ON PROPOSED AMENDMENTS TO AUCKLAND COUNCIL'S
STORMWATER BYLAW 2021**

To: Auckland Council ("**Council**")

Name: Drury South Limited ("**DSL**")

Introduction

1. DSL was established by Stevenson Group Limited to deliver the Drury South Crossing project. DSL has substantial landholdings in Drury South, which it is developing progressively as part of a master-planned mixed-use development next to State Highway 1, south of Drury. Once the precinct has been fully developed, it will provide a comprehensive industrial and commercial development.
2. DSL has reviewed the Council's proposed amendments to the 2015 Stormwater Bylaw ("**Draft Bylaw**") and welcomes the opportunity to provide feedback to the Council. As a major developer in the Auckland region, the Draft Bylaw has the potential to significantly affect its development.

Nature of submission

3. DSL opposes the incorporation of the updated Stormwater Code of Practice for Land Development and Subdivision (Version 3) dated September 2021 ("**CoP**") into the Draft Bylaw. In particular, DSL is concerned that:
 - (a) the Council has adopted an unrealistic climate change allowance in the CoP without justification which has the potential to add significant costs for developers;
 - (b) reasonable opportunities have not been provided for affected parties to provide feedback on the CoP which is inconsistent with the principles of consultation under the Local Government Act 2002 ("**LGA**"); and
 - (c) the Council should provide a reasonable transition period for implementing the Draft Bylaw and CoP.
4. These matters are outlined in further detail below.

Climate change allowances in the CoP have not been justified

5. Under the Draft Bylaw, the Council may specify controls by guidelines or codes of practice for the maintenance and construction of any work that affects the public stormwater network or access to the built components of the public stormwater network.¹
6. The Council has recently published an updated version of the CoP. The purpose of the CoP is to provide minimum standards for the design and construction of new public stormwater assets to be vested in Auckland Council.² Under the Draft Bylaw:

¹ Draft Bylaw, Clause 8.

² CoP at 4.1.1.

- (a) Every person must comply with the CoP when accessing any built component of the public stormwater network.³
 - (b) Approval is required from the Council before making any new connection to the public stormwater network⁴ and in considering any application for approval under the Draft Bylaw, the Council may consider compliance with the CoP.⁵
 - (c) Any vested stormwater assets must comply with the CoP on the date the asset is vested with the Council, unless otherwise approved.⁶
7. In terms of allowances for climate change in designing stormwater infrastructure, the CoP is based on a forecast temperature increase of 3.8 degrees Celsius by 2110.⁷ This forecast is derived from simulations from the Fifth Assessment Report of the United Nations Intergovernmental Panel on Climate Change which considers four scenarios:⁸
- (a) a stringent mitigation scenario, which is aimed at keeping global warming likely below a 2 degrees Celsius increase above pre-industrial temperatures (referred to as a Representative Concentration Pathway ("**RCP**") of 2.6);
 - (b) two intermediate scenarios, with levels of mitigation but failure to keep increases below 2 degrees Celsius (RCP 4.5 and 6.0); and
 - (c) a business as usual, "worst case scenario" where no concerted efforts are made to reduce greenhouse gas emissions (RCP 8.5).
8. The adoption of an RCP 8.5 scenario means that total peak stormwater flow will increase. The climate change allowances under an RCP 8.5 scenario will result in an approximate increase of 33% in projected 24-hour rainfall depth and increases in rainfall intensity over 24-hour periods. This is a much more conservative allowance than the previous Stormwater Code of Practice (Version 2), which was based on a lower forecast temperature increase of annual mean temperature by 2.1 degrees Celsius by 2090.⁹ The requirement to use the most conservative climate change scenario in designing infrastructure will be exacerbated by the strengthening, in the new CoP, of limitations on surcharging in pipelines. The combination of increased flow and restrictions on surcharging would result in significant upsizing or additional infrastructure being required.
9. The adoption of RCP 8.5 under the CoP will have significant implications for the design and development of stormwater infrastructure as part the Drury Crossing development. While DSL is already well underway with its development, the CoP and Draft Bylaw (as currently proposed and if adopted) will require a significant shift in the way that stormwater effects from future stages of the Drury Crossing development are considered and managed. It will require stormwater infrastructure to be upsized significantly or additional infrastructure be developed (at DSL's cost) to accommodate a substantial increase in stormwater flow of 30% more than what DSL has currently designed for.

³ Draft Bylaw, Clause 10(3).

⁴ Draft Bylaw, Clauses 9(3) and 9(4).

⁵ Draft Bylaw, Clause 19(1)(d).

⁶ Draft Bylaw, Clause 9.

⁷ Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.

⁸ IPCC, 2014: *Climate Change 2014: Synthesis Report, Summary for Policymakers*, at 2.1.

⁹ Chapter 4 – Stormwater Code of Practice for Land Development and Subdivision (Auckland Council, 2015) at 4.2.10.

10. DSL supports allowances being made for climate change effects that are realistic and the development of a stormwater network that is appropriately future proofed against impacts of climate change. However, it is concerned that these allowances in the CoP are overly conservative and the Council has not demonstrated why a 3.8 degrees Celsius increase by 2110 is justified. DSL considers that a more pragmatic approach would be to make climate change allowances based on a more realistic intermediate scenario of either the RCP 4.5 or 6.0 and undertake sensitivity test against RCP 8.5. This would strike an appropriate balance between future proofing stormwater infrastructure against the impacts of climate change while also enabling a risk assessment of the potential effects if a "worst case" climate change scenario were to eventuate. DSL considers that the CoP should be amended accordingly.

Contravention of the Local Government Act 2002

11. The Council seeks to adopt the Draft Bylaw on the basis that it is the most appropriate way to address issues related to public stormwater networks and private stormwater systems.¹⁰ Section 10 of the LGA provides that:¹¹

- (1) The purpose of local government is -
 - (a) to enable democratic local decision-making and action by, and on behalf of, communities; and
 - (b) to meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.
- (2) In this Act, **good-quality**, in relation to local infrastructure, local public services, and performance of regulatory functions, means infrastructure, services, and performance that are -
 - (a) efficient; and
 - (b) effective; and
 - (c) appropriate to present and anticipated future circumstances.

12. The Council has not demonstrated why an RCP 8.5 scenario is appropriate to anticipated future circumstances over one of the other scenarios that recognise at least a degree of effort is made to reduce emissions. It is neither efficient nor effective for the Council to impose standards on stormwater infrastructure that have not been justified as necessary to manage realistic future stormwater peak flows.

13. DSL is also concerned that there has been inadequate consultation on the introduction of these changes to the CoP. Under both the Draft Bylaw and the 2015 Stormwater Bylaw, the Council must consider the views and preferences of persons likely to be affected by, or to have an interest in the CoP before its adoption.¹² This is reinforced in section 82 of the LGA which requires the Council to comply with a range of principles of consultation, including providing reasonable opportunity for affected parties to present their views to the Council.

¹⁰ Minutes of Governing Body dated 26 August 2021, Item 16.1

¹¹ Local Government Act 2002, section 10.

¹² Draft Bylaw, Clause 6; Auckland Council Stormwater Bylaw 2015, Clause 6.

14. Given the CoP is a key component of the Draft Bylaw, DSL considers that the draft CoP should have been included as part of the consultation on the Draft Bylaw. Consultation with stakeholders and industry is necessary in order to understand the implications of an RCP 8.5 scenario, and the appropriateness of alternative RCP scenarios.

Implementation

15. The Council has already prepared the CoP and plans to implement it on 18 January 2022.¹³ DSL considers that any updates to the CoP should also be implemented (at the earliest) in conjunction with the Draft Bylaw, which is not expected to be adopted until April 2022.
16. In light of the potentially significant implications of the CoP on the design and construction of stormwater infrastructure, there needs to be a reasonable transition period for the implementation of both the Draft Bylaw and the CoP. This is important to provide developers, such as DSL, with certainty around the implementation of infrastructure that has already been designed and a clear understanding of the need to incorporate new design requirements into future projects.

Relief sought

17. DSL seeks that:
- (a) the consultation period for the Draft Bylaw be extended to provide opportunity for the public to consider and provide feedback on the updated CoP; and
 - (b) the CoP be updated to reflect a more realistic intermediate climate change scenario of either RCP 4.5 or 6.0.

Signature:

DRURY SOUTH LIMITED by its
solicitors and authorised agents
Russell McVeagh:



Daniel Minhinnick / Lauren Rapley

Date:

27 October 2021

Address for Service:

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¹³ <https://www.aucklanddesignmanual.co.nz/regulations/codes-of-practice/stormwatercodeofpractice/guidance/download/DownloadsCop>.



Summerset Group Holdings Limited
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PO Box 5187, Wellington 6140

Phone: 04 894 7320 | **Fax:** 04 894 7319

Website: www.summerset.co.nz

SUBMISSION ON PROPOSED AMENDMENTS TO AUCKLAND COUNCIL'S STORMWATER BYLAW 2021

To: Auckland Council ("**Council**")

Name: Summerset Group Holdings Ltd ("**Summerset**")

Introduction

1. Summerset is one of New Zealand's leading and fastest growing retirement village operators, with more than 6,600 residents living in our village communities. We offer a range of independent living options and care, meaning that as our resident's needs change, we have support and options within the village. Summerset has 35 villages which are either completed or in development, spanning from Whangārei to Dunedin and employs over 1800 staff.
2. Summerset has reviewed the proposed amendments to the Stormwater Bylaw ("**Draft Bylaw**") and welcomes the opportunity to provide feedback to the Council.

Nature and scope of submission

3. Summerset firmly opposes the incorporation of the updated Chapter 4 – Stormwater, Code of Practice for Land Development and Subdivision - Version 3 ("**CoP**") dated September 2021. In particular:
 - (a) the assumptions that underpin the CoP are unreasonable;
 - (b) the Draft Bylaw contravenes the Local Government Act 2002 ("**LGA**"), including failure to undertake adequate consultation on the CoP; and
 - (c) any updates to the CoP should be implemented over a reasonable transition period.



The assumptions that underpin the CoP are unreasonable

4. Under the Draft Bylaw, the Council may specify controls by guidelines or codes of practice for: ¹
 - (a) the maintenance and construction of any work that affects the public stormwater network; or
 - (b) access to the built components of the public stormwater network.
5. A code of practice is defined in the Draft Bylaw to mean "the latest approved" version of the Council's Code of Practice for Land Development and Subdivision, which would be the CoP. The purpose of the CoP is to provide minimum standards for the design and construction of new public stormwater assets to be vested in the Council.² Under the Draft Bylaw:
 - (a) Any vested stormwater assets must comply with the CoP on the date the asset is vested with the Council, unless approved otherwise.³
 - (b) Any new ground soakage or recharge system must comply with the CoP.⁴
 - (c) Every person must comply with the CoP when accessing any built component of the public stormwater network.⁵
 - (d) Approval is required from the Council before making any new connection to the public stormwater network⁶ and in considering any application for approval under the Draft Bylaw, the Council may take into account compliance with the CoP.⁷
6. These requirements under the Draft Bylaw will have a range of implications for private developers, like Summerset, in designing and constructing stormwater infrastructure to connect to the Council's, or vest as part of the public stormwater network. The CoP is based on a forecast temperature increase of 3.8 degrees by 2110, relying on a 2018 Ministry of Environment study.⁸ Those forecasts are based on simulations from the Fifth Assessment Report of the United Nations Intergovernmental Panel on Climate Change ("**IPCC Forecasts**"). The IPCC Forecasts consider four scenarios:⁹

¹ Draft Bylaw, Clause 8.

² CoP, at 4.1.1.

³ Draft Bylaw, Clause 9.

⁴ Clause 14(4).

⁵ Clause 10(3).

⁶ Clauses 9(3) and 9(4).

⁷ Clause 19(1)(d).

⁸ Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.

⁹ IPCC, 2014: *Climate Change 2014: Synthesis Report, Summary for Policymakers*, at 2.1.



- (a) a stringent mitigation scenario, which is aimed at keeping global warming likely below a 2 degree increase above pre-industrial temperatures (referred to as a Representative Concentration Pathway ("**RCP**") of 2.6);
 - (b) two intermediate scenarios, with levels of mitigation but failure to keep increases below 2 degrees (RCP 4.5 and 6.0); and
 - (c) a business as usual, "worst case scenario" where no concerted efforts are made to reduce greenhouse gas emissions (RCP 8.5).
7. The CoP is based on a climate change allowance of RCP 8.5 which assumes no action is taken to reduce emissions. The previous Stormwater Code of Practice - Version 2 was based on a forecast temperature increase of annual mean temperature by 2.1 degrees by 2090.¹⁰
8. The revised climate change allowances will result in the increase of the projected 24-hour rainfall depth by about 33%. Furthermore, the changes to the temporal rainfall distribution will also significantly increase the peak rainfall intensity over 24-hour periods. As a result of these changes, stormwater infrastructure will need to accommodate total peak stormwater flow increases approximately 20 to 40% under the CoP depending on the catchment characteristics (compared with Stormwater Code of Practice - Version 2). This has a number of significant design and compliance implications:
- (a) Consented stormwater infrastructure under Engineering Approvals that is yet to be constructed and / or vested may no longer be appropriate.
 - (b) Construction and consenting of Summerset projects are typically staged over a number of years, but are based on stormwater management and capacity assessments used to obtain Resource Consents from Council. The basis and approvals of these consents may no longer be valid based on the changes to the CoP. This may result in further analysis of private and public infrastructure which will likely lead to needing greater on-site mitigation (ie stormwater attenuation ponds / tanks) or upgrading of public reticulation (that may have already been recently upgraded for villages).
 - (c) Site levels within villages have been assessed to ensure overland flow paths ("**OLFP**") remain in private road profiles and diversion channels, maintaining flood free building platforms and to satisfying Building Code freeboard requirements. Higher flow rates that have been assessed in accordance with the proposed CoP

¹⁰ Chapter 4 – Stormwater, Code of Practice for Land Development and Subdivision (Auckland Council, 2015) at 4.2.10.



could result in greater depths and extents of consented and constructed OLFP, affecting habitable structures or access from building platforms.

- (d) Flooding and Flood storage: a number of villages either have been consented or in the process of being consented which consider the effects of flooding and flood storage. Measures assessed consider compensation storage within the site, conveyance, upstream effects and freeboard requirements. Master planning of villages is developed on the basis of these stormwater assessments. If subsequent detailed assessments are undertaken for Engineering Approval and Building Consent applications using the proposed CoP, there is a risk that the perceived increase in peak flow and volume effects will result in additional mitigation measures are required, or that proposals are no longer practical or viable.
9. Summerset regularly contributes to the construction of public stormwater infrastructure, which is vested in the Council and of stormwater systems that connect to the public network. The changes under the CoP set an unrealistic standard for peak stormwater flows and velocities which will then be used to assess impacts of developments on the public stormwater network both through the Draft Bylaw and through the Resource Management Act 1991.
10. Those trying to build in Auckland, such as Summerset, are already facing supply chain issues, construction delays, impacts of COVID-19, and these costs will add to the existing constraints on construction and development in the region. Given the significant costs increases these changes will result in, any investment in future proofing the network from climate change needs to be accurate and realistic.
11. Summerset supports an approach that uses up to date data for climate change allowances and future proofs the stormwater network against unavoidable impacts of climate change, but is concerned that these allowances in the CoP are overly conservative. The Council has not demonstrated why preparation for a 3.8 degree increase by 2110 is justified. A climate change allowance based on either the RCP4.5 or 6.0 is more realistic (which would still prepare Auckland for a scenario where emissions reduction targets fail to be met), given steps already being taken both within New Zealand and abroad to reduce emissions. The NIWA models measure annual mean temperature increases for Auckland in the RCP2.6 and 4.5 scenarios, and these could readily have been used by the Council to inform the CoP.¹¹
12. Summerset's submission is that if the Council is not confident that emissions reductions targets can be met, and the stormwater system must be future proofed in the event that it

¹¹ Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.



does not, then the RCP4.5 scenario, or an annual mean temperature of 1.7 degrees, should be adopted and the CoP be amended based on this scenario.

The Draft Bylaw contravenes the Local Government Act 2002

13. Section 146 of the LGA provides:

Without limiting section 145, a territorial authority may make bylaws for its district for the purposes -

...

(b) of managing, regulating against, or protecting from, damage, misuse, or loss, or for preventing the use of, the land, structures, or infrastructure associated with 1 of more of the following:

...

(iv) land drainage ...

14. The Council seeks to adopt the Draft Bylaw on the basis that it is the most appropriate way to address issues related to public stormwater networks and private stormwater systems.¹²

15. The purpose of the local government is:¹³

10. Purpose of local government

(1) The purpose of local government is -

(a) to enable democratic local decision-making and action by, and on behalf of, communities; and

(b) to meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.

(2) In this Act, **good-quality**, in relation to local infrastructure, local public services, and performance of regulatory functions, means infrastructure, services, and performance that are -

(a) efficient; and

(b) effective; and

(c) appropriate to present and anticipated future circumstances.

16. The Council has not demonstrated why an RCP8.5 scenario is appropriate to anticipated future circumstances over another of the RCP scenarios that recognise at least a degree of effort is made to reduce emissions. It is neither efficient nor effective for the Council to be imposing unrealistic standards on stormwater infrastructure that are not demonstrably

¹² Minutes of Governing Body dated 26 August 2021, Item 16.1.

¹³ Local Government Act 2002, section 10.



- required to manage future stormwater peak flows at significant increased costs to ratepayers and developers.
17. Under both the Draft Bylaw and the 2015 Bylaw, the Council must consider the views and preferences of persons likely to be affected by, or to have an interest in the CoP before its adoption.¹⁴
18. Further, under section 82 of the LGA, the Council must adhere to the following principles of consultation:
- (a) that persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate to the preferences and needs of those persons:
 - (b) that persons who will or may be affected by, or have an interest in, the decision or matter should be encouraged by the local authority to present their views to the local authority:
 - (c) that persons who are invited or encouraged to present their views to the local authority should be given clear information by the local authority concerning the purpose of the consultation and the scope of the decisions to be taken following the consideration of views presented:
 - (d) that persons who wish to have their views on the decision or matter considered by the local authority should be provided by the local authority with a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate to the preferences and needs of those persons:
 - (e) that the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration:
 - (f) that persons who present views to the local authority should have access to a clear record or description of relevant decisions made by the local authority and explanatory material relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.
19. In considering whether there was a need to update the CoP, the Council has failed to adequately consult with key stakeholders and affected parties. Consultation with industry, infrastructure and network utilities, and with the major engineering firms is needed to properly understand the implications of an RCP8.5 scenario, and whether an alternative RCP scenario is more appropriate for the CoP.
20. The Council has already prepared and plans to implement the CoP on 18 January 2022. Given the CoP is a central component of stormwater management under the Draft Bylaw, this

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Draft Bylaw, Clause 6; Auckland Council Stormwater Bylaw 2015, Clause 6.



should have been expressly consulted on as part of the Draft Bylaw. Any updates to the CoP should also be implemented in conjunction with the Draft Bylaw, which is not expected to be adopted until April 2022.

Transition

21. Given the potentially significant implications to the stormwater network that results from updating climate change allowances, there needs to be a clear and workable transition period for both the Draft Bylaw and the CoP that provides certainty for developers to provide a reasonable opportunity to complete existing projects, and incorporate new design requirements into future projects.

Relief sought

22. Summerset seeks that:
- (a) the consultation period for the Draft Bylaw be extended to provide opportunity for the public to consider and provide feedback on the updated CoP; and
 - (b) the CoP be updated to reflect a climate change scenario of RCP4.5.

A handwritten signature in blue ink that reads "A Smail".

Aaron Smail

General Manager Development

**SUBMISSION ON PROPOSED AMENDMENTS TO AUCKLAND COUNCIL'S STORMWATER
BYLAW 2021**

To: Auckland Council ("**Council**")
Name: Bunnings Limited ("**Bunnings**")

Introduction

1. Bunnings is one of the leading retailers of home improvement and outdoor living products in Australasia. Bunnings operates 41 warehouses and smaller format stores, and 7 trade centres throughout New Zealand, along with a distribution centre and a support office. Bunnings is seeking to expand its network of sites and engages with both local and central government bodies to ensure that its sites are carefully designed and planned to a very high standard.
2. Bunnings has reviewed the proposed amendments to the Stormwater Bylaw ("**Draft Bylaw**") and welcomes the opportunity to provide feedback to the Council.

Nature and scope of submission

3. Bunnings opposes the incorporation of the updated Chapter 4 – Stormwater Code of Practice for Land Development and Subdivision (Version 3) ("**CoP**") dated September 2021. In particular:
 - (a) the assumptions that underpin the CoP are overly conservative;
 - (b) the Draft Bylaw is inconsistent with the Local Government Act 2002 ("**LGA**"); and
 - (c) the CoP and Draft Bylaw should be implemented over a reasonable transition period.
4. These submissions are explained in full below.

The assumptions that underpin the CoP are overly conservative

5. Under the Draft Bylaw, the Council may specify controls by guidelines or codes of practice for:¹
 - (a) the maintenance and construction of any work that affects the public stormwater network; or
 - (b) access to the built components of the public stormwater network.

¹ Draft Bylaw, Clause 8.

6. A code of practice is defined in the Draft Bylaw to mean "the latest approved" version of the Council's Code of Practice for Land Development and Subdivision, which would be the CoP. The purpose of the CoP is to provide minimum standards for the design and construction of new public stormwater assets to be vested in Auckland Council.² Under the Draft Bylaw:
- (a) Any vested stormwater assets must comply with the CoP on the date the asset is vested with the Council, unless approved otherwise.³
 - (b) Any new ground soakage or recharge system must comply with the CoP.⁴
 - (c) Every person must comply with the CoP when accessing any built component of the public stormwater network.⁵
 - (d) Approval is required from the Council before making any new connection to the public stormwater network⁶ and in considering any application for approval under the Draft Bylaw, the Council may take into account compliance with the CoP.⁷
7. These requirements under the Draft Bylaw will have a range of implications for Bunnings, and others looking to build in Auckland, in the design and construction of stormwater infrastructure to connect to the Council's public stormwater network, or vest as part of the network. The CoP is based on an average temperature increase of 3.8 degrees Celsius by 2110, relying on a 2018 Ministry of Environment study.⁸ Those forecasts are based on projections from the Fifth Assessment Report of the United Nations Intergovernmental Panel on Climate Change ("**IPCC Forecasts**"). The IPCC Forecasts consider four scenarios:⁹
- (a) a stringent mitigation scenario, which is aimed at keeping global warming likely below a 2 degrees Celsius increase above pre-industrial temperatures (referred to as a Representative Concentration Pathway ("**RCP**") of 2.6);
 - (b) two intermediate scenarios, with levels of mitigation but failure to keep increases below 2 degrees Celsius (RCP 4.5 and 6.0); and
 - (c) a business as usual, "worst case scenario" where no concerted efforts are made to reduce greenhouse gas emissions (RCP 8.5).

² CoP, at 4.1.1.

³ Draft Bylaw, Clause 9.

⁴ Draft Bylaw, Clause 14(4).

⁵ Draft Bylaw, Clause 10(3).

⁶ Draft Bylaw, Clauses 9(3) and 9(4).

⁷ Draft Bylaw, Clause 19(1)(d).

⁸ Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.

⁹ IPCC, 2014: *Climate Change 2014: Synthesis Report, Summary for Policymakers*, at 2.1.

8. The CoP is based on a climate change allowance of RCP 8.5 which assumes no action is taken to reduce emissions. The previous Stormwater Code of Practice (Version 2) was based on a forecast temperature increase of annual mean temperature by 2.1 degrees Celsius by 2090.¹⁰
9. The revised climate change allowances mean an approximate increase of doubling of projected 24-hour rainfall depth and increases in rainfall intensity over 24-hour periods. As a result of these changes, stormwater infrastructure will need to accommodate total peak stormwater flow increases of about 35% under the CoP. This has a number of significant design implications, including the appropriateness of stormwater infrastructure that has already obtained engineering approvals, the need for greater on-site stormwater mitigation, impacts on building heights and platforms, freeboard, and overland flow paths.
10. The changes under the CoP set an unrealistic standard for peak stormwater flows and velocities which will then inform assessments of impacts of developments on the public stormwater network both through the Draft Bylaw and through the Resource Management Act. The construction industry is already facing supply chain issues, construction delays and the impacts of COVID-19. With the addition of rapidly escalating land and construction costs, the financial feasibility of most developments is already marginal. The additional costs arising from the CoP will add to the existing constraints on construction and development in the region and could contribute to stifling growth. Given the significant costs increases these changes will result in, any investment in future proofing the network from climate change needs to be accurate and realistic.
11. Bunnings supports an evidence-based approach that relies on up to date climate change data, which ensures infrastructure can manage the long term impacts of climate change. However, the Council has not demonstrated why an overly conservative RCP 8.5 scenario should be adopted. A climate change allowance based on either the RCP 4.5 or 6.0 would still assume emissions reduction targets fail to be met, and should be considered given steps already being taken both within New Zealand and abroad to reduce emissions. The NIWA models measure annual mean temperature increases for Auckland in both the RCP 2.6 and 4.5 scenarios, and these could readily have been used by the Council to inform the CoP, even if the Council is not confident emissions reductions targets will be met.¹¹

¹⁰ Chapter 4 – Stormwater Code of Practice for Land Development and Subdivision (Auckland Council, 2015) at 4.2.10.

¹¹ Table 7, Ministry for the Environment 2018. *Climate Change Projections for New Zealand: Atmosphere Projections Based on Simulations from the IPCC Fifth Assessment, 2nd Edition*. Wellington: Ministry for the Environment.

12. If the Council is not confident that emissions reductions targets can be met, and the stormwater system must be future proofed in the event that it does not, then the RCP 4.5 scenario, or an annual mean temperature of 1.7 degrees Celsius, should be adopted and the CoP be amended based on this scenario.

The Draft Bylaw is inconsistent with the Local Government Act 2002

13. The Council seeks to adopt the Draft Bylaw on the basis that it is the most appropriate way to address issues related to public stormwater networks and private stormwater systems.¹²

14. The purpose of the local government is:¹³

10. Purpose of local government

- (1) The purpose of local government is -

- (a) to enable democratic local decision-making and action by, and on behalf of, communities; and
- (b) to meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.

- (2) In this Act, **good-quality**, in relation to local infrastructure, local public services, and performance of regulatory functions, means infrastructure, services, and performance that are -

- (a) efficient; and
- (b) effective; and
- (c) appropriate to present and anticipated future circumstances.

15. The Council has not demonstrated why an RCP 8.5 scenario is appropriate to represent anticipated future circumstances over another of the RCP scenarios that recognise attempts will be made to reduce emissions. It is neither efficient nor effective for the Council to be imposing unrealistic standards on stormwater infrastructure if it cannot be shown that it is required to manage future stormwater peak flows.

16. Under both the Draft Bylaw and the 2015 Stormwater Bylaw, the Council must consider the views and preferences of persons likely to be affected by, or to have an interest in the CoP before its adoption.¹⁴ The Council must also adhere to the principles of consultation under the LGA, including encouraging those affected in the community to present their views.¹⁵

17. The Council has failed to adhere with these principles of consultation in updating the CoP. There has been inadequate engagement with industry players, stakeholders and professional bodies at a time where there are barriers to engagement due to the ongoing COVID-19

¹² Minutes of Governing Body dated 26 August 2021, Item 16.1.

¹³ Local Government Act 2002, section 10.

¹⁴ Draft Bylaw, Clause 6; Auckland Council Stormwater Bylaw 2015, Clause 6.

¹⁵ Local Government Act 2002, section 82.

lockdown in Auckland. The CoP is also a central component of stormwater management under the Draft Bylaw, and this should have been expressly consulted on as part of the Draft Bylaw.

Transition

18. The CoP is expected to come into effect on 18 January 2022, but the Draft Bylaw is not expected to be adopted until April 2022. Given the potentially significant implications to the stormwater network that results from updating climate change allowances, there needs to be a clear and workable transition period for both the Draft Bylaw and the CoP that provides certainty for developers to provide a reasonable opportunity to complete existing projects, and incorporate new design requirements into future projects.

Relief sought

19. Bunnings seeks that:
- (a) the consultation period for the Draft Bylaw be extended to provide opportunity for the public to consider and provide feedback on the CoP as part of this process; and
 - (b) the CoP be updated to reflect a climate change scenario of RCP4.5.

Signature:

BUNNINGS LIMITED by its solicitors
and authorised agents Russell
McVeagh:



Daniel Minhinnick / Jacob Burton

Date:

27 October 2021

Address for Service:

Jacob Burton
C/- Russell McVeagh
Level 30
Vero Centre
48 Shortland Street
AUCKLAND 1140

Email:

jacob.burton@russellmcveagh.com

Attachment E: 'Have Your Say' events feedback

Attachment E – ‘Have Your Say’ Events Feedback

This attachment contains a summary of the public feedback received at ‘Have Your Say’ events on the proposal to amend Te Kaunihera o Tāmaki Makaurau Te Ture-ā-rohe Wai Āwhā 2015 / Auckland Council Stormwater Bylaw 2015.

Two virtual ‘Have Your Say’ events were held on Friday 1 October 2021 and Monday 11 October 2021

A public notice, the council “Have your Say” website and an email to key stakeholders invited the public to attend the online ‘Have Your Say’ events as part of council’s public consultation on the proposal.

These events provided a drop-in opportunity for the public and stakeholders to learn more about the proposal, ask questions, and provide feedback to Bylaw Panel members¹ and staff online via Zoom on Friday 1 October 2021 and Monday 11 October 2021, at a time between 9am and 11am. Due to the Covid-19 restrictions, in-person events were unable to be held. The public were required to register beforehand on the council [‘AK Have your Say’](#) webpage.

Four stakeholders registered their interest for the events. Each stakeholder was given opportunity to ask questions and provide their feedback after the introduction from the council staff and Bylaw Panel members.

A total of two stakeholders attended the online ‘Have Your Say’ events and provided feedback directly to the Bylaw Panel about the proposals. One of the stakeholders subsequently submitted formal feedback through the ‘Have Your Say’ online form on the website.

There were no other members of the public that attended the events.

Stakeholder	Feedback	
	Bylaw related	Non-Bylaw related
MPS Ltd	<ul style="list-style-type: none"> Notes legal advice that the Bylaw shouldn’t be controlling land use – outside the scope of the Bylaw. Notes it previously advised the Code of Practice wasn’t going to be adopted through council resolution. Advocates that the controls specified in the Bylaw don’t place specific treatment requirements on private stormwater systems. Advocates that guideline documents should only be a guide and not included in the Bylaw as a control. Notes Bylaw matters are brought up during resource consent application processes but are out of scope. 	<ul style="list-style-type: none"> Seeks clearer processes and information on how the carbon footprint considerations are implemented, such as assessment, approvals, and dispute processes. Seeks clearer guidance and more consistent answers on how mana whenua values would be considered in the processes. Seeks clear process documentation around the process interactions between the Auckland Unitary Plan, resource consents, the Bylaw, Engineering Plan Approvals, Stormwater Network Discharge Consent.
Harrison Grierson	<ul style="list-style-type: none"> Supports carbon sequestration and good environmental outcomes but assessments need to be in scope and within planning discretion. 	<ul style="list-style-type: none"> Seeks clearer guidance on how carbon footprint and calculations are assessed for developments.

1 Cr Cooper, Cr Newman, and Independent Māori Statutory Board Member Wilcox.

Attachment F: Operational and non-bylaw-related public feedback

Attachment F: Operational and non-bylaw-related feedback

Operational and non-bylaw-related feedback was received from the Have Your Say public consultations as well as formal local board views [to be added after local board business meetings] on the proposal to amend the Stormwater Bylaw 2015. This attachment should be read alongside the main bylaw feedback deliberations (refer Attachment A).

The matters raised will be shared with the Bylaw Panel at its deliberations in April 2022 and with relevant Council staff to consider as operations matters, as they relate to –

- operational matters such as such as enforcement, compliance and resourcing
- implementation of the Bylaw and operational processes
- consultation on the Stormwater Code of Practice.

Operational matters: enforcement, compliance and resourcing

Comments included suggestions to:

- be more transparent about parties that breach the Bylaw
- council needs sufficient resource to provide the interventions to assist with compliance as illustrated in the graduated enforcement model in the Statement of Proposal
- improve the enforcement around the issue of reduction in permeable space increasing pressure on stormwater system, for example by adding paving after build without consent
- more effectively use education and enforcement to create much better industry norms
- introduce a stronger focus on compliance (for example, people not directing grey water and stormwater runoff into the roading network)
- introduce tougher enforcement / penalties to stop silt running off into streams and drains from construction site
- introduce a more effective monitoring programme
- confirm the exact role and enforceability of defects liability period for stormwater devices
- clarify the roles within council around approval, non-compliance and enforcement
- upgrade and check damage caused on private property (at the cost of the council, not the landowner)
- address the illegal fish dumping issues around stormwater ponds.

Bylaw implementation and operational processes

Comments included suggestions to:

- provide more information or guidance on how the carbon footprint assessment and the mana whenua values will be managed when assessing approvals
- clarify how the Bylaw relates to resource consent, Stormwater Network Discharge Consent, Engineering Plan Approval, stormwater management plan decisions
- provide further assistance or guidance to help design stormwater systems
- address stormwater issues with bottom of catchment treatment in the form of wetlands rather than raingardens
- exclude Chelsea Ponds from restrictions to the stormwater network
- do not increase or transfer fees and costs associated with implementation to the public
- The new version of the Stormwater Code of Practice that includes updated climate change numbers will increase costs.
- actively pursue green infrastructure solutions.
- clarify terms of approval process for stormwater assets that vest to Auckland Transport

DRAFT

- clarify whether post and wire fencing is considered obstruction of floodplains or watercourse
- clarify whether farming activities can be undertaken in and around public infrastructure on private land such as spraying and drain cleaning
- add gross pollutant trap filters into roadside stormwater catchpit to trap litter
- clarify what the Code of Practice considers POS [Point of Service]¹ and what Veolia considers POS
- provide best practice around approvals and use of alternative drainage systems including bioswales and under natural stormwater contaminant management options
- provide further information on the change to the minimum floor level requirements outlined in the Stormwater Code of Practice
- create an asset register for all under road culverts.

Consultation on the Stormwater Code of Practice

Feedback from stakeholders and organizations sought further consultation on the draft version of the Stormwater Code of Practice (CoP) that was proposed to include updated stormwater management numbers that take into consideration of the conservative climate change scenario that was adopted by the Auckland Climate Plan (RCP8.5 / 3.8°C warming).

Staff recommend formalising as part of this process the CoP which does not include the conservative climate change scenario number. Inclusion of this number will be considered pending further consultation as part of the next update to the CoP.

¹ The submitter didn't elaborate on abbreviated POS, presumed to mean Point of Service.

**Attachment G: Local Board views on public feedback [to
attach after February local board meetings]**



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Hibiscus and Bays**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? I don't know

Tell us why:

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why:

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? Disagree

Tell us why: If navigatable should be allowed as long as no damage. Some of our creeks are been returned to former glory by volunteers for purpose of public been able to use. This would stop them from using small boats, kayaks etc in their work

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Simple that way no one can say they don't understand

6. Do you have any other feedback on Stormwater Bylaw?

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



Stormwater Bylaw

Statement of Proposal to amend the Stormwater Bylaw 2015

Following a statutory review of the Stormwater Bylaw 2015, our proposed amendments aim to improve the effectiveness and efficiency of the bylaw in regulating land drainage and managing the stormwater network.

We want your feedback on our proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note – we are not seeking feedback on other stormwater legislation and council publications, or the Three Waters Reform.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name of organisation/business:

Your local board: **Hibiscus and Bays**

Source: **Online**

Your feedback (all questions are optional)

1. Controls on public stormwater network and private stormwater systems

We are proposing to include the stormwater related guidelines and codes of practice within the bylaw by adding them as a referenced control. In general, the industry already follows these as best practice.

Note – we are not seeking public feedback on the content of the specific controls as they are existing council publications.

What is your opinion on this proposal? Agree

Tell us why:

2. Additional requirements for vesting of public assets and approvals

We are proposing to add to the existing considerations for the vesting of public assets, including stormwater network discharge consents, carbon footprint, and mana whenua values.

What is your opinion on this proposal? Agree

Tell us why: I have recently seen the mess that stormwater discharge on building sites makes in our streams, and I would like to see regulations and controls on this tightened.

3. Approving modifications or new engineered wastewater overflow points

We are proposing to enable a formal process for council, as the stormwater network and asset utility operator, to approve wastewater overflow points from wastewater network utility operators to assist with protection of public health and safety when the overflow points activate.

What is your opinion on this proposal? Agree

Tell us why: As long as it does not affect the quality of our waterways.

4. Restricting or excluding activities for parts of the stormwater network

We are proposing to restrict or ban activities, such as kayaking or fishing on constructed stormwater ponds and wetlands, to protect the public from the hazards in the stormwater network.

What is your opinion on this proposal? I don't know

Tell us why: It would depend upon the safety of the stormwater ponds, both environmentally and in the case of accidents.

5. Updating the bylaw wording, format, and definitions

We are proposing to make the bylaw easier to read and reflect current best practice drafting standards by clarifying definitions and improving enforcement provisions.

What is your opinion on this proposal? Agree

Tell us why: Anything that makes reading easier is an improvement.

6. Do you have any other feedback on Stormwater Bylaw?

Important privacy information

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4 Feb 2022

Memorandum

To: Hibiscus and Bays Local

Subject: Seeking feedback from the Hibiscus and Bays Local Board to assist staff to correct an error in the current dog access rules along Orewa Marine Parade Reserve.

From: Matthew Kerr – Senior Advisor Hibiscus and Bays Local Board

Contact information: Matthew.kerr@aucklandcouncil.govt.nz

Purpose

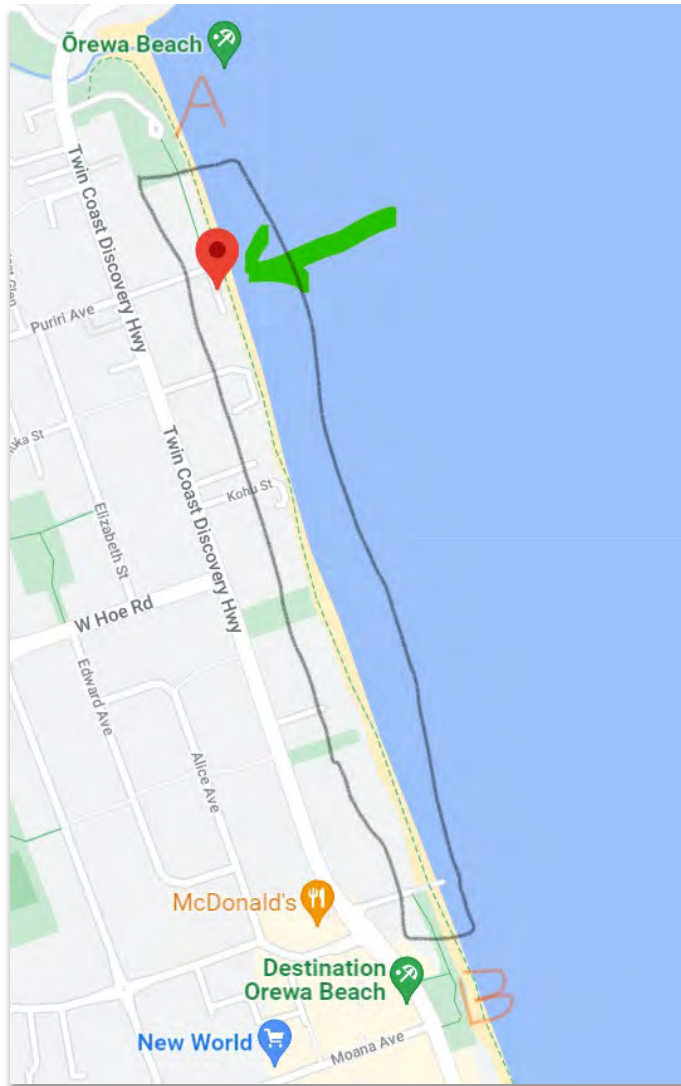
1. To seek feedback from the Hibiscus and Bays Local Board on a proposal to change the dog access rules in the area walkway known as **Orewa Marine Parade Reserve, and forms part of the Millennium Walkway (grass between Arundel Recreation Reserve and Moana Reserve)**.

Summary

2. An error has been encountered in the Schedule 2 of the dog access rules relating to Orewa. A section of the walkway along the beachfront has been designated as off-leash, when those reserves adjoining, and abutting it are all on-leash.
3. The recommendation from staff is that the local board gives feedback to assist in the carrying out of the staff delegation supporting a change to remove this reserve from Schedule 2.
4. This is considered an error or omission as that not only is this walkway not listed in council records under this name, but the current designation is inconsistent with the considerations within the Dog Policy.
5. A recommendation to change the dog access rules to on leash for the length of this beach front walkway is proposed.

Context

6. Following a complaint by an Orewa resident, staff have encountered an anomaly in the dog access rules along the Orewa beachfront.
7. The default dog access rules are that, unless stated, dogs must be **under control on a leash** in all council-controlled public places where there are no physical restrictions to access (such as a fence or other indoor facilities).
8. The areas that differ from this general rule, are listed in the [dog policy](#) in *Schedule 2*. This lists all the locations that dogs are allowed **under control off a leash**.
9. There is a narrow strip of land, that runs between Arundel Recreation Reserve and Moana Reserve, which is part of the Millennium Walkway, and is sometimes known as the Orewa Marine Parade Reserve, a name that is listed in *Schedule 2*.
10. Of note, the name “Orewa Marine Parade Reserve” does not seem to officially exist in GIS.



Key to map

- A – Arundel Reserve
- B – Moana Reserve
- Black box, walkway
- Green arrow – Marine Parade

11. Neither Arundel nor Moana Reserve are listed in *Schedule 2*. Neither are the two smaller reserves also accessible via this walkway: Kinloch and Remembrance reserves.
12. These rules were resolved by the Governing Body in July 2019.

11 Auckland Council Policy on Dogs 2012 and Dog Management Bylaw 2012: Hearings Panel report

A letter from Great Barrier Local Board and Waiheke Local Board was tabled. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Independent Māori Statutory Board Deputy Chair Glenn Wilcox was in attendance as part of the Hearings Panel.

Cr J Walker joined the meeting at 10.43am.

Resolution number GB/2019/71

MOVED by Cr L Cooper, seconded by Cr C Casey:

That the Governing Body:

- a) **approve the panel recommendations on proposed changes to the Auckland Council Policy on Dogs 2012 and Dog Management Bylaw 2012 in Attachment A and Attachment B of the agenda report**
- b) **confirm that a bylaw is the most appropriate way to manage dogs in Auckland**
- c) **approve that the amendments to the Auckland Council Policy on Dogs 2012 and Dog Management Bylaw 2012 in Attachment C of the agenda report:**
 - i) **are the most appropriate form of bylaw**
 - ii) **are not inconsistent with the New Zealand Bill of Rights Act 1990**
- d) **adopt the amended Auckland Council Policy on Dogs 2012 and Dog Management Bylaw 2012 in Attachment C of the agenda report with effect from 01 November 2019**
- e) **approve the distribution of this report and associated minute to local boards and advisory panels for their information**
- f) **delegate authority through the Chief Executive to a manager responsible for bylaws to make any amendments to the bylaws in Attachment C of the agenda report and correct errors or omissions.**

CARRIED

- 13. Of note, is the clause 11(f). This gives delegated authority to staff to fix any errors or omissions.
- 14. The Senior Policy Manager of Regulatory Practice (Bylaws) is seeking feedback from the Hibiscus and Bays Local Board, before making the following amendment to the dog access rules.
- 15. To remove “Orewa Marine Parade Reserve” from *Schedule 2*, thereby making all the land in the walkway, which forms part of the millennium walkway have the same status as the reserves that adjoin and abut it.

Discussion

- 16. Given that the “Orewa Marine Parade Reserve” is not listed as an official name, this is not classed as an error or omission in the schedule, and therefore falls within the delegated power of the staff.
- 17. In order to perform this delegation, the staff requests feedback from the local board on the preferred dog access rule, and the reasons why an error or omission should be rectified.
- 18. The “Orewa Marine Parade Reserve” walkway is regarded as unsuitable as an off-leash area, for the following reasons:

- A number of roads (Marine View, Noel Avenue, Kohu Street) lead directly onto the walkway, and there are limited barriers between turning vehicles and the walkway
- The walkway is too narrow to provide much space between off-leash dogs and other walkers/cyclists who may wish to avoid off-leash dogs
- The walkway functions as a driveway or accessway to numerous beach front properties, thereby making it dangerous for off-leash dogs and the residents.

Policy context for making a decision

19. There are a number of principles listed in the [Policy on Dogs 2019 \(aucklandcouncil.govt.nz\)](http://aucklandcouncil.govt.nz) for making dog access rules, and the key principle notes that:

- 1. Provide dog access rules that are comprehensive, consistent and easy to understand and comply with the following approaches:**
- (a) Recognise dog owners as legitimate users of public places and dog access is essential for dog welfare
 - (b) Integrate, where practicable, dog owners and their dogs with other users of public places

20. The two key elements of this for this discussion are that while dog owners are considered to be legitimate users of public places, any rules affecting access must be easy to understand and be readily complied with.
21. Therefore, it is advisable that the local board considers that the whole area, including the adjoining reserves, be covered by the same rule.

Considerations to make when designating the type of dog access

22. The principles state that both risk and alternatives to restricting access be considered

- 5. Consider the following before making any change to a dog access rule on parks and beaches that would provide more dog access:**
- (a) Identify and assess current and future use of the place and whether there may be any potential conflicts to ensure the change would not result in any significant risk² to any:
 - i. person (in particular children or vulnerable adults)
 - ii. protected wildlife vulnerable to dogs (in particular ground nesting birds)
 - iii. protected flora vulnerable to dogs (in particular kauri dieback)
 - iv. stock, poultry, or domestic animal
 - v. property (in particular natural habitat and public amenities).
- 6. Consider the following before making any change to a dog access rule on parks and beaches that would provide less dog access:**
- (a) Consider whether there are practicable alternative solutions to address the conflict between uses of the place³
 - (b) Ensure, to the extent that is practicable, that displaced dog owners and their dogs have access to other places or that such access is provided as part of the same decision.

23. As mentioned above, the walkway functions as a legal accessway for some properties along its length (as this picture from Noel Avenue demonstrates)



24. This means that from a when considering principle 5 above, it is advisable that dogs be protected by an *on-leash* rule.
25. There are alternative rules that could be considered. This walkway often forms the only accessible beachfront access during high it is not advisable to not suggest this area become a *prohibited* area, rather access should be maintained, this can be achieved by making this an *on-leash* area.
26. Given that there is a barrier, in the form of sand dunes and steps down the beach front, it forms an easily understood transition between *the time and season* rules in place on the beachfront, and a uniform *on-leash* rule for the walkway, and adjoining reserves.
27. Types of dog access rules that can be recommended in the feedback

Dog access rules	Recommended
prohibited area – a place where dogs are not permitted to be, and other users have absolute priority	Not recommended – not only are there no grounds under principle one to prohibit access, given that the adjoining beach and reserves have access, this would make access to the beach difficult
on-leash area – a place shared with other users, where dogs must be on a leash and under control at all times	Recommended – it provides a balance between ensuring safety of all users of the walkway, and the rights of dog owners
off-leash area – a place shared with other users, where dogs may be off a leash but must still be under control at all times	(STATUS QUO) Not recommended – due to creating an inconsistency between the adjoining access ways, the safety issues, and the unsuitability of range of movement allowed to all users given the narrowness of the walkway
designated dog exercise area – a place where dog owners are the priority user. Dog owners may take their dogs off a	Not recommend, as this walkway does not fit the suggested design criteria

leash (including Dangerous Dogs) but they must be under control at all times	
time and season areas – a place shared with other users, where the dog access rules will be different depending on the time of day during the summer season. This is to minimise the conflict between dogs and other users of the space during peak hours.	Not recommended – this would create inconsistency between the current rules in the adjoining reserves and the walkway

Next steps

28. The local board records and provides their feedback to this issue.
29. The delegation is exercised by staff and a correction is published in the next update to the rules, along with new signage put up along the walkway.

Attachments

Kaupapa mo ngā Kurī 2019 Auckland Council Policy on Dogs 2019 November 2019

[Policy on Dogs 2019 \(aucklandcouncil.govt.nz\)](http://aucklandcouncil.govt.nz)

Hibiscus and Bays Local Board Feedback

One person from the local board area provided feedback to the proposal in **support of all three proposals**. This is similar with the Auckland-wide feedback (n=30).

Support of proposal in the local board area

Topic	Local board feedback	Auckland-wide feedback
Proposal 1: Remove the lighting rules as these are now regulated through the Auckland Unitary Plan	100 per cent support	70 per cent support 13 per cent oppose 7 per cent 'other' 10 per cent 'I don't know'
Proposal 2: Remove references to the revocation of legacy council bylaw	100 per cent support	88 per cent support 8 per cent oppose 1 per cent 'other' 0 per cent 'I don't know'
Proposal 3: Update the Bylaw definitions, structure, format, and wording	100 per cent support	86 per cent support 7 per cent opposed 7 per cent 'other' 10 per cent 'I don't know'



Proposed amendments to the Property Maintenance and Nuisance Bylaw 2015

Statement of Proposal to amend the Property Maintenance and Nuisance Bylaw 2015

Our health and wellbeing is often influenced by other people's activities on private property. This is especially true in urban areas where the population density is higher and in buildings that use industrial cooling tower systems.

Poorly maintained private property can cause public health risks and nuisance, for example, by harbouring pests or growth of Legionella bacteria.

What we want your feedback on

We recently checked how the rules are working and identified improvements to how we might better reduce public health risks and nuisance. We propose the following changes to the Bylaw:

- remove rules about lighting now regulated in the Auckland Unitary Plan
- remove references to expired legacy bylaws
- update the definitions, structure, format and wording of the Bylaw.

We want your feedback on the proposed changes to the current bylaw. Details can be found in the attachments on the Have Your Say website.

Note: we are not seeking feedback on moving the rule about feeding wild animals to the Animal Management Bylaw 2015 or impacts on property values, visual amenity or the environment.

Your details

Your local board: Hibiscus and Bays

Source: Online

Your feedback (all questions are optional)

1. Removing lighting rules

We are proposing to remove the lighting rules as these are now regulated through the Auckland Unitary Plan (refer Attachment C of the Statement of Proposal under Part 4 of the Current Bylaw for details).

What is your opinion on this proposal? Agree

Please tell us why: Having clear, easy to understand rules should ensure higher compliance.

2. Removing references to the revocation of legacy council bylaws

We are proposing to remove references to the revocation of legacy council bylaw as they have expired (refer Attachment C of the Statement of Proposal under Part 4 of the Current Bylaw for details).

What is your opinion on this proposal? Agree

Please tell us why: If it's outdated clutter, yes - get rid of it.

3. Updating the bylaw's definitions, structure, wording, format, and definitions

We are proposing to make the bylaw easier to read and understand by updating the definitions, structure, format, and wording of the Bylaw (refer Attachment C of the Statement of Proposal for details).

What is your opinion on this proposal? Agree

Please tell us why: Having clear, easy to understand rules should ensure higher compliance.

4. Do you have any other feedback on the Property Maintenance and Nuisance Bylaw?

Having clear, easy to understand rules should ensure higher compliance.

Important privacy information

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Proposed North Shore bus service changes Hibiscus and Bays Local Board workshop 10 February 2022

Dave Hilson, Senior Service Network Planner

Helen Griffin, Transport Services Engagement Planner

Project background

Existing bus services introduced in September 2018

Routes limited by locations of Northern Busway stations

Some routes are indirect, long

New Northern Busway station opening in in 2024

Some routes can be redesigned – more direct, quicker

AT proposes to:

- Change nine existing bus services
- Introduce one new bus service

Public consultation open Monday 7 March – Sunday 3 April

Project objectives

Make the bus a more feasible option for more people travelling to, from and around the North Shore

- More direct, quicker routes to the Northern Busway
- More routes to serve North Harbour Industrial Estate, Massey University, Albany Village and Browns Bay
- Easier to travel to and from Mairangi Bay shopping centre by bus
- Easier to travel to and from other residential and business areas by bus

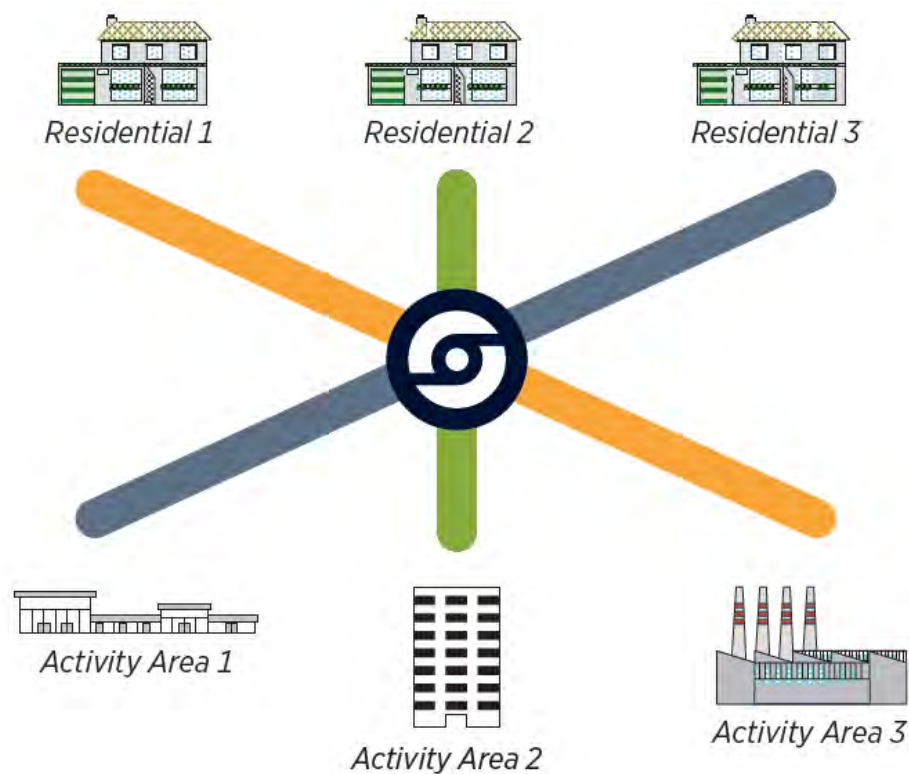
Reduced car dependency

Reduced congestion and negative environmental impacts

Improved safety

Design principles

Frequency, simplicity and connectivity



Fares

One fare for your whole journey based on the number of fare zones in which you travel

E.g. Long Bay to Britomart



861 from Long Bay to Albany Station
Upper North Shore fare zone



NXI from Albany Station to Britomart
Upper North Shore, Lower North Shore and City fare zones

Three zone fare of \$5.40



Drive from Long Bay to Albany Station
Cost of petrol and mileage



NXI from Albany Station to Britomart
Upper North Shore, Lower North Shore and City fare zones

Still a three zone fare of \$5.40



Some proposals are minor

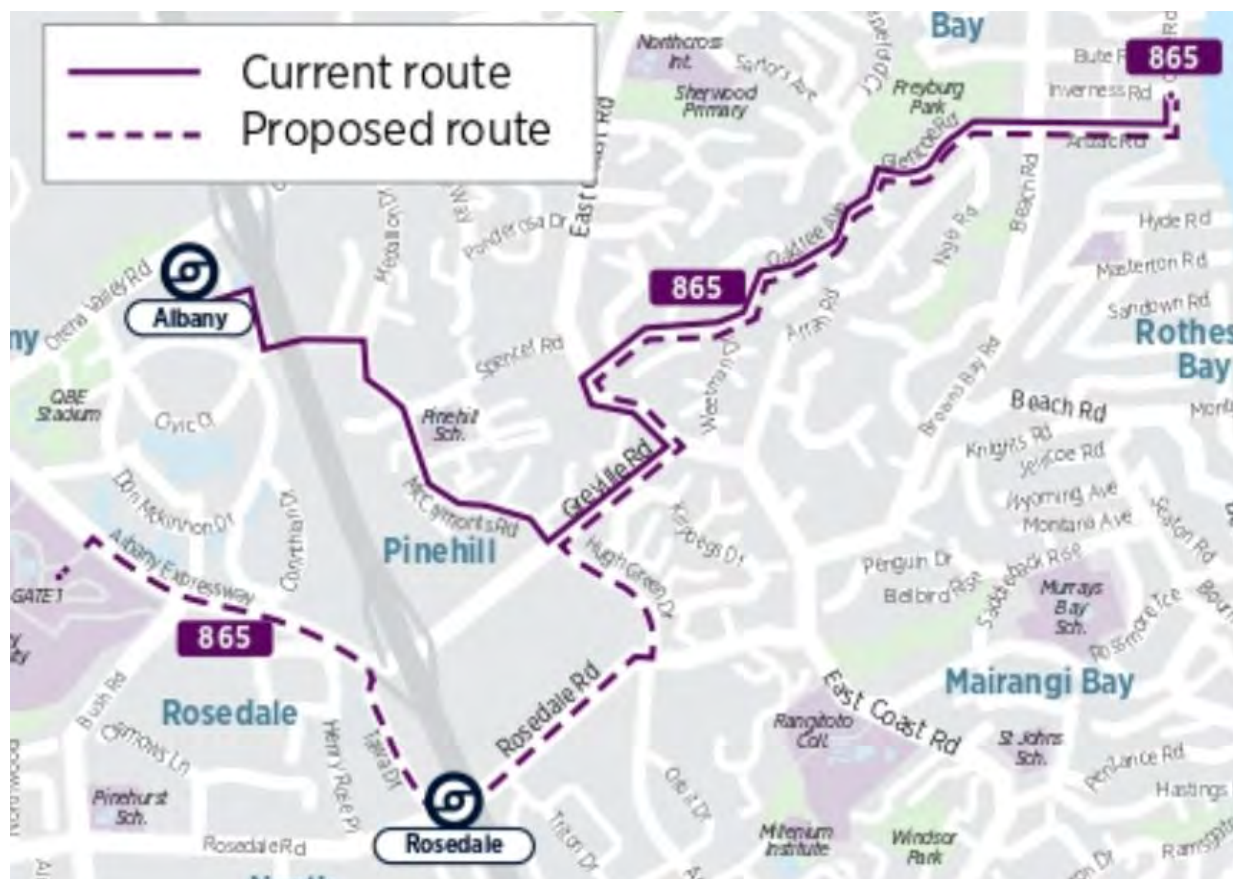
NX1, NX2 and 866

- Already use the Northern Busway
- Propose these services stop at Rosedale Station in addition all other Northern Busway stations

884 and 885

- Already use the part of Rosedale Rd that will be part of Rosedale Station
- Propose these services stop at Rosedale Station

865 re-routed from Albany Station to Rosedale Station & Massey Uni



Buses from Browns Bay would run:	
Mon - Fri 6am - 10.30pm	Every 15 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 6.30am - 10pm	Every 30 mins
Buses from Massey University would run:	
Mon - Fri 7am - Midnight	Every 15 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 7.30am - Midnight	Every 30 mins

- More direct, quicker route to Northern Busway
- Another route to serve Massey Uni
- Tawa Dr served

907 extended through Mairangi Bay to Apollo Dr & Rosedale Station



Buses from Rosedale Station would run:	
Mon - Fri 5am - 10.30pm	Every 20 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 6am - 11pm	Every 60 mins
Buses from Constellation Station would run:	
Mon - Fri 6.15am - 11.15pm	Every 20 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 6.45am - 10.45pm	Every 60 mins

- Easier to get to and from Mairangi Bay shops by bus
- Apollo Dr still served



864 would connect Browns Bay, Rosedale Station and Albany Village



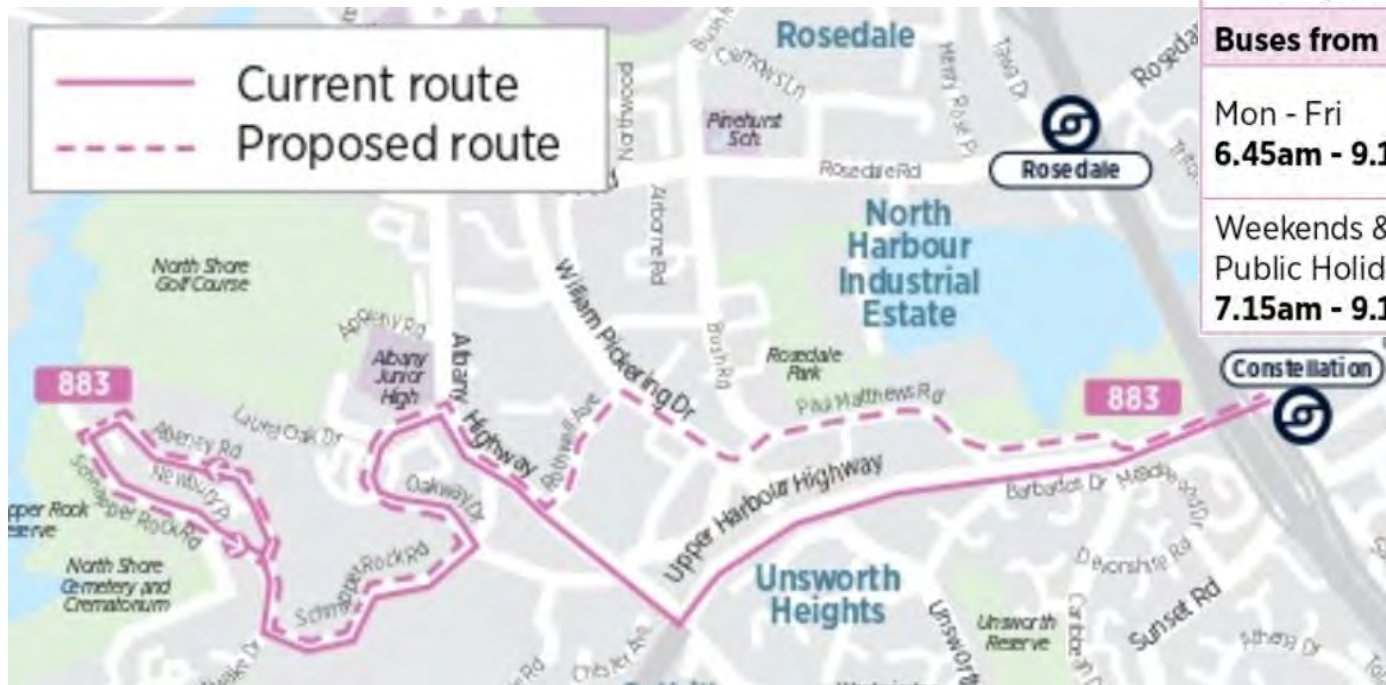
Buses from Browns Bay would run:	
Mon - Fri 5.30am - 11pm	Every 15 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 6am - 11pm	Every 30 mins
Buses from Albany Village would run:	
Mon - Fri 6.30am - 11.30pm	Every 15 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 7am - 11.30pm	Every 30 mins

- More direct, quicker route to Northern Busway
- Another route to serve Albany Village
- More residential areas served



883 would serve North Harbour Industrial Estate

- Another route to serve busy employment area
- Vanguard Military School served
- Safe due to signalisation of Rothwell Ave & Albany Highway



Buses from Schnapper Rock would run:

Mon - Fri
6am - 9pm

Every **30 mins**

Weekends &
Public Holidays
7am - 9pm

Every **30 mins**

Buses from Constellation Station would run:

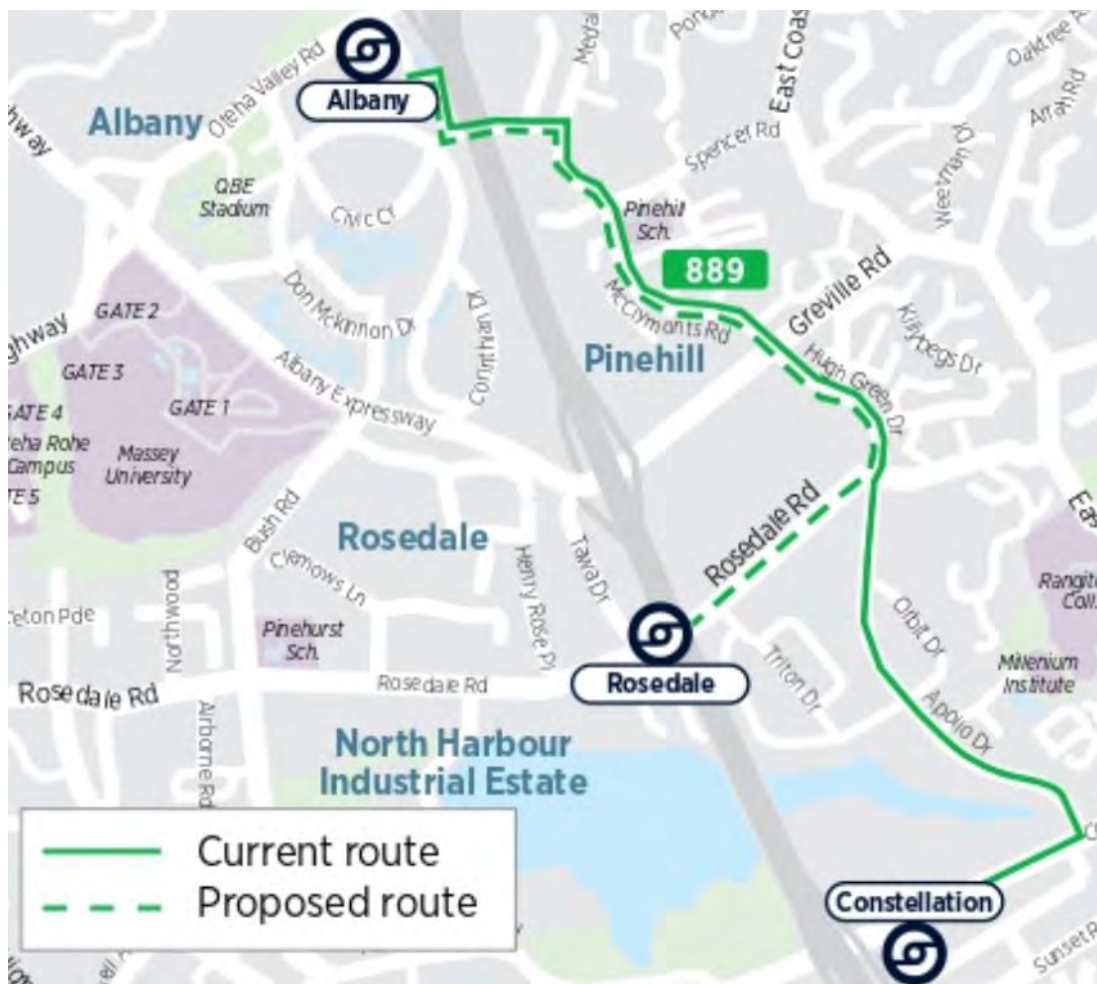
Mon - Fri
6.45am - 9.15pm

Every **30 mins**

Weekends &
Public Holidays
7.15am - 9.15pm

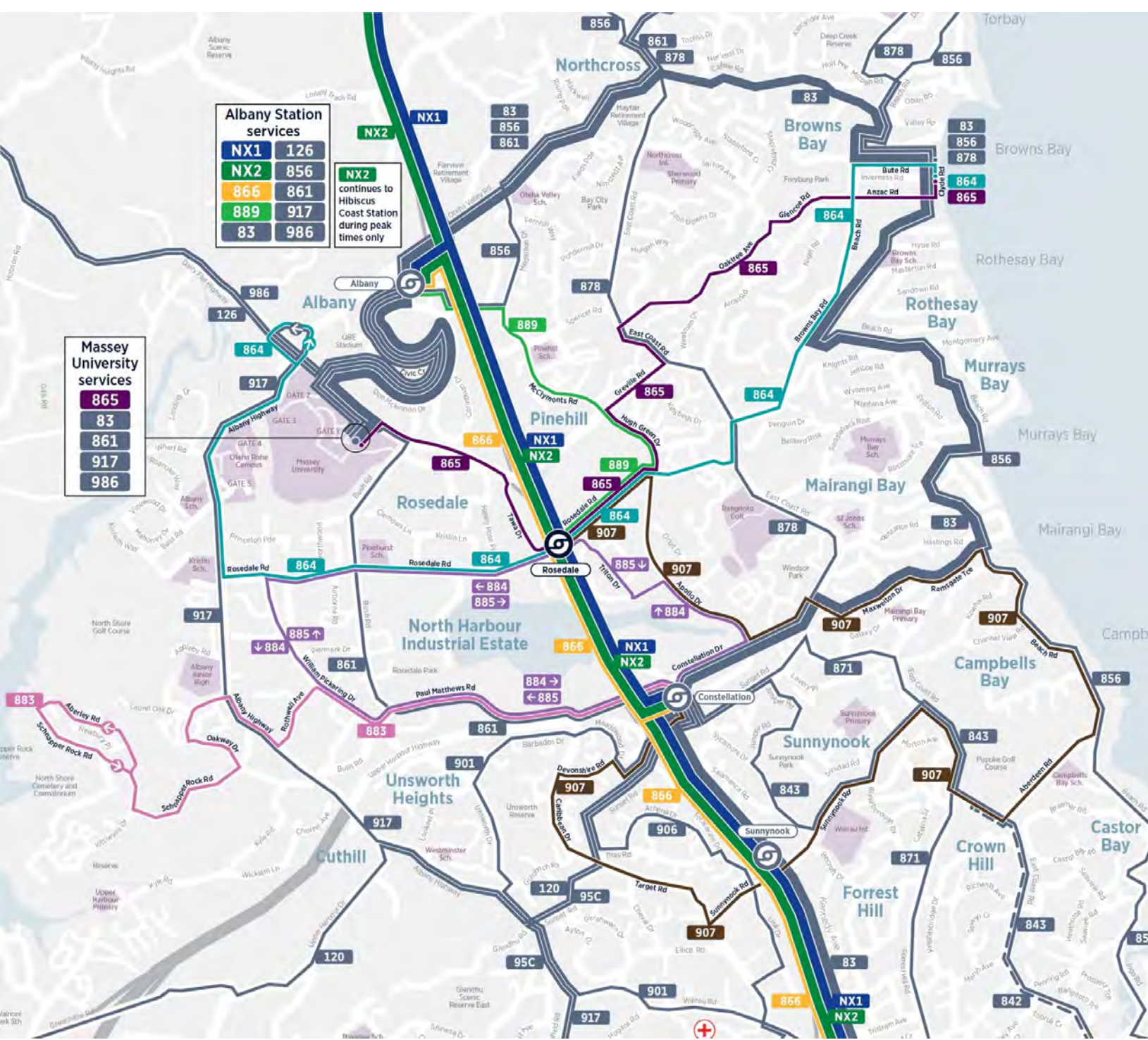
Every **30 mins**

889 re-routed from Apollo Dr & Constellation Station to Rosedale Station



Buses from Albany Station would run:	
Mon - Fri 6am - 10pm	Every 20 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 7am - 10pm	Every 30 mins
Buses from Rosedale Station would run:	
Mon - Fri 6.30am - 10.30pm	Every 20 mins at peak commuting times; every 30 mins at all other times
Weekends & Public Holidays 7.30am - 10.30pm	Every 30 mins

- More direct, quicker route to Northern Busway



Albany Station services

NX1	126
NX2	856
866	861
889	917
83	986

NX2 continues to Hibiscus Coast Station during peak times only

Massey University services

865
83
861
917
986

Busway services

NX1
Hibiscus Coast Station, Albany Station, all Northern Busway stations, Lower Albert St

NX2
Hibiscus Coast Station, Albany Station, all Northern Busway stations, Wellesley St, City universities

866
Albany Station, all Northern Busway stations, Ponsonby Rd, Karangahape Rd, Auckland City Hospital, Newmarket.
Monday – Friday only.

Connector services

At least every 30 minutes, 7am-7pm, 7 days a week. Lower frequencies early morning and evening.

864
Browns Bay, Beach Rd, Browns Bay Rd, Rosedale Station, Rosedale Rd, Albany Village

865
Browns Bay, Oaktree Ave, Rosedale Station, Massey University

Local services

Frequency and hours of operation vary.

883
Schnapper Rock, Rothwell Ave, Paul Matthews Rd, Constellation Station

884
Constellation Station, Apollo Dr, Triton Dr, Rosedale Rd. North Harbour Industrial Estate loop – anticlockwise.
Monday – Friday only.

885
Constellation Station, William Pickering Dr, Rosedale Rd. North Harbour Industrial Estate loop – clockwise.
Monday – Friday only.

889
Albany Station, Hugh Green Dr, Rosedale Station

907
Rosedale Station, Apollo Dr, Mairangi Bay, Campbells Bay, Sunnynook Station, Target Rd, Constellation Station

G Key station or connection point

↔ All routes operate in both directions unless stated otherwise

Project timeline

	Mar	Apr	May	Jun	Jul	Aug	Sep
Public consultation							
Additional consultation (if required)							
Review feedback							
Finalise network design & release Decisions Report							

Contract negotiations with operators: October 2022 – mid 2023

Operators to procure additional fleet: Mid 2023 – mid 2024

Rosedale Station opens and any bus service changes implemented:
Mid 2024 (estimate)

Letting the community know

- Brochure to residences
- Posters at affected bus stops
- Posters and brochures to schools and Kura Kaupapa Māori, clubs, venues, residents' and business associations, marae
- AT's website
- Local newspaper advertising
- Media release and local media coverage
- Targeted social media campaign
- eDM and AT Mobile notification
- Online Q&A sessions
- Presentations to local retirement villages, Business North Harbour, Massey Uni staff & students (remotely if COVID restrictions prevent face-to-face)

Discussion

Initial feedback on the proposed bus service changes

Can Local Board members help promote the consultation

Additional community groups and leaders that could help promote the consultation

Thank you.



Speed management plan 2023-26

Overview for Hibiscus and Bays Local Board

10/02/2022
Ping Sim



Purpose

1. To share an overview of the proposed speed management plan 2023-26
2. To hear comments and questions from local board members
3. To outline how local boards can share their local knowledge and insights



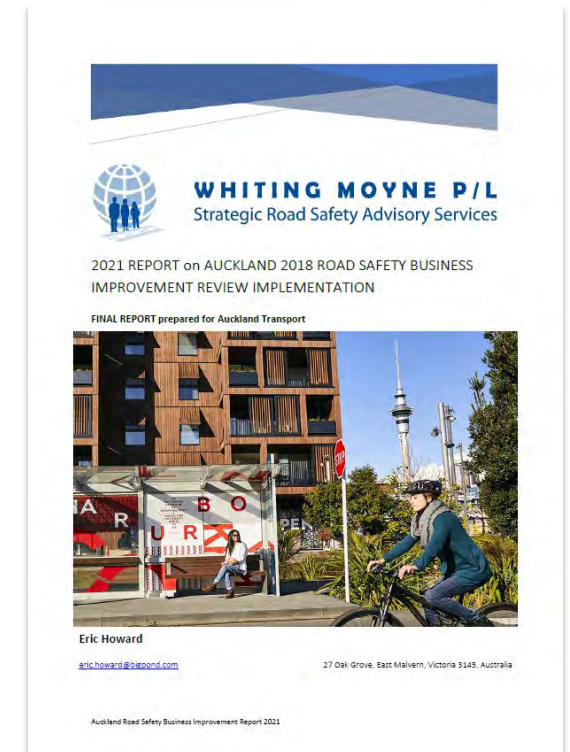
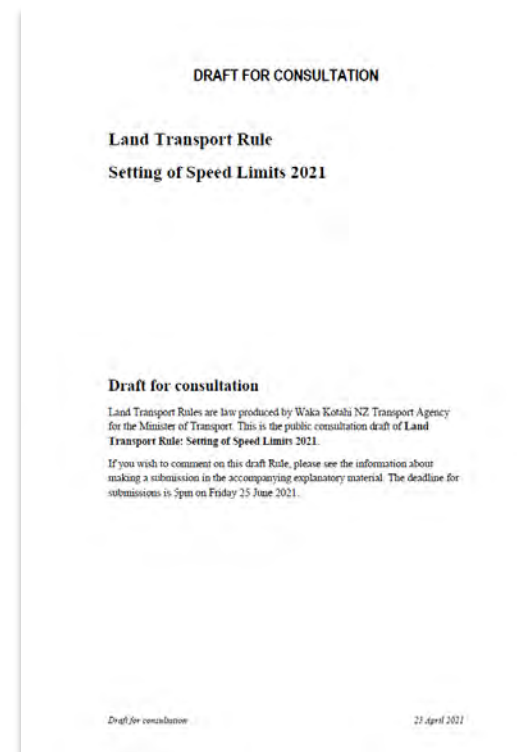
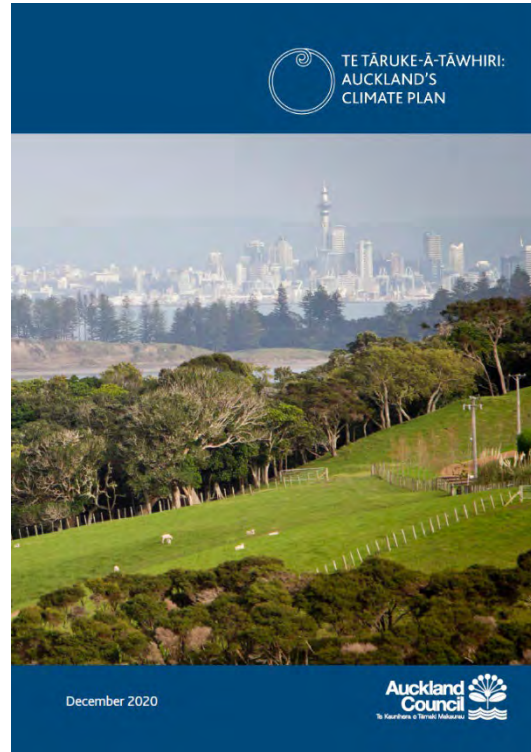


The vision



Strategic drivers

A significant opportunity to achieve Vision Zero outcomes and support more use of lower-carbon modes. Delivers on recommendations in Road Safety Business Improvement Review to accelerate speed management under proposed rule changes.



Safety and climate goals are indivisible

“Efforts to reduce speed will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries”

Stockholm Declaration, outcome document of the Third Global Ministerial Conference on Road Safety -2020

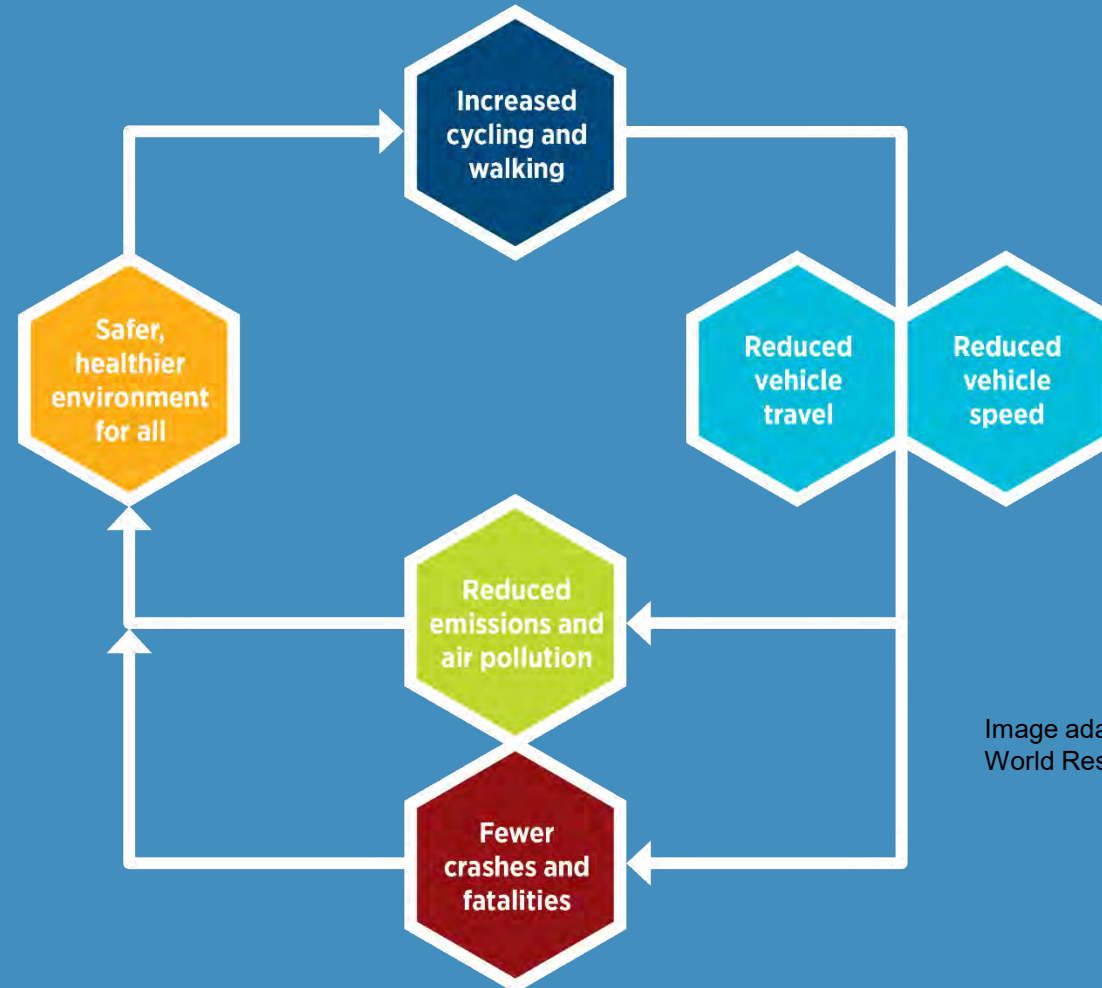
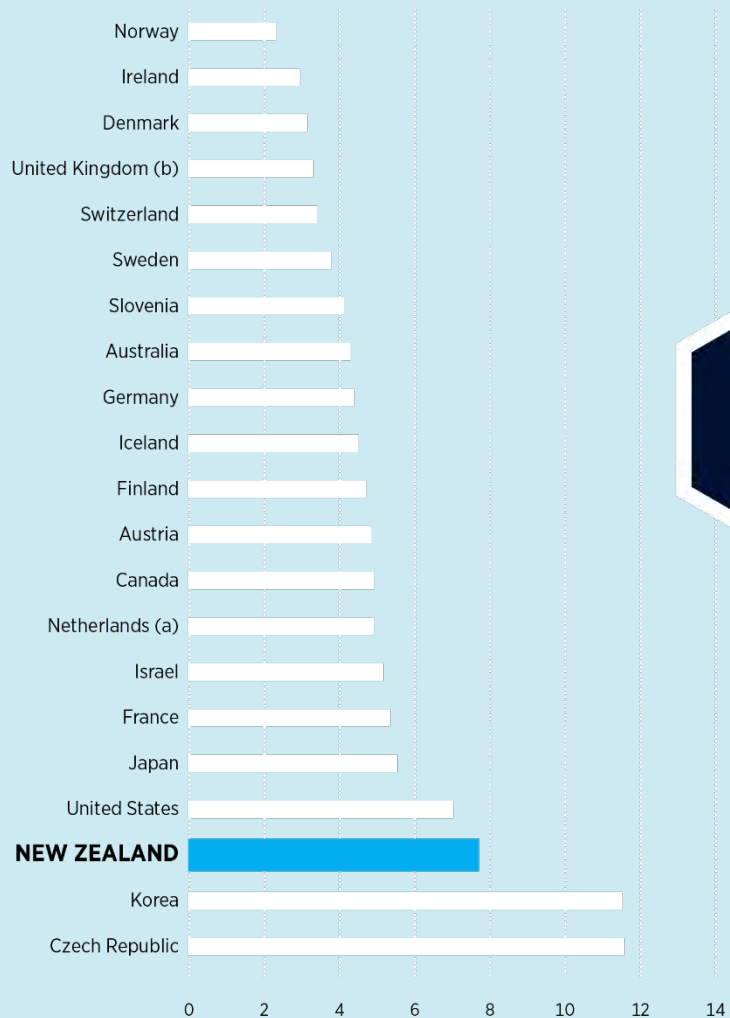


Image adapted from Sustainable and Safe, World Resources Institute 2018

Where we are now

New Zealand's rank in international road safety performance:

Road fatalities per billion vehicle kilometres travelled



If NZ had delivered a rate of fatalities to match Victoria in Australia, 124 less New Zealanders would have perished on NZ roads in each of the last three years*

* Howard, Eric. Auckland Road Safety Business Improvement Review 2021. Based on mean DSI comparative performance over 2017-2020 and based in 2020 populations.

Source: Road Safety Annual Report 2020, International Transport Forum

The facts: A typical Auckland road death or serious injury (DSI)

WHEN?

A weekday afternoon.

3-6pm on a weekday is the most common time for a DSI to occur

WHO?

Someone outside a vehicle

Two in three serious injuries are someone walking, cycling, scooting or motorcycling.

Young people, older people, Māori and people walking, cycling and motorcycling are over-represented in road harm in Auckland.

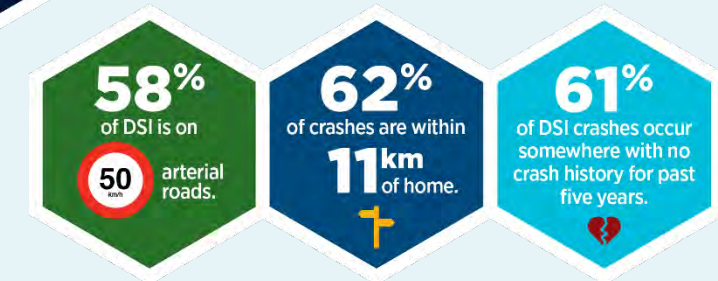


WHY? System failure

Two in three crashes are caused by system failure, not reckless behaviour.

WHERE?

50km/h arterial road close to home, with no crash history



References (clockwise from top): WHEN: The most common time for Auckland deaths or serious injuries from 2016-2020 was during weekday mornings (6am-9am) and afternoons (3pm-6pm), with the afternoon peaks being higher. WHY: Mackie, H. 2017. Serious injury crashes: How do they differ from fatal crashes? What is the nature of injuries resulting from them? An AA research foundation NZ study found that in around two thirds of crashes where vehicle occupants were killed or seriously injured, the drivers were generally following the rules of the road, but made a mistake. These unintentional errors leading to serious harm were termed 'system failures' by researchers. WHERE: 58% of Auckland DSI from 2016-2020 was a 50km/hr arterial roads. Burdett, B, Starkey, N and Charlton, S. 2017. The close to home effect in road crashes. This University of Waikato research shows New Zealanders are more likely to be injured close to home, with roads within 11 km of home accounting for half of all travel and 62% of all crashes. *Safety Science* vol 98. Road to Zero Action Plan 2020-2022. WHO: Ministry of Health overnight hospitalisation data in Koorey, G. 2021. Safety of people traveling outside vehicles deep dive 2021.

From historical experiment...

The story of our 50km/hr speed limits starts more than 90 years ago, when cars looked like this and we followed Britain's decision to try a 30 m.p.h (48km/h) speed limit. Prior to 30 m.p.h, Britain had experimented with no speed limits, which had led to a spate of road deaths.

Evening Post, Wellington, 21 and 23 November 1936

In 1936, local bylaws to lower speed limits when going through town, passing schools, intersection crossings and 'notoriously dangerous spots' were abolished for a 30 miles an hour (48km/h) national default. *"The decision of the Minister of Transport (Mr. Semple) to remove local restrictions is no doubt based on a similar step taken in Britain last year"*

"England, it was remarked by one who has been there, had gone back to 30 m.p.h after removing all speed limits. This did not say that England was satisfied with the 30 miles limit, but was merely endeavouring to get back towards something safer than it had"



To evidence-based risk management

We use risk management every day, mixing people with low risks and physically separating people from fatal risks.

One year on, Auckland roads where speed limits were changed on June 2020 have had a 67% reduction in fatalities while deaths increased across Auckland overall.



Low height

Higher height



Low electrical current



Higher electrical current

We promote good choices but plan for mistakes

Most crashes are caused by a momentary lapse such as micro-sleeps or errors of judgement. Serious harm occurs when that happens without a safe system.

Around 25% of men and 10% of women in New Zealand suffer from Obstructive Sleep Apnoea (OSA).

97% of New Zealanders say their own driving is good or excellent and 44% of other New Zealanders' driving is poor or very poor.

AUT research suggests more than one in 10 New Zealand workers might be experiencing burnout: physical or mental problems due to stress or overwork.



The most skilled drivers (licenced race and rally car drivers) have the most crashes on public roads

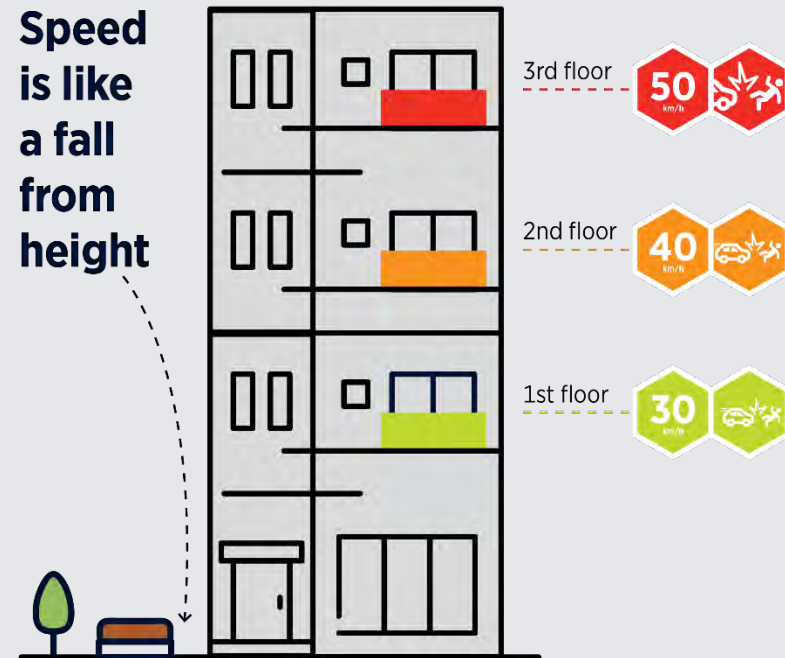
2021 research showed two out of three NZ drivers take medication likely to cause impairment.

In-depth Monash University study found the most common cause of driver inattention was having inward thoughts

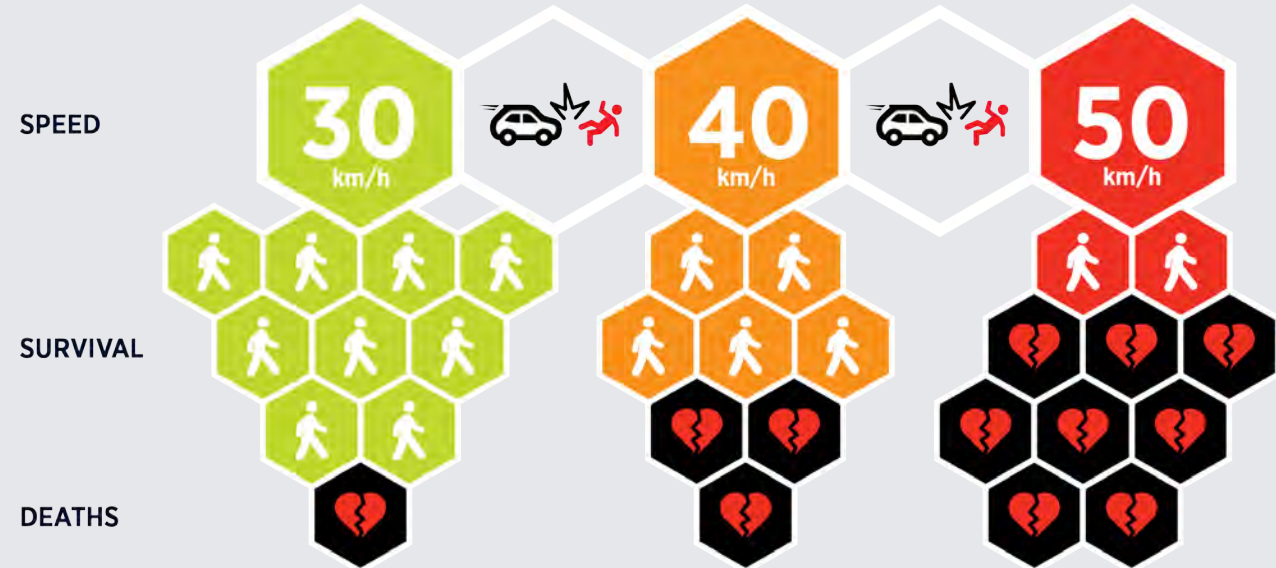
References (clockwise from top): Job, Soames. 2020. The Psychology and Politics of Speed, Speed and Speed Management in Road Safety Policy, Speed Input Paper, European Commission Executive Seminar. <https://www.nzta.govt.nz/safety/driving-safely/medication/>. Monash University, 2020, Enhanced crash investigation study. <https://www.nzherald.co.nz/lifestyle/feeling-the-burnout-more-than-1-in-10-new-zealanders-are-stressed-at-work/OJCIQBYZGSI6NULKP4FOCCIGHQ/>. Reference: 2021 Public Perceptions of NZ Road Safety: Penalties and Enforcement <https://www.healthnavigator.org.nz/health-a-z/o/obstructive-sleep-apnoea/>

A safe road system: why speed matters

“Speed is the pathogen, insofar as kinetic energy is the causative agent of injury”



Chance of person surviving



Survivability rates vary based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560 published in March 2018 by Austroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities. Quote on top of page from Peden, M and Breen J. 2020 Managing speed and links with other policy areas, Speed and Speed Management in Road Safety Policy, Speed Input Paper, European Commission Executive Seminar.

If we could see the risk of speed, roads might look like this:



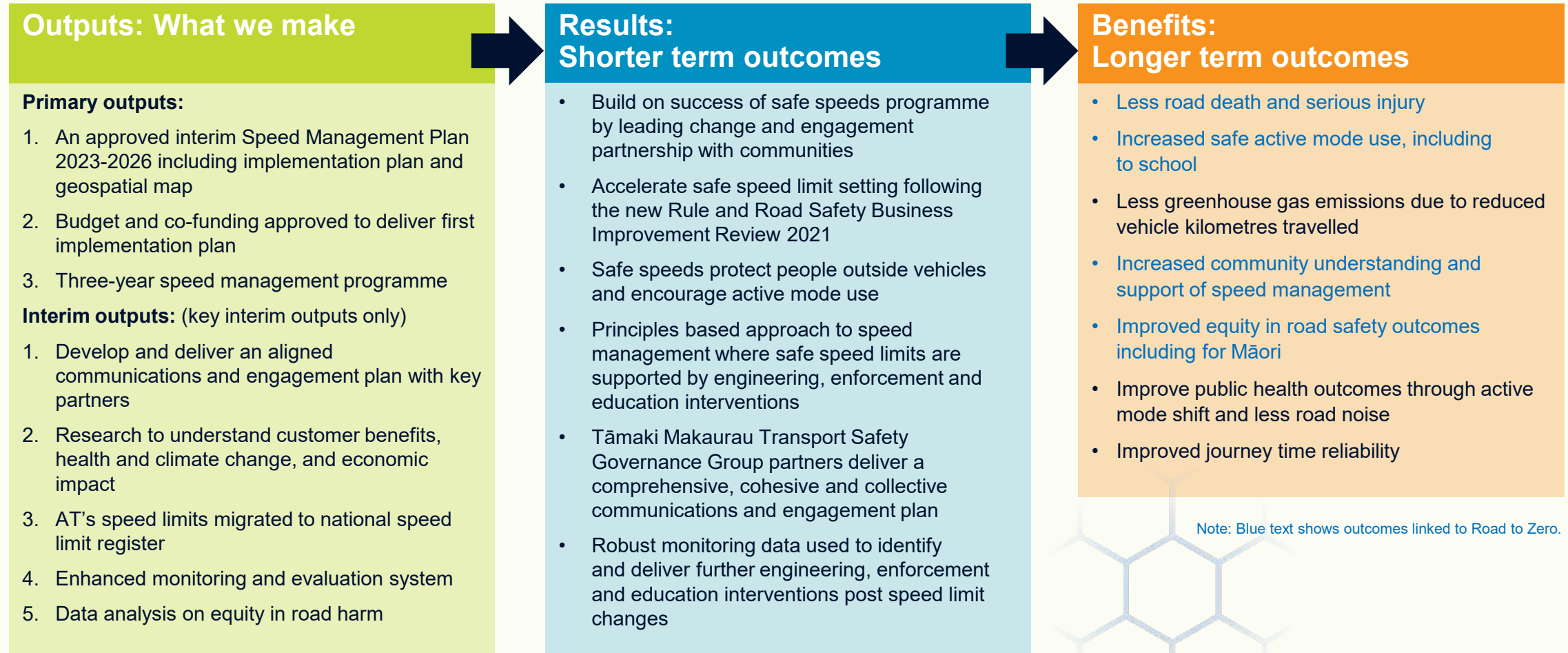
Unprompted, New Zealanders say speed is our biggest road safety issue.

Reference: 2021 Public Perceptions of NZ Road Safety: Penalties and Enforcement



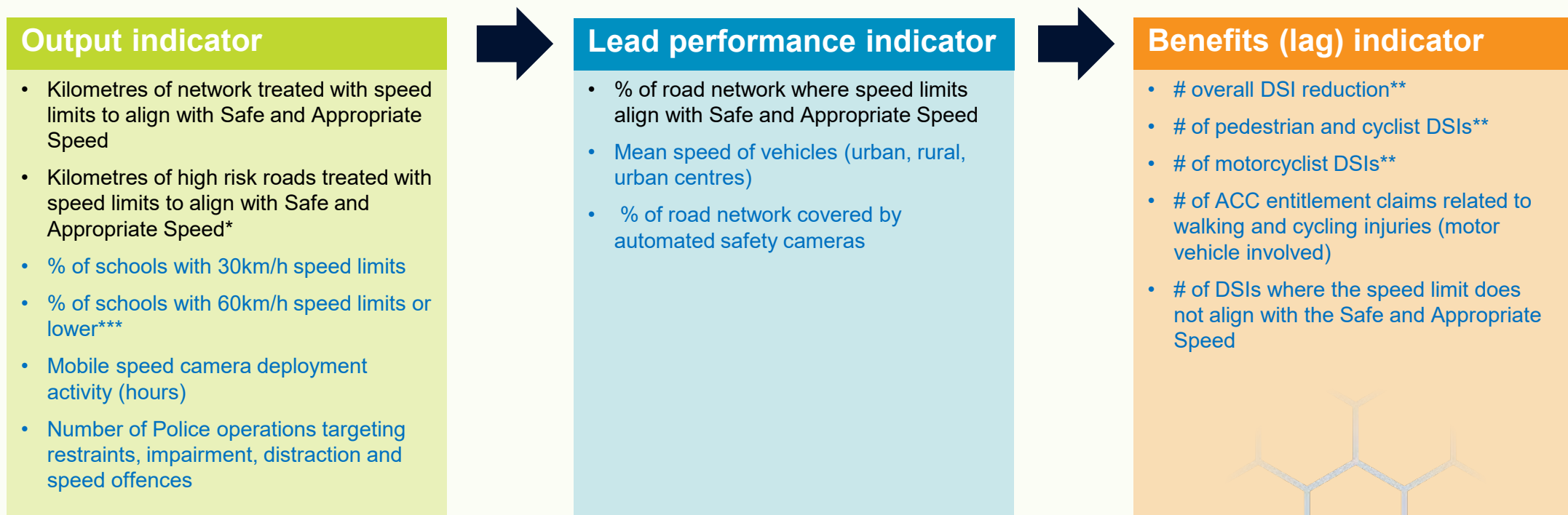
Interim speed management plan 2023-26

Working objectives



Primary benefit: safety

Working performance indicators



Note: Blue text are Road to Zero indicators. Black text align with Waka Kotahi Speed and Infrastructure Programme.

* In this indicator 'high risk' means 'high' or 'medium high' collective risk in Urban KiwiRap and at the time when the speed changes were made. 'Safe and Appropriate Speed' in these indicators refer to what was defined as such at the time when speed changes were made. Posted speeds lower than the Safe and Appropriate Speed also meet this indicator. These are cumulative indicators based on adding the total kilometres of roads together across the duration of the programme.

** When reporting on these indicators we will explore using Ministry of Health data in additional to Crash Analysis System data to provide a more complete picture of death and serious injury.

*** Awaiting update to Road to Zero indicators following release of new Speed Management Guide guidance on school speed limits

Co-benefits

Working performance indicators

Benefit (links to AT objectives and business cases)	Output indicator	Lead performance indicator	Benefits (lag) indicator
Climate change (links climate change strategic spotlight)	<ul style="list-style-type: none"> Climate change and health research quantifies potential benefits Safety indicators 	<ul style="list-style-type: none"> Perceived safety of walking and cycling (by rural, urban, urban centres, & around schools) Reduced vehicle kilometres travelled or increase in safe active mode use 	<ul style="list-style-type: none"> Reduced greenhouse gas emissions by xx%
Equity (links to supporting Māori wellbeing outcomes business objective)	<ul style="list-style-type: none"> Equity data analysis completed on who is over-represented in road harm including Māori road safety outcomes 	<ul style="list-style-type: none"> Consultation document includes voices of impacted communities Explore options to better represent feedback by population demographics and road harm 	<ul style="list-style-type: none"> Improved equitable transport safety outcomes for Māori and all road users
Health (links to walking and cycling programme business cases)	<ul style="list-style-type: none"> Safety indicators Climate change and health research quantifies potential benefits 	<ul style="list-style-type: none"> Increase safe active mode use Increase in active mode use to school 	<ul style="list-style-type: none"> Public health benefits through transport mode shifts Reduced traffic noise by xx%
Operational (links to optimisation business case)	<ul style="list-style-type: none"> Safety indicators 	<ul style="list-style-type: none"> Safety indicators 	<ul style="list-style-type: none"> Increased journey time reliability
Leading change (links to Whirinaki, building trust, mana and confidence strategic spotlight)	<ul style="list-style-type: none"> Customer benefits research Delivering a partnership based communications and engagement approach with communities Tāmaki Makaurau Transport Safety Governance Group collective communications and engagement plan 	<ul style="list-style-type: none"> % of the general public who understand the risk associated with driving speed % of the general public who agree that they are likely to get caught when driving over the posted speed limit % of the general public who agree that safety cameras are an important intervention to reduce the number of road deaths 	<ul style="list-style-type: none"> Community understanding and support of speed management

Note: Blue text is Road to Zero indicator. Black text are additional indicators that may need to be refined and data sources established.



Draft working principles

These principles are intended to remain consistent across the interim and 10-year plan.



1 Tiakitanga, the safety of people, is the first priority in speed management.

2 Speed management work supports climate change, health, equity, and operational co-benefits.

3 Speed limits are supported by infrastructure planning, design and operation, effective deterrence, and community engagement.

4 Speed management considers the functions of roads and streets* - movement, place, strategic modes - and how many people travel outside vehicles.

5 We manage safety risks and use lower ends of speed limit ranges unless safety infrastructure allows otherwise.

6 Engineering treatments focus on places with high risk, operating speed, active mode or co-benefit priority.

7 We work in partnership in governance, design, delivery, enforcement and monitoring.

8 We continuously monitor all changes and respond agilely with further treatments when needed.

*AT's Future Connect and Roads and Streets Framework tools to be used.

Draft working focus areas

These focus areas guide location selection in the interim speed management plan:

- Areas around community destinations and places with high active mode priority.
- Rural and urban roads with higher risk of death or serious injury.
- Places where speed calming engineering or safe infrastructure is being funded by other parties.
- Places where there is community demand for safe speeds.
- Places where safe speeds complement other infrastructure investment.



How to share local knowledge and insights



1

Online map

Go to haveyoursay.at.govt.nz/auckland-speed-management-plan-partner-knowledgebase

Please mark on the online map the areas or roads where you are aware of speed issues, and, which are not covered by existing proposals.



2

Written feedback

Local boards may choose to delegate the provision of formal feedback to one member, or provide feedback via a business report by **31 March 2022**.

Tēnā koutou Thank you

For more information, please contact:

Programme Director, Nathan Cammock
Nathan.Cammock@at.govt.nz or

Transport Safety Technical Lead, Ping Sim
ping.sim@at.govt.nz



Let's go there

Hoake tātou



Local Boards briefing

1. National Policy Statement on Urban Development: removal of car minimums

2. AUP: Shared residential driveway access provisions

Plans and Places Department

January - February 2022



What we will cover today

Purpose: to seek feedback from local boards on these matters as part of investigations into a possible plan change

Workstream 1 - Removal of car parking minimums and related matters

- Outline of the NPS UD objectives
- Policy 11 of the NPS-UD
- Local Board briefings to date
- Directions provided by the Planning Committee
- Implementing Policy 11
- Issues arising from the removal of parking minimums
- Options to be considered to address these issues

Workstream 2 – Shared residential driveway access

- Background on Section 35 Monitoring and AUP Issues Register
- Monitoring methodology
- Briefings to date
- Issues to be addressed
- Options to be considered to address these issues

Next steps



Some terms used in this presentation

- Auckland Council District Plan Hauraki Gulf Islands Section (HGI Plan)
- Auckland Unitary Plan (AUP)
- National Policy Statement – Urban Development (NPS – UD)
- Regional Policy Statement (RPS)
- Residential zones:
 - Mixed Housing Suburban zone - MHS
 - Mixed Housing Urban zone - MHU
 - Terrace Housing and Apartment Building zone – THAB

NOTE

- Shared driveways are also referred to as private ways, Commonly Owned Access Lots, Jointly Owned Access Lots



**National Policy Statement on Urban
Development:**

**Removal of parking
minimums from AUP and HGI
Plans**



**Policy 11:
in relation to car
parking**

(a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and

(b) Tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.



Local Board briefings to date

**12 July
2021**

**Local Board
chairs
workshop**

**31 Aug.
2021**

**Memo to
Local
Boards**

**6 Sept.
2021**

**Local
Board
briefing
(1)**

**12 Oct.
2021**

**Memo
to Local
Boards**

**Jan.-
Feb.
2022**

**Local
Boards
Briefing
(2)**



**Directions from the
Council on removal
of parking
minimums**

Planning Committee

2 September 2021 meeting:

- Noted removal of car parking provisions from plans by February 2022 (non- schedule 1 process)
- Endorsed plan changes for consequential technical amendments
- Endorsed further investigation by plan change or other means to mitigate possible poor development outcomes as a result of the removal of parking minimums
 - Staff to report back their findings for further consideration
- Delegated authority to approve the consequential technical plan change



Implementing Policy 11

Removal of parking minimums

- On target to remove provisions by 20 February 2022 (non-schedule 1 process)
- Accessible parking provisions, parking dimensions and/or manoeuvring standards can be retained

Consequential technical plan changes

- Also to be notified by 20 February 2022
- Ensures clarity and consistency within the plans and that effects of car parking (where provided) can still be addressed



Matters subject to further investigation

1. Accessible parking

2. Design of private pedestrian access

3. Pick up and drop off parking

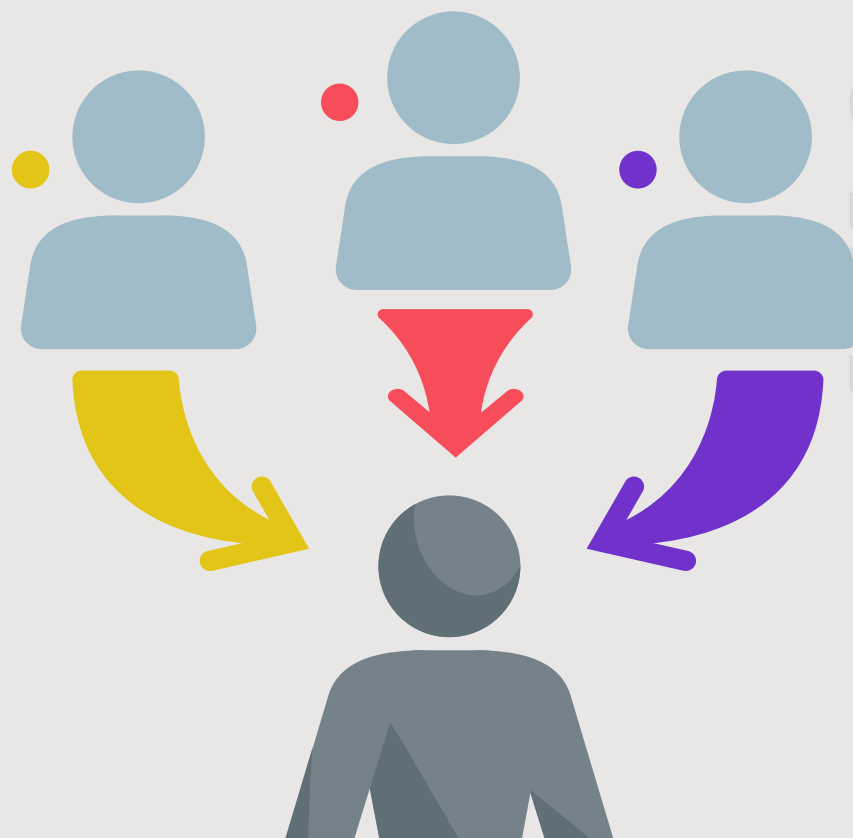
4. Bike storage and access

5. Onsite electric vehicle charging



Engagement undertaken to date

- Local Boards (initial)
- Iwi (ongoing series of hui over 2021/2022)
- Auckland Council
 - Resource Consents
- Auckland Transport
- Universal Design Forum
- Seniors Advisory Panel
- Disability Advisory Panel
- Fire & Emergency Services



1. Accessible parking

- Reliance on the Building Code
- Accessible parking requirements are only triggered where general parking spaces are provided
- More developments will not trigger the need for accessible parking.



1. Accessible parking – options to consider

1. No change i.e. no accessible parking requirement
2. Require accessible parking based on Building Code standard (excludes residential developments)
3. AUP and HGI Plan provide for accessible parking provisions for residential developments (**preliminary preferred option**)

Reason

Addresses the issue of accessible parking for residential developments which was an important issue for key stakeholders



2. Private pedestrian access – issues to be addressed

- No standards in the AUP for private pedestrian access where no vehicle access is proposed
- No parking minimums in THAB and MHU zones – already seeing poor outcomes
- Challenges in terms of universal access, emergency services access, personal and public safety, loading, and onsite amenity.



2. Private pedestrian access – options to be considered

Options

1. No change
2. Require private pedestrian access of appropriate width for residential developments with no onsite parking (**preliminary preferred option supported by options 3 and 4**)
3. Rely on design guidance - Auckland Design Manual
4. Lobby for changes to Building Act/Code

Reasons

Existing standard is inadequate, addresses issues raised by recent poorly designed developments



3. Pick-up & drop-off facilities & loading – issues to be addressed

- Provision for emergency vehicle access/ goods delivery/ people
- Developments without vehicle access reliant on roadside access
- Effects on the wider transport network



3. Pick-up & drop-off facilities & loading – options to be considered

Options

1. No change
2. Require onsite pick-up and drop-off facilities where there is no onsite parking
3. Lower the threshold for onsite loading facilities for non – residential land uses where no onsite parking
4. Lower the threshold for onsite loading facilities for residential land uses where no onsite parking (preliminary preferred option, potentially with option 5)
5. Travel Plan (Consequential Plan Change)

Reasons

Increasing demand for deliveries, existing threshold (5000sqm) is too high, increasing demand for road space so loading from the road is becoming more difficult, would only apply where no onsite parking



4. Cycle access and storage facilities – issues to be addressed

- High development threshold for requiring cycle parking
- Design of cycle access
- Secure, sheltered cycle parking facilities onsite.



4. Cycle access and storage facilities – options to be considered

Options

1. No change
2. Reduce the threshold for onsite secure bicycle parking for developments that don't provide onsite parking (preliminary preferred option , potentially with option 6)
3. New standard for bicycle access
4. Design guidance for bicycle access and storage
5. Enforce existing provisions
6. Travel Plan

Reasons

Existing threshold is reasonable high (1 space per dwelling for 20 or more dwellings), reducing threshold will result in more developments having cycle parking, private pedestrian access also addresses cycle access



5. Onsite electric vehicle charging – issues to be addressed

- No current requirements
- Target of 40 percent of light vehicles to be electric or zero emission by 2030 and 80 per cent by 2050
- Charging facilities will help achieve these targets
- On-street facilities are not currently anticipated.



5. Onsite electric vehicle charging – options to be considered

Options

1. No change
2. Require new residential developments that have car parking to be pre-wired with appropriate electrical ducting cabling and capacity to facilitate later installation of EV charging
3. Request amendments to the Building Act/Building Code to provide for future EV charging
4. Lobby/support Central Govt to introduce policies/standards to require 2 above (**preliminary preferred option**)

Reasons

Addresses the issue nationally, central govt requirements more appropriate method to require EV charging facilities



Programme moving forward

1. Report to March 2022 Planning Committee seeking endorsement to prepare plan changes to the AUP and HGI Plan
2. Development of draft provisions
3. Testing of draft provisions with key stakeholders
4. Further engagement with local boards at business meetings
5. Development of plan changes



**Questions
and
discussion**



AUP: Shared residential driveway access provisions



Definition of private ways – Local Government Act 1974

Means any way or passage whatsoever over private land within a district, the right to use which is confined or intended to be confined to certain persons or classes of persons, and which is not thrown open or intended to be open to the use of the public generally; and includes any way or passage as aforesaid which at the commencement of this Part exists within any district



Investigations prompted by:

1. RMA Section 35 monitoring

- Statutory requirement under the Resource Management Act 1991
- 5 years from Auckland Unitary Plan operative date - 2016
- Assesses plan provisions on effectiveness and efficiency
- Assesses against objectives identified by the Regional Policy Statement
- Specific analysis of Chapter B2.3 'A quality built environment'

2. AUP Issues Register

- Over time records issues arising from implementation of the AUP
- Number of issues related to shared driveways



Directions to date

8 Oct. 2020

**General
Managers
Team**

**approves cross-
council taskforce**

21 Oct. 2020

**Planning
Committee
workshop (Local
Board chairs
invited)**

Jan- Feb 2022

**Local Board
Briefing**



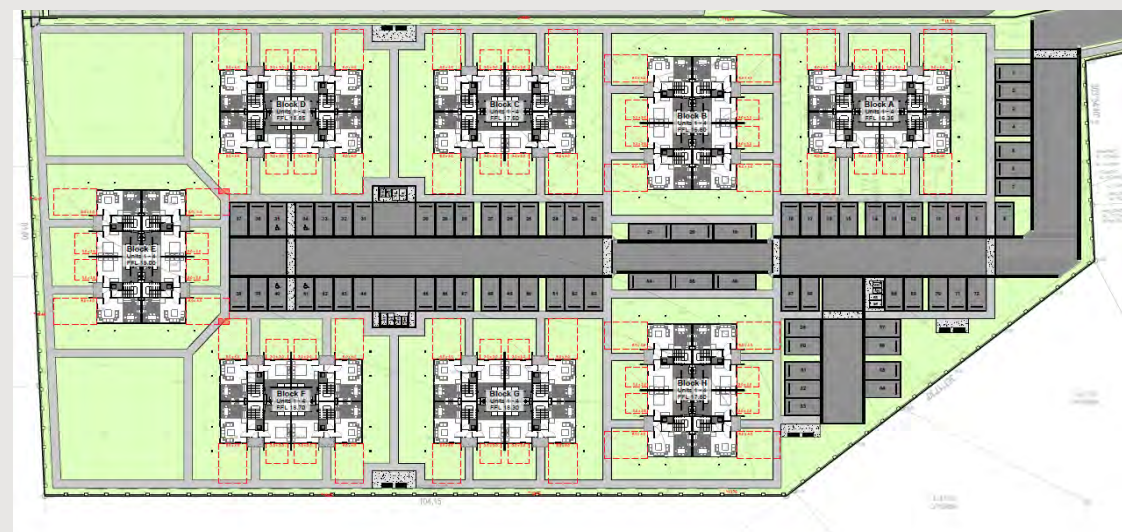


Increasing scale of residential developments served by a shared driveway

- Common for resource consents for a land use for new dwellings to be lodged with a subdivision consent
- As the number of dwellings increase per development, there is an emerging trend of providing access via a single shared driveway instead of public roads
- Yield driven rather than design led



15 new dwellings. Howick, resource consent approved February 2020.



32 new dwellings. Mangere, resource consent approved June 2020.



Issues to be considered

1. Narrowness and poor design of driveways increases risk to pedestrian safety and accessibility challenges – gradient, crossfall, steps
2. Narrowness of driveways creates access & manoeuvring difficulties for emergency services and larger service vehicles
3. Ongoing maintenance costs and responsibilities for landowners
4. Narrowness of driveways creates challenges for provision of lighting infrastructure, fire hydrants, stormwater infrastructure, space for street trees and landscaping
5. Often not constructed to an appropriate standard
6. Poor connectivity to the wider street network
7. Provisions in the AUP need to be strengthened to be more directive on desired outcomes and standards





3



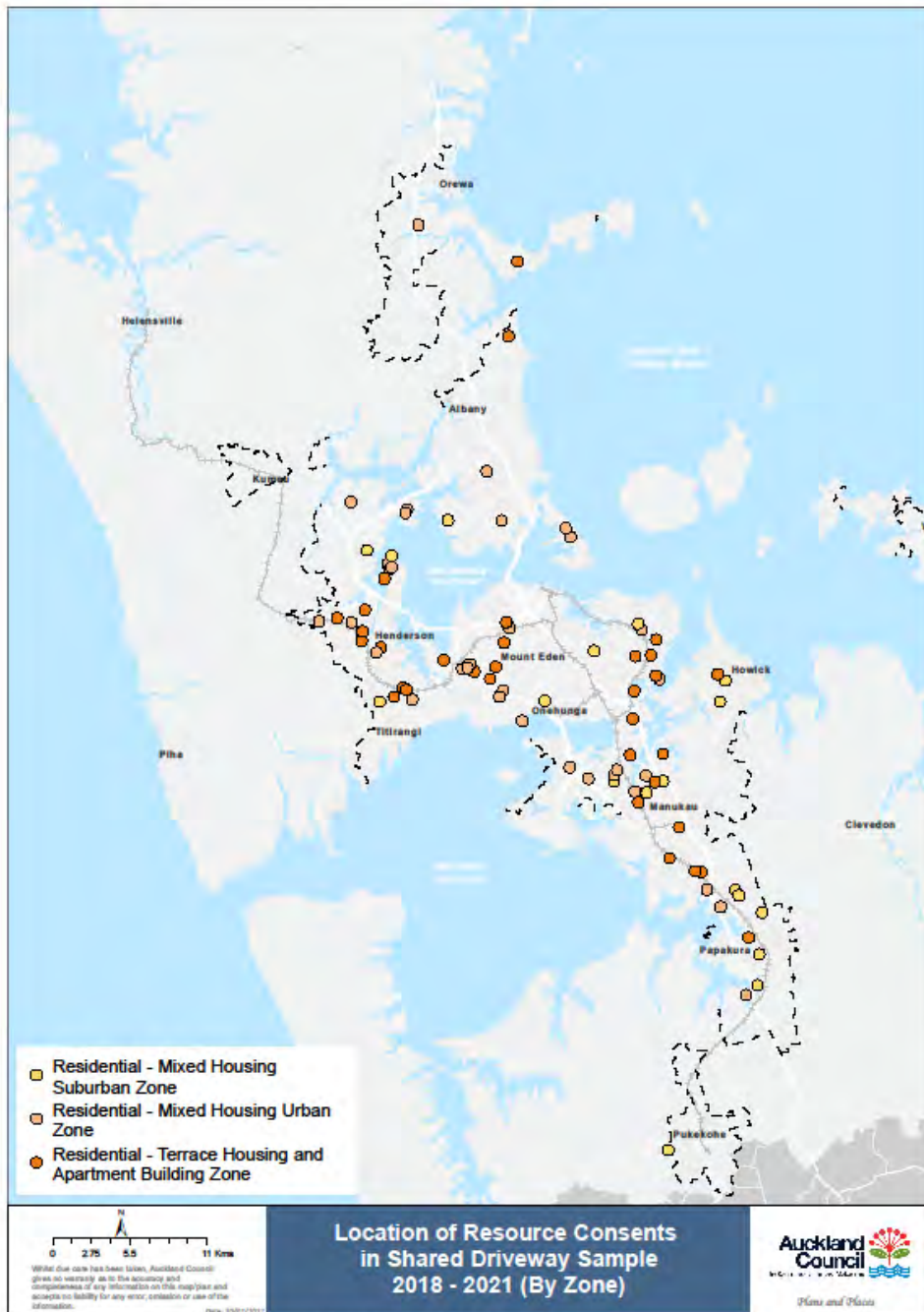






Monitoring Methodology

- Measured 39 indicators of shared residential driveways.
- Data sources: Consented developments data set from RIMU and Urban Design Unit
- Sample size -145 residential developments of 10 or more in MHS, MHU, THAB zones
- Developments consented and built or in construction phase between April 2018 –Dec 2020
- City wide geographic spread
- Analysis continues



Options Evaluation

Options

1. No change (status quo)
2. Plan change to the Unitary Plan provisions:
 - A. Amend Auckland -wide provisions in Subdivision and Transport Chapters and greater use of cross referencing
(preliminary preferred option, supported by options 4 & 5)
 - B. Use the same standards as apply to local roads
3. Review as part of 2nd generation Unitary Plan
4. Develop Technical Guidance for private ways
5. Non regulatory methods

Reasons

Focuses on key safety and design matters, lesser impact on development yield



Programme moving forward

1. Finalise monitoring report by March 2022
2. Report to March 2022 Planning Committee seeking endorsement to prepare a plan change
3. Cross council taskforce to develop standards
4. Testing of draft standards with key stakeholders
5. Further engagement with the Local Boards at business meetings
6. Parallel development of plan change and technical construction guidance document



Next steps

- Investigate recommendations for inclusion in a residential plan change either as:
 - Par
 - 1. As part of the package of NPS UD plan changes to be notified in August 2022 OR
 - 2. Stand alone plan change in late 2022/early 2023 OR
 - 3. Part of the next AUP review

• Par



Next steps



**Questions
and
discussion**

