



RENMARK PARINGA COUNCIL

Houseboat Management Plan

October 2019

Prepared by BRM Holdich



Introduction:

Renmark Paringa Council is committed to a vibrant and sustainable houseboat industry.

According to the Houseboat Hirers Association, the houseboat industry in Renmark Paringa employs over 50 individuals (either full or part time) and is responsible for providing 85,840 bed nights from commercial houseboat operators in the Renmark Paringa council area. The latest Houseboat Hirers Association website search sessions by departure point's statistics show that Renmark Paringa has overtaken Mannum as the number 1 source of houseboat departures in South Australia.

The value of the industry in hire fees alone is over \$4 million without adding in any multiplier effect.

In light of the contribution of the houseboat industry to the regional economy, Renmark Paringa Council (RPC) has identified the benefits in developing a Houseboat Management Plan to provide clarity to industry participants regarding the role that RPC intends to play in helping to facilitate and manage the industry in the council area.

Industry metrics:		Source
Length of river in RPC area (approx.)	116km	RPC
Current number of mooring sites	Over 120	RPC
Number of Houseboat licenses	90	RPC
Number of Commercial Houseboats	60+	RPC
Value of houseboat industry in hire fees	\$4 million+	Houseboat hirers association
Estimated industry employment	50+	Houseboat hirers association

Strategic Linkages:

State Government

Boating provides an important social and economic contribution to South Australia and can help define a state's character. The boating sector plays a particularly important role in the commercial and recreational fishing industries, and in tourism, which contribute to our economic prosperity, and our health and well-being through outdoor recreation. Marine related commercial activities and tourism are the economic lifeblood of many South Australian towns.

In 2017 the Department of Planning Transport and Infrastructure released the South Australia Boating Strategic Plan following a period of research and consultation with key stakeholders including Local Government.

Based on the consultation, the Strategic Plan aims to achieve the goals of the plan in three key priority areas:

- Activating key boating hubs;
- Connecting key boating routes; and
- Improving safety outcomes.

As boat ownership and participation in boating in South Australia continue to grow, it is the intention that this strategy contributes towards increased participation in boating activities and the wider economic and social benefits that these activities bring.

Local Government

The vision stated in the Renmark Paringa Council Community Plan 2016 – 2020 is:

“Committed to a sustainable future – through innovation, engagement and sustainably growing the community and business.”

One of the key pillars identified to achieve this vision is through the creation of ‘A Vibrant Economy’.

The significance of the houseboat industry is reflected in the Renmark Paringa Community Plan 2016-2020 objective “to promote the region as servicing a vibrant Houseboat Industry” and in the Renmark Paringa Economic Development Strategy which contains the following strategic objectives:

- Theme 1 – Infrastructure and Development - Investigate feasibility, and explore options where feasible, of expanding Council's Residential Waterfront Development; and
- Theme 2 – Experiences - Investigate the need to expand our Houseboat Industry.

The development of this Houseboat Management Plan addresses an emerging priority outlined in the Renmark Community Plan 2016-2020 to provide the houseboat industry in the council area with clarity and guidance on RPC's ongoing involvement and participation in the industry.

Legislative framework:

Industry leadership

The South Australian State Government has been collecting a facilities levy from boaters since 1996 and is responsible for the registration and management of approximately 60,000 registered vessels in South Australia.

Local Government

The principal role of a Council and the functions of a Council are prescribed in Section 6 and Section 7 of the Local Government Act 1999 (Act).

RPC considers it their role and responsibility to provide the houseboat industry with leadership support and suitable infrastructure to help facilitate industry participation and industry growth for the benefit of the wider Renmark Paringa community.

Environment

The Environmental Protection Authority in South Australia (EPA) is South Australia's environmental regulator responsible for administering the Environmental Protection Act 1993 and providing advice and guidance that sets out environmental standards that industries, companies and individuals must meet.

In September 2008 (updated April 2017), the EPA issued the Code of Practice for Vessel and Facility Management (Marine and Inland Waters) (Code). The Code embraces the prevention of pollution which may arise from the construction, use, and maintenance of vessels and related facilities.

Among other things, the Code sets the requirements in relation to the management and disposal of Black Water (waste from toilets or urinals) and Grey Water (wastewater that has been used for washing, laundering, bathing or showering) on inland waters.

RPC intends to ensure that houseboats operating in the Renmark Paringa area have access to suitable infrastructure to facilitate compliance with the Environmental Protection Act and associated guidelines.

Consultation undertaken

In recent years, Renmark Paringa has undertaken a number of engagement activities in relation to the management of houseboats in the area.

In 2016 public consultation was undertaken in relation to the Jane Eliza Masterplan. This process sought to determine the level of interest and support for houseboat infrastructure in the much broader Jane Eliza Development. A Commercial Houseboat Marina and boat slip facility were two of a number of initiatives ultimately included in the Jane Eliza Masterplan, which was adopted by Council in December 2016.

Consultation directly relating to this Houseboat Management Plan commenced during the first half of the 2017 calendar year. RPC staff held interviews with commercial houseboat operators in the council area regarding RPC's ongoing role in managing the houseboat industry. The consultation with commercial houseboat operators revealed the following key themes.

- The industry would benefit from a houseboat management plan to clarify Council's role and contribution towards the industry.
- A new, well-structured and finished, off river houseboat marina development would add significant value to the local houseboat hiring industry. The opportunity to compliment the small craft marina in the Jane Eliza Estate with a commercial houseboat marina was of interest to most commercial operators.
- Operators who currently exist on rolling one year leases would benefit from longer and more secure tenure;
- There was interest in a new boat slipping facility to service demand in the area and reduce the cost impact on houseboat owners of the boat slipping process – specifically boats > 25 ton.
- Classifications and specific areas be allocated to the various market segments of the houseboat industry.
- Degradation of river banks is an issue at existing “on river” moorings.

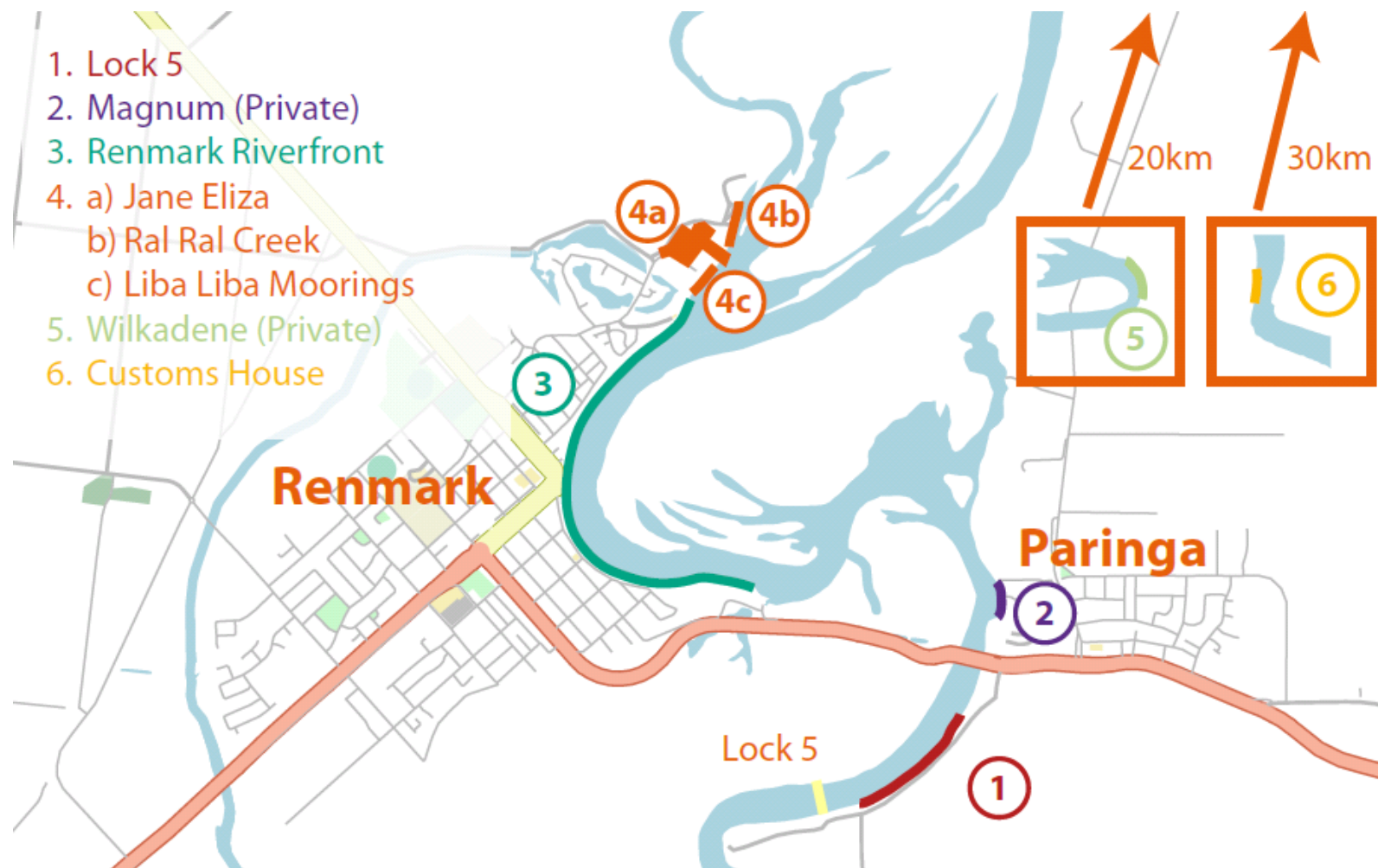
Council followed up this one-on-one consultation with a meeting on 6 September 2017 to update commercial houseboat operators on the key findings from the consultation performed.

This Houseboat Management Plan has been developed in considering the wide ranging views obtained through the consultation process with houseboat industry participants.

The success of the business case for the Jane Eliza masterplan's proposed commercial marina and boat slip will impact the tenure of the “live on” houseboat community who occupy an area along Ral Ral Creek.

.

Map of Key Mooring Areas:



Houseboat Management Plan

Issue	Action Item	Outcome Sought
1. There is currently a lack of clear and widely distributed guidelines to inform houseboat operators and users regarding the operation of houseboats in the Renmark Paringa area.	Develop an overall area map and detailed site specific maps in relation to each major mooring site in Renmark Paringa. Improve signage at mooring locations including numbered mooring sites. Develop guidelines that explain the desired use of houseboat and houseboat infrastructure in the area.	Clarity for all houseboat operators and river users.
2. There is currently no service standards in place regarding Council's involvement across various mooring sites.	Document and make available the list of amenities and Council's service standards in relation to maintenance at all houseboat mooring sites.	Introduce desired future service standards for each mooring area.
3. Lack of clarity around the availability of laydown moorings on the Renmark Riverfront.	Review permit regime and by laws and improve signage and facilities on the Renmark Riverfront. Introduce zones that categorise the acceptable use for particular areas.	Encourage additional tourism by providing designated areas for houseboats to laydown and moor on the Renmark Riverfront.
4. A majority of existing mooring licenses in the area are limited to one year. Commercial operators and other users lack certainty over the future availability of their licensed moorings.	Where possible and where it is in the best interest of RPC and commercial operators, seek opportunities to provide longer term leases of moorings sites.	Increase attractiveness of the council area to commercial houseboat operators.
5. Lack of suitable boat slip facilities for boats > 25 ton meaning that some boats need to travel outside the Renmark Paringa area for servicing and scheduled boat slipping.	Undertake the due diligence to seek a development partner to address boat slipping facilities	Increase the attractiveness of Renmark Paringa to houseboat owners and commercial operators.
6. Safety concerns and damage to the riverbank caused by 'on river' moorings in a number of areas.	Reduce the number of 'on river' moorings in the Renmark Paringa area. Where possible relocate commercial moorings from on river to the Jane Eliza Commercial houseboat marina. Advocate on behalf of the Houseboat sector to assist with reducing the impact weir pool manipulation has on the Houseboat sector	Reduce riverbank damage and improve safety and infrastructure available.

Issue	Action Item	Outcome Sought
7. Mooring numbers and licence numbers are not aligned. No standard protocol for naming mooring sites.	Align mooring numbers and licence numbers. Improve signage to identify moorings at existing mooring sites.	Greater transparency for all users.
8. Lack of clarity around the Jane Eliza development and the impact this will have on Commercial Operators in the area.	Prepare a Development Strategy and Market Preparation proposal to seek to attract a private sector development partner	Increase standard of facilities for Commercial operators. Increase the attractiveness of council area to houseboat owners and commercial operators and grow the size and reputation of the houseboat industry in Renmark Paringa Council. Destination for visitors to our town. Reduce the impact weir pool manipulation has on the commercial houseboat sector.
9. Illegally moored houseboats mooring in the Council area (particularly on the Eastern Riverbank opposite Renmark and in Ral Ral Creek).	Support greater enforcement in conjunction with DEW (formerly DEWNR)/DPTI Marine/EPA for boats found to be in breach of regulations.	Fairness for those with legal moorings. Minimise environmental impact of illegally moored boats.

Houseboat Classifications and permitted use

This Houseboat Management Plan has identified the following categorisations of permitted use for moorings in the Renmark Paringa Area. Each mooring site in the area has been allocated one or more classifications.

Classification	Permitted Use
1. Live-ons	Mooring may be used for overnight stays and/or boat storage. Boats moored in this area may not be hired or leased to a 3 rd party from this mooring location.
2. Boat Storage	Mooring may be used for boat storage. No overnight stay at mooring site. Boats moored in this area may not be hired or leased to a 3 rd party from this mooring location.
3. Boat Hire	Mooring location may be used for private or commercial boat hire. No overnight stays are permitted at these mooring locations.
3a. Dry Hire / Boatel	Mooring may be used for temporary overnight accommodation for paying guests.
4. Visitor Area	Mooring is temporary and can be used as a laydown area for visitors in a particular area for a period of time outlined in Councils by-laws.
5. No parking	No Houseboat mooring allowed.

Detailed Plan by Location

Area 1: Lock 5 Moorings Located South of the Paringa Bridge, Lock 5 has 35 Moorings with various amenities.			
Area features:			
Site Ownership	DEW (formerly DEWNR) lease to RPC for 35 mooring sites. RPC sublease on one year rolling lease basis.		
Classification 1 moorings	None	Boat slip	No
Classification 2 moorings	19	Fuelling facility	No
Classification 3 moorings	16	Grey water disposal	No
Boat ramp	Closest at Bert Dix Park	Potable Water	No (in future plans)
Power	Yes all sites	Non-potable Water	Yes
Moorings available	35 (5 currently unusable re bank/tree root issues)	Desired future mooring classification	Classification 1 + 2.

Location specific issues	Action Plan
Houseboat access to the site limited by Paringa Bridge which only opens twice per day on request. Facilities and infrastructure at Lock 5 are limited. Jane Eliza Houseboat Marina more suited to long term use by commercial operators and supported in the South Australian Boating Strategic Plan	Engage with commercial operators about benefits and costs of moving to Jane Eliza Houseboat Marina. Investigate the suitability of Lock 5 site for Live-On moorings (Classification 1) currently located at Ral Ral Creek (Area 4b) subject to consultation. No new Classification 3 leases to be issued at Lock 5 as part of a longer term strategy. Consider providing potable water to moorings. Consider increasing the number of moorings in consultation with DEW (formerly DEWNR).
Speedboat wake causing safety issues and damage to riverbank from collisions between moored houseboats and the riverbank. Site owned by DEW (formerly DEWNR). RPC offers one year lease for continued use of the site	Lobby DPTI for the introduction of a 4 knot speed limit between Lock 5 and the downstream side of Bert Dix Park. Seek funding to remediate site as per the bank stabilisation options study report. Renegotiate lease over site with DEW (formerly DEWNR).

Note* Exclusion zone – 150m upstream of Lock 5

Desired Future Mooring Classification:

Classification 1 & 2



Detailed Plan by Location

Area 2: Magnum Houseboats (Private)			
Area upstream of the Paringa Bridge (private moorings under the care and control of Magnum Houseboats)			
Area features:			
Site Ownership	Crown Land leased to Magnum Houseboats		
Classification 1 moorings	0	Boat slip	No
Classification 2 moorings	0	Fuelling facility	Mobile facility
Classification 3 moorings	8	Grey water disposal	Mobile facility
Boat ramp	No	Potable water	Yes
Power	Yes	Non potable water	Yes
Moorings available	8	Desired future mooring classification	Not applicable

Location specific issues	Action Plan
Nil	Nil

Desired Future Mooring Classification:

Not Applicable



Detailed Plan by Location

Area 3: Renmark Riverfront – Sonnemans Lane			
Area adjacent Sonneman's Lane			
Area features:			
Site Ownership	Renmark Paringa Council freehold title		
Classification 1 moorings	0	Boat slip	No
Classification 2 moorings	6	Fuelling facility	No
Classification 3 moorings	0	Grey water disposal	No
Boat ramp	No	Potable water	No
Power	No	Non potable water	No
Moorings available	6	Desired future mooring classification	Classification 5

Location specific issues	Action Plan
Previously resolution of Council was that if Houseboat leases were relinquished they were not offered for release	As per the previous resolution of Council if houseboat leases are relinquished in Area 3 Renmark Riverfront – Sonnemans Lane they will not be offered for release. Current incumbents will be encouraged to relocate to alternative areas as upgrades occur to return the area to a natural state as a long term strategy

Desired Future Mooring Classification:

Classification 5



Detailed Plan by Location

Area 3: Renmark Riverfront – Murray Avenue			
Area adjacent Murray Avenue			
Area features:			
Site Ownership	Renmark Paringa Council freehold title		
Classification 1 moorings	0	Boat slip	No
Classification 2 moorings	1	Fuelling facility	No
Classification 3 moorings	0	Grey water disposal	No
Boat ramp	No	Potable water	No
Power	No	Non potable water	No
Moorings available	1	Desired future mooring classification	Classification 5
Location specific issues		Action Plan	
Area is overgrown with willow trees and difficult to access due to steep banks.		Current incumbent will be encouraged to relocate to alternative areas as upgrades occur to return the area to a natural state as a long term strategy	

Desired Future Mooring Classification:

Classification 5



Detailed Plan by Location

Area 3: Renmark Riverfront – Town Centre Includes the stretch of river adjacent to the town of Renmark from the Renmark Paringa Visitor Centre to the upstream side of Jarratt Memorial Gardens.			
rea features:			
Site Ownership	Combination of Renmark Paringa Council freehold title and crown lease		
Classification 1 moorings	0	Boat slip	No
Classification 2 moorings	0	Fuelling facility	No
Classification 3 moorings	0	Grey water disposal	No
Boat ramp	No	Potable water	No
Power	No	Non potable water	No
Classification 4 Moorings available	16	Desired future mooring classification	Classification 4
Location specific issues		Action Plan	
Existing moorings on the Riverfront reduce the availability of temporary laydown areas for tourists.		Implement desired permitted use zones as detailed in area map.	
Lack of clarity with regard to terms under which users can use Riverfront as a laydown area.		Amend by-laws to increase permitted length of stay from 48 to 96 hours. Introduce efficient mechanism for longer moorings through written application to Council.	
Lack of signage regarding existence of and services available at various moorings on the Riverfront.		Improve signage. Develop service standards and clear guidelines for use of the Renmark Riverfront.	
A long term mooring lease on the Renmark Town Wharf will take away 4-5 temporary boat moorings close to town shops.		Identify replacement moorings and temporary visitor areas close to town and shopping centre and provide infrastructure to enable safe and easy access to the Matulick Riverfront Walk	
Damage to riverfront area.		Undertake a damage assessment for the riverfront area and seek alternative solutions and funding to rectify damage.	

Desired Future Mooring Classification:

Classification 4



Detailed Plan by Location

Area 3: Renmark Riverfront – James Avenue Includes the stretch of river on James Avenue from the Anglican Church to the SA Water inlet			
Area features:			
Site Ownership	Renmark Paringa Council freehold title		
Classification 1 moorings	0	Boat slip	No
Classification 2 moorings	3	Fuelling facility	No
Classification 3a moorings	2	Grey water disposal	No
Boat ramp	No	Potable water	No
Power	Some sites have power installed by the owner	Non potable water	No
Moorings available	5	Desired future mooring classification	Classification 3a

Location specific issues	Action Plan
Area overgrown and lack of access to Matulick Riverfront Walk	<p>Designate Area 3 Renmark Riverfront – James Avenue for Classification 3a future moorings, building on the economic development opportunity presented in growing this type of accommodation sector.</p> <p>Undertake an expression of interest process ensuring consistency in the provision of infrastructure which needs to be provided</p> <p>Current incumbents will be encouraged to relocate to alternative areas as a long term strategy if they are not interested in the future mooring classification.</p> <p>Undertake works to make mooring sites more accessible.</p>

Desired Future Mooring Classification:

Classification 3A



Detailed Plan by Location

Area 5a: Jane Eliza – Houseboat Marina and Boat Slip. The Houseboat Marina is contained within the core development portion of the proposed Jane Eliza Masterplan. It is planned that the Marina would have the capacity to house 100 to 120 commercial houseboats through a 2 stage construction process. An opportunity also exists to create a commercial slip subject to a business case being undertaken.			
Area features:			
Site ownership	Renmark Paringa Council		
Classification 1 moorings	None	Boat slip	Proposed subject to business case
Classification 2 moorings	5	Fuelling facility	Proposed subject to EPA compliance
Classification 3 moorings	12	Grey water disposal	Proposed subject to business case
Boat ramp	Yes	Potable Water	Proposed subject to business case
Power	Provided to some moorings	Non Potable Water	Proposed subject to business case
Moorings available	17 Current small craft marina at capacity Proposed between 100 and 120 Houseboats.	Desired future mooring classification	Classification 2 +3

Location specific issues	Action Plan
Council has released the Jane Eliza Masterplan which provides for new infrastructure. Construction timeframes are yet to be determined and costs for users to access the facility are also unknown.	Prepare a Development Strategy and Market Preparation proposal to seek to attract a private sector development partner Seek opportunities for funding to support the Project.
Logistical issues in relation to services and infrastructure will require detailed consultation with potential users.	Continued consultation with commercial houseboat operators with regard to the proposed commercial houseboat marina. Consider short term activation of the Small Craft Marina to cater for the emergence of the BBQ boat market
The existing boat slip in the Jane Eliza has a capacity of between 14 and 25 tonne. Many Houseboats require over 20 tonnes and up to 60 tonne slipping capacity.	Prepare a Development Strategy and Market Preparation proposal to seek to attract a private sector development partner

Jane Eliza – Houseboat Marina and boat slip

Number of moorings: 17

Detailed Plan by Location

Jane Eliza – Houseboat Marina and Boat Slip



A Tourist Accommodation
B Small Craft Marina
C Canal Link to Lake System
D Park

E Boat Ramp
F Marina Outlet to River
G Fuel Outlet
H Houseboat Marina

I Commercial
J Cable Wake Park
K Club / Office / Kiosk
P Car Parking

MARINA
(ENLARGEMENT)

jane eliza
REMARK PARINGA COUNCIL - MASTER PLAN



Detailed Plan by Location

Area 5b: Jane Eliza – Ral Ral Creek Moorings This area is situated at the entrance to Ral Ral Creek and currently contains 25 moorings mainly filled by Classification 1 houseboats. Erosion and riverbank condition is an identified area of concern. Ral Ral Creek is noted as an area of rich, relatively untouched ecosystem and opportunities exist to incorporate ecological programs in the area.			
Area features:			
Site ownership	DEW (formerly DEWNR)		
Classification 1 moorings	19	Boat slip	No
Classification 2 moorings	6	Fuelling facility	No
Classification 3 moorings	0	Grey water disposal	No
Boat ramp	No	Potable Water	No
Power	Yes	Non Potable Water	Yes
Moorings available	25	Desired future mooring classification	Classification 5

Location specific issues	Action Plan
The area currently occupied by Classification 1 & 2 houseboat moorings. The Jane Eliza Masterplan does not envisage any moorings in this area.	Consult with licensees about the possibility of relocating existing moorings to another suitable location as a long term strategy.
It is noted that some boats are illegally moored in areas of Ral Ral Creek.	Investigate opportunities for greater enforcement in conjunction with DEW (formerly DEWNR) for boats found to be in breach of regulations.

Desired Future Mooring Classification:

Classification 5

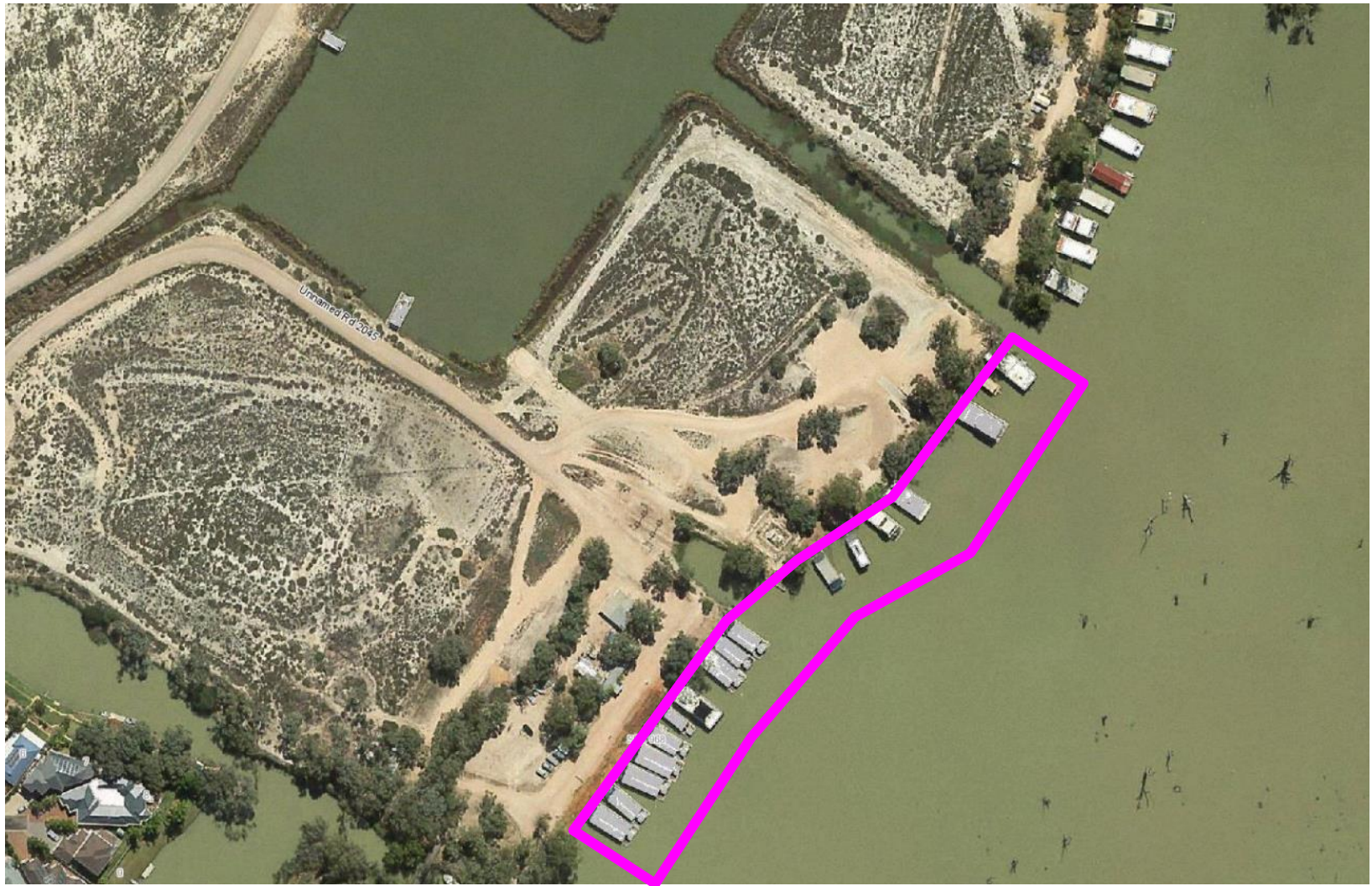


Detailed Plan by Location

Area 5c: Jane Eliza – Liba Liba Moorings			
Commercial houseboat moorings at the immediate north of the entrance to the Jane Eliza Development.			
Area features:			
Site ownership	Site owned by the Renmark Paringa Council with a small area of leased crown land on the bank which is sub leased by the Renmark Paringa Council to Liba Liba Houseboats		
Classification 1 moorings	0	Boat slip	Yes – rated to approximately 25 tonnes
Classification 2 moorings	11	Fuelling facility	Yes
Classification 3 moorings	13	Grey water disposal	Yes
Boat ramp	Yes	Potable Water	Yes
Power	No	Non Potable Water	Yes
Moorings available	24	Desired future mooring classification	Classification 5
Location specific issues		Action Plan	
The area currently occupied by a commercial operator (Category 3). The Jane Eliza Masterplan does not envisage any moorings in this area as a long term strategy.		Consult with the operator about the possibility of relocating existing moorings to the Jane Eliza Commercial Houseboat Marina.	

Desired Future Mooring Classification:

Classification 5



Detailed Plan by Location

Area 6: Customs House Eight Commercial Moorings situated at the terminus of Murtho Road, Paringa. First major site for 'down river' users entering South Australia			
Area features:			
Site ownership	Four moorings on RP Council Land and four moorings on DEW (formerly DEWNR) land.		
Classification moorings	0	Boat slip	No
Classification 2	0 moorings	Fuelling facility	Yes
Classification 3	8 moorings	Grey water disposal	Yes – private only
Boat ramp	Adjacent to the area.	Potable Water	Yes
Power	yes	Non potable water	Yes
Moorings available	8	Desired future mooring classification	Classification 3
Location specific issues		Action Plan	
The business that operates at the Customs House site operates under short term lease arrangement with RPC.		Seek to standardise length of lease and site ownership with DEW (formerly DEWNR) to provide the operator with a longer term lease.	

Desired Future Mooring Classification:

Classification 3



Area 7: Wilkadene			
Five moorings at Wilkadene Homestead privately leased from Dept. for Environment and Water (DEW formerly DEWNR)			
Area features:			
Site ownership	DEW (formerly DEWNR)		
Classification moorings	0	Boat slip	No
Classification 2	1	Fuelling facility	No
Classification 3	3	Grey water disposal	No
Boat ramp	Adjacent to the area. Not under council care & control	Potable Water	Yes
Power	Yes	Non potable water	Yes
Moorings available	5	Desired future mooring classification	Not applicable
Location specific issues		Action Plan	
Nil		Nil.	

Number of moorings: 5

Desired Future Mooring Classification:

Not applicable



GLOSSARY

Abbreviation	Meaning
DEW (formerly DEWNR)	South Australian Department for Environment and Water
EPA	Environmental Protection Authority in South Australia
Jane Eliza	Jane Eliza Development as described in the Jane Eliza Master Plan dated December 2016
RPC	Renmark Paringa Council
Potable water	Water safe enough for drinking and food preparation
Non-potable water	Water that is unsafe for human consumption but can still be used for other purposes