

Renmark Urban Design Framework

May 2017



Jensen Plus together with

- + Grieve Gillett Andersen
- + Tonkin Consulting
- + Brecknock Consulting
- + Property & Advisory
- + RLB



Renmark Paringa
Council

**JENSEN
PLUS**

Planning
Landscape Architecture
Urban Design
Social Planning

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Renmark Riverfront_Concepts (Patey Drive Precinct)



Reviving Renmark's iconic Harry Clark Fountain into a modern water play area will create a major drawcard for Renmark



Murray Avenue streetscape



'At the edge' public art conceptual framework



Framing Views + Integrating Signage / Public Art

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1. Summary

Renmark is a major Riverland town and service centre for the 9,300 people of the Renmark Paringa Council area.

Renmark is located on the banks of the River Murray, just over 250 kilometres north-east of Adelaide. It is an attractive town with a proud history as a pioneering irrigation settlement. But like many regional communities, long term economic and social sustainability is a concern.

This Urban Design Framework (UDF) was commissioned to establish an overarching vision for Renmark's town centre and nearby areas.

It is intended to help facilitate high-quality, innovative and sustainable urban design, and to address future challenges while enhancing the community's quality of life and economic prosperity.

Inputs were sought from a wide group of local stakeholders, including at a two-day 'Make My Place' workshop held in December 2016.

Urban Design Framework

The Renmark Urban Design Framework proposes a vision along with 7 Key Moves to achieve the vision, and to trigger longer term changes.

A staged approach to implementation is proposed, including 'quick wins' designed to establish momentum for the project and community buy-in.

Vision

'Revive

Make Renmark the place to relax and enjoy the Riverland lifestyle, bringing life and activity to the town centre, and reviving its economy through a series of transformative projects.'

7 Key Moves

Key Move 1. Renmark Riverfront Masterplan

Prepare and implement a Renmark Riverfront Masterplan to activate the water's edge and surrounding precinct.

Key Move 2. Improve Renmark/Ral Ral/Murray Avenues Intersection

Modify the major intersection at Renmark/Ral Ral/Murray Avenues with a special focus on improving pedestrian and cyclist movements. To be done in parallel to the reduction of B-double traffic through this intersection.

Key Move 3. Wayfinding Strategies

Better wayfinding infrastructure to help visitors arriving in Renmark, to improve access to off-street car parking, and to make it easier and more enjoyable to walk around Renmark including storytelling about Renmark's past, present and future



Create a dynamic and memorable gateway experience by changing the signage panels throughout the year.

Key Move 4. Curate Town Centre Retail and Visitor Services

Work with businesses and landowners to reduce vacancies and ensure a mix of attractive and successful shops and businesses.

Key Move 5. At the edge_an activating public art strategy

Building upon a public art theme of 'At The Edge', introduce public art elements to support visitation, events and tourism marketing.

Key Move 6. Improve Important Streetscapes

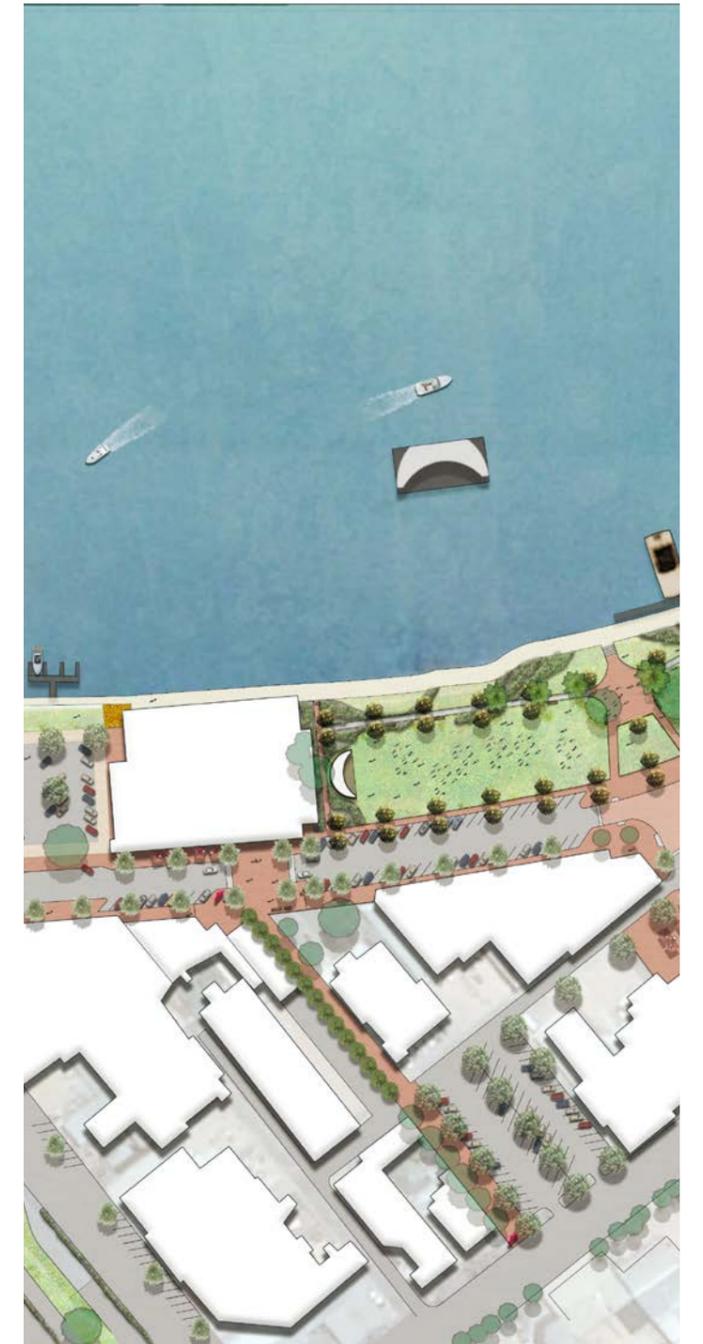
Streetscape improvements to important town centre streets and arrival streets like Renmark Avenue

Key Move 7. Land Use Flexibility

Encourage more housing and mixed use development in the town centre through zoning changes and other measures.

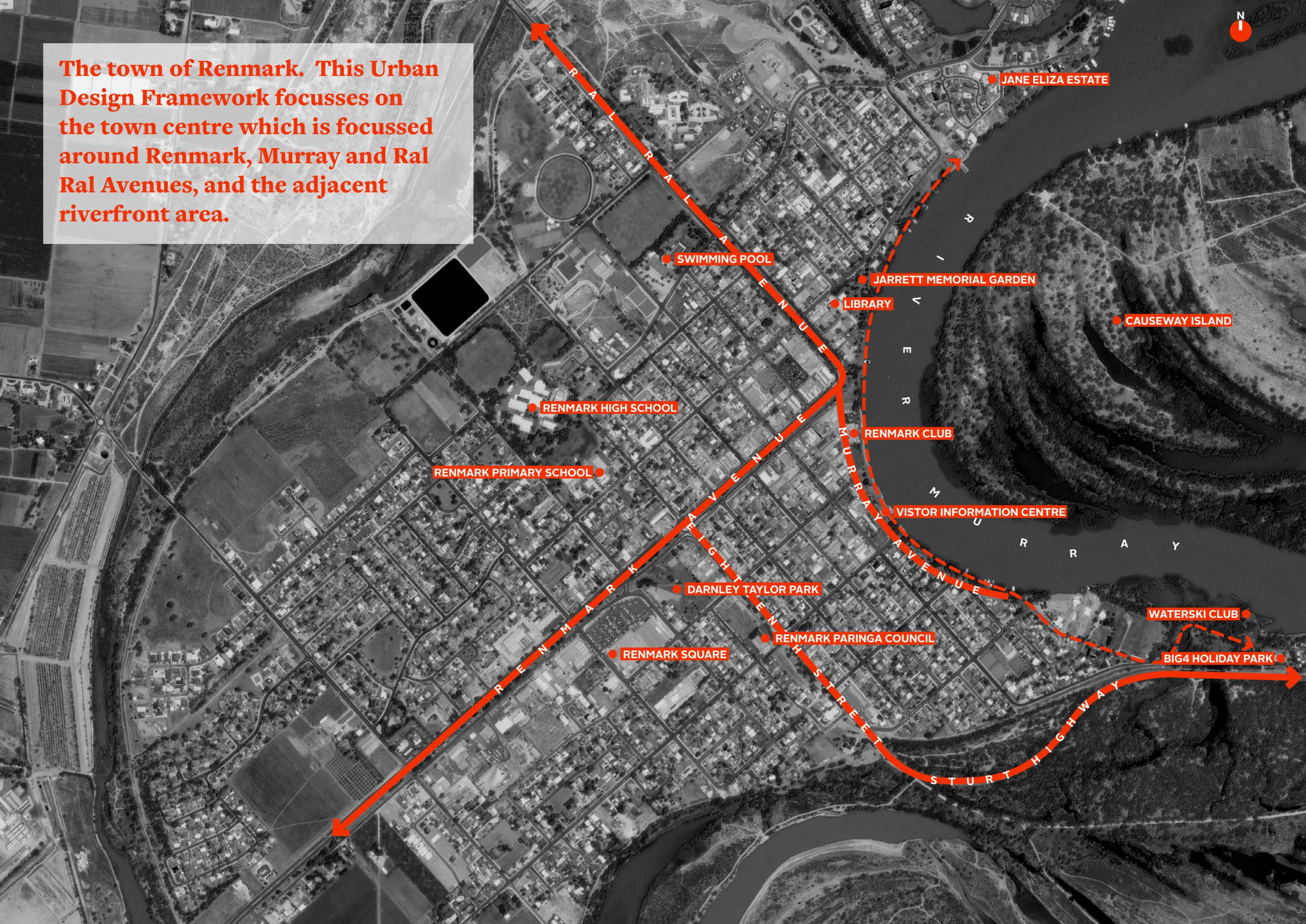


Public art examples on the water's edge



Renmark Riverfront_Concepts (extract)

The town of Renmark. This Urban Design Framework focusses on the town centre which is focussed around Renmark, Murray and Ral Ral Avenues, and the adjacent riverfront area.



RENMARK PRIMARY SCHOOL

RENMARK HIGH SCHOOL

SWIMMING POOL

JARRETT MEMORIAL GARDEN

LIBRARY

RENMARK CLUB

VISITOR INFORMATION CENTRE

DARNLEY TAYLOR PARK

RENMARK SQUARE

RENMARK PARINGA COUNCIL

WATERSKI CLUB

BIG4 HOLIDAY PARK

JANE ELIZA ESTATE

CAUSEWAY ISLAND

2. Introduction

An introduction to Renmark and to the project

2.1 About Renmark

Renmark lies on the right bank of the River Murray, just over 250 kilometres north-east of Adelaide, and on the Sturt Highway which forms the main road between Adelaide and Sydney. The township has a population of about 4,500, with just over 9,300 in the wider Renmark Paringa District Council area.

Renmark is an important retail and commercial centre for the Riverland. Supermarkets, specialty shops, restaurants, banks, offices and other services are found on Renmark Avenue, Ral Ral Avenue and surrounding streets. Larger-scale shops such as a discount department store are located just outside the town centre in the Renmark Square shopping centre.

The warm Mediterranean climate, fertile soil and the availability of water for irrigation drove the development of Renmark as a centre of horticulture and viticulture. While these industries remain important, tourists drawn by the River Murray, and by the heritage, wildlife, recreational, food and lifestyle and cultural attractions of the town and its surrounds, contribute increasingly to the prosperity of Renmark.

2.2 Renmark's history

The land on which Renmark now stands was originally populated by the First Peoples of the River Murray and Mallee Region. Europeans arrived in the 1850s, with reports of peaceful early relations between the new settlers and the Indigenous people.

Several different explanations have been given for how the town takes its name. Some say Renmark comes from an Aboriginal word meaning 'red mud', but the mud nearby is not red. Others believe the town is named for William Renny, a ship's carpenter who built huts in the area, possibly including one on the riverbank where the hotel now stands.



Renmark Post Office 1907

In 1887, at the invitation of the South Australian government, the Canadian Chaffey brothers established an irrigation settlement at Renmark, the first in Australia. In 1893 the irrigation works were taken over by the Renmark Irrigation Trust.

The town's early 'dry' period came to an end when the Renmark Hotel opened as a community hotel in 1897. The hotel is still managed by a board of directors appointed by the community. Renmark was proclaimed a town, and local government was formed, in 1904.

Over the years, Renmark developed as the centre of a productive district of vineyards and fruit blocks. The establishment of Angoves in 1911, and Renmano in 1914, reinforced the association of Renmark with winemaking and distilling which continues today.

Through droughts, floods and other setbacks, Renmark has recovered and grown. The River Murray remains the focus of the area, as tourism and recreational activities connected with the river and its history continue to engage both residents and visitors.



Renmark Hotel

2.3 Project objectives and process

Renmark today continues its role as a major Riverland town and service centre. Major streets and public spaces are attractive and well presented, and some growth in new housing and other sectors has been evident. But like many regional communities, long term economic and social sustainability is a concern. While some businesses thrive, others struggle. Long-established attractions like the Renmark Club enjoy modern premises, while nearby some shops lie empty and town centre building stock gradually decays. Ideas for change from caring and enterprising locals are plentiful. Realising viable projects and initiative is key.

Council's key objectives for the Urban Design Framework (UDF) project are to seek an overarching vision for the town centre, to help facilitate high-quality and innovative sustainable urban design; and to address future challenges while enhancing the community's quality of life and economic prosperity.

To achieve these objectives, the UDF focuses on six key themes identified by Renmark Paringa Council (Council):

- _ Business and Economy
- _ Public domain, streets and open space
- _ Housing growth and diversity
- _ Sense of place and identity
- _ Urban design excellence
- _ Sustainability

For the purposes of the UDF, the extent of the town centre is not strictly defined. Rather, the UDF is intended to encompass those parts of Renmark which have the ability to contribute to the community's objectives under each of these six key themes.

Developing the draft UDF involved going through a number of key stages and tasks:

- _ A walking tour and a briefing with Elected Members and Council officers.
- _ A review of relevant background material including the previous (2005) UDF, other Council strategies and investigations and statistical data on population, construction and other indicators.
- _ Communication about the project and its aims to traders and residents.
- _ A two-day 'Make My Place' workshop of design investigations combined with community engagement.
- _ Preparation of a draft Urban Design Framework, for review and comment by Council.

2.4 Key questions

Going into the project, thinking about Renmark and about lessons learned from other regional town centres, some early questions engaged:

- _ How can Renmark capitalise on the natural assets of the river and the green open space?
- _ How can we entice residents to come to the town centre, and visitors to stop and explore?
- _ How can we create a sense of arrival and a distinctive local character and streetscape?
- _ How can we reduce the impact of through-traffic and make the town centre safer and more appealing for pedestrians and cyclists?
- _ How to ensure a mix of attractive and successful shops and businesses?
- _ How to establish the town centre as an interesting day and night destination?

Each of the recommendations made in the UDF are intended to address one or more of these questions and contribute to the overall success of Renmark in meeting the needs and expectations of residents, businesses and visitors.

2.5 Lessons from elsewhere

The 'Streets for People' compendium for South Australia, produced by the Heart Foundation and the Government of South Australia, has been an important influence in preparing the UDF, with its resources for designing people-friendly streets that promote cycling and walking, including case studies from South Australia, interstate and overseas.

In thinking about and preparing the UDF, ideas from other waterfront towns and cities in South Australia and interstate provided examples of what might work well in Renmark:



_ Mildura Riverfront, Victoria. Redevelopment of Mildura's Riverfront, on the River Murray, will provide reinvigorated parklands, new facilities and a new pedestrian connection from the river to the CBD. Ideas that might apply to Renmark include:

- _ A promenade pathway along the riverbank.
- _ An ornamental lake incorporating water play.
- _ Upgraded lighting, public amenities and landscaping.
- _ Spaces for all ages and abilities.
- _ Wayfinding, art, lighting, landscaping and signage.

_ Glenelg Foreshore, South Australia. Moseley Square and its surrounds are a destination of State and local significance. The distinctive public realm areas support



a range of formal and informal activities and events, attracting residents, workers and visitors of all age groups.

- _ Henley Square, South Australia. This beachside precinct provides several distinct zones and experiences – the grassed foreshore, wave-shaped timber seating, and the formal square with a central water feature. Large timber shades to either side of the square provide shelter to diners at a range of cafés and restaurants.
- _ Port Noarlunga foreshore, South Australia. Striking decks and structures overlook the beach and create a focal point. Public art is well integrated into the precinct.



View towards Renmark Avenue from the riverfront. Traditional main street shops in the background. The prominent vacant premises on the corner was once a national clothing retailer but has been empty for some time.



Renmark context



This large visitor sign on Renmark Avenue is probably effective, but is less stylish than contemporary wayfinding designs



The Murray River, pictured in December 2017. The town centre sits directly adjacent to the river, offering fantastic outlooks and amenity in a way that other river towns cannot.



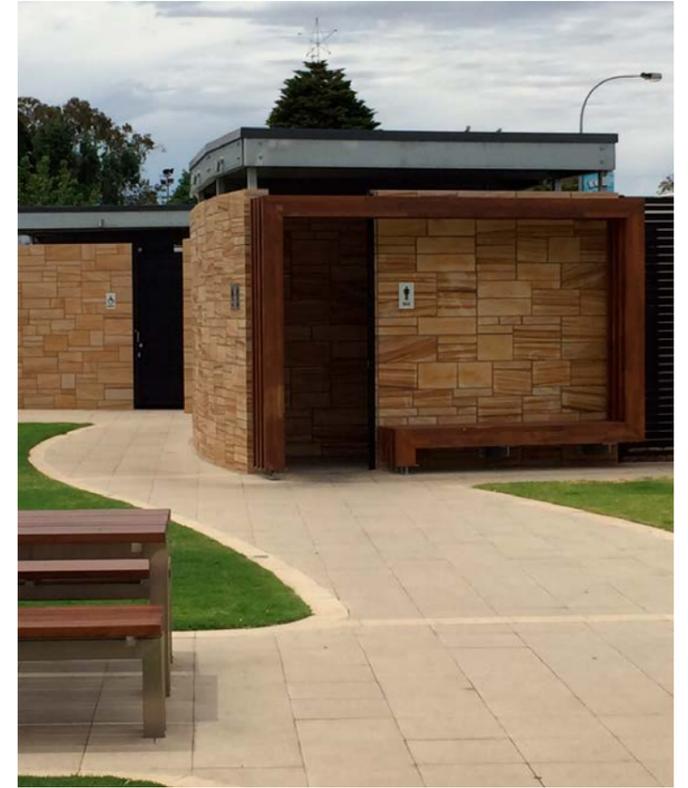
Renmark Paringa Council's modern offices are located on the outskirts of the town centre on Eighteenth Street, close to the Renmark Square shopping centre



Big 4 Renmark Riverfront Holiday Park is a busy caravan park on the river to the south-east of the town centre



Back from the main street on Fourteenth Street, the former Woolworths supermarket building lies empty, a reminder of the finite retail spend available to the town.



Renmark's new public toilets are very high quality and are located in the heart of the town (with long vehicle parking available)



Murray Avenue's transition to an 'eat street' is already underway, with dining options like the Smokehouse Café opening recently. Such developments take advantage of footpath dining opportunities provided by the generally good standard of public realm in Renmark.



Renmark Hotel, a major attraction for the town



Some growth in housing has been evident in recent years, including redevelopment and gentrification of older stock



Approaches to Renmark are green and well maintained



Town Clock on Renmark Avenue



Plaques like this one are common around the riverfront open space



Town Wharf, soon to host the Murray River Queen paddle steamer restaurant



Looking towards Renmark Avenue from the riverfront. The large shop on the corner has been empty for some time.



Outdoor dining on Renmark Avenue near Fourteenth Street, one of the core 'main street' blocks of the town centre



The Jane Eliza Estate, a short distance north of the town centre, is an attractive canal estate with well-appointed housing



Renmark 'Ski Club open space' (under water) next to Big 4 Renmark Riverfront Caravan Park



Visitor Information Centre, located on the riverfront opposite Renmark Hotel, a short walk from the town centre



Renmark Irrigation Trust building on Murray Avenue. State heritage listed, still in use, and one of relatively few colonial-style buildings in Renmark.



The Twenty Third Street Distillery has recently been revamped and opened as a boutique distillery and visitor attraction.



Underused car parks at the riverfront, near Renmark Avenue. The building beyond is owned by Council and is leased to a bank.



Friday night parking on Murray Avenue



The busy Renmark Club offers riverside dining but has also activated part of Murray Avenue with cafe seating

The Harry Clark Fountain is a stylish landmark at the end of Renmark Avenue. The fountain's wine glass design serves as a link to the district's viticulture industry.



3. Strategic Context

Population and policy context

3.1 Population

The estimated 2015 population of the Renmark township was 4,531. For the Renmark Paringa District Council area, including the Renmark and Paringa townships and surrounding areas, the estimated 2016 population was 9,307.

From 2010 to 2015 the population grew slightly in the Renmark township (0.1% per annum) while declining (-1.3% per annum) for the Council area as a whole.

In 2011 the median age of 40 in the Renmark township was higher than the median age in South Australia (39) and Australia (37). Females (53%) outnumbered males (47%).

The 2011 census recorded 1,097 families in the Renmark township with an average of 1.9 children per family.

Financial and housing indicators

Median weekly household income for the Renmark township was \$728 in 2011, the last year for which ABS census data is available. This compared to \$1,044 for South Australia and \$1,234 for Australia as a whole.

For the Renmark township in 2011, median monthly mortgage payments (\$1,040) and median weekly rent (\$150) were both significantly lower than the corresponding indicators for South Australia (\$1,500 and \$220) and Australia (\$1,800 and \$285).

Of 1,801 occupied private dwellings in the Renmark township in 2011, 80.4% were separate houses, not significantly different from South Australia as a whole (79.9%). 5.8% of occupied private dwellings in Renmark township were semi-detached, row or terrace houses (10.7% in South Australia), and 12.9% were flats, units or apartments (8.9% in South Australia).

Current land use

The South Australian Government records generalised land use across the State, including the Renmark Town Centre and riverfront areas. The map shows land uses within the commercial centre of Renmark and its surrounds.



Selected Land Use Categories:

Residential		Public institution	
Retail or commercial		Education	
Utilities / Industry		Recreation / Reserves	

Renmark Town Centre Generalised Land Use, 2016
(source – Location SA Map Viewer, 17 February 2017)

Retail and commercial land uses predominate along Renmark Avenue and at Ral Ral Avenue in the retail core. Educational and institutional uses, such as Renmark High School and the Renmark Paringa District Hospital, take advantage of larger sites away from the centre. Recreational open spaces are located along the riverfront and, in larger expanses, beyond the established residential areas.

3.2 Policy Framework

Economic Development Strategy

The Economic Development Strategy refers to previous improvements made under the Town Centre Revitalisation Project. Under the Project, initiated in 2014, Council provided a new public toilet, boat mooring pontoon, LED lighting, recycling stations and cool water drinking fountains.

The Strategy seeks to promote opportunities for urban renewal, including by undertaking a place making exercise for Murray Avenue, flanked by the town centre on one side and the River Murray on the other.



Figure 9
Renmark Urban Design Framework

Renmark Urban Design Framework (2005) - Initiatives
(source – Renmark Urban Design Framework, 2005)

The Strategy provides for Council to continue to review and update its Development Plan to ensure that land is appropriately zoned and that the Council area can cater for future and/or increased demand for residential and commercial properties.

Renmark Town Centre Urban Design Framework (2005)

The 2005 UDF was intended to guide future design and development initiatives within the Renmark Town Centre, and to realise the vision for Renmark as a vibrant and culturally diverse riverside town offering the best that the Riverland has to offer in terms of environment, dining, lifestyle, entertainment and events.

Urban design objectives and initiatives were developed based around the following concepts:

EXISTING RESOURCE

1. The Causeway
2. Riverbank
3. Tourist Information Centre
4. Arthur Shepherd Lions Park
5. Renmark Aquatic Club
6. Big 4 Riverfront Holiday Park
7. Town Centre pedestrian link
8. RSL/Bowling Club
9. Council Chambers
10. Darnley Taylor Park
11. Renmark Avenue
12. Dix Street Park
13. Bookmark Creek
- 13A. Angoves Woodlot
14. Sims Parade Linear Park
15. Madigan Reserve
16. Coolabah Crescent Park
17. Education Precinct
18. Wetland Walk / Bookmark Creek
19. Pony Club
20. Number 1 Oval (Football/Cricket)
- 20A. Number 2 Oval (Hockey)
- 20B. Number 3 Oval (Soccer)
- 20C. Tintra Tennis Club
- 20D. Netball/Basketball & Recreation Centre
- 20E. Swimming Complex
21. Ral Ral Avenue
22. Jane Eliza (swimming/skiing)
23. Plush's Bend
24. Paringa Paddock
25. Jane Eliza Avenue/Levee Walk
26. Link to schools from town



Figure 3 – Renmark Open Space Opportunities and Constraints
(source – Renmark Paringa Open Space Strategy, 2014)

- _ Improving retail sector and street life activity.
- _ Providing attractive and well-used public open space networks.
- _ Establishing a cohesive town character and identity for Renmark.
- _ Improving access and parking.

Associated with these aims are a series of specific actions, some of which have since been completed – new retail development at the Rivergrowers site (Renmark Square shopping centre), and relocation of Council offices to Eighteenth Street.

Other medium and long-term initiatives such as roadway and car parking alterations, shop front improvements,

and the development of a town wharf activity area and flagship waterfront hub, remain relevant.

The UDF also recognizes the ongoing importance of policy, marketing and branding initiatives to recognise the retail and tourism potential of Renmark and its surrounds.

Open Space Strategy (2014)

Council commissioned the Open Space Strategy to provide direction for Council to plan, develop and maintain open space across the district. It is to be integrated into Council's long-term asset and financial management plans to provide a blueprint for open space, recreation infrastructure and the public domain.

The Open Space Strategy classifies open space into a 5-level hierarchy:

- _ Local Park – facilitating passive and informal recreation activities
- _ Recreation Park – formal recreation facilities for sport, serving as a recreational and social hub for the local and wider community
- _ Environmental Park – natural green space associated with bushland, wetlands or river corridors, supporting formal sporting and passive recreational uses at a regional level
- _ Zones of Interest – a range of open space areas including strategic links and linear parks
- _ Gateways – entrance spaces, features or visual markers announcing arrival at a place, and forming an important component of a legible urban environment.

Within the Renmark Town Centre, the Open Space Strategy identified:

- _ Key Nodes on 18th Street (near the Council Chambers and the Civic Precinct) and on the River Murray (at the Tourist Information Centre)
- _ A Gateway to the Town Centre at Renmark Avenue and 18th Street, and a Zone of Interest along Renmark Avenue including a shared use path and cycle route
- _ Local parks including the Darnley Taylor Park, Madigan Reserve and Coolabah Crescent Park.

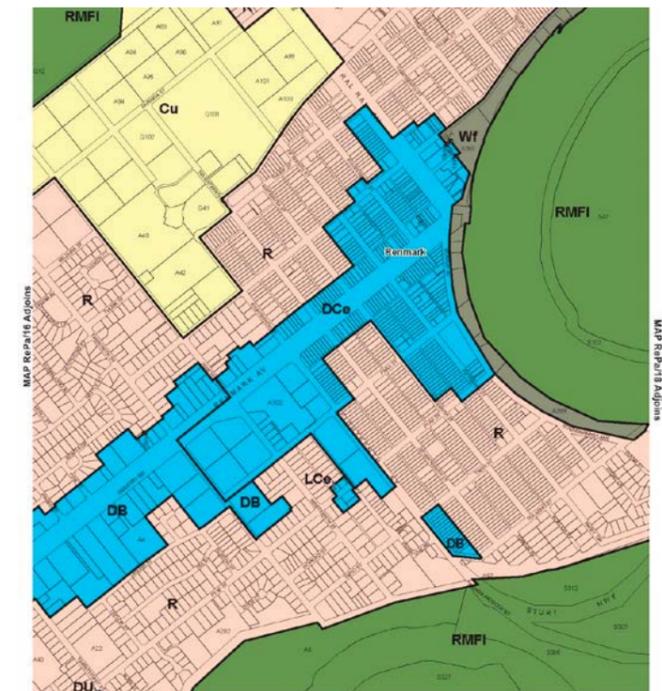
Key actions identified with implications for Renmark include:

- _ Riverbank – potential upgrades to interpretive signage to improve users' understanding of the surrounding natural environment, linking to the Riverfront revitalisation plan
- _ Visitor Information Centre – exploring opportunities for connectivity to the local trail network
- _ Darnley Taylor Park – integrated masterplan and management plan, with potential for the creation of a youth precinct, extension to the existing bike course, upgrade of surfacing and enhancement of skate bowl facilities
- _ Renmark Avenue – upgrade from the roundabout to the river, as part of the Town Centre Revitalisation Project.

Renmark Paringa Development Plan

The Development Plan, last amended on 24 November 2016, sets out the statutory planning framework for land within the Renmark Paringa Council area, and detailed criteria against which development applications will be assessed.

Land use zoning for the Renmark Town Centre (referred to as the District Centre in the Development Plan) and its surrounds is depicted below.



Renmark District Centre land use zoning
(source – Renmark Paringa Development Plan)

Retail and commercial precincts within the District Centre are predominantly zoned District Centre Zone (DCe). That zone has objectives including to provide a centre that accommodates a range of retail, office, cultural and community facilities; is visually and functionally cohesive; accommodates medium to high-density residential development in conjunction with non-residential development; and enhances the amenity and character of the centre by complementing the tree-lined streets and proximity to the River Murray.

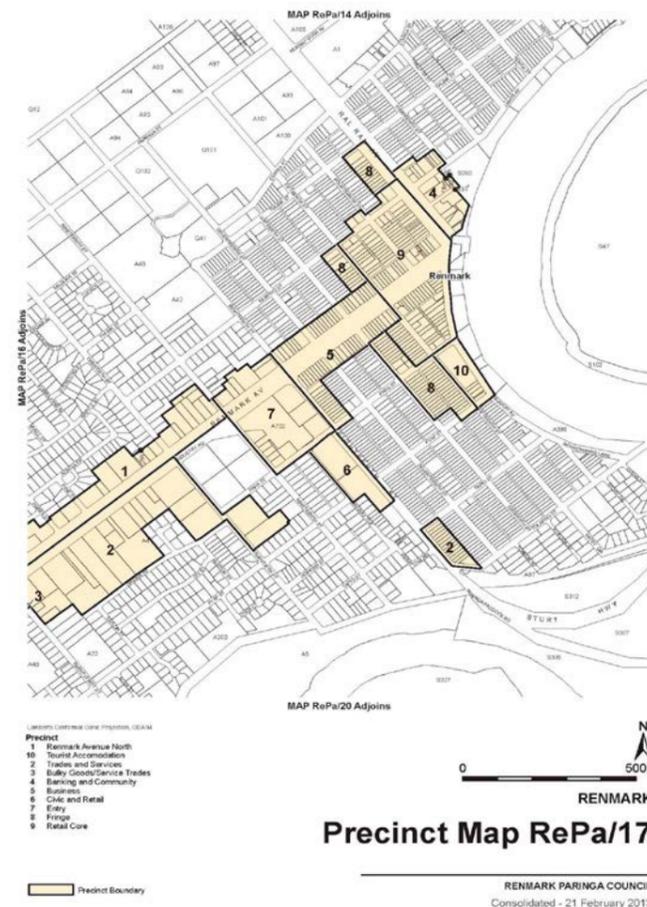
Land within the District Centre Zone is the primary focus of retail, administrative and tourist accommodation activities in Renmark. Development in adjoining fringe areas should provide a suitable transition between these District Centre activities, and residential areas.

Several distinct precincts are identified within the District Centre. They include:

- _ Precinct 4 – Banking and Community, principally for commercial, banking, community and recreational facilities, while maintaining views and public access to the riverfront.
- _ Precinct 5 – Business, principally for offices, consulting rooms, professional suites, restaurants and medium-density housing.
- _ Precinct 6 – Civic and Retail, comprising civic offices and large-scale retail.
- _ Precinct 7 – Entry, comprising highway servicing activity and tourist facilities.
- _ Precinct 8 – Consulting rooms and offices not likely to have an adverse amenity impact on adjoining residential areas. Single-storey built form.
- _ Precinct 9 – Retail Core – High-turnover and specialty shopping, with maximum pedestrian access between primary focal centres on either side of Renmark Avenue.
- _ Precinct 10 – Tourist Accommodation – including restaurants, entertainment facilities and cafés, recognizing the visual significance of views from the River Murray and elsewhere. Land on the river side of Murray Avenue is to be available for public use and enjoyment.

The boundaries of these precincts are shown below. In addition, key objectives have been formulated for specific Policy Areas within the Town Centre:

- _ Policy Area 1 – Department Store, providing for large-scale retail, shopping and associated services.
- _ Policy Area 5 – Medium Density, for a range of medium-density dwellings, including affordable housing, integrated with open space, neighbouring centres or public transport nodes.

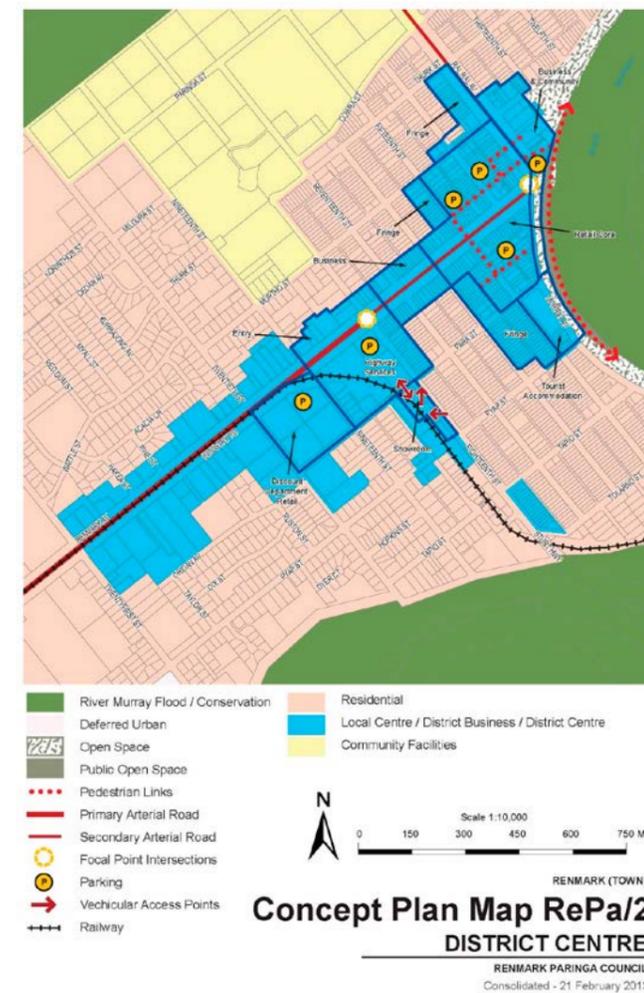


Renmark District Centre Precinct Map
(source – Renmark Paringa Development Plan)

The Development Plan provides that compact and orderly expansion should occur in accordance with Concept Plan Maps RePa/2 and RePa/3.

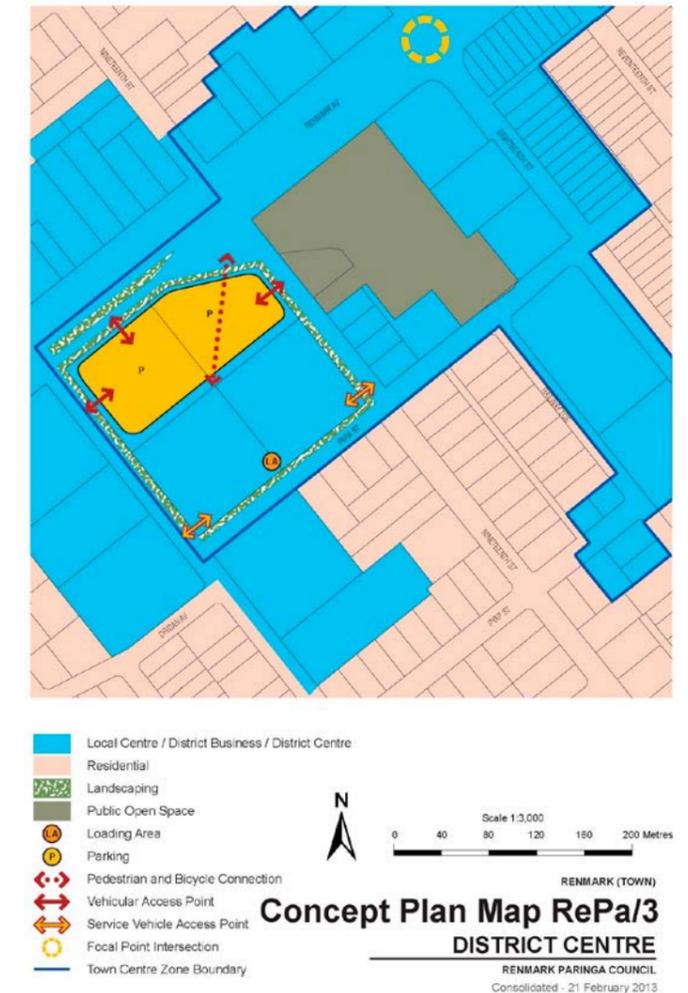
Strategic Directions Report (2013)

The Strategic Directions Report was prepared in response to section 30 of the Development Act 1993 to give a clear indication of the strategic planning issues affecting Council, and how such issues can be addressed through changes to the Development Plan.



Concept Plan Map RePa/2
(source – Renmark Paringa Development Plan)

The Report notes the importance of town approaches and the need to avoid inappropriate development which may give visitors a first, and sometimes a lasting, unfavourable impression of the town. It discusses the potential to introduce a policy overlay, such as a policy area or precinct, to better protect and enhance town approaches. As of February 2016, no new measures of this kind have yet been introduced into the Development Plan.



Concept Plan Map RePa/3
(source – Renmark Paringa Development Plan)

A focus for the investigations was a two-day 'Enquiry by Design' workshop held in Renmark in December 2016. The programme allowed stakeholders, community and the consultant team to engage and collaborate, as well as technical investigations.



4. Investigations + Engagement

Urban design, movement, infrastructure, property + cultural analysis

The team’s approach to technical investigations and engagement was devised to address:

- _ the project’s aim to ‘establish an overarching vision, and a design and development framework, for Renmark’s Town Centre, addressing future challenges and enhancing quality of life and economic prosperity’
- _ the defined UDF themes of
 - _ Business and Economy
 - _ Public Domain, Streets and Open Space – including transport and parking
 - _ Housing Growth and Diversity
 - _ Sense of Place and Identity – including wayfinding and public art
 - _ Urban Design Excellence
 - _ Sustainability
- _ the desire to work collaboratively
- _ Renmark’s regional location (requiring consultant team travel)
- _ a need to work efficiently and within the project budget.

With all of the consultant team in attendance (and having undertaken desktop research prior), the EbD workshop also provided a focus for technical investigations to be progressed.

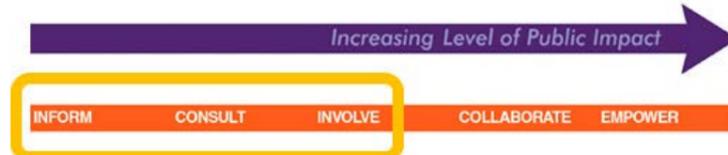
4.1 Engagement framework

An engagement framework was developed early in the project to confirm the approach to engagement for this project, by defining the stakeholders, the principles for engagement, and outlining important engagement steps.

Council’s project management team identified project stakeholders who were both internal (to Renmark Paringa Council) and external, such as local businesses, landowners, representative groups and the wider community. More than 40 stakeholders or stakeholder groups were identified.

Level of engagement

We use the International Association for Public Participation (IAP2) public participation spectrum as a reference as this is considered to be industry ‘best practice’. For the Renmark UDF, based upon the advice received and the type of stakeholders, we aimed to achieve a level of engagement varying between **INFORM**, **CONSULT** and **INVOLVE**.



INFORM – the wider community about the project and the ideas it generates

CONSULT – affected stakeholders and the wider community during the design process, and again when a draft UDF document has been prepared

INVOLVE – stakeholders with a direct or special interest in the Town Centre, through participation in a design workshop process, and through public consultation.

Phase	Task	Activity	Audience
STAGE 1: DISCOVERY	1	Start-Up Meeting + Elected Member Informal Briefing + Walking Tour	Project Manager Council Staff Elected Members
	4	Project Launch Communication	Stakeholder Community
STAGE 2: ‘MAKE MY PLACE’ ENQUIRY BY DESIGN WORKSHOP	5	Enquiry by Design Workshop and Engagement	Project Manager Council Staff Elected Members Stakeholders Community
	6	Presentation of Workshop Outcomes to Traders + Council (Elected Members)	Elected Members
	9	Client Review	Project Manager Council staff
	10	Preparation of Engagement Materials	Elected Members Stakeholders Community
STAGE 3: REPORTING	11	Presentation to Council, Elected Members and Traders	Elected Members Stakeholders
	12	Broader Community Engagement on the Draft Urban Design Framework	Stakeholders Community

Engagement framework highlights

4.2 'Make My Place' Enquiry by Design Workshop

As noted, the focus for investigations and engagement early in the project was an 'Enquiry by Design' workshop held over three days in December 2016. The programme for the workshop allowed opportunities for stakeholders and the wider community to engage with the consultant team, council staff and councillors. It allowed time for site analysis and reviews by the team, and a team workshop to develop initial strategies for the UDF.

**Renmark Town Centre
Urban Design Framework**

Have your say!

We want to hear your ideas!

Whether you're a business operator, landowner or just wish to have a say in your town's future development, we'd love to hear from you!

'Make My Place'
Pop-up Engagement

Saturday 10 December 2016

Parkrun, Renmark Riverfront
8am – 10am.

Renmark By Design, Murray Avenue
10am – 12pm



Day	Time	Agenda	Day	Time	Agenda
	3 - 6pm	Travel to Renmark			
Thursday 8 th December	6.30 - 8pm	Trader Briefing and Visioning Workshop (optional) – Engagement #1 <ul style="list-style-type: none"> _ Elected members invited _ Precedents from elsewhere _ 'SWOT' discussion _ Introduction to EBD workshop Fri/Sat _ Invitation to stay involved _ Building excitement and trust 	Friday 9 th December	3-6pm	Design Session #1 <ul style="list-style-type: none"> _ Development of concepts _ Sketch concepts, cross sections, diagrams, rationale _ Refine into small number of 'big ideas'/strategies _ Simple posters developed _ Debrief
	6.30 - 8pm	Study Area Familiarisation		Evening	Design Session #2 <ul style="list-style-type: none"> _ Design development and refinement
	9 - 9.30am	Briefing and introductions		8am-10am	Pop-up engagement event – Parkrun – Renmark Riverfront, Renmark - Engagement #3 <ul style="list-style-type: none"> _ Display posters _ Sponsor breakfast and coffees _ Placecheck summary _ Feedback on priorities, big ideas and design concepts
Friday 9 th December	9.30 - 12.30pm	Placecheck – Engagement #2 Structured site analysis for understanding, discussing and recording the 'health' of the street/town centre, and identifying priorities to change. Done by street segment. Can be done with stakeholders in small groups. Summary of priorities at end of session. Incorporates: <ul style="list-style-type: none"> _ Built Form Character and Wayfinding Assessment _ Transport, Parking and Pedestrian Assessment _ Property Assessment _ Public Art Assessment 	Saturday 10 th December	10am-12pm	Pop-up engagement event – Murray Avenue – outside a shop? – need passers by - Engagement #4 <ul style="list-style-type: none"> _ Display posters _ Sponsor coffees _ Placecheck summary _ Feedback on priorities, big ideas and design concepts
	12.30 - 1.30pm	Lunch		12 -1pm	Presentation of Workshop Outcomes to Traders + Council (Elected Members) Discussion forum
	1.30 - 3pm	Big Ideas Brainstorm, structured around identified themes <ul style="list-style-type: none"> _ Business and Economy _ Public Domain, Streets and Open Space _ Housing Growth and Diversity _ Sense of Place and Identity _ Urban Design Excellence _ Sustainability Also debrief on consultant desktop research			

RENMARK TOWN CENTRE URBAN DESIGN FRAMEWORK

HAVE YOUR SAY!

What is the Urban Design Framework Project?
The Renmark Paranga Council wants to establish an overarching vision for the Town Centre and to further establish Renmark as a vibrant economic and recreational destination in the Riverland region in South Australia.
The project aims to create a Town Centre environment that is reflective of the community aspirations and is adaptable in meeting current and future needs. Renmark Town Centre will become a more attractive place to live and work that supports local business, economy, socialisation and recreation for people of all ages and abilities.

What are the aspirations?
To support business productivity, innovation and sustainability
Increase and improve where necessary the quality of public space that Renmark now enjoys
Ensure that Renmark grows in a sustainable and positive manner providing a range of housing types
Enhance the experience for visitors and residents while creating a unique public realm
Improve the connectivity of the riverfront to the Town Centre with better integrated linkages and circulation networks for different types of transport
Ensure best practice sustainability in all design outcomes, whether in buildings, open space or other infrastructure
Engage with and incorporate community values into an implementable Plan



December 2016 



EBD Outcomes - Issues, Opportunities, Ideas Workshop (Day 1)

A large group of positive and proactive stakeholders took part in a workshop on Day 1 of the Ebd. In small groups they were asked to:

- _ Discuss the issues facing Renmark Town Centre
- _ Identify opportunities the future presents
- _ Throw in a few ideas
- _ Do this for each of the six themes (Business and Economy, Public Domain etc.) we have been asked to look at;

A snapshot of ideas and suggestions focussed around:

- _ *Need for a 'destination' in Renmark*
- _ *Murray Avenue to become an 'eat street'*
- _ *Be the best-looking river town*
- _ *Improve links and signs to car parks*
- _ *Water play area (promote more family use in the town centre)*
- _ *Incentivise housing diversity*
- _ *Connect to river edge*
- _ *Become a 'scarce shade oasis for travellers'*
- _ *Feature lighting of buildings and public spaces*

EBD Outcomes - Placecheck (Day 2)

The Placecheck focussed on four key locations around the Renmark's main streets and riverfront open space.

A 'Place Check' is a structured method of analysing a street or public place. It uses a series of questions and scores to establish quantitative and qualitative data about: What works well? What doesn't work? And what should change in a Main Street?

It is a kind of 'health check' for a street, allowing the team to investigate and diagnose 'what's wrong' and how to fix it. Solutions suggested through the Placecheck often concern street design, but frequently include management, maintenance, marketing and other non-physical improvements. Placecheck has been tailored by Jensen PLUS to respond to local context, and also to be accessible to the community.

In the case of Renmark, the Placecheck questions addressed indicators and success factors for:

- _ Creating 'places for people' and for doing business
- _ Success factors for access and movement



Street	Place check priorities
Murray Avenue (Para St – Renmark Ave)	<ol style="list-style-type: none"> 1. Move Westpac to vacant shop and re-purpose building 2. Shift use to an 'eat street' 3. Provide more seating with shade 4. Protuberance at Renmark Irrigation Trust (RIT) building 5. More street trees, 6. Connect to river and car parking 7. Mid-block pedestrian crossing near Renmark Club 8. Murray/Renmark/Ral Ral intersection upgrade (for pedestrian and traffic benefits) 9. Light up Murray Ave and significant buildings
Renmark Avenue (Murray Ave – 14th St)	<ol style="list-style-type: none"> 1. Manage tenancy mix/reduce vacancies 2. Rezone for increased residential behind main streets 3. Open views along street to river 4. Replace street trees 5. Murray/Renmark/Ral Ral intersection upgrade (for pedestrian and traffic benefits) 6. Cycle parking 7. Wayfinding signage
Ral Ral Avenue (Renmark Ave – Murtho St)	<ol style="list-style-type: none"> 1. Ensure future retail viability 2. Convert fountain to water play 3. Murray/Renmark/Ral Ral intersection upgrade (for pedestrian and traffic benefits)
Riverfront (open space)	<ol style="list-style-type: none"> 1. Increase shade 2. Bigger destination focus, 3. More play spaces 4. More planting 5. Organize spaces into unified whole 6. Reduce car parking in open space

EBD Outcomes - Pop-up engagement (Day 3)

A Saturday morning pop-up engagement event on Murray Avenue near the riverfront attracted more than 30 local people. A wide range of backgrounds, ages and special interests were evident. The community inputs were wide ranging and creative. Suggestions included:

- _ *Focus on good food including outdoor dining, pop-up dining, Renmark Hotel 'street café'*
- _ *Relocate/improve Visitor Information Centre*
- _ *Fill empty shops – explore incentives that are 'carrots' or 'sticks'*
- _ *Better signage on approaches to Renmark and town centre*
- _ *Reduce Development Plan parking rates to make redevelopment easier*
- _ *More BBQs*
- _ *Family play area along riverfront*
- _ *Open air cinema*
- _ *Better signage to (off-street) car parks*
- _ *Deck over water*
- _ *New housing choices in town centre*
- _ *Establish a Town Centre business group*

EBD Outcomes – Summary

The Enquiry by Design investigations and engagement was very successful and revealed strong consensus around key improvement ideas such as:

- _ **Murray Avenue's transition to an 'eat street'**
- _ **upgrading the riverfront open space with more play, seating and events spaces**
- _ **improve links and signage to car parks**
- _ **more town centre housing and housing diversity**
- _ **greening of streets and spaces, by day...**
- _ **...and feature lighting at night**
- _ **streetscape improvements focussing on people**
- _ **managing tenancy mix and reducing vacancies**
- _ **better signage on approaches to Renmark and the town centre.**

Engagement on Draft Urban Design Framework (2017)

The Draft Urban Design Framework was prepared in early 2017 and released for public consultation on 25th May 2017.

As well as making the Draft UDF available for review and for written submissions, three major engagement activities were arranged by Renmark Paringa Council.

Presentation night – Thursday 1st June 2017

Jensen PLUS formally launched the draft framework to the community and explained the key features of the UDF and the reasons behind the proposals.

This night was attended by more than 40 people that included stakeholders, business owners and landlords from Renmark. During the evening Jensen PLUS discussed the document and the proposed staging and participants were asked to vote for the areas they considered should be implemented first.

Riverfront Engagement – Saturday 3rd June 2017

Staff and Elected Members set up a stall near the finish line of Parkrun and engaged the public. During this well received session, 15 written submissions were provided and all were positive.

Renmark Plaza Engagement – Thursday 15th June 2017

Staff and Elected Members engaged the community at the Renmark Plaza shopping centre and received both written and verbal feedback. The majority of discussion was again very positive.

Civic Centre Display – entire consultation period

The foyer had a display and submission forms to enable community members to comment and be informed.

Discussion Points throughout the Consultation

Important messages (summarised by Renmark Paringa Council) that were highlighted by both Council staff and Elected Members throughout this period included:

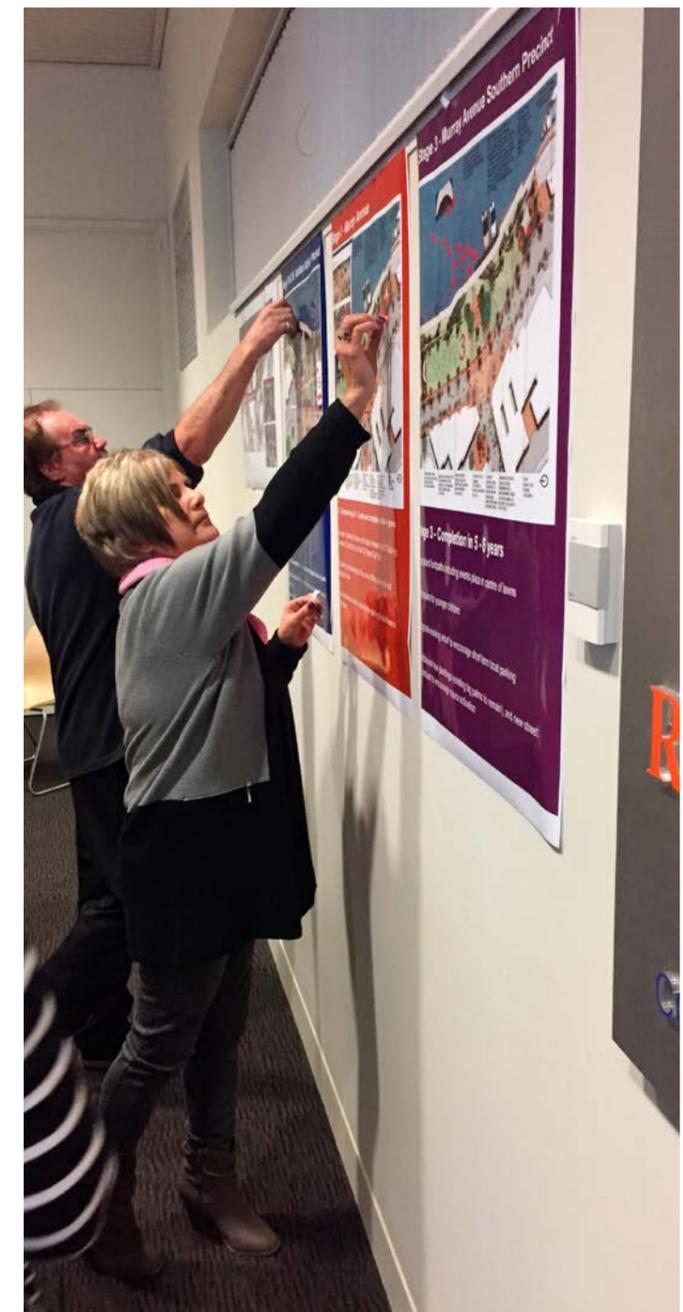
- _ Westpac was not being leveraged out of the building. Council staff advised that they had been in contact with representatives from Westpac to discuss the plan. During the conversation it was agreed that Westpac would indicate in writing the willingness of both parties to work together to ensure Westpac remain in Renmark if that is Westpac's aim.
- _ The impact of the proposed developments will see an increase of approximately 20 carparks.
- _ The UDF document is conceptual and the detail will occur during the development of individual stages.

Preferencing exercises

Results from the preferencing/staging exercise is summarised below:

- _ Stage 1A – Northern Activity Precinct – (71 total votes)
 - _ River deck with furniture – 8 votes
 - _ Water play – 42 votes
 - _ Redesigned gardens – 5 votes
 - _ BBQ shelters and furniture – 16 votes
- _ Stage 1B – Northern Activity Precinct – (42 total votes)
 - _ Redeveloped Westpac building to include Visitor Hub with mixed use business opportunities – 23 votes
 - _ Riverside of building is extended and opened up as a café / restaurant – 19 votes
- _ Stage 2 – Murray Ave – (43 total votes)
 - _ Create a safe crossing and new public space between the RIT Building and Renmark Club that links the 15th Street carpark – 16 votes
 - _ Traffic calming protuberances at the intersection of Murray Ave and Para streets – 12 votes
 - _ Plant shade trees and improve street furniture – 19 votes

- _ Stage 3 – Murray Ave Southern Precinct – (49 total votes)
 - _ Upgraded footpaths including events plaza in centre of lawns – 9 votes
 - _ Playspace for younger children – 19 votes
 - _ Upgrade existing wharf – 2 votes
 - _ Plant shade trees and improve street furniture – 19 votes
- _ Stage 4 – Encourage the upgrade of the existing Renmark Club Carpark into a flexible space – (0 votes)
 - _ Create space flexibility by providing shared space between the Renmark Club and the Westpac Building.
- _ Stage 5 – Ral Ral/Renmark/Murray Ave Intersection – (40 votes)
 - _ Improved road design and feature pavement – 14 votes
 - _ Wider footpaths to enable safer pedestrian movements – 10 votes
 - _ Improved landscaping at the end of Renmark Avenue – 16 votes
- _ Stage 6 – Patey Drive Precinct – (48 votes)
 - _ Rationalise parking bays, asphalt and line-marking including a raised pedestrian crossing. Install new interpretive signage to waterfront, Lions Park and existing boardwalk – 19 votes
 - _ Install riverfront shelter, barbeque and picnic sets to community use area and beside Astons Creek – 11 votes
 - _ Create waterfront sandy beaches and install new toilet to Lions Park including path – 15 votes
 - _ Upgrade Lions Park playground with play items, softfall, paths, seating and fencing – 3 votes



Engagement on the 1st June 2017 included a preferencing exercise where stakeholders could indicate which stages of the UDF they thought should be prioritised.

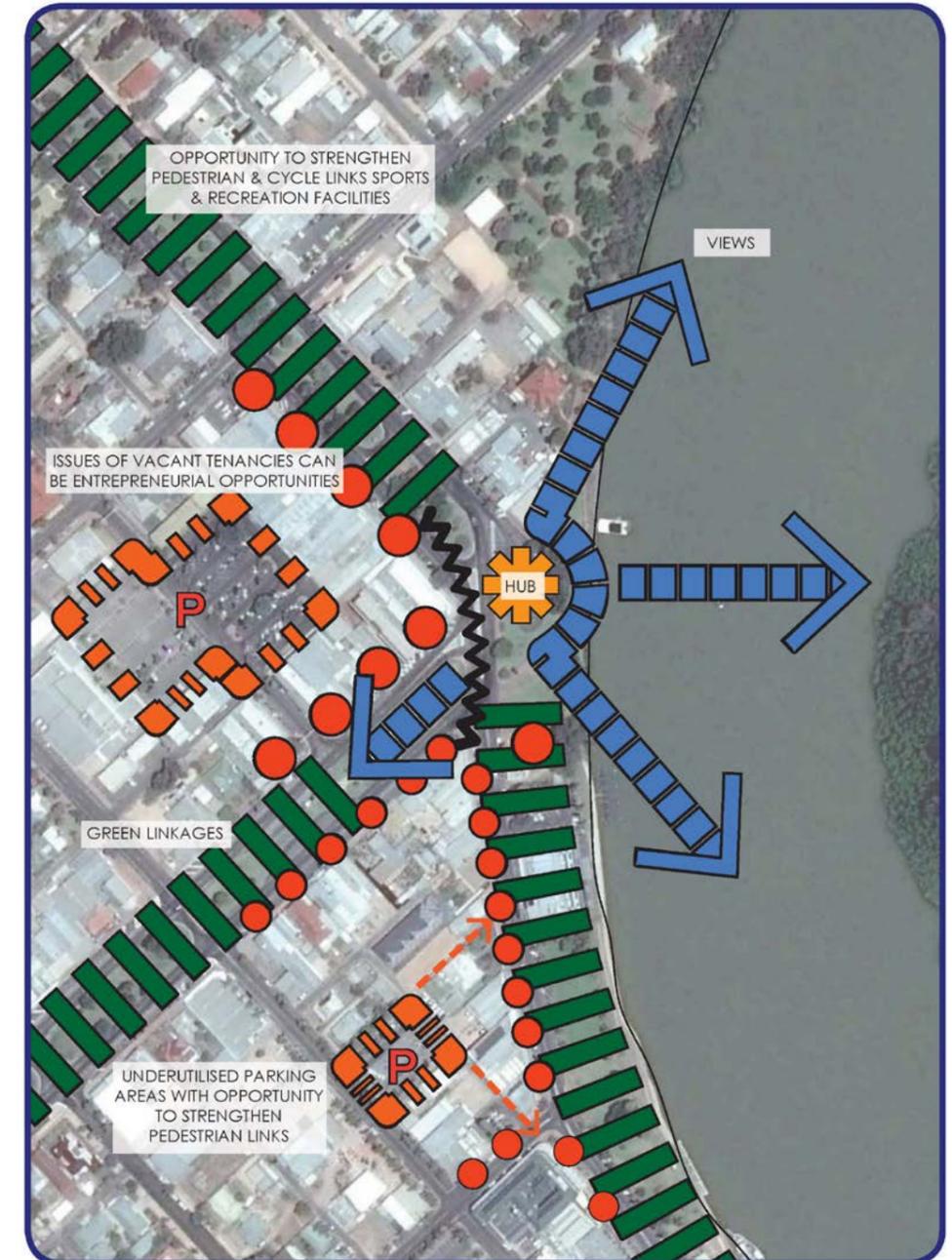


4.3 Urban context analysis

Prior to the Enquiry by Design workshop and on-site investigations, a desktop review of the urban context to Renmark's town centre was undertaken. This review identified high level issues and opportunities which were further investigated during the workshop.

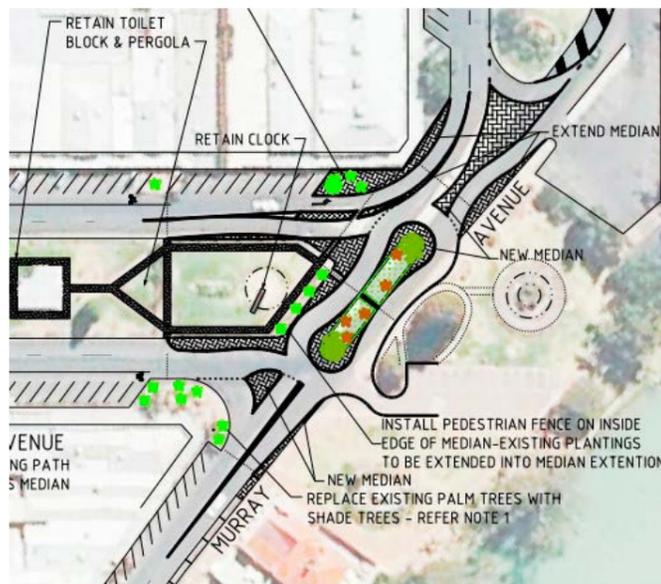
Key issues and opportunities identified included:

- _ Heavy vehicle routes through the town centre including Renmark Avenue – Ral Ral Avenue
- _ Darnley Taylor Park - improvement opportunities including expanded play spaces for children and young people are envisaged as part of a masterplanning process
- _ Strong riverfront pedestrian/cyclist routes from Jane Eliza Estate in the north, through the town centre to the Big 4 Renmark Riverfront Holiday Park in the south (and beyond to Paringa)
- _ Opportunities for residential infill and redevelopment of older housing near the town centre
- _ Relatively small town but with two retail centres some distance apart
- _ Small business start-up and entrepreneurial activity evident, but not always in the town centre
- _ High quality main streets and green spaces
- _ Some vacant shops
- _ Established network of large off-street car parks to supplement on-street parking
- _ Opportunity for major activity hub near town wharf



Carparks, viewing and green linkages analysis

4.4 Movement + Parking Investigations



Renmark Avenue / Ral Ral Avenue / Murray Avenue Intersection

This intersection is one of the key landmarks within town, being at the end of Renmark Avenue and first opportunity for visitors to 'arrive' at the River and town centre. However, the layout of the intersection is confusing and the roads are very hard to cross for pedestrians. Renmark Avenue and Ral Ral Avenue are both arterial roads under the control of DPTI. Both roads form part of a gazetted B-Double route.

Council has previously investigated alternative layouts for Renmark Avenue and the Ral Ral Avenue intersection (reference Tonkin Consulting Report July 2010). The preferred option was the development of a unique 'Dog Bone' roundabout, as shown above.

However, since that time there have been two important developments:

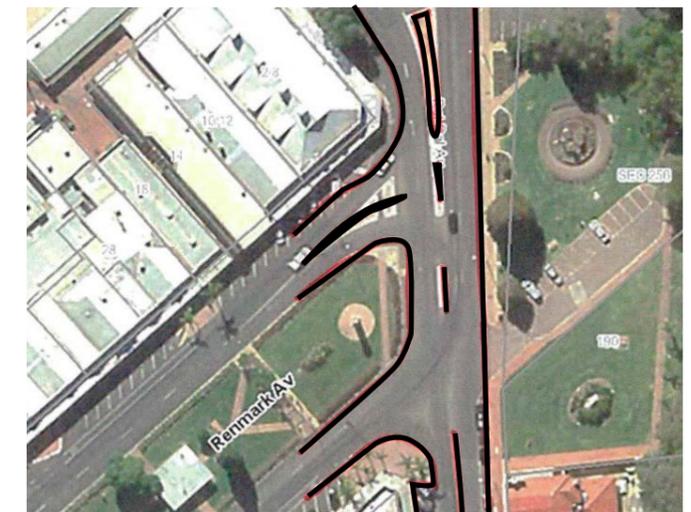
- Firstly, the development of this Urban Design Framework has enabled consideration to be given to the water feature and parks between the junction and River.
- Second, Council is upgrading Government Road between Ral Ral Avenue and Renmark Avenue (on the outskirts of town) suitable for B-Double access. This should reduce the number of heavy vehicles using the junction and could potentially enable the B-Double route to be removed from the town centre.

Further consideration should be given to three alternative design options for the intersection taking into account the need to improve pedestrian safety and connectivity between the main street and riverfront environments. Alternative design options should be developed in harmony with the urban design outcomes rather than as a stand-alone traffic management solution. (See Key Move 2 in Chapter 5 for further discussion on the preferred intersection concept.)



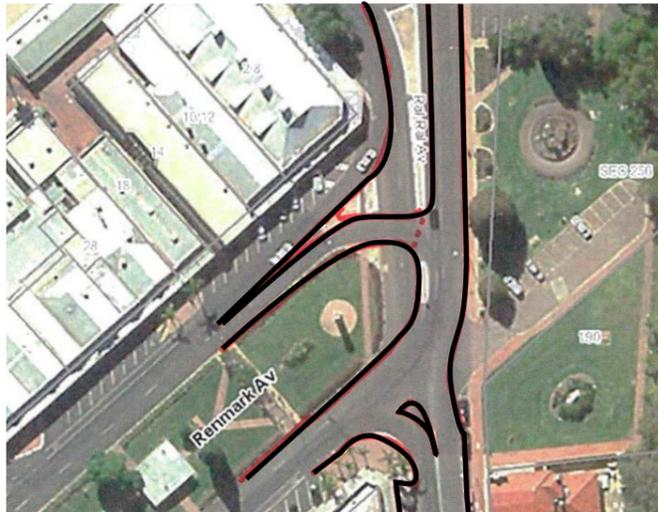
Option 1 - Modified 'Dog Bone' roundabout

- This option was previously identified as a preferred solution.
- However, it does not improve the pedestrian connection between the main street and riverfront.
- This would be a unique and innovative solution which could also be very costly.
- Slow speeds through the intersection could be achieved through the design of the roundabout and pavement treatments.
- All movements are retained.
- There would be a substantial impact on services on the eastern side of Ral Ral Avenue (adjacent the reserve).



Option 2 - Junction narrowing – retain all movements

- This option would retain the existing T-junction configuration.
- All approaches would be narrowed to one lane in each direction (noting that there are currently two lanes for each direction between Murray Avenue and Ral Ral Avenue).
- There would be minimal impact on services, and costs are likely to be relatively low.
- Footpaths would be widened, making pedestrian movement quicker and easier. Slow speeds through the intersection could be achieved through an integrated design and alternative pavement treatments.
- All movements are retained.



Option 3 - Junction narrowing – No Right Turn from Murray Avenue to Ral Ral Avenue

- _ This option would retain the existing T-junction configuration.
- _ A free-flow left turn is created from Renmark Avenue in to Ral Ral Avenue.
- _ All approaches would be narrowed to one lane in each direction (noting that there are currently two lanes for each direction between Murray Avenue and Ral Ral Avenue).
- _ There would be minimal impact on services.
- _ Footpaths would be widened and there would be an extension of the median in Renmark Avenue.
- _ Slow speeds through the intersection could be achieved through an integrated design and alternative pavement treatments.
- _ While this option maximises the space for footpaths and reserves, it removes the traffic movement from Murray Avenue directly across to Ral Ral Avenue.
- _ Drivers in Murray Avenue who want to travel north into Ral Ral Avenue would need to either turn left into Renmark Avenue and ‘U-turn’ at 15th Street, or use Para Street or Pyap Street to Renmark Avenue/15th Street. Further traffic counts are needed to assess the implications of this option.

B-Double routes

Important to the ultimate design of the intersection and amenity of the main street is the removal of large trucks from Renmark Avenue and Ral Ral Avenue particularly B-Doubles. This will in part be alleviated with the proposed upgrade of Government Road (currently being investigated by Council as a separate project). Subject to the timing of this work, further consideration should be given to the need for the existing B-Double route.

Murray Avenue

Murray Avenue is a ‘destination street’ providing direct access to the riverfront, cafes, Hotel, Renmark Club, and Visitor Information Centre. Angle parking is a predominant feature along the road, and parks are often at capacity. Typical traffic volumes (between Renmark Avenue and Para Street are around 3,900 vehicles per day). We do not believe a wholesale revamp of the road or introduction of a one-way street is necessary. A one-way street would displace around 2,000 vpd into other side roads such as 15th Street, and put additional pressure on the Renmark Avenue / 15th Street intersection.

The angle parking does however make it difficult for pedestrians to cross the road, and the introduction of traffic management treatments to reduce speeds, enhance the streetscape, and make it easier and safer to cross the road are recommended.

Walking and cycling

Footpaths throughout the town centre are generally in good condition and often wide enough to accommodate outdoor dining and disabled access. There were no obvious significant limitations or constraints in the existing footpath network. There is an opportunity to enhance the Riverfront path as a high quality shared pedestrian and cycling path for recreational use. This would include widening and straightening in some locations, and improved connectivity with the Caravan Park, house boat mooring areas, new residential areas around Jane Eliza, and other tourist facilities.

There are limited bike facilities on or off road for cyclists. On road bike lanes are limited to Renmark Avenue between Ral Ral Avenue and 18th Street. Traffic volumes

throughout the rest of Renmark do not probably warrant the provision of formal on road bike lanes.

The road network is reasonably conducive for cycling. There is an opportunity to develop and enhance an integrated cycle network particularly to support recreational needs along the riverfront and connecting key facilities including the Caravan Park. Council’s *Strategic Tracks and Trails Plan (2014)* proposes a series of interconnected trails to access attractions throughout the district. Some of these start and finish at Renmark town centre and provide further opportunities to connect to key facilities in the main street precincts.

Parking Availability

At face value there appears to be plenty of parking within the town centre including angle parking in many streets and several off street parking areas. We note however that the currently low tenancy rates throughout the centre means that the parking demands are also reduced.

Council own an off street car park between 15th Street and Murray Avenue which provides parking for visitors and businesses in the precinct. A short but poorly defined path connects this park to Murray Avenue. Council also owns another parcel of land in 16th Street which could in time be developed as supplementary car parking for up to 20 vehicles if needed. In addition, land off Rowing Club Lane can accommodate an additional 32 vehicles. Together, these 52 additional vehicles spaces can more than offset the loss of 36 spaces in the proposed water play area.

Parking for longer vehicles (e.g. caravans and motor homes) appears limited or at least poorly defined, except for the new short-term parking next to the Renmark Avenue public toilets, which offer excellent access for visitors.

Further opportunities exist to better use the Council off street car park in 15th Street with the provision of shade and space for longer vehicles, and to secure and develop a path connection between the park and Murray Avenue.

Subject to ongoing demands, the car park land in 16th Street could also be developed with appropriate footpaths and connections to Renmark Avenue and

Murray Avenue. Overall a consistent approach to the availability of off street parking areas is recommended.

Parking Rates – Development Plan

Council’s Development Plan provides that new developments should provide adequate off street parking based on various nominated rates as detailed in Table RePa/3 – Off Street Parking Requirements.

Other key principles included within the Development Plan include:

- _ safe and convenient pedestrian linkages
- _ shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
- _ landscaping that will shade and enhance the appearance of the vehicle parking areas.
- _ Signage indicating the location and availability of vehicle parking spaces
- _ Appropriate lighting and safety.

The various parking rates nominated in the Development Plan are reasonably consistent with many Council parking rates. However, they do not provide discounts for shared use parking arrangements and are generally conservative in nature (i.e. require a higher number of parks based on peak demands).

The Local Government Association of South Australia commissioned a report into parking rates for urban developments in March 2013. The report recommends new parking rates for different types of development, and promotes the use of discount rates where alternative transport modes (e.g. bus, tram, rail, cycling) are available. While this may not be as relevant in Renmark, the guidelines also provide for discounting on shared use car parks where the peak demands from the various developments do not overlap.

The table overleaf provides some examples of Council requirements compared with LGASA Guideline (pre discounting).

Recommendation

Council could review the parking rates in the Development Plan in accordance with the revised rates published by the Local Government Association. Embracing the concept of shared parking where appropriate will also provide flexibility for developers and reduce the overall parking requirements within the town centre.

Car Parking Contributions Fund

Council has a Car Parking Contributions Fund to allow developers to pay a contribution to off-site car parking in lieu of providing on-site car parking. The fund option allows flexibility in town centre development including the redevelopment of existing buildings and sites where 'greenfield' car parking rates cannot feasibly be accommodated.

Objectives of the Fund and its management include:

- _ Optimal management of on-street car parking
- _ Encouragement of integration and shared use of rear yards and/or upgrading and formalisation of spaces to increase car parking provision and/or improve utilisation efficiency

- _ Purchase of land to develop public car parks when suitable sites become available in retail precincts
- _ Facilitation of bicycle use
- _ Local community bus to service key locations.

Fund monies shall be primarily used for the purchase of land or interests in land and for the creation, development or improvement of parking facilities within the relevant Designated Area.

The rate of contribution is \$400 per car park space shortfall, which is inexpensive compared with some other Councils. Council has also adopted a fairly flexible approach to the payment of the shortfall and developers can arrange to pay the shortfall over time.

The Fund has not been extensively or actively used to date and so more time is needed to fully understand its benefits or identify improvements. A reasonable question to ask however is whether \$400 per car park (and with low rates of development) will enable Council to implement much from the fund over time. Some other Councils with lower contribution rates often choose not to apply the rate on the basis that it won't actually help pay for much.

Parking funds are somewhat vexed. Charging an appropriate rate to cover the shortfall often stifles development. Conversely, not charging the shortfall levy means that Council is willing to accept ALL parking obligations from future development.

As a matter of principle we tend to support retention of car park funds. Developers need to recognise the impact of their developments on infrastructure. A balance needs to be struck between recognising this contribution and not having the rate so large that it is a barrier to development.

	Council	LGASA
Hotels	1 per 2 sqm for bar areas PLUS 1 per 10 sqm for lounge and beer gardens. Or 1 per 3 guest rooms. Whichever is the greater	0.55 parks per patron
Licensed Premise/Night Club	1 per 3 sqm of GLFA	Assess on needs basis
Restaurant	1 per 10 sqm GLFA	0.4 per seat

LGASA Guidelines provide for the following examples of some 'discount factors':

- 25% reduction where the development has a shared parking area used by three or more land uses with differing peak times
- 10% reduction where the development has a shared parking area used by two land uses with differing peak times
- 5-10% discounts where the development is within 200-400m walking distance to a public car park



-  Existing off-street car parks
-  Potential new off-street car parks (52 spaces)
-  Car parks lost areas (36 spaces)

4.5 Infrastructure Investigations

Community Wastewater Management Scheme (CWMS)

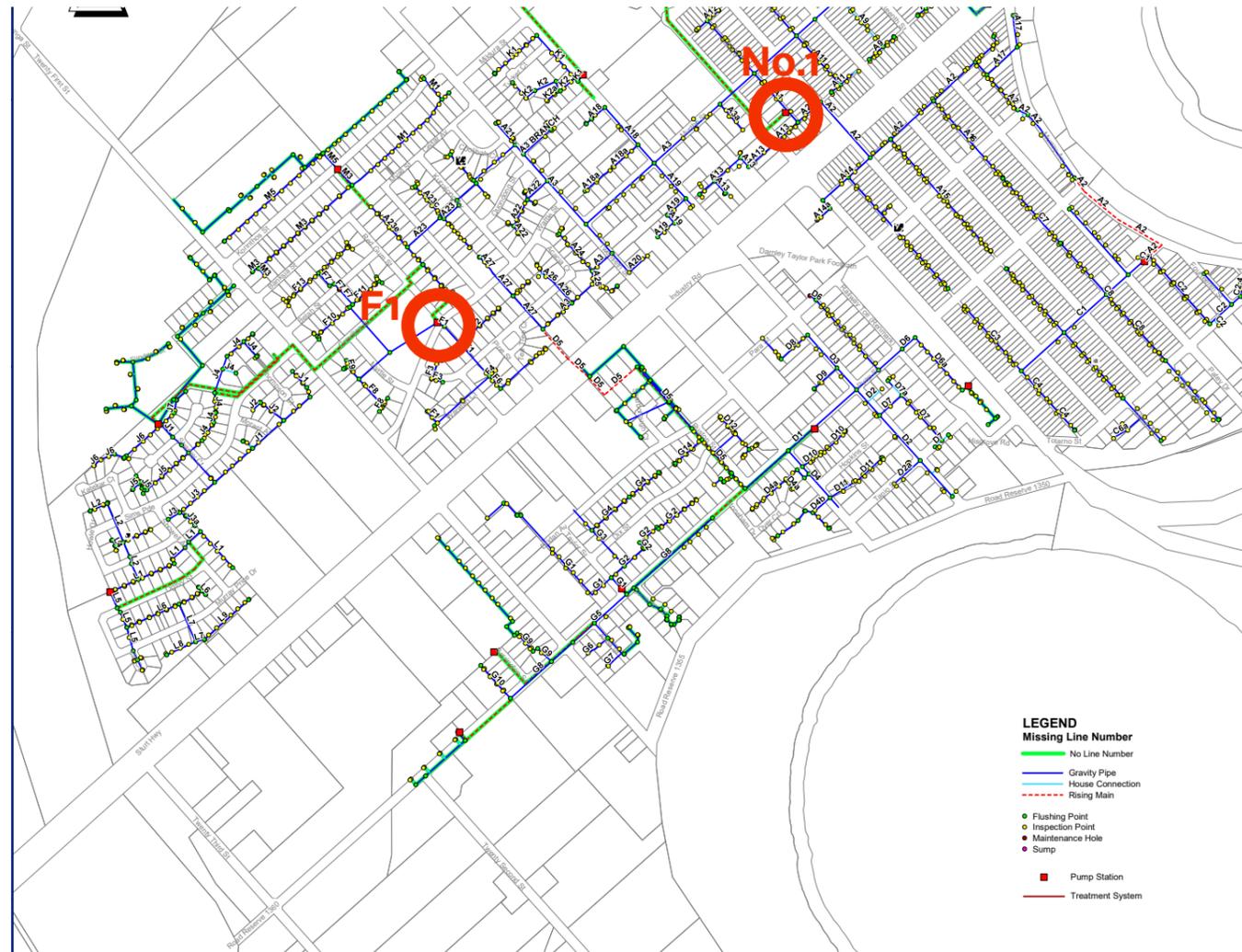
Sewerage within the Remark Town Centre is managed through a Community Wastewater Management Scheme (CWMS). Discussions with Council suggest the scheme (pipes and pumps) within the town centre are aging and would probably be some of the first to be built. The system is currently operating adequately although has limited capacity for significant growth within the Centre.

One of the key limitations of the system is the capacity of the pump stations, notably Number 1 pump station on 18th Street. This pump is currently operating near capacity.

Council are currently upgrading another pump station in Wattle Street (F1) which will include a new main line to the wastewater treatment plant. The intent of this upgrade is to take some load off the Number 1 pump station in 18th Street.

The last formal assessment of the CWMS was undertaken by United Utilities in 2007. This report should be updated to provide an accurate indication of the capacity of the system within the urban centre and opportunity for infill growth.

With the upgrade of the Wattle Street pump station, Council believes there is some capacity within the town centre for modest growth. However, any significant infill development will require a more detailed assessment of the capacity of the system.



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Scale: 1:65,000

MAP DETAILS

Projection : Transverse Mercator, GDA 94	Pipe Data : Tonkin Consulting
MGA, Zone 54	Point Data : Tonkin Consulting
Elevation : Australian Height Datum (metres)	Job Number : 2006 0755
Cadastre : PBBI Australia	Filename : CWMS_RemarkNorth.wor
	Drawn : Simon Callaghan
	Date : 16/06/2009

Power and water

From the team's knowledge there should not be any major constraints with power and water service providers in the context of modest/incremental growth within the town centre, particularly redevelopment of existing sites.

If significant development or a change in land use to more intensive use is proposed, we would recommend a high-level capacity assessment be undertaken at that time.

These detailed investigations are often undertaken as part of DAs as part of infrastructure investigations undertaken by the developer, and would include potable water (SA Water), power (SAPN), wastewater (Council), communications (Telstra / NBN), stormwater and flooding (Council).

4.6 Wayfinding and lighting investigations

Walking through Renmark, it is evident that there is no clear identify of the 'town centre'. A simple and consistent strategy for wayfinding signage could provide local residents and visitors a clear sense of direction.

Guiding principles for wayfinding:

- _ Discreet and secondary signage
- _ Carefully positioned at key destinations i.e. shopping centres, major car parking zones and points of interest
- _ Complementary to the user; ensure the graphic and text is legible and informative
- _ Visible and iconic; the signage provides distinct markers in the public realm
- _ Consistent; the wayfinding signage is part of a broader suite of signage designs and complements the existing Renmark 'brand'.



Entry sign into Renamrk Town Centre



Renmark Town Signage (A1 entry from Paringa/Mildura)



Renmark Town Signage (A1 entry from Paringa/Mildura)

Existing Township Elements



The above diagram identifies main roads into Renmark, key destinations and connections.

The town centre is located 'off the main road' and lacks clear signage.

The riverfront is detached from the Sturt Highway; there are opportunities for upgrading the connecting roads to provide a legible connection for cyclists and pedestrians.

Existing Key Destinations



This diagram illustrate some of the key destinations in Renmark. Including school/sports facilities, green open spaces and waterfront elements.

4.7 Property investigations

Town centre property

Shopping in Renmark is focussed around the town centre main streets of Renmark Avenue, Murray Avenue and Ral Ral Avenue on the one hand, and the edge-of-centre Renmark Square shopping centre on the other.

Main street retail property ownership is consolidated in a small number of (mostly local) ownerships, with one owner reportedly owning more than 60 of the approximately 80 shops in the town centre. A number of retail vacancies including the prominent 'Target' building are evident. An IGA Supermarket on Ral Ral Avenue is an anchor for the town centre. Behind this on Fourteenth Street, Woolworths' former supermarket building lies empty.

The ~12,000m² Renmark Square shopping centre about 1km from the main streets was developed in 2007 and is anchored by a Woolworth supermarket and Big W Discount Department Store. A number of vacancies are also reported.

Other commercial and business properties are concentrated along the main road into town - Renmark Avenue - and to a lesser extent Ral Ral Avenue.

Recent property sales history for residential and non-residential

In the 18 months since mid-2015 there have been six commercial sales in Renmark itself (as opposed to 'Renmark and suburbs'). Three of these were at prices of either \$160,000 or \$170,000. Two others were at prices in the range \$750,000 to \$900,000. A service station also sold for \$1.6m. There were no sales recorded in the first half of 2015.

There were six sales in 2014, with a similar pricing profile to the 2015/16 sales, including another service station transaction, at a price of \$1.35m.

Although the detail of individual sales has not been investigated, this recent history suggests a market operating at a low level of activity and, in all probability, generating little new economic activity.

On the residential side, there has been much more activity, with 60 or so residential sales and 20 or so vacant land sales in Renmark itself in the past 12 months.

For houses, sale prices ranged from \$70,000 to \$525,000, with mean and median prices of \$204,000 and \$180,000 respectively. Average building area for these sales was 130 sqm, giving a mean rate per sqm of \$1,550. The average age of the properties sold is reportedly 48 years.

For vacant land, sale prices ranged from \$65,000 to \$300,000, with mean and median prices of \$116,000 and \$85,000 respectively. Average lot size for these sales was 1,036 sqm.



Prominent vacancy on the corner of Renmark and Ral Ral Avenues



Renmark Square shopping centre enjoys a strategic location on the main road into town. The centre is anchored by a supermarket and discount department store. Boom from the town centre proper, Renmark Square functions as a stand-alone centre with little if any complimentary benefits to other retail businesses in Renmark.

‘Revive

Make Renmark the place to relax and enjoy the Riverland lifestyle, bringing life and activity to the town centre, and reviving its economy through a series of transformative projects.’

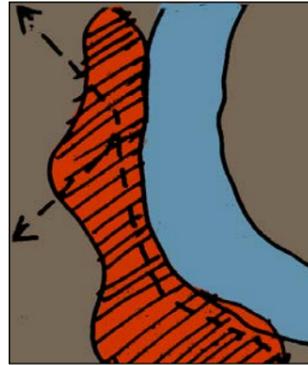


5. Urban Design Framework

The Renmark Urban Design Framework proposes a vision along with 7 Key Moves to achieve the vision and to trigger longer term changes.

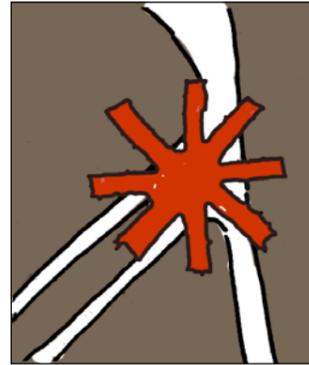
Vision:

*Revive...
Make Renmark the place to relax and enjoy the Riverland lifestyle, bringing life and activity to the town centre, and reviving its economy through a series of transformative projects.*



**Key Move_1.
Renmark Riverfront Masterplan**

Prepare and implement a Renmark Riverfront Masterplan to activate the water's edge and surrounding precinct.



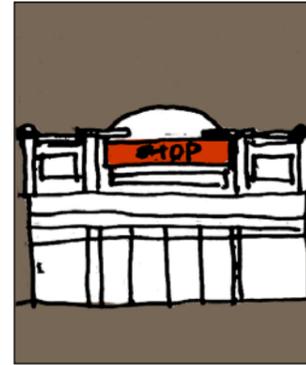
**Key Move_2.
Improve Renmark/Ral Ral/ Murray Avenues Intersection**

Modify the major intersection at Renmark/Ral Ral/ Murray Avenues with a special focus on improving pedestrian and cyclist movements. To be done in parallel to the reduction of B-double traffic through this intersection.



**Key Move_3.
Wayfinding Strategies**

Better wayfinding infrastructure to help visitors arriving in Renmark, to improve access to off-street car parking, and to make it easier and more enjoyable to walk around Renmark including storytelling about Renmark's past, present and future



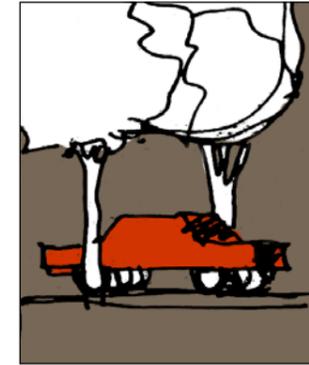
**Key Move_4.
Curate Town Centre Retail and Visitor Services**

Work with businesses and landowners to reduce vacancies and ensure a mix of attractive and successful shops and businesses.



Key Move_5. At the edge_ an activating public art strategy

Building upon a public art theme of 'At The Edge', introduce public art elements to support visitation, events and tourism marketing.



**Key Move_6.
Improve Important Streetscapes + Public Places**

Streetscape improvements to important town centre streets and arrival streets like Renmark Avenue and Murray Avenue with new street trees and other features., and upgrades to strategic open spaces like Darnley Taylor Park.



Key Move_7. Land Use Flexibility

Encourage more housing and mixed use development in the town centre through zoning changes and other measures.

Key Move 1_Renmark Riverfront Masterplan

Prepare and implement a Renmark Riverfront Masterplan to activate the water's edge and surrounding precinct

Renmark's riverfront open space is the town centre's greatest asset. Unlike many other river towns, where river and town are separated by some distance and elevation, the river is right on the doorstep of Renmark's commercial and civic heart.

Renmark's riverfront is already well used for recreation and events. The riverfront has an attractive setting with outstanding views along and across the river. It offers respite and breezes on a hot day. It is quiet despite its town centre proximity. It is well maintained and well loved.

Untapped potential

But today's riverfront only hints at its potential. A number of weaknesses in the design and use of the open space can be identified, for example:

- _ car parks inside the open space reduce the usable area for recreation and events
- _ lack of shade
- _ landscaping needs refreshing
- _ indirect footpaths and lack of wider shared paths for the many cyclists who pass through
- _ lack of a major focal point for visitors
- _ no children's play areas centrally
- _ shelters are small and old
- _ seats, BBQs, furniture and facilities are out-of-date and inconsistently provided
- _ plaques and old interpretive signage contribute to visual clutter
- _ the Visitor Information Centre and P.S. Industry are behind high fences, which is not welcoming or attractive.

In short, the riverfront today comes across as old fashioned and in need of refreshment and renewal.

New ideas

As outlined in chapter 2, many towns and communities are revitalising their riverfront and waterfront areas as major recreational and visitor attractions. The most successful of these spaces use landscape design, innovative buildings structures and public art to draw residents and visitors.

Designs can include large shelters and structures as focal points and for shade, large and sophisticated children's play spaces, water play features, and cafés or restaurants. Modern landscaping with welcoming seating and gathering areas encourages people to stay and enjoy, rather than just pass through.

While the spaces themselves are a key attraction, they also serve as the backdrop for community events, festivals and gatherings. Modern events infrastructure such as stages or stage sites with power and water supplied will allow the riverfront to meet its potential as the centre of Renmark's civic life.

The Renmark Riverfront Masterplan would preserve those things that residents and visitors love about the riverfront, while providing new opportunities for a range of activities that will engage people across all age groups. Instead of turning up, looking and going away, residents and visitors will be encouraged to stay and make the most of a built space that frames and complements the natural and scenic values of the river.

Objectives of the masterplan

- _ Creating a high quality regional destination to draw residents and visitors.
- _ Further enhance the riverfront as an events space.
- _ Improve visitor facilities with a new Visitor Information Centre closer to the heart of the town.
- _ Support the transition of Murray Avenue into an 'eat street' with increased day and night activity.
- _ Feature lighting of Renmark's art deco and heritage buildings, and the riverfront open space, to further enhance the distinctiveness of the riverfront.
- _ Water play elements as part of an enhanced children's play, BBQ and family recreation offering to make the riverfront the go-to open space for local people and visitors.

The Renmark Riverfront Masterplan will require more detailed investigations, designs and consultation to development a thoughtful and robust proposition. Such work is beyond the scope of the this UDF. However, a series of concepts has been prepared to illustrate the types of open spaces, built elements and design outcomes we think are possible.

Renmark Riverfront_Concepts (Overall)



UPGRADED INTERSECTION WITH EASIER AND SAFER MOVEMENTS FOR PEDESTRIANS AND VEHICLES.

FLEXIBLE USE SPACE BETWEEN RENMARK CLUB AND VISITOR HUB – SHARED SPACE DESIGN SUITABLE FOR USE AS EVENTS (E.G. WEEKEND) OR CAR PARKING/LOADING (MID-WEEK).

MURRAY AVENUE IMPROVEMENTS TO SUPPORT 'EAT STREET' THEME INCLUDING INCREASED EVENING ACTIVITY. SMALL PUBLIC SPACE AND PEDESTRIAN CROSSING PLATFORM AT RIT BUILDING TO SHOWCASE HERITAGE AND PROVIDE FOCAL POINT FOR VISITORS.

IMPROVED STREET CROSSING AND GREENING ALL ALONG MURRAY AVENUE.

TOURISM BUSINESS OPPORTUNITIES AND REUSE FOR EXISTING VISITOR INFORMATION CENTRE BUILDING.

RENMARK CLUB

RENMARK HOTEL

R A L R A L A V E N U E

RENMARK AVENUE

M U R R A Y

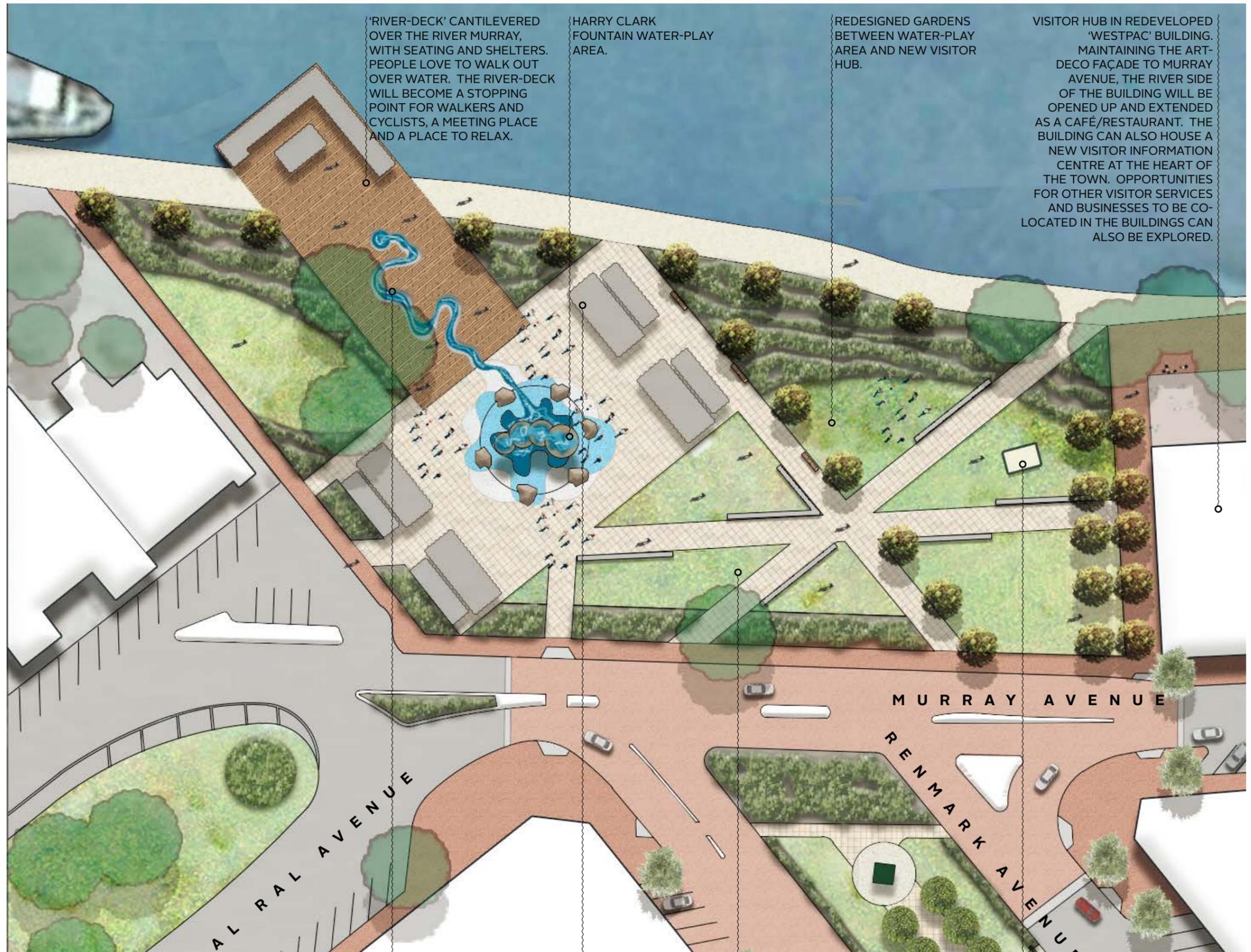
MAJOR GATHERING SPACE WITH CHILDREN'S WATER PLAY AND 'RIVER-DECK'. A PLACE TO ENJOY THE AFTERNOON SUNSHINE OR BREEZES, TO MEET FRIENDS FOR A PICNIC OR COFFEE, OR ENJOY THE PANORAMIC VIEW OVER THE RIVER MURRAY.

VISITOR HUB IN REDEVELOPED 'WESTPAC' BUILDING. MAINTAINING THE ART-DECO FAÇADE TO MURRAY AVENUE, THE RIVER SIDE OF THE BUILDING WILL BE OPENED UP AND EXTENDED AS A CAFÉ/RESTAURANT. THE BUILDING CAN ALSO HOUSE A NEW VISITOR INFORMATION CENTRE AT THE HEART OF THE TOWN. OPPORTUNITIES FOR OTHER VISITOR SERVICES AND BUSINESSES TO BE CO-LOCATED IN THE BUILDINGS CAN ALSO BE EXPLORED.

MAJOR EVENTS SPACE. TWO GRASSED EVENTS SPACES WITH EVENTS AND RECREATION INFRASTRUCTURE.



Renmark Riverfront_Concepts (northern activity precinct)



'RIVER-DECK' CANTILEVERED OVER THE RIVER MURRAY, WITH SEATING AND SHELTERS. PEOPLE LOVE TO WALK OUT OVER WATER. THE RIVER-DECK WILL BECOME A STOPPING POINT FOR WALKERS AND CYCLISTS, A MEETING PLACE AND A PLACE TO RELAX.

HARRY CLARK FOUNTAIN WATER-PLAY AREA.

REDESIGNED GARDENS BETWEEN WATER-PLAY AREA AND NEW VISITOR HUB.

VISITOR HUB IN REDEVELOPED 'WESTPAC' BUILDING. MAINTAINING THE ART-DECO FAÇADE TO MURRAY AVENUE, THE RIVER SIDE OF THE BUILDING WILL BE OPENED UP AND EXTENDED AS A CAFÉ/RESTAURANT. THE BUILDING CAN ALSO HOUSE A NEW VISITOR INFORMATION CENTRE AT THE HEART OF THE TOWN. OPPORTUNITIES FOR OTHER VISITOR SERVICES AND BUSINESSES TO BE CO-LOCATED IN THE BUILDINGS CAN ALSO BE EXPLORED.

'RIVER MURRAY IN MINIATURE' LINKING THE WATER-PLAY AREA TO THE RIVER'S EDGE.

SHELTERS WITH BBQS AND PICNIC SEATING.

LAWNS AND PLAY AREAS SEPARATED FROM MURRAY AVENUE BY GARDEN BEDS FOR SAFETY

LION STATUE



Renmark Riverfront_Concepts (water play)



Reviving Renmark's iconic Harry Clark Fountain into a modern water play area will create a major drawcard for Renmark. The riverfront setting and ability to interact with water will attract families and all ages to come into the heart of the town to relax, to meet and to enjoy being in Renmark. Seating areas, shelters and BBQs surrounding the water play provide amenity to visitors. As a free attraction, the space will be accessible to all members of the community.



Renmark Riverfront_Concepts (southern / event's precinct + Murray Avenue)



UPGRADED FOOTPATHS, SEATING, SIGNAGE AND FURNITURE FOR IMPROVED DAY-TO-DAY RECREATION USE OF THE SPACE.

EXPANDED WHARF AREA FOR SHORT-TERM BOAT PARKING. ENCOURAGE RIVER TRAFFIC AND HOUSEBOAT TOURISTS TO STOP IN RENMARK FOR LUNCH, TO VISIT ATTRACTIONS AND SPEND MONEY AT BUSINESSES. INCORPORATE MORE ACCESSIBLE WHARF DESIGN TO ALLOW FOR ALL-ABILITIES BOAT ACCESS AND RECREATION E.G. FISHING.

STREET TREE PLANTING ON FOOTPATHS AND IN ROADWAY ALONG MURRAY AVENUE TO GREEN AND SHADE THE STREET.

(EXISTING VISITOR INFORMATION CENTRE AND PS INDUSTRY)

NEW PUBLIC SPACE IN FRONT OF RENMARK IRRIGATION TRUST BUILDING AND WIDE CROSSING PLATEAU BETWEEN FIFTEENTH STREET CAR PARK AND RIVERFRONT

TEMPORARY STAGE LOCATION, FOR EVENTS, CONCERTS AND OUTDOOR CINEMA

BARGE (BY OTHERS) FOR TEMPORARY USE FOR EVENTS E.G. FIREWORKS OR FLOATING MUSIC FESTIVAL!

MAJOR EVENTS SPACE EDGED BY NEW TREE PLANTING AND UPGRADED FOOTPATHS

EVENTS PLAZA LINKING FOOTPATHS, SPACES AND RIVER ACCESS

FEATURE INTERSECTION TREATMENT TO REVIVE MURRAY AVENUE AND MAKE PEDESTRIAN CROSSING EASIER

WIDENED FOOTPATH AREAS OUTSIDE RENMARK HOTEL ENCOURAGING VISIBLE OUTDOOR DINING TO ACTIVATE THIS END OF THE STREET.

PLAY SPACE FOR YOUNG CHILDREN



Renmark Riverfront_Concepts (RIT)



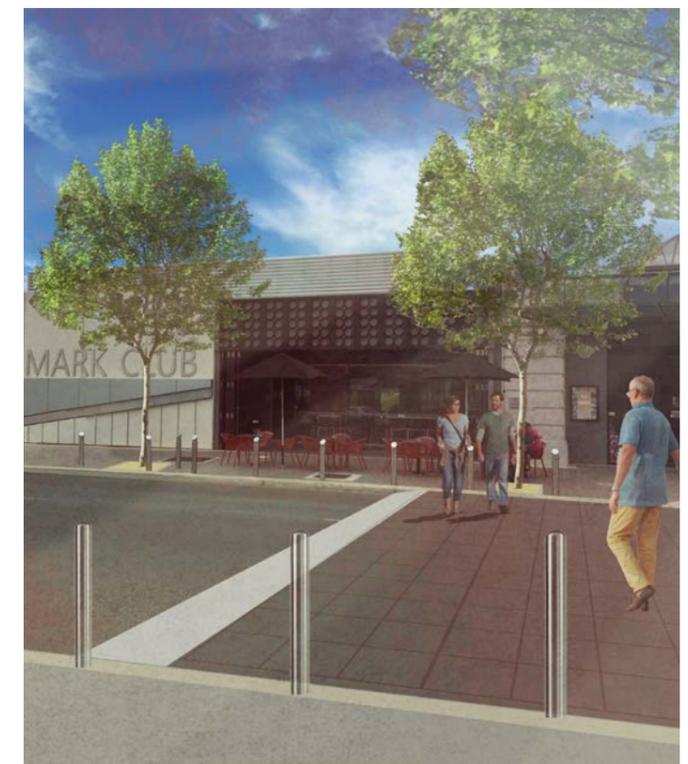
New public space and pedestrian crossing plateau linking RIT/ Renmark club and Fifteenth Street car park to riverfront via new footpath (above + below).



Goodwood Road side street seating area + raised plateau (under construction)



Hastings Street, Noosa, Queensland - raised crossing (shared zone)



Raised plateau on Murray Avenue

Renmark Riverfront_Patey Drive Precinct

The Patey Drive Precinct is a cluster of riverfront open spaces located 1.5km south-east of the town centre and includes Lions Park, an area of open space leased to Renmark Aquatic Club (Water Ski Club), and surrounding car parking and access to the Renmark Riverside Caravan Park. A short distance west is a boardwalk and informal picnic area which is also part of the precinct.

The precinct is connected to the town centre by a footpath and is a popular recreation spot. It therefore forms part of the broader riverfront experience, albeit at an outlying location. However facilities are basic, unintegrated and receive patchy use.

Concepts have been developed to enhance and integrate the precinct, to increase use and enjoyment by the community and by the many tourists who stay at the Caravan Park. Key features include:

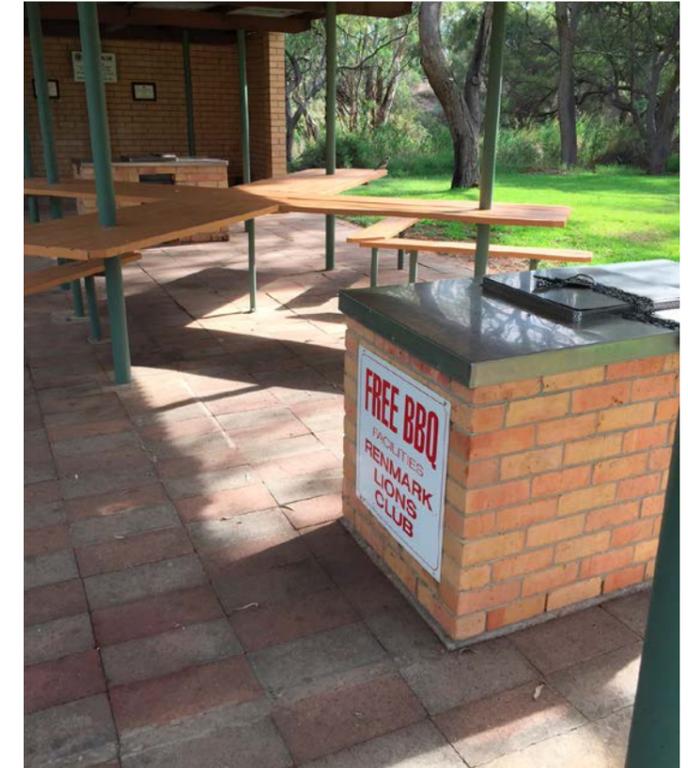
- _ An upgraded riverfront open space with sandy beach for swimming and river access, and new shelters and facilities. Increased public access to this area would underpin the upgrade investments.
- _ Modern public toilets in Lions Park, with a safe crossing between the park and riverfront areas.
- _ New play spaces in Lions Park and western boardwalk area.



Existing boardwalk is an interesting destination but needs some repairs



Riverfront open space leased to Renmark Aquatic Club (Water Ski Club)



BBQ facilities in Lion Park are in good condition but lack usage



Start of footpath connecting to town centre



Existing public toilets are old and small



Renmark Riverfront_Concepts (Patey Drive Precinct)



Key Move 2_Improve Renmark/Ral Ral/Murray Avenues Intersection

Modify the major intersection at Renmark/Ral Ral/Murray Avenues with a special focus on improving pedestrian and cyclist movements. To be done in parallel to the reduction of B-double traffic through this intersection

Alternative freight routes

B-double and other heavy vehicle access through this intersection is expected to decrease due to the planned relocation of local transport companies to the Calpernum Industrial Estate, and associated upgrading of Government Road, allowing these vehicles to bypass the town centre.

This presents the opportunity to realise the potential of this landmark arrival point and junction as a welcoming place where the town meets the open space, and the river beyond.

Design features

While other options were considered, the preferred configuration retains the existing T-junction layout, but with approaches narrowed to one lane in each direction.

This approach will have a relatively low cost to implement, as it will have minimal impact on services and will not require large areas of roadway to be altered.

While all vehicle movements will be retained, narrowing the roadways and widening footpaths around the intersections will significantly reduce the barriers for pedestrian and cyclist movements between the town centre and the riverfront.

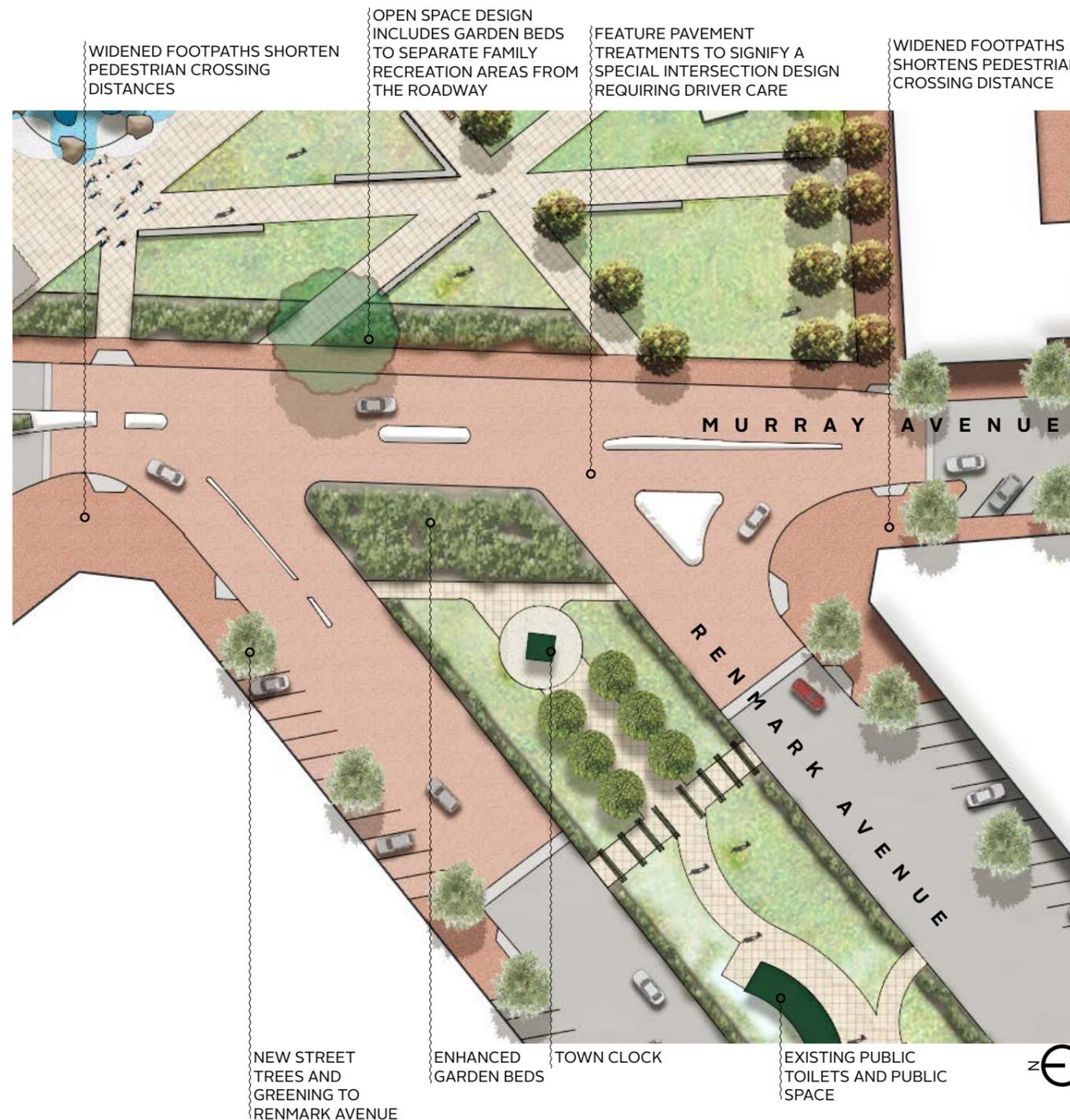
Narrowing the roadways will by itself tend to reduce the speed of vehicles, but other measures such as integrated design and alternative pavement treatments (such as pavers, coloured asphalt or stencil design) should be considered to ensure the safety of all users of the intersection.

Benefits

Calmer traffic and wider footpaths will make pedestrian movements safer and more convenient, complementing the vision for Murray Avenue as an 'eat street' (see Key move #1). Pedestrians, cyclists and motorists will be able to access the area and move about safely by day or by night, without the potential for conflict that now exists.

Achieving the benefits offered by this key move will require the support and cooperation of DPTI as the custodian of the roads. The diversion of B-doubles and other heavy vehicles onto Government Road, once completed, is also crucial.

While this initiative is listed as a separate key move, its planning, design and implementation will be closely integrated with preparation and implementation of the Renmark Riverfront Masterplan referred to in Key move #1 and indeed projects will best be developed as a single, integrated project.



Key Move 3 Wayfinding Strategies

Better wayfinding infrastructure to help visitors arriving in Renmark, to improve access to off-street car parking, and to make it easier and more enjoyable to walk around Renmark including storytelling about Renmark's past, present and future

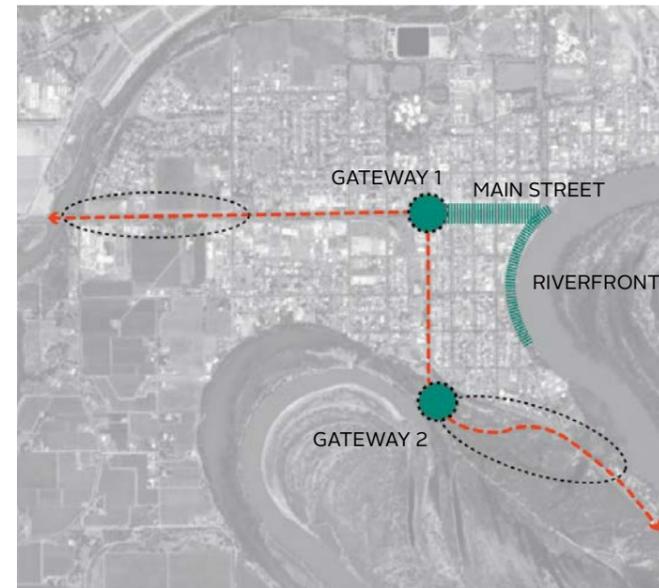
Wayfinding proposals include signage, wayfinding and lighting concepts at four levels.

- _ For 'gateways' into the town and town centre, signage is designed to be viewed from vehicles, and is positioned and scaled accordingly.
- _ A wayfinding signage suite for street-based signage has also been developed. This ranges from 'directory' and notice board scale, to smaller wayfinding elements that can also be used to tell the history and stories of Renmark.
- _ A further concept of 'framing views' has been developed, to be located at points along the riverfront. The concept is to both frame a view (of the present), alongside a story of the past (or future).
- _ Finally, feature lighting concepts have been developed to celebrate the significant art-deco and colonial-era heritage buildings of Renmark that are clustered along Murray Avenue. This lighting will help strengthen wayfinding at night, but is also designed to add to the night-time activity and economy of the town.

The four wayfinding proposals are connected conceptually as shown (right).

Further details of all the wayfinding strategies can be found in the Signage + Wayfinding Concept Design report included as Appendix 1.

Create Distinct Gateways



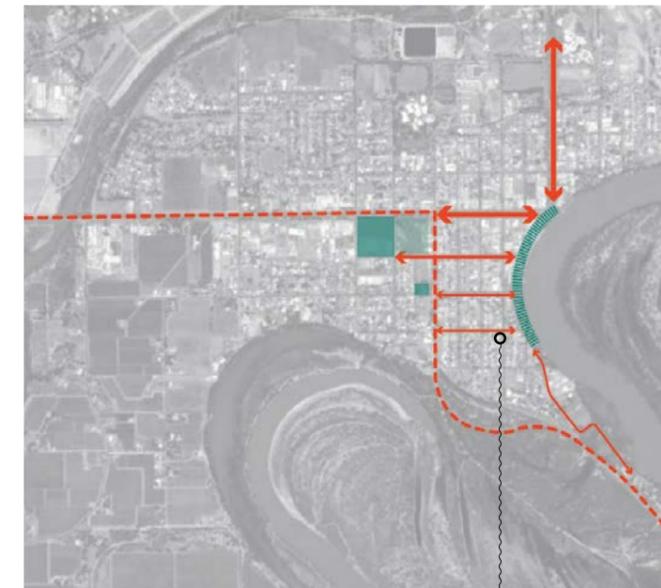
GATEWAY 1

Locate gateway signage at Renmark Ave roundabout where drivers will make decision to enter the main town centre or continue east to Mildura.

GATEWAY 2

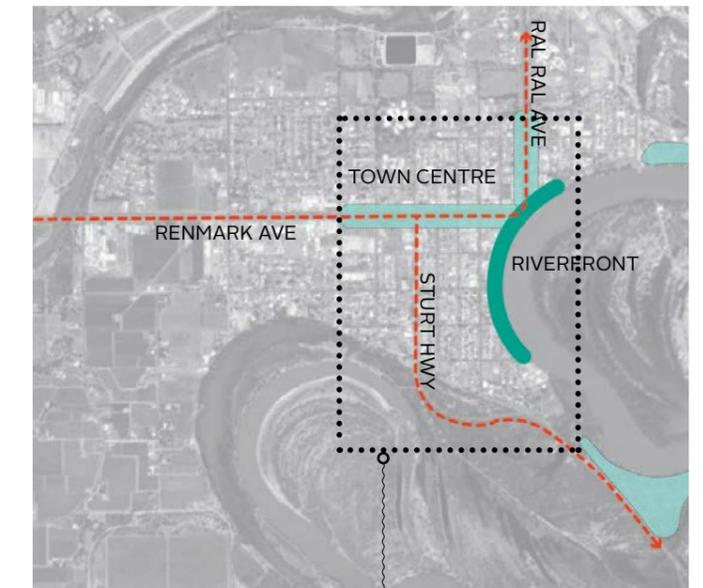
Locate gateway signage on Sturt Highway approach into Renmark. Signage design will need to be legible at speed and consider curvature in road. Road barriers and clearances will need to be considered.

Strengthen Connections



PROVIDE WAYFINDING SIGNAGE / DIRECTIONS TO CONNECT PEOPLE FROM COUNCIL OFFICES, LARGE OPEN PARK AND SHOPPING CENTRE ALONG RENMARK AVE, TO THE RIVERFRONT PRECINCT.

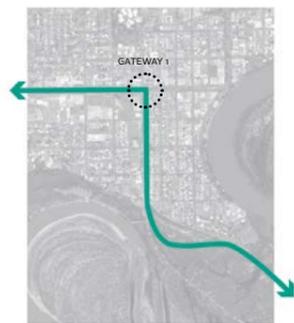
Cohesive Language for Signage



STRENGTHEN PRECINCT CHARACTER THROUGH CONSISTENT SIGNAGE

Wayfinding concepts

Gateway 1 Renmark Avenue / Sturt Highway Intersection



Gateway 2 Sturt Highway (From Paringa - Mildura)



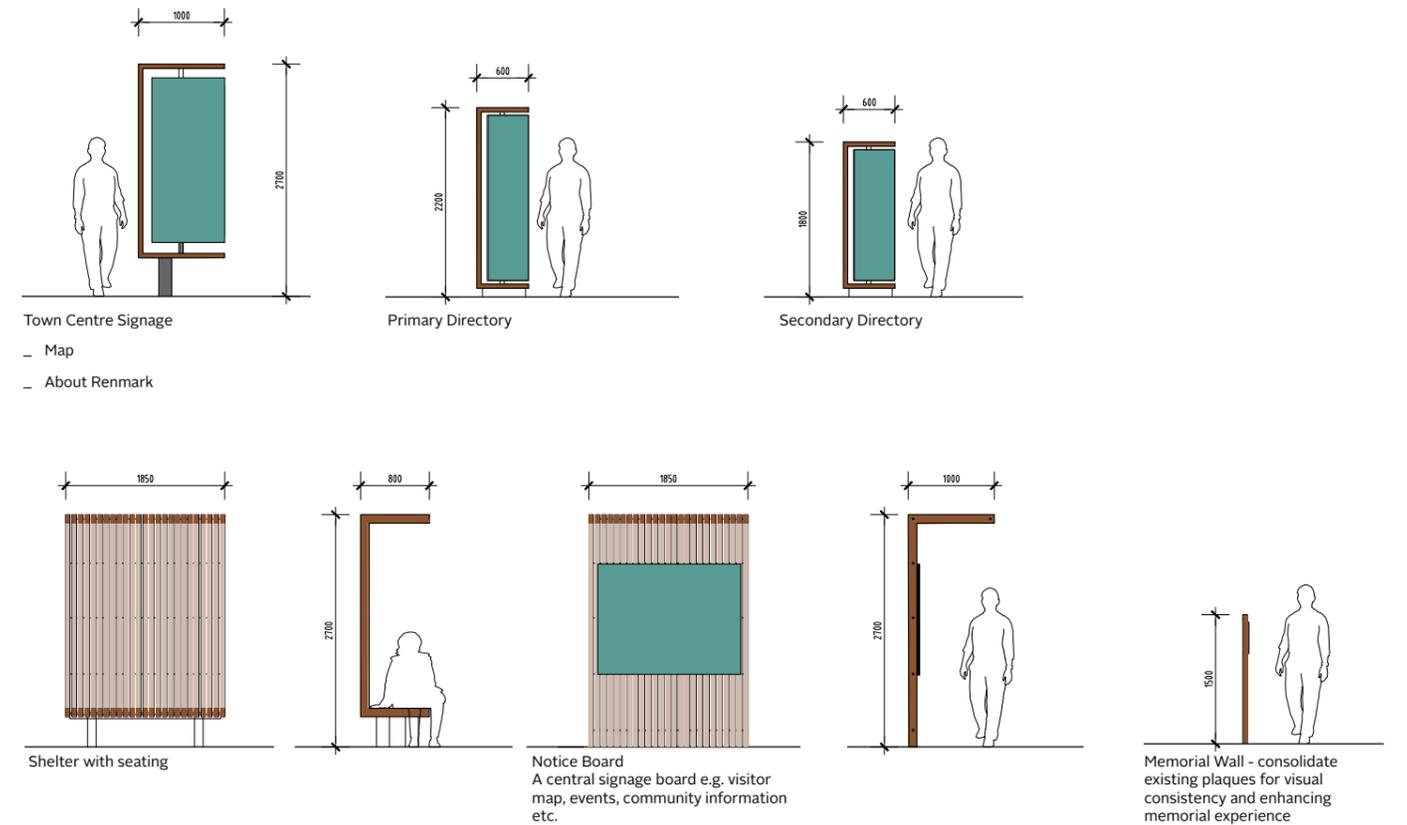
Wayfinding concepts

Interchangeable Signage Panels

Create a dynamic and memorable gateway experience by changing the signage panels throughout the year.



Wayfinding Signage Suite



Wayfinding concepts

Interpretive Signage

Framing Views + Integrating Signage / Public Art

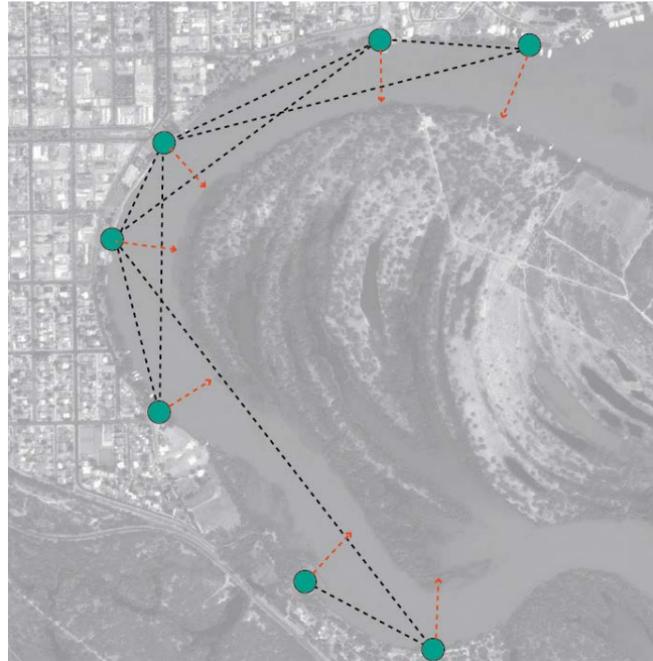
Every frame will create a new destination and together, a journey.

An aim of the UDF is to strengthen the sense of place and unique identity of Renmark. In response, a series of 'interpretive frames' are proposed to be located along the riverfront to offer a multi-layered experience for pedestrians and cyclists and create an informal walking trail that strengthens the relationship between the town and river.

The frames consist of a viewing portal and graphic panel that will curate a specific view and story of Renmark. The scope of this project excludes the design of the content; however, it is encouraged that Council works with an architect, graphic designer, artist and historian to develop a consistent language of interpretive signage.

The architecture of the frames is contemporary, robust, consistent and the materials reflect the local context of Renmark; timber, steel plate and pipe with coloured infill panels.

The frames will be visually distinct whilst sitting comfortably in the existing public domain.



Feature Lighting of Art Deco and Colonial Buildings

Design Principles for lighting:

- _ Create visual interest along the Renmark waterfront through a set of connective elements
- _ Provide architectural lighting to key buildings to enhance the unique character of the town and create a memorable place
- _ Encourage night time activation with pedestrian lighting that is integrated with public realm elements



Precedents for lighting

- _ Design lighting to an appropriate ambiance for Renmark
- _ Propose LED fittings for sustainable and low maintenance design
- _ Integrate lighting into the design of public space and landscape
- _ Accomodate other smart technologies and CCTV as required



Key Move 4 Curate Town Centre Retail and Visitor Services

Work with businesses and landowners to reduce vacancies and ensure a mix of attractive and successful shops and businesses

From a commercial perspective, Renmark largely needs to rely on its own economic devices.

Its principal economic constituency is its own population and that of its agricultural hinterland (district population circa 9,500). For this group, the town is essentially a service centre. Population growth in the near term is likely to be driven by and centred on new housing supply in the Jane Eliza Estate and near the river, with the focus being on retirees rather than career aspirants.

Its commercial 'draw' is constrained by its proximity to two other substantial towns, being Berri and Mildura – with Berri (regional population circa 11,000) being the principal location for provision of State Government services in the South Australian Riverland and Mildura (population 50,000, including Wentworth) having a critical mass that Renmark cannot match.

To the extent that it is able to foster growth in the local economy, the best prospects for Renmark probably lie in an enhanced tourism offering or in developing a regional specialty that fosters employment and visitation, such as (perhaps) in health or aged care. While the agricultural sector is in improved health, it is now frequently practiced at a very large scale and does not generate the sort of employment levels that it once did.

Town Centre Retail

On the ground, the Renmark Town Centre is split by the distance between the town centre itself and Renmark Square, where Woolworths now trades. The focus of this report is on the former.

In the town centre however, the fall-out from the development of Renmark Square is still apparent. This is particularly evident via the current level of vacancies – including, most significantly on account of its high profile, the 900sqm former Target store at the corner of Renmark & Ral Ral Avenues. Vacancies drag the tone and vitality of a precinct down and every attempt needs to be made to fill them, one way or another.

As an unfortunate corollary to the Renmark Square saga, relations between Council and its principal town centre landowner are very strained, a situation not improved by a more recent decision to moor the Murray River Queen – apparently to operate as a hospitality and accommodation venue – immediately in front of a (riverfront residential) property owned by said owner.

Within this context, the task now is to concentrate the remaining town centre activity and to encourage coherent activation of both the public and private realms in a way that cuts the cloth to fit the situation.

Consistent with the concept developed in response to this brief, this essentially means concentrating on the eastern end of Renmark Ave (culminating in the renewed riverfront park) and on Murray Avenue, from the Renmark Avenue intersection to the Renmark Hotel. In so doing, there are matters which are in the direct control of Council and there are matters which are not.

Visitor services and attractions

Of the former, two key issues are the future location of the visitor centre, which is presently peripheral to the centre of action, and the location of the River Murray Queen, which will potentially draw activity away from the Murray Avenue precinct.

As regards the visitor centre, our proposal is to relocate it to the current Council-owned Westpac Bank premises adjacent the Renmark Avenue intersection and the Renmark Club. Together with ancillary uses in the same building (e.g. a restaurant), this change would provide a new activity node at the focal point of the town centre.

With a changing riverfront and Murray Avenue precinct, future consideration should also be given to the ways that (long-term) river boat businesses/attractions can enhance activity (especially at night time) in Murray Avenue. River boat uses in alignment with the 'eat street' vision would be very appropriate, and be best located close to the land-based dining options along Murray Avenue.

As an adjunct to all of this, fresh consideration needs to be given to the marketing of the town which, from anecdotal reports gleaned during this exercise, has fallen away. Council needs to explore and investigate how the current effort can be improved, and who is responsible for its funding and management. The town is in competition for the tourist dollar and it will not capture its fair share of the market if it does not properly bait the hook.



Murray River Queen Restaurant, soon to move to Renmark



Westpac Bank at Renmark

Then there is opportunity in the private realm.

Three immediate opportunities arise for the Renmark Hotel.

One is for it to lift its service standards to match the expectations of contemporary tourists. While the community-nature of the hotel and staff refreshing, it is suggested that the presentation of both the rooms and the food offer need attention. The objective should be to provide guests with an experience that would prompt them to make spontaneous word of mouth recommendations to friends and acquaintances.

The second opportunity is to put the Hotel's riverfront carpark (corner Murray Avenue and Pyap Street) to a higher and better use – in which regard tourism accommodation (or some other residential based use) presents as an immediate prospect and as a good outcome for the town in that it could book-end the Murray Avenue precinct with a building of some mass and (hopefully) noteworthiness. If the existing parking spaces have to be replaced then, subject to the need to acquire the land, there is opportunity to do this on nearby Para Street, adjacent the hotel's bottle shop.



Renmark Hotel, a major attraction for the town

Finally and more simply, It might also consider a degree of 'spilling out' into the street, initially in front of the dining area or on the street corner, so as to provide a visible activity node at this end of Murray Street.

Retail vacancies and mix

There is also the question of the future of the former (and still vacant) Woolworths store, which sits behind Renmark Avenue, between Fifteenth and Sixteenth Streets. With a floor area of over 2,000sqm, this facility is essentially surplus to the town's retail floorspace requirements and consideration should be given to how an alternate – and possibly residentially based land use – could be achieved.

The only immediately apparent prospect for backfilling the site would be if Foodland relocated from its existing (and smaller) store on Ral Ral Avenue. Unfortunately however, this would be akin to 'robbing Peter to pay Paul', in that it would most likely leave a significant long term vacancy in the heart of the town centre on Ral Ral – an outcome which would compound the current issues and, at first glance, is to be strenuously avoided.



Back from the main street on Fourteenth Street, the former Woolworths supermarket building lies empty, a reminder of the finite retail spend available to the town.

A conversation with the owner of the old Woolworths store needs to be initiated to explore future options for the site.

Town centre advocate

In this same vein more generally, there needs to be an active attempt by Council to 'curate' its desired outcomes in the town centre. This would require that it open up a dialogue with principal land owners and business to explore issues. The purpose would be to better understand the issues and the positions of the players in the town centre and to see what if any dots might be 'joined up'.

The conversations might identify imminent change which could then be facilitated; constraints on change, which could then be addressed; and/or opportunities for improvement, which could then be encouraged or investigated. A similar approach has been employed in the rejuvenation of Prospect Road in Adelaide, and is currently being used at Blackwood, where it has unearthed much previously unknown information about the commercial 'lay of the land' and may be about to result in a significant structural change to the configuration of the town centre.

A credible person - possibly local - with a business/property background and no particular vested interest in the town centre would be best placed to undertake this kind of work, as a formally appointed 'advocate' for the town centre, which might proceed over a period of time after some short, sharp opening dialogue to kick the process off. The task would be to engage with local land and business owners to explore their circumstances and to identify opportunities arising as a result of what is revealed by those conversations. It would be an

open-ended process, the objective of which would be to foster positive change in the local commercial operating environment by whatever route revealed itself to be available.

The alternative is to remain uninformed and so have only limited opportunity to facilitate desired outcomes which might otherwise be there but for asking; or to not bother, in which case the future trajectory of and commercial outcomes in the town centre will take care of themselves.

Concurrently, Council might consider what levers it has – be they sticks or carrots – to encourage local property and business owners to work for the greater good (on the basis that all boats will then rise with the tide).

Key Move 5 At the edge_ an activating public art strategy

Building upon a public art theme of 'On The Edge', introduce public art elements to support visitation, events and tourism marketing

Conceptual Framework

The notion of being 'at the edge' can be interpreted as both a physical and an experiential condition due to being at the meeting of two environments. Being 'at the edge' can also be read as a metaphor for a point in time, as 'at the edge' of a great adventure – a new experience, good or bad.

Renmark is clearly 'at the edge' in terms of its location on the bank of the Murray River, and as a result of this edge condition the physical city is influenced by the river environment in a truly fundamental way. While the town's physical environment may stay static the river is constantly evolving, the river is ever present, rising and falling due to natural and man-made conditions, and constantly flowing forever downstream, at times tranquil and reflective and at times turbulent. To stand at the edge of the river provides an opportunity for the viewer to pause and experience the prevailing river environment and evolving edge condition.

The term 'edge condition' can refer to the interface between the natural and built environment, the place where social territories meet, the boundary between public and private, the edge of a space, and where different materials and environments come together. This edge can be understood as a zone of transition, in the case of Renmark between city and river, it also becomes a place in its own right, the 'Riverbank', a place of transition between the two environments.

... the edge condition requires special attention because it often mediates between very different social and physical conditions, generating complex and often competing priorities. In the natural world, it is a place of tension, of intensification and often of conflict. The edge between two biographical regions, between forest and field or water and land, for example, is a place of heightened activity, of a concentration of numbers of species and individuals. And, hence,

of interaction, both beneficial and harmful. These natural edges are also the preferred locations of human habitation, for practical reasons and because their inherent variety and contrast make them especially appealing from a sensory and intellectual perspective. [Peter D. Stone, Associate Professor at the School of Architecture, Florida A&M University]

From an artistic perspective, the arts strive to maintain a critical edge, to be 'cutting edge'. Therefore, the concept 'at the edge' can also be interpreted as Renmark taking advantage of its strengths and encouraging artists commissioned to create public art to express themselves through contemporary art practise and to push the boundaries.



Image 1

Opportunities

The 'at the edge' conceptual framework opens up a wide range of possibilities for public art, for storytelling, developing place activation and special events for the local community. These opportunities can help to enhance the Riverfront precinct, provide Renmark with an experiential point of difference and attract and hopefully encourage visitors to spend extended periods of time exploring and enjoying the rich river bank experience with the added benefits of economic flow on.

Public Art Opportunities

As a conceptual framework "at the edge" can be used to inform the development of themes and art opportunities that will enhance residents relationship with the riverfront and contribute to the visitor's experience of Renmark.

Of particular relevance are opportunities that highlight the Aboriginal relationship to the river and its life giving qualities and also to explore the experiential qualities of the special riverine environment that constitute the edge condition, which can be defined as a simultaneous perception of different spatial locations.

In this context the edge can be either the location of artworks, such as the sculptures in IMAGE 1, and / or defined by artworks such as the artwork in IMAGE 2. Indeed the artworks may create an actual edge condition that provides physical access to the water through sculptural structures such as IMAGE 2. Providing opportunities for people to interact with the water in this way will help to highlight the seasonal and environmental changes that occur along the river.

Artworks may also be used to explore and interpreted the river's moods. This approach could form the basis of a wide range of artwork opportunities both on the land and along and in or on the water. These art opportunities might include; permanent, temporary or ephemeral artworks. For example ephemeral artworks could include, tidal or wind activated works or event digital projection art on the surface of the river to heighten the night time experience.



Image 2

A key opportunity exists to link these experiential artwork themes with the proposed water play within the Riverfront master plan concept. Artists would create an experiential water play environment that provides opportunities for children and adults to interact with water through a diversity of artworks which manipulate and feature different water qualities. There is potential for this water play to become a strong destination within the town and an opportunity to create an important people node along the riverfront, a place to meet, to gather, to relax and importantly to play!

Flow – Reflect



Image 3



Image 4



Image 5



Image 6



Image 7



Image 8

Rise - Fall



Image 9



Image 10

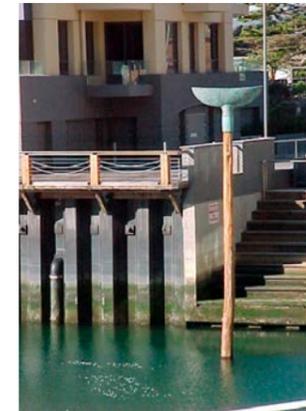


Image 11

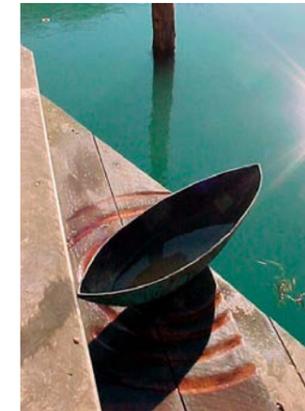


Image 12

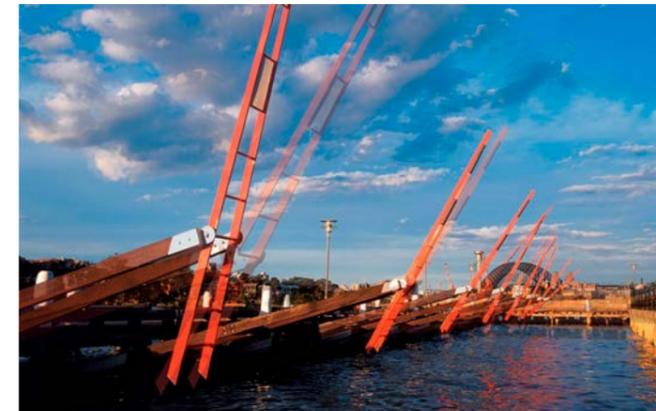


Image 13

Tranquil – Turbulent



Image 14



Image 15



Image 16



Image 17



Image 18



Image 19

Experiential themes to be explored might include:

- **Flow – Reflect**
- **Rise - Fall**
- **Tranquil – Turbulent**

The following 'Benchmark' examples of existing artworks have been selected to illustrate how artists might interpret the identified themes through works on the land, on the river bank and in the river itself: The examples also show a range of styles, material and scale, from the monumental to fine detail.

Storytelling

The story of Renmark is a tale with a moral. It is also a paradox— a splendid failure and a huge success. [‘The Chronicle’, 1933]

The metaphor of “at the edge” relates well to Renmark’s history and the stories there to be told as it has been “at the edge” both facing failure and success. Renmark’s history is symbiotically intertwined with being “at the edge” of the Murray and its life giving waters which were of critical importance to the Naralte Aboriginal people who had occupied the land for centuries prior European settlement as the river provided abundant food such as kangaroos, emus, wombats, goannas, lizards, ducks, turtles, fish, snakes and bird eggs.

The Aboriginal and European histories therefore provide strong links between storytelling and the art opportunities and proposed water play can construct a strong “at the edge” narrative that can help to reinforce the importance of the river’s edge in the life of the city.

But the greater romance lies in the story of the big experiment which failed— and yet succeeded. It is the story of South Australia’s first irrigation colony; of the failure of Chaffey Brothers in their efforts to make Renmark a model settlement on the banks of the Murray, close to the borders of New South Wales and Victoria, and some 200 miles north east of Adelaide; and of the ultimate triumph of the scheme, and justification of its sponsors. [‘The Chronicle’, 1933]

The conceptual framework can underpin the thinking about a range of Placemaking activities such as wayfinding and interpretive signage and assist in developing a strong sense of place and rich visitor experience.

The ‘at the edge’ concept can also be applied to artworks away from the Riverfront due to its multiple alternative interpretations. Artists could be engaged to develop a suite of wayfinding elements that explore the diverse historical and contemporary stories of Renmark and its people and environmental characteristics of the Riverland and Murray River.

These may take the form of landmark/gateway sculptures, on the approach to Renmark, that reflect the sinuous nature of the river as it snakes through the Riverland landscape [see Image 20]. Artworks of this nature could help to build a sense of anticipation and heighten the arrival experience.

Interpretive artworks exploring the Aboriginal and European relationship with the river and the land around Renmark might, for example, take the form of artworks that provide a creative form that focuses the viewer on aspects of ‘at the edge’, these artworks might be both experiential and interpretative [See Image 21].

Specific Aboriginal story telling artworks might for example explore the traditional creation stories associated with the river or explore the local Naralte people’s association with the land through “symbolic mapping” artworks such as the pavement artwork by artist Megan Cope a Quandamooka woman from North Stradbroke Island in South East Queensland. [See Image



Image 20



Image 21

22A] or the “Yakkanninna” (Sisters in Kaurna) artwork in Semaphore Road, Port Adelaide that features the bronze cast of a woven rush mat, celebrating Kaurna Women’s Ingenuity and Industry. [See Image 22B]

Activation and Events

The notion of being ‘at the edge’ could serve Renmark well in terms of developing the Riverfront as a place for activities and events. Around the world, there are a number of festivals that play on the concept of the ‘Edge’ for example: ON THE EDGE a World Festival of Theatre for Young Audiences held in England; the Festival at the Edge, which claims to be England’s oldest and best storytelling festival; and the Dancing on the Edge Festival, in Canada.

As one theoretical example, Renmark could for example host a music festival featuring a floating stage with the audience experiencing the performance from the river bank, such as the Hedley Regatta Festival [see Image 23] or stage an outdoor sculpture festival with artworks



Image 22A



Image 22B

along the Waterfront precinct, with sculptures both in the parklands and in the river.

Other ‘at the edge’ events might include the digital projectors to create a projection festival utilising the buildings along the Riverfront precinct and create night-time activation [see Images 24-26]. Digital projection artwork provides opportunities for a wide range of established and emerging artists to gain public exposure for their artwork.



Image 23



Image 24



Image 25



Image 26

Key Move 6 Improve Important Streetscapes + Public Places

Streetscape improvements to important town centre streets and arrival streets like Renmark Avenue and Murray Avenue with new street trees and other features

The avenues which both access and define the Renmark town centre streetscape improvements which will refresh them and reinforce their importance.

While a consistency of style and design is called for, there are differences in the existing character and the functions of these streets that mean the improvements will be tailored to their location.

'Main Street' streetscape

Stretches which form the commercial and civic heart of Renmark would be imputed through new upgraded pedestrian crossings to encourage pedestrian movement, new trees on footpaths and between angled on-street parking bays, new co-ordinated wayfinding signage, and street furniture to welcome people who want to gather, linger or relax.

These improvements are suited to Renmark Avenue generally between Eighteenth Street and Murray Avenue (to both sides of the street, but excluding the landscaped median, which is of a high standard already), to both sides of Murray Avenue where it forms the town's main frontage to the river; and to Ral Ral Avenue, south of Murtho Street / James Avenue.

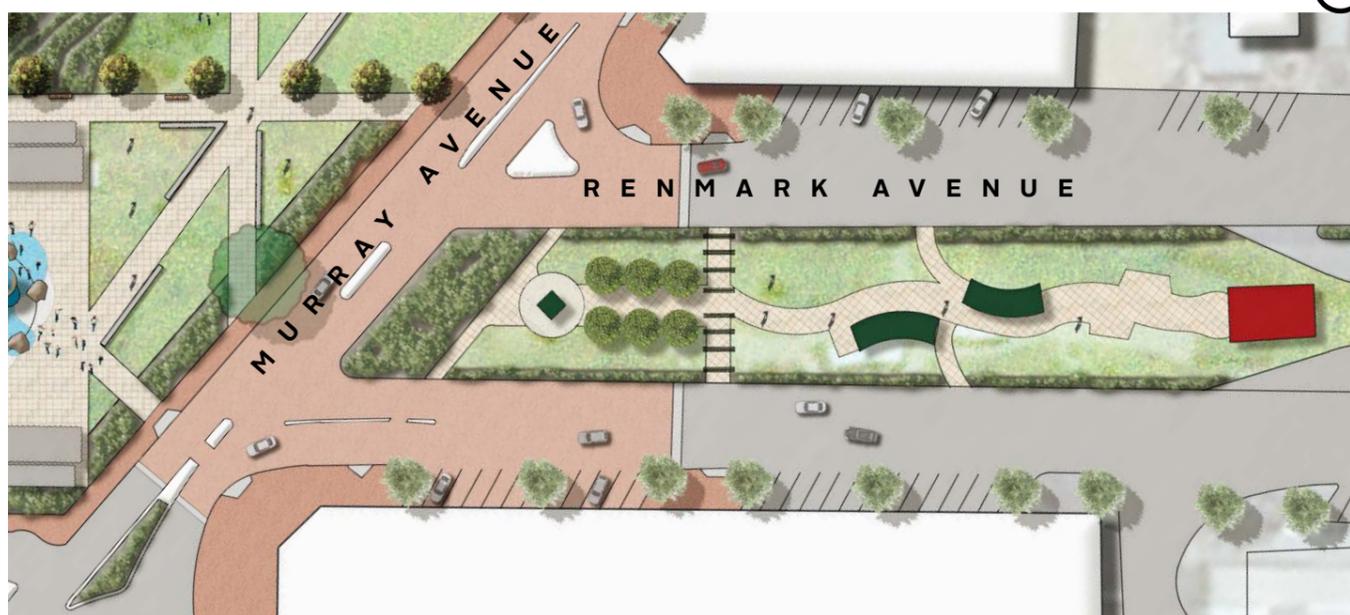
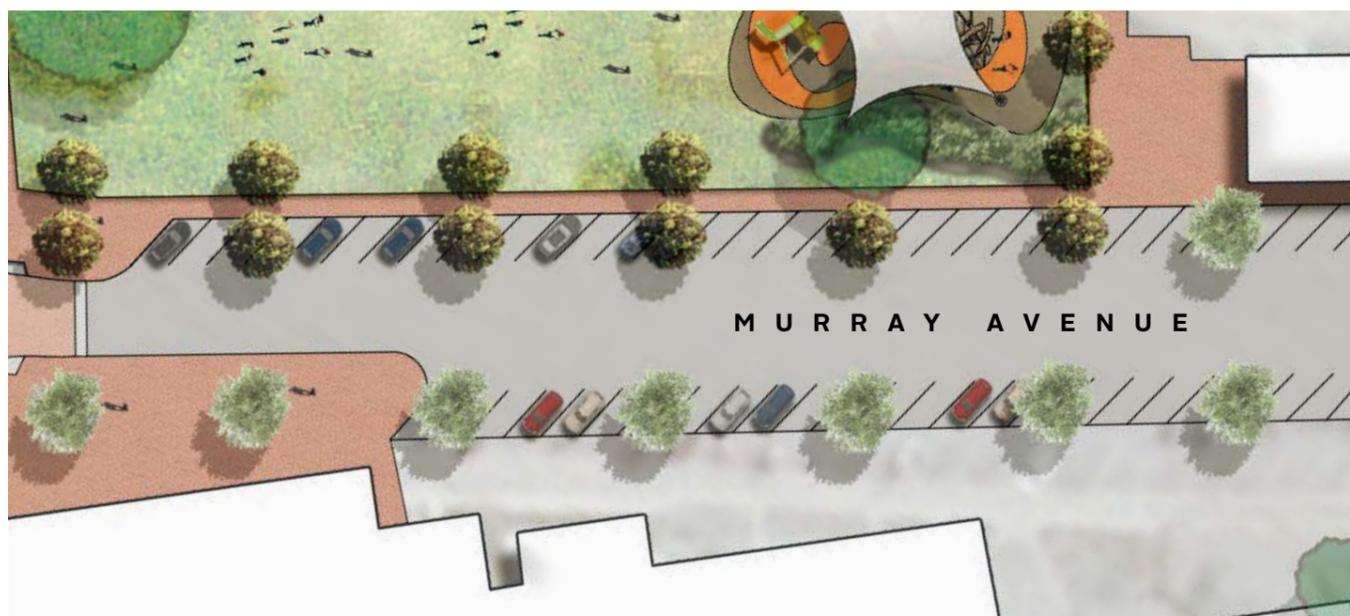
Arrival streetscape

Further from the core town centre, streetscapes are still important to pedestrians but must also serve to mark arrival in or departure from Renmark. These stretches include Renmark Avenue between Eighteenth Street and Twenty-First Street, and Eighteenth Avenue between Renmark Avenue and Tolarno Street.

These arrival streets will benefit from new street tree planting in footpath reserves and signage of a high-quality, distinctive character to welcome visitors to Renmark.

Darnley Taylor Park Masterplan

This large park sits centrally to the built up area of Renmark, and at a town gateway location. A masterplan to upgrade the park and expand the play and other recreation opportunities for children and young people is envisaged.



On street parking at Fourteenth Street



On street parking at Renmark Avenue in front of local shops



Trees planted on street could provide shade to angle parking. Sixth Street, Murray Bridge



Public art structure and street furniture, Prospect Road

Key Move 7 Land use flexibility

Encourage more housing and mixed use development in the town centre through zoning changes and other measures

Greater support for new types of commercial and residential land uses can be provided through a few relatively simple changes to land use controls under the Renmark Paringa Development Plan.

While much of the town centre is within the District Centre Zone, it is further divided into seven Precincts and two Policy Areas. When the desired character of some of these precincts is articulated, it may be seen as favouring some very specific land uses and discouraging others.

Case studies

For example, in Precinct 4 – Banking and Community, development is to be ‘principally for commercial, banking and community and recreation facilities’. A person intending to set up a café or restaurant in this area might see this as discouraging retail or food and drink premises, an interpretation which might also be taken when assessing a Development Plan consent application.

Similarly, in Precinct 5 – Business development is to be ‘principally for offices, consulting rooms, professional suites, restaurants and medium density housing activities, or a combination of these activities’. Shops or groups of shops exceeding 450 square metres are not to be established. These provisions may be seen as preventing the establishment of potentially innovative retail or entertainment businesses which might take advantage of premises which would otherwise remain unused or underused.

While residential development is encouraged or at least supported in most of the Precincts, under the District Centre Zone as a whole a dwelling, and a residential flat building, are each non-complying unless they are in conjunction with a non-residential development. Clearly this provision is aimed at preserving the critical mass and density of the retail core, particularly at ground level, but this objective should not come at the cost of preventing development which would increase the residential population and thereby the level of activity within the town centre.

Part of Murray Avenue is within Precinct 9 – Retail Core, which does not expressly support the use of land for restaurants, cafés and entertainment venues. To realise the vision for Murray Avenue as an ‘eat street’, the provisions for Precinct 9 should be updated to expressly support these and other land uses appropriate for the creation of a vibrant, day and night-time precinct for residents and visitors.

Car parking requirements

Car parking requirements may present another obstacle to the emergence of innovative or entrepreneurial new forms of business in the town centre. The Development Plan requires provision of 7 car parking spaces for every 100 square metres of Shop floor area, for example, and 1 per 10 square metres of gross leasable area for a Restaurant. These ratios are relatively high compared to some other South Australian regional areas. In addition, while the requirement to contribute to Council’s parking fund in case of a shortfall is relatively small compared to some other areas, it may be a significant financial burden on a business which is in the establishment phase.

DPA

These issues and opportunities should be addressed by considering a Development Plan Amendment (DPA), and other changes of policy, and/or management practice, as necessary, to:

1. Make the separate Precincts within the District Centre Zone less prescriptive about the nature of uses to be encouraged, so that shops, cafés and restaurants are uniformly supported except where specific constraints make that inappropriate.

It may even be the case that a reduction or even elimination of the Policy Areas or Precincts is warranted to increase flexibility and encourage new development. In this case an updated Concept Plan within the Development Plan could be used to guide the more fine-grained land use mix presently regulated through Policy Areas and Precincts.

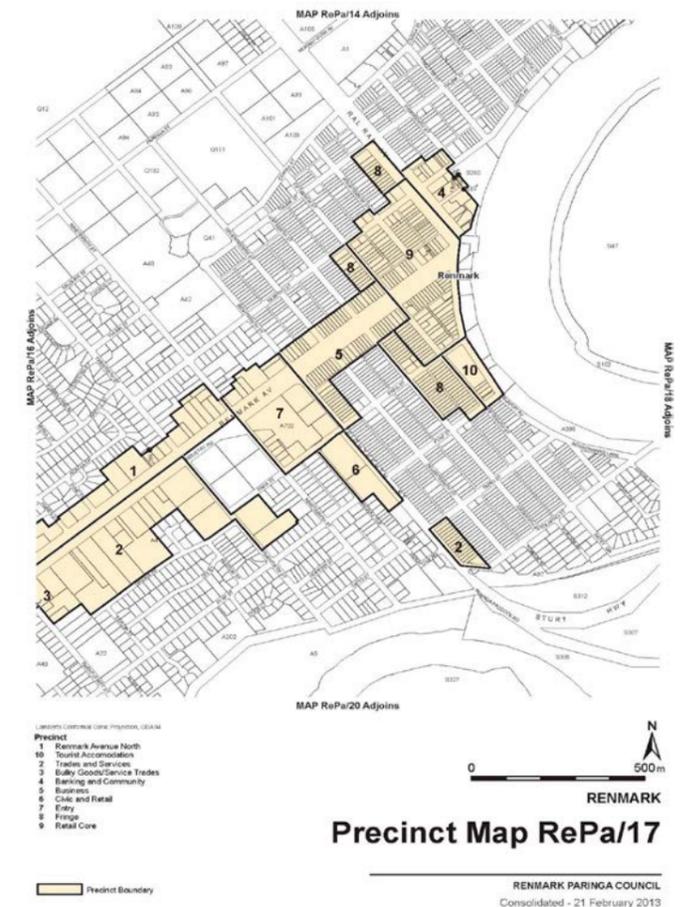
2. Include specific support within Precinct 9 for Murray Avenue to develop as a café, restaurant and entertainment precinct.
3. Review the requirement that dwellings and residential flat buildings be developed only ‘in conjunction with’ non-residential development, especially given the high level of vacancy of existing non-residential premises in the town centre.
4. Review the car parking requirements and consider reducing within the District Centre Zone, or within specific Precincts, to support the viability of new retail and food and drink premises in particular.

We note that the DPA process is currently under review following the introduction of the *Planning, Development and Infrastructure Act 2016*. When Council Development Plans are updated to accord with the new statutory planning system, this may be an opportune time to incorporate the policy changes outlined above.

Other incentives

Other financial and non-financial incentives should also be considered to encourage appropriate development and redevelopment, with a focus on shops and properties on the main streets. For example:

- _ rates incentives including discounts and/or holidays to encourage new or renewed shops in the main streets
- _ discounts or staged payments into the car parking fund (noting that the fund requirements are already generous)
- _ grants for shop-front renewal including simple but effective changes such as repainting, or more substantial investments including upgrading wastewater infrastructure.



Renmark District Centre Precinct Map

(source – Renmark Paringa Development Plan)

**Murray Avenue, Renmark Hotel and
riverfront open space**



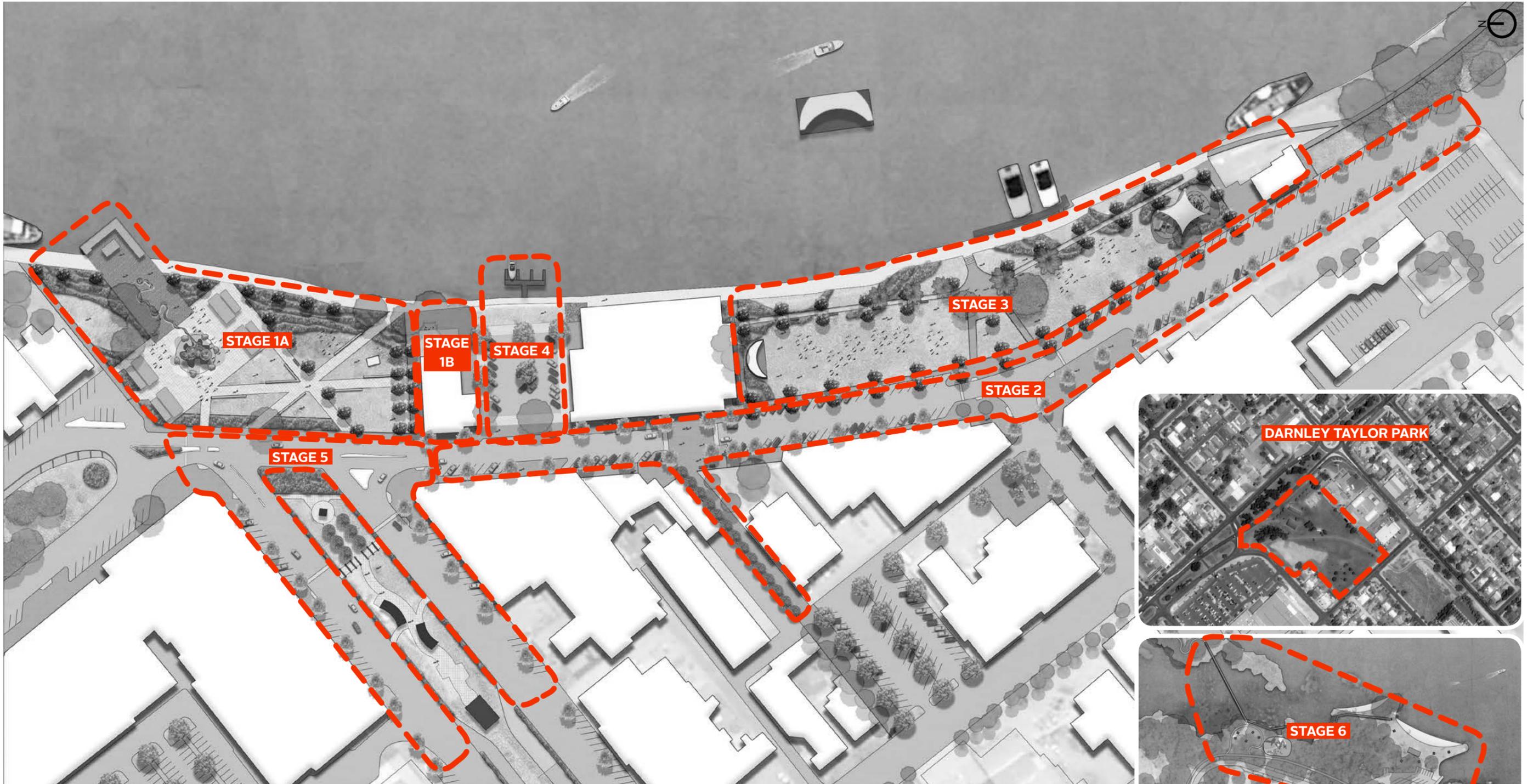
6. Staging + Implementation

Suggested next steps, staging and funding opportunities

Guidance as to next steps is provided below, in relation to each of the 7 Key Moves.

Included are a number of 'quick wins' or pilot projects. In our experience it is very important to keep momentum going after the Urban Design Framework is prepared, and avoid long gaps of one to two years where no action on the ground is evident. We recommend immediately progressing with the quick wins to demonstrate to the community that Council is committed to the projects in the UDF, and to begin to achieve the vision straight away.

KEY MOVE	QUICK WINS_0 TO 1 YEAR	SHORT TERM ACTION, 0 TO 2 YEARS	MEDIUM TERM ACTION, 3 TO 4 YEARS	LONGER TERM ACTION, 5 TO 6 YEARS
Key Move 1_Renmark Riverfront Masterplan	Pilot project e.g. Murray Avenue/RIT footpath + public space.	Design + consultation (all stages). Secure funding. Commence Stages 1a, 1b, 2.	Stages 1a, 1b, 2, 5	Stages 3, 4
Key Move 2_Improve Renmark / Ral Ral / Murray Avenues Intersection		Design as part of Renmark Riverfront Masterplan project	Deliver as Stage 5 of Renmark Riverfront Masterplan project	
Key Move 3_Wayfinding Strategies	Pilot project e.g. gateway signage	Design + deliver as part of Renmark Riverfront Masterplan project	Design + deliver as part of Renmark Riverfront Masterplan project	Design + deliver as part of Renmark Riverfront Masterplan project
Key Move 4_Curate Town Centre Retail and Visitor Services	Town Centre Advocate	Commence planning for new Visitor Information Centre + commercial premises	Deliver new Visitor Information Centre + commercial premises	
Key Move 5_ At the edge_ an activating public art strategy	Pilot public art installation e.g. at Murray Ave/RIT public space	Design + deliver as part of Renmark Riverfront Masterplan project	Design + deliver as part of Renmark Riverfront Masterplan project	Design + deliver as part of Renmark Riverfront Masterplan project
Key Move 6_ Improve Important Streetscapes and Public Places	Commence Darnley Taylor Park Masterplan	Streetscape design + implementation from Council budgets	Streetscape design + implementation from Council budgets	
Key Move 7_Land use flexibility	Establish Council policy on town centre land use flexibility and implement non-statutory measures to encourage development	DPA/ Development Plan revision		
Key Move 8_ Patey Drive	Rationalise parking bays, asphalt and linemarking including raised pedestrian crossing. Install new interpretative signage to waterfront, Lion Park and existing boardwalk.	Install riverfront shelter, barbeque and picnic sets to community use area and beside Astons Creek.	Create waterfront sandy beaches. Install new toilet to Lion Park including path.	Upgrade Lion Park playground with play items, softfall, paths, seating and fences



Remark waterfront staging plan

Funding opportunities

Several grant funding opportunities may be available to Council to help find and implement the projects. Most are annual programmes, and the dates and specific requirements may vary from year to year. Rather than relying on external funding sources, Council should also consider how local sponsorship and/or in-kind support from community groups can be used to help get some 'quick win' action on the ground.

Grant Name / Eligibility	Description	Amount	Closing Date	Likelihood
<p>State Local Government Infrastructure Partnership (announced October 2016)</p> <p>Eligibility conditions for councils and council projects apply</p>	<p>The State Government is committing \$25 million over ten years to support councils to accelerate spending on local community infrastructure projects.</p> <p>The funding will make it easier for councils to bring forward \$125 million in local government infrastructure projects foreshadowed in their long-term planning.</p> <p>Grants will be paid once construction has started; projects need to be in councils strategic plans; be supported by a business case; have a cost of at least \$1million in most cases (could be a group of projects); lead to additional employment and use of local contractors; be demonstrably managed efficiently by council;</p> <p>Projects cannot be in councils 2016-17 budget; not be commenced nor scheduled to commence before 30 June 2019.</p>	<p>Financial incentives will include State Government funding of 20 per cent towards the cost of the infrastructure project with councils providing the remaining 80 per cent through their own reserves or borrowings.</p> <p>Additionally, the Local Government Financing Authority (LGFA) will provide finance for any council borrowings at an interest rate that is, on average, 0.5 percentage points below their usual lending rates.</p>	<p>Closing date 28 February 2017.</p> <p>On-going over ten years</p>	<p>High (in next round subject to eligibility)</p>
<p>Regional Development Fund</p> <p>Councils are eligible; as are RDA's, businesses and incorporated associations</p>	<p>The purpose of the Regional Development Fund (RDF) is to increase economic growth and productivity for regional South Australia.</p> <p>The RDF is a \$15 million per annum fund which commenced on 1 July 2014. It is administered by Regions SA, and includes the Country Cabinet Program (Fund My Idea) program.</p> <p>The RDF has awarded grants through 5 grant programs:</p> <ul style="list-style-type: none"> _ Major Projects Program _ Community Infrastructure Program _ Country Cabinet Program (Fund My Idea) _ Small Grants Program (2014-15 round only) _ Regional Food Initiatives Program (2014-15 round only) 	<p>Funding in last round offered from \$200,000 to a maximum of \$2,000,000 with leveraged funding at a minimum ratio of \$3 for each \$1 grant.</p> <p>Preference will be given to projects that commence within 6 months of approval, with the funds fully acquitted within 24 months of commencement.</p>	<p>Currently closed</p>	<p>High (in next round subject to eligibility)</p>

Grant Name / Eligibility	Description	Amount	Closing Date	Likelihood
Building Better Regions Fund (BBRF) Councils are eligible	<p>On 23 November 2016 the Australian Government announced the release of the program guidelines for the new Building Better Regions Fund (BBRF).</p> <p>Grants are available through two funding streams; Infrastructure Projects and Community Investments.</p> <ul style="list-style-type: none"> – Infrastructure Projects Stream will support projects which involve the construction of new infrastructure, or the upgrade or extension of existing infrastructure that provide economic and social benefits to regional and remote areas. – The Community Investments Stream will fund community building activities including, but not limited to, new or expanded local events, strategic regional plans, and leadership and capability building activities. These projects will deliver economic and social benefits to regional and remote communities. 	<p>The BBRF will invest \$297.7 million over four years in infrastructure projects and community investments to create jobs, drive economic growth and build stronger regional communities into the future.</p>	<p>The Infrastructure Projects Stream round closed on 28 February 2017.</p>	<p>High (in next round subject to eligibility)</p>
Planning and Development Fund – Places for People Grants Councils eligible	<ul style="list-style-type: none"> – The Places for People grant program provides funding under the following categories: <ul style="list-style-type: none"> – planning and urban design (such as urban design frameworks or master plans across a council area for places of strategic importance and/or detailed design and contract documentation for key public realm enhancement projects) – development for prominent public spaces (including foreshore, riverfront, linear park, main street precincts, civic plazas and town squares). 	<p>Not specified but \$1m possible Preference for at least 50% funding by Council</p>	<p>February 2018</p>	<p>High (in next round subject to eligibility)</p>
Planning and Development Fund – Open Space Grants Councils eligible	<ul style="list-style-type: none"> – The main objective of the Open Space grant program is to assist in the strategic purchase, planning and enhancement of public open space. – The Open Space grant program provides funding under the following categories: <ul style="list-style-type: none"> – Open Space planning (which includes concept plans, master plans, detailed designs, open space and public realm strategies) – development and enhancement of open space reserves (including regional parks, linear parks, reserves and play spaces) – strategic land purchases to acquire land for public open space. 	<p>Not specified but \$1m possible Preference for at least 50% funding by Council</p>		<p>Medium (Places for People Grants more suitable)</p>
Community Recreation and Sport Facilities Program Councils eligible	<p>To provide assistance to eligible organisations to plan, establish or improve sport and active recreation facilities that meet the needs of the community in South Australia.</p>	<p>Organisations can apply under the each of the following categories: Category 1 – facility planning Category 2 – facility development (requests \$1 - \$200,000) Category 3 – facility development (requests \$200,001 - \$1,000,000)</p>	<p>2017/18 applications open 10 February 2017 – close 10 April 2017 Information session Mon 27 February</p>	<p>Low (need to include active rec aspects)</p>
Sport and Recreation Development and Inclusion Program Councils eligible	<p>To provide assistance to eligible organisations to develop and implement projects that will grow the sport or activity, improve services and/or address barriers to inclusion.</p>	<p>2017/18 - \$3,233,000; applicants can be funded up to \$100,000 each year for up to 3 years.</p>	<p>Next round opens 7 October 2017; closes 4 December 2017</p>	<p>Low (need to include active rec aspects)</p>

Grant Name / Eligibility	Description	Amount	Closing Date	Likelihood
Crime Prevention and Community Safety Grants Councils eligible	<p>The Crime Prevention and Community Safety Grants program objectives are to:</p> <ul style="list-style-type: none"> _ Prevent crime and reduce fear of crime _ Make neighbourhoods safer _ Improve community capacity to reduce crime and increase community safety _ Increase agency collaboration and community participation in local crime prevention initiatives. 	Approx. \$100,000	Likely close April-May 2017	Low/ unlikely
Arts SA Project Seed Funding: Public Art and Design Councils eligible	<p>Project Seed funding is available to a commissioner towards fees for professional practicing South Australian artists to participate in the concept development stage of a public art project.</p> <p>An appropriate artist's fee is determined by:</p> <ul style="list-style-type: none"> _ the overall project scope, budget and timeline _ the number of artists involved _ the commissioning approach. <p>Applicants are required to provide details of their proposed project and supply appropriate material to substantiate the request.</p>	Funding of up to \$15,000 is available.	Rolling dates; 28 April, 18 August, 8 December 2017	High
Arts SA Commission Support Funding: Public Art and Design Councils eligible	<p>Commission Support funding is available for the commissioning of site specific ephemeral, temporary and permanent new public art works by practicing professional South Australian artists for presentation in a high profile, publicly and accessible location throughout South Australia.</p> <p>Assistance is provided for costs directly arising from the involvement of the artist/s in the development, fabrication, installation and realisation of their concept and for mentoring and professional development opportunities linked to public art projects.</p> <p>Applicants are required to provide a developed concept or proposal of what they seek to commission and supply appropriate material to substantiate the request. See Application Advice.</p> <p>One course of action is for Council to commission the artist – using the Public art Commissioning Guidelines (Arts SA)- and then seek supporting funding through this channel.</p>	Funding up to \$15,000 is available.	Rolling dates; 28 April, 18 August, 8 December 2017	High
Arts SA Major Commission Funding: Public Art and Design	<p>Major Commission funding recognises the role that outstanding public arts projects play in enhancing South Australia's reputation as a centre of arts excellence. Funding is available to develop and commission significant new public art works of quality and artistic merit by outstanding South Australian artists for presentation in high profile, publicly accessible locations throughout the state.</p> <p>Assistance can be sought for every stage of a project's development, including further concept and design development, implementation, fabrication, installation and documentations costs.</p> <p>Applicants are required to provide full commissioning and project details and supply appropriate support material to substantiate the request.</p>	A single grant of \$80,000	18 August 2017 to commence 1 November 2017	Medium (query the reserves as highly public locations)

Grant Name / Eligibility	Description	Amount	Closing Date	Likelihood
Project Assistance: Aboriginal and Torres Strait Islander Arts Development	<p>Project Assistance supports individuals and groups of Aboriginal and Torres Strait Islander artists in the creative development, production or presentation of new work. You can seek assistance across literature, performing arts and visual arts, craft and design.</p> <p>Emerging artists applying for funding to create new work must demonstrate that the project is viable and that they have the skills and ability to undertake and complete the project.</p>	Subject to negotiation	28 April; 27 October 2017	High – subject to meeting criteria
Richard Llewellyn Arts and Disability Trust South Australian artists, arts workers, arts managers with disabilities can apply. Organisations must be based in South Australia and have a project that involves South Australian professional practising artists with a disability. Organisations can be a Federal, State and Local Government agency.	<p>The Richard Llewellyn Arts and Disability Trust provides funding for: individual artists with a disability and organisations.</p> <p>The aim of the Trust is to ensure professional artists with a disability receive funding to support their creative and artistic goals.</p>	<p>The funding categories are:</p> <ul style="list-style-type: none"> _ Individual grants – up to \$10,000 to individual artists _ Emerging grants – up to \$3,000 to emerging artists at the start of their career _ Organisation grants – up to \$20,000 to organisations where artists with a disability will benefit and have involvement _ Short notice grants – up to \$3,000 _ Access grants – up to \$3000 to increase access to arts and cultural activity by South Australians with a disability. 	<p>Closing date: 24 March 2017</p> <p>Notification date: June 2017</p> <p>Commencement date: 1 July 2017</p>	High – subject to meeting criteria
Fund my Community Council can apply on behalf of a separately managed community group	<p>Fund My Community is offering grants of between \$10,000 and \$100,000 (plus GST) for community organisations to deliver projects that will measurably improve the wellbeing of people who experience unequal access to resources, services or opportunities. The community will be involved in deciding what projects receive funding.</p> <p>Council may need to identify the community group and assist them; also to determine how the Reserves/public art can be integrated into projects for disadvantaged, vulnerable or isolated people.</p>	\$10,000-\$100,000	Close 31 March 2017	Unlikely
General Crowd Funding/ Kickstart process	<p>E.g. Australian Cultural Fund; Go Fund Me or similar. A public campaign is suggested to accompany the crowd-funding campaign, explaining/appealing to locals, ratepayers or users of the park, describing the potential size location and nature of a possible commission and their role in the process, and what they would 'receive'(e.g. recognition on a plaque, attendance at an opening event etc.. Council's role is envisaged as 'supporting;</p>	Unlimited but could aim for \$100,000 for design, creation and installation process	No time frame but suggest 4-6 months	Unknown but high likelihood with comprehensive approach and independent driver group i.e. not led by council but supported by Council
Sponsor/Targeted Donation Campaign	<p>Identify single sponsors and if unsuccessful identify multiple high profile local people/residents/businesses that may contribute with a donation of \$10,000 minimum ie ten donors required. They would determine the artist, nature and location of the public art and be recognised at the site, through events and at Council</p>	Aim for \$100,000	No timeframe but aim for 4-6 months	Unknown but high likelihood with creative approach
In-kind	<p>Community groups may have some capability to support small projects as financial or in-kind contributions.</p>			High

Grant Name / Eligibility	Description	Amount	Closing Date	Likelihood
Council Funding in whole or part	Council funds project from its reserves or through borrowing at favourable rates; Council supports funding committed by community/local groups (e.g. Rotary, Lions, other)	Flexible	No timeframe	Subject to Council decision

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PLUS 

Planning
Landscape Architecture
Urban Design
Social Planning

An aerial photograph showing a wide, meandering river with numerous oxbow lakes and islands. The river is a dark, winding line through a landscape of brown and green agricultural fields. The text is overlaid on the left side of the image.

RENMARK URBAN DESIGN FRAMEWORK

SIGNAGE + WAYFINDING

CONCEPT DESIGN

23 FEBRUARY 2017

GRIEVE
GILLETT
ANDERSEN

INTRODUCTION

In 2005 Council prepared a UDF report that focused on the following key themes:

- Business and Economy
- **Public domain, streets and open space**
- Housing growth and diversity
- **Sense of place and identity**
- **Urban design excellence**
- **Sustainability**

Since then Council have undertaken upgrades within the town centre in response to the recommendations of the UDF.

In 2016 Council engaged a multi-disciplinary team led by Jensen Planning + Design to prepare an Urban Design Framework that responds to the current site and conditions, needs of the community and strategic objectives for the town that have developed since 2005.

Grieve Gillett Andersen (GGA) have undertaken a spatial planning and wayfinding review of Renmark Town Centre.

In response to the site visits, workshops with Council and benchmarking study with the design team, GGA propose a wayfinding strategy that is developed on the following principles:

Design Principles

- Develop a consistent architectural language for signage
- Ensure signage is easily accessed and maintained
- Provide the opportunity for signage to perform multiple purposes; e.g. 'Renmark' signage can be transformed for advertising for special events
- Repetitive forms simplify construction, manage cost and provide the potential for future relocation.

SIGNAGE + WAYFINDING PRINCIPLES

Create a series of 'gateways' into Renmark

- Strategically locate gateway signage to encourage visitation into Renmark Town Centre Create a signage design that considers the driver's experience

Strengthen sense of place and identity

- Enhance public amenity by integrating lighting, furniture and signage into the design of public space
- Build on existing qualities (materiality, built form, landscape) to strengthen the uniqueness of Renmark
- Express the local narratives of Renmark through interpretive signage

Enhance the public domain

- Develop a contemporary architectural language to complement existing built form in Renmark.
- Provide a suite of signage and wayfinding interventions that are appropriate in scale within the existing public domain



ENTRY SIGN INTO RENMARK TOWN CENTRE
Renmark Ave



REPETITIVE MOTIF LOCATED AT TOWN SQUARE
Renmark Ave



RENMARK TOWN SIGNAGE
(A1 entry from Mildura)

1.0 SITE ANALYSIS

EXISTING TOWNSHIP ELEMENTS



EXISTING KEY DESTINATIONS



EXISTING OPEN SPACE



The above diagram identifies main roads into Renmark, key destinations and connections.

The town centre is located 'off the main road' and lacks clear signage.

The riverfront is detached from the Sturt Highway; there are opportunities for upgrading the connecting roads to provide a legible connection for cyclists and pedestrians.

HERITAGE



REMARK HOTEL
Murray Ave



REMARK IRRIGATION TRUST OFFICE (1893)
Murray Ave



REMARK BANK
Murray Ave



DISTILLERY BRIDGE
(1st PRESTRESSED CONCRETE IN SA)

3.0 SIGNAGE STRATEGY

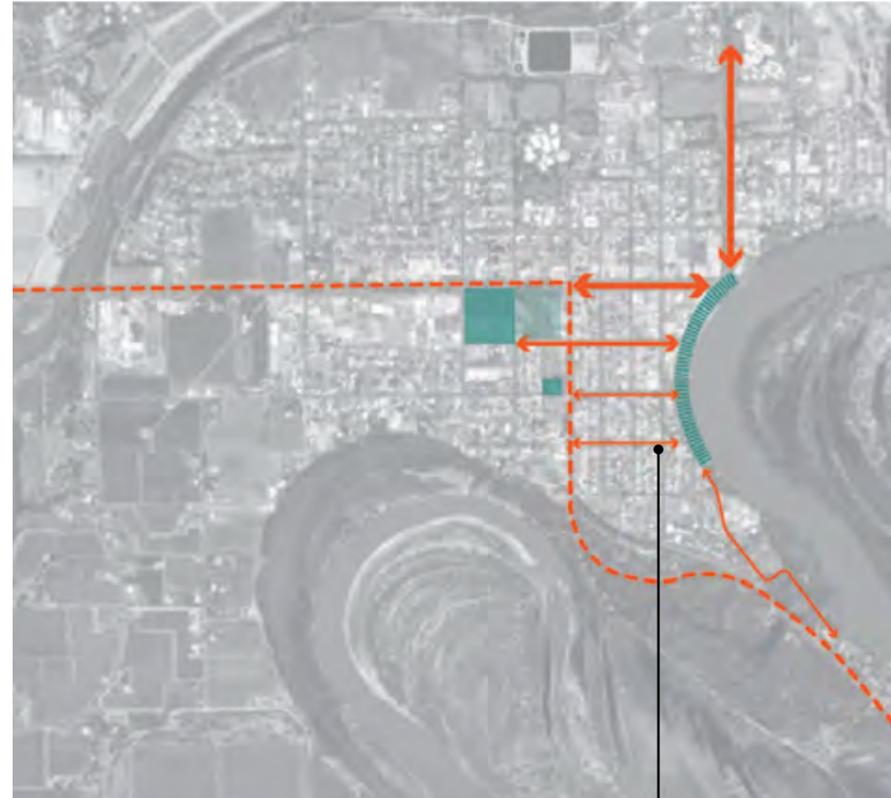
CREATE DISTINCT GATEWAYS



GATEWAY 1
 Locate gateway signage at Renmark Ave roundabout where drivers will make decision to enter the main town centre or continue east to Mildura.

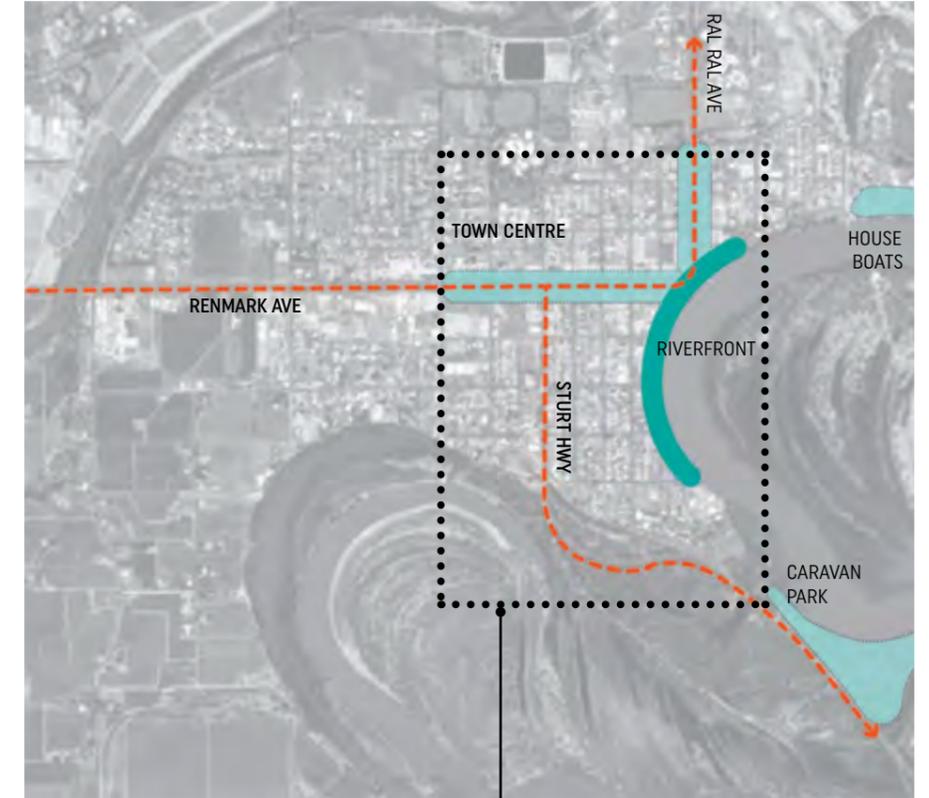
GATEWAY 2
 Locate gateway signage on Sturt Highway approach into Renmark
 Signage design will need to be legible at speed and consider curvature in road
 Road barriers and clearances will need to be considered.

STRENGTHEN CONNECTIONS



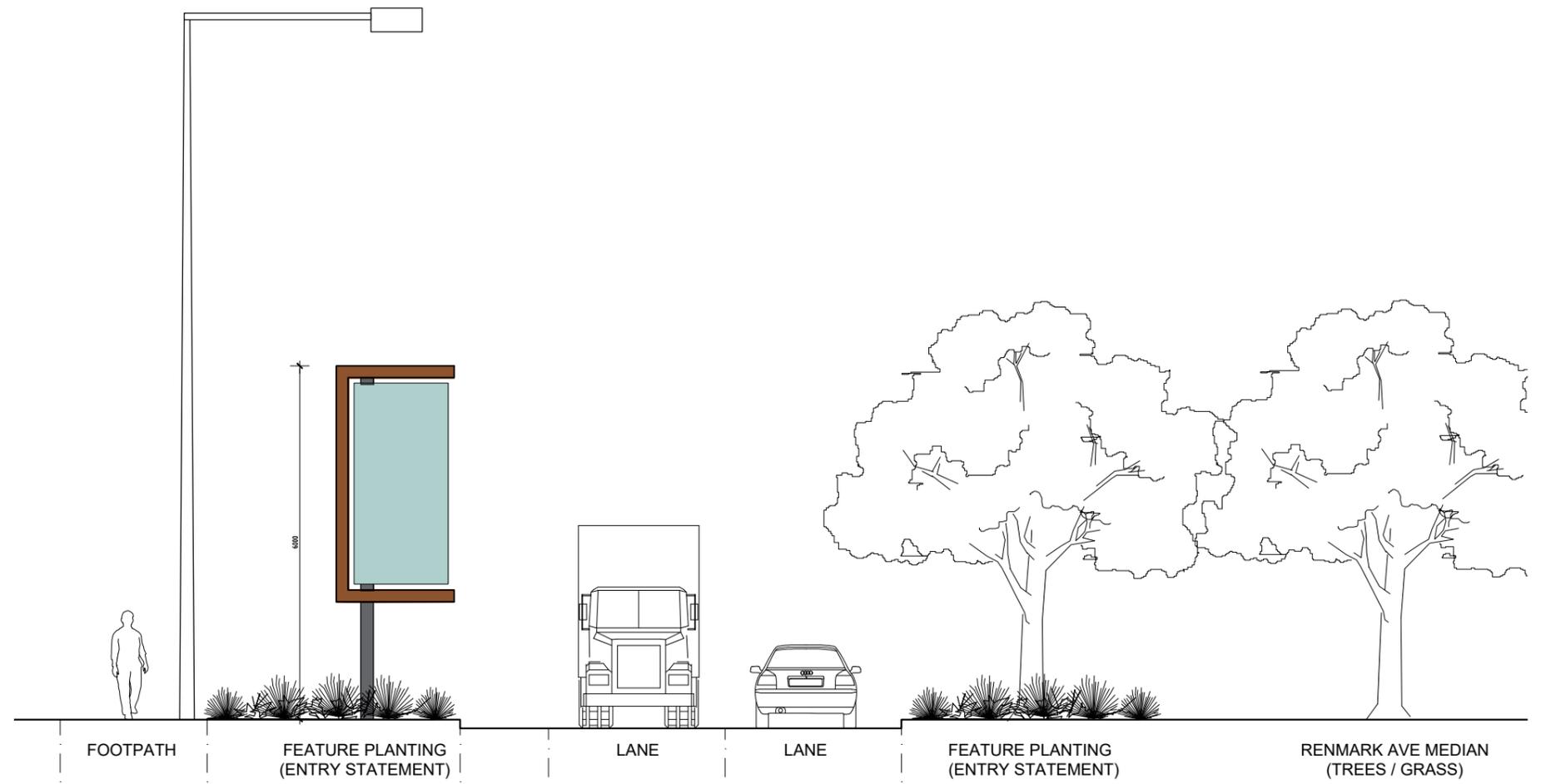
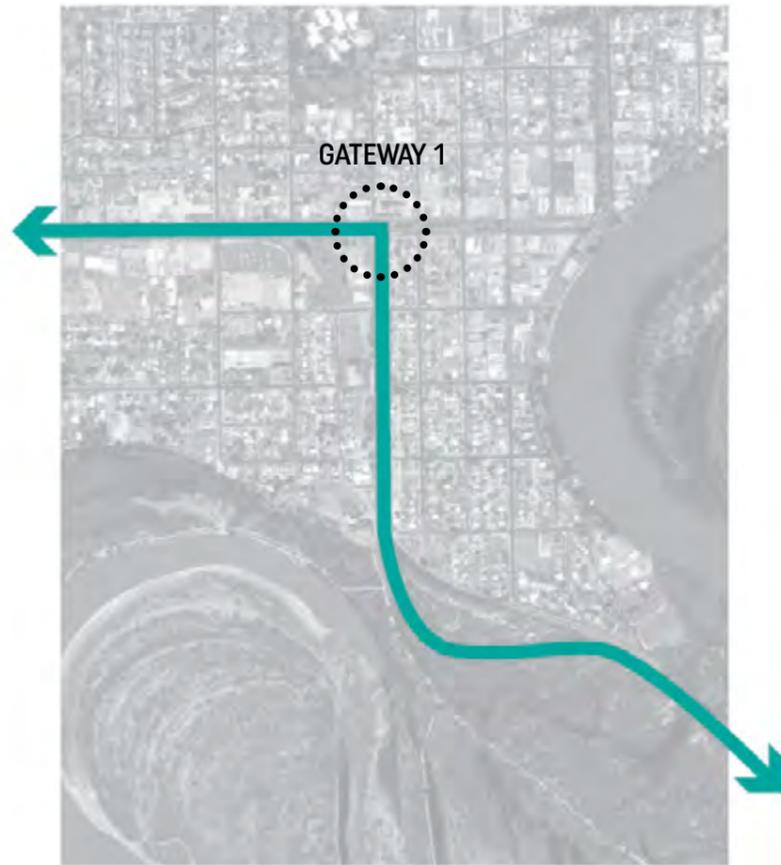
Provide wayfinding signage / directions to connect people from Council offices, large open park and shopping centre along Renmark Ave, to the riverfront precinct.

COHESIVE LANGUAGE FOR SIGNAGE



Strengthen precinct
 Character through consistent signage

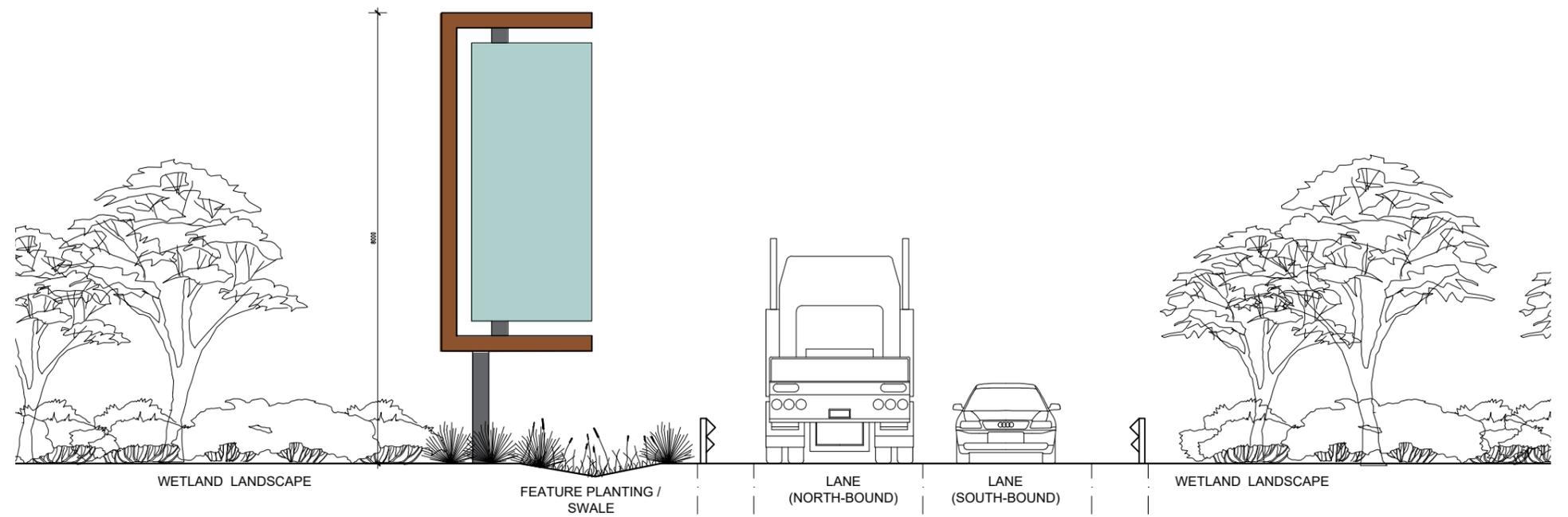
GATEWAY 1
RENMARK AVENUE / STURT HIGHWAY INTERSECTION



GATEWAY 1



GATEWAY 2
STURT HIGHWAY (FROM EAST)



GATEWAY 2
STURT HIGHWAY (FROM MILDURA)



INTERCHANGEABLE SIGNAGE PANELS

Create a dynamic and memorable gateway experience by changing the signage panels throughout the year.



5.0 WAYFINDING SIGNAGE

GUIDING PRINCIPLES

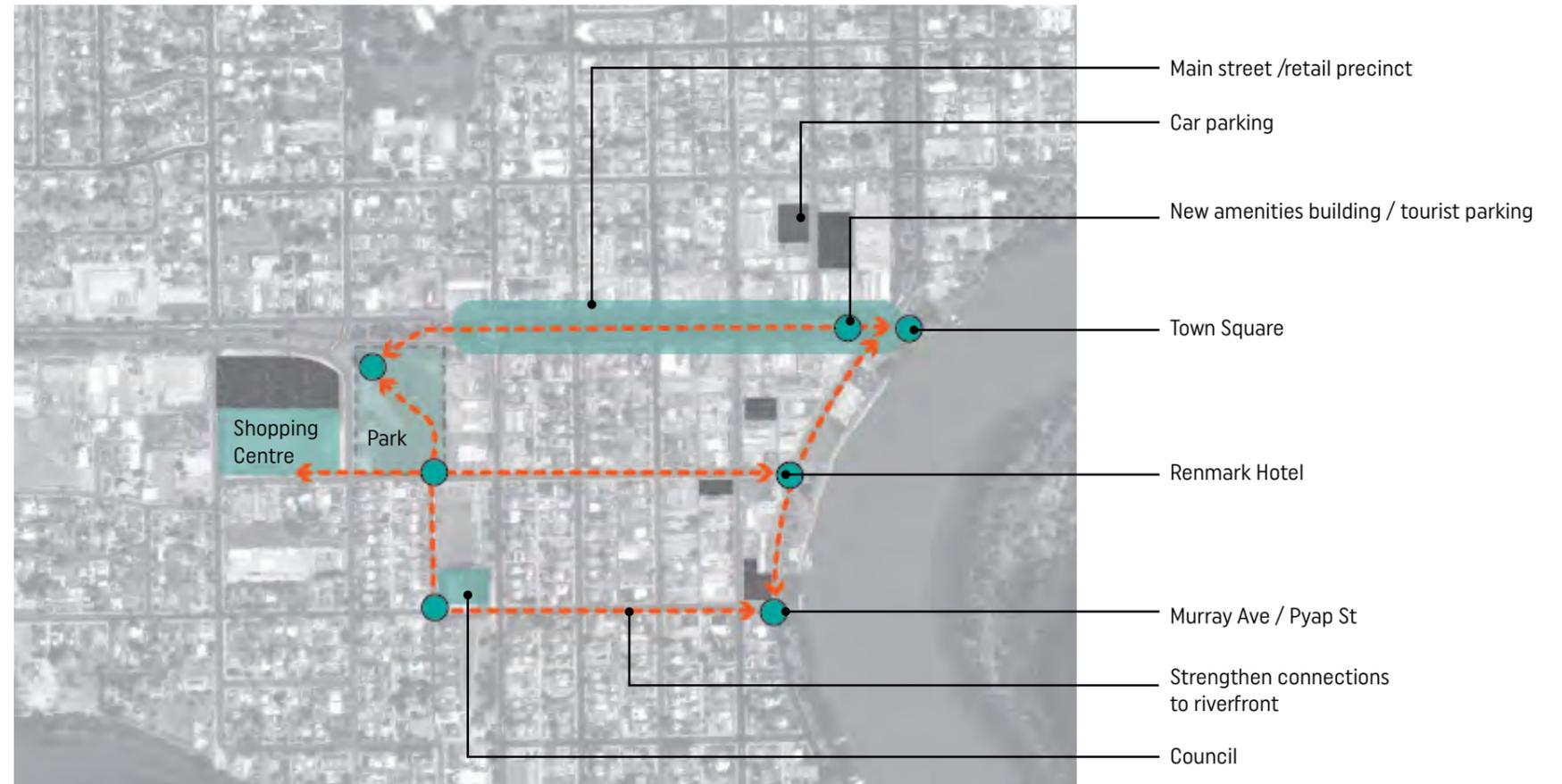
The intent is to provide a concept for wayfinding signage that can be installed at key locations within the town centre.

The adjacent plan suggests potential locations for signage that will strengthen connectivity for pedestrians/cyclists and connect key destinations.

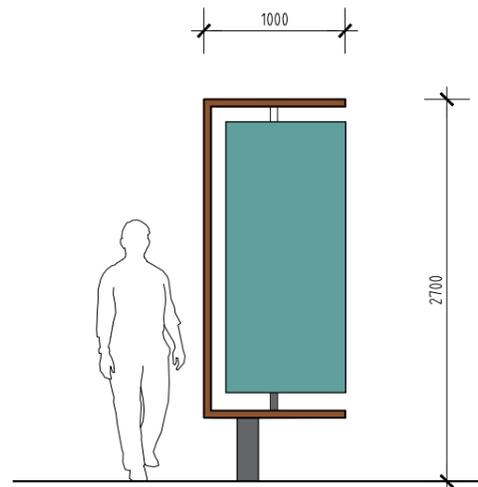
Walking through Renmark, it is evident that there is no clear identify of the 'town centre'. A simple and consistent strategy for wayfinding signage will provide local residents and visitors a clear sense of direction.

The guiding principles for wayfinding are:

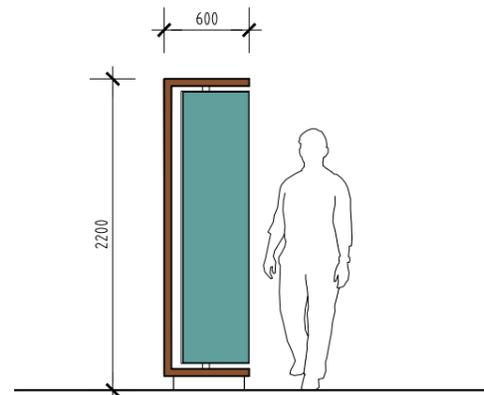
- **Discreet and secondary** signage
- **Carefully positioned** at key destinations i.e. shopping centres, major car parking zones and points of interest
- **Complementary to the user**; ensure the graphic and text is legible and informative
- **Visible and iconic**; the signage provides distinct markers in the public realm
- **Consistent**; the wayfinding signage is part of a broader suite of signage designs and complements the existing Renmark 'brand'.



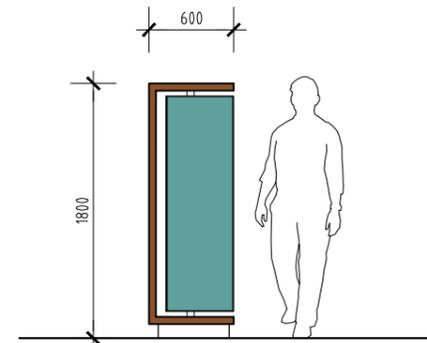
WAYFINDING SIGNAGE SUITE



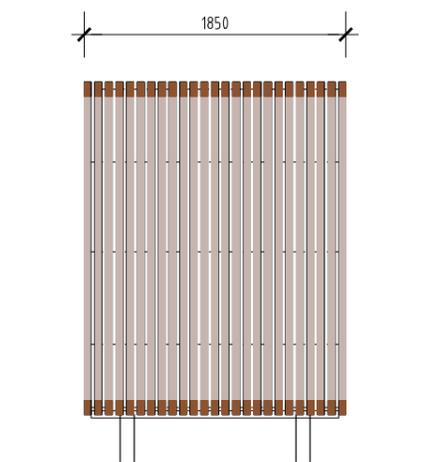
Town Centre Signage
 • Map
 • About Renmark



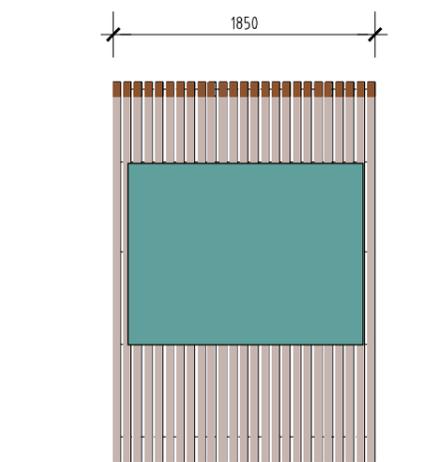
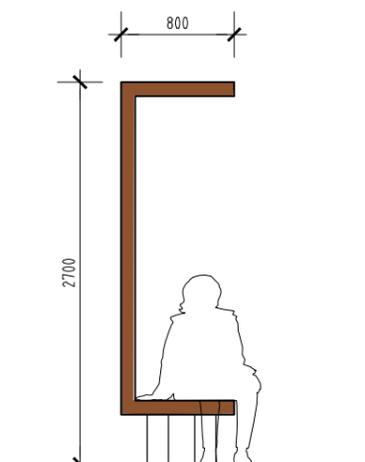
Primary Directory



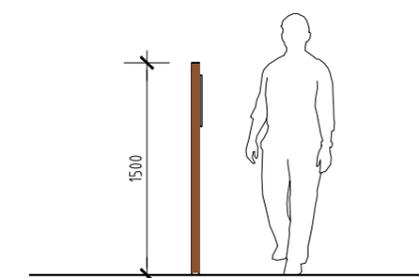
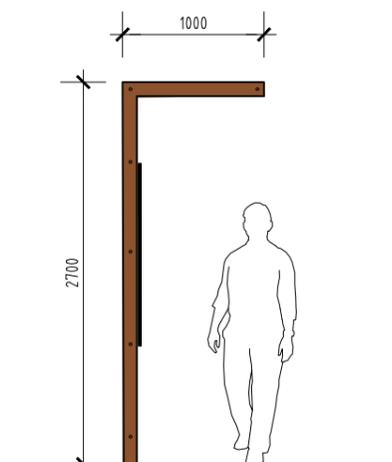
Secondary Directory



Shelter with seating



Notice Board
 A central signage board e.g. visitor map, events, community information etc



Memorial Wall - consolidate existing plaques for visual consistency and enhancing memorial experience

6.0 INTERPRETIVE SIGNAGE

FRAMING VIEWS + INTEGRATING SIGNAGE/PUBLIC ART

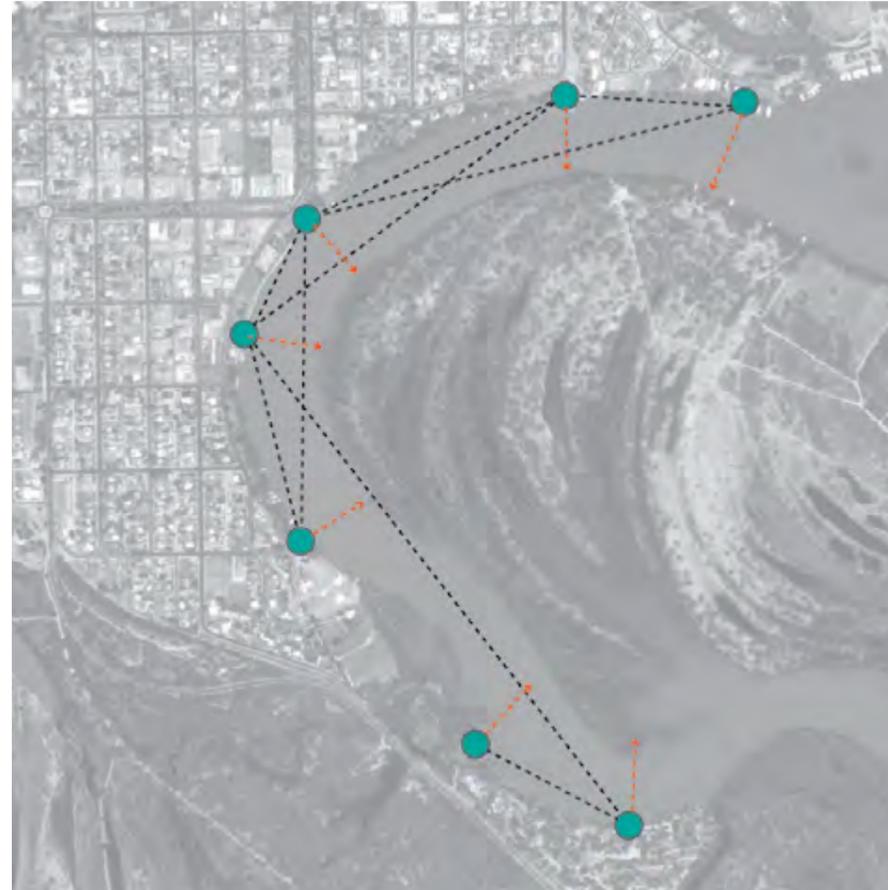
Every frame will create a new destination and together, a journey.

An aim of the UDF is to strengthen the sense of place and unique identity of Renmark. In response, a series of 'interpretive frames' are proposed to be located along the riverfront to offer a multi-layered experience for pedestrians and cyclists and create an informal walking trail that strengthens the relationship between the town and river.

The frames consist of a viewing portal and graphic panel that will curate a specific view and story of Renmark. The scope of this project excludes the design of the content; however, it is encouraged that Council works with an architect, graphic designer, artist and historian to develop a consistent language of interpretive signage.

The architecture of the frames is contemporary, robust, consistent and the materials reflect the local context of Renmark; timber, steel plate and pipe with coloured infill panels.

The frames will be visually distinct whilst sitting comfortably in the existing public domain.

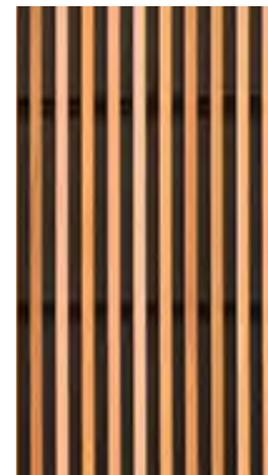


MATERIALITY

The material palette for signage elements reflects the local built environment of Renmark.



Steel pipework



Timber screen



Perforated steel

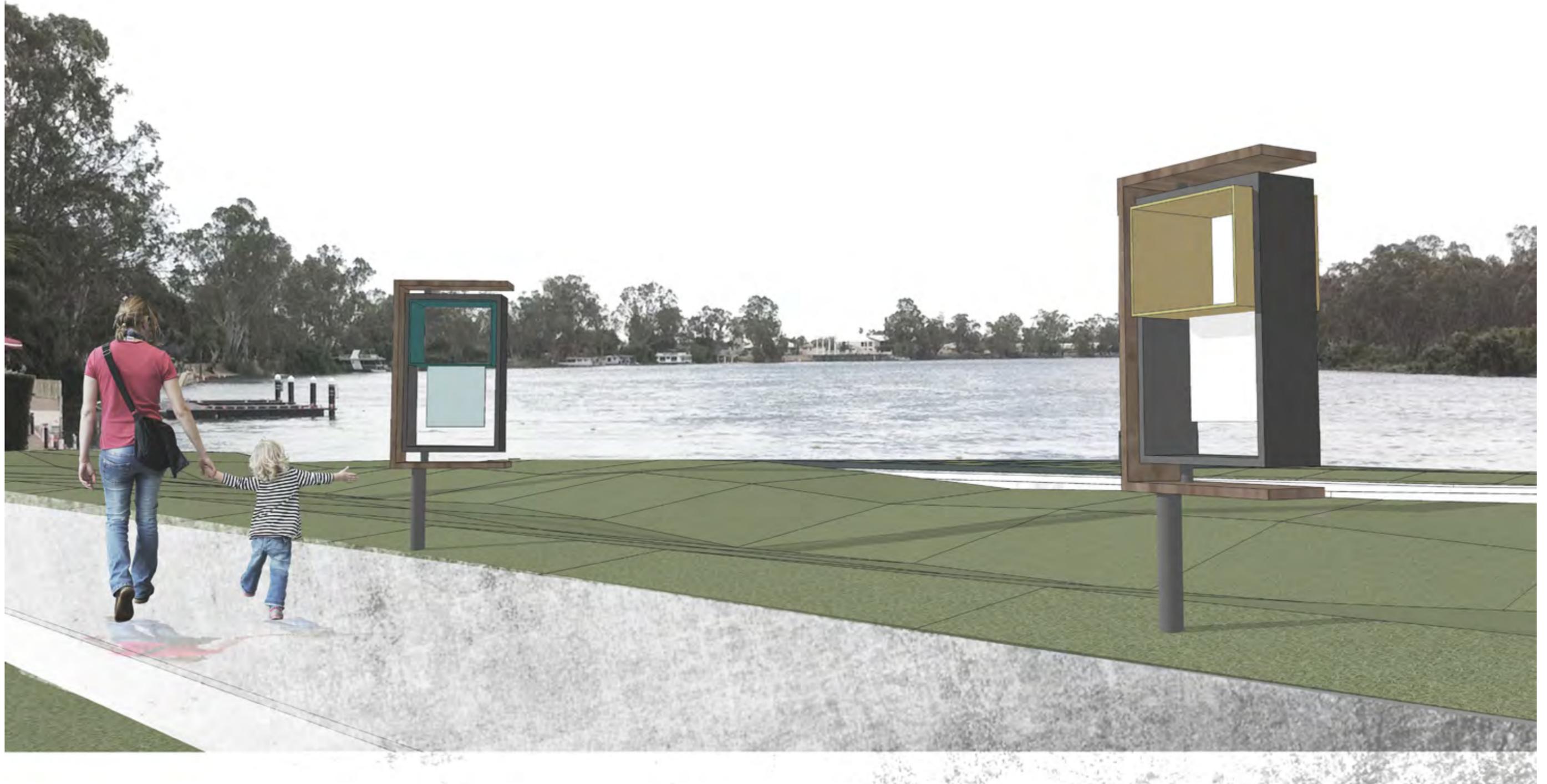


Industrial steel



Landscape - colour + texture

FRAMING VIEWS + INTEGRATING SIGNAGE/PUBLIC ART



PRECEDENTS OF INTERPRETIVE SIGNAGE + INTEGRATED PUBLIC ART OPPORTUNITIES



Port Noarlunga Foreshore (TCL/Nowland Design)



Poppy Plaza, Calgary (Marc Boutin Collaborative)



Harts Mill Interpretive Trail (Mulloway)



Stuart O'Grady Bikeway (Groundplay)



Harts Mill Interpretive Playground (Mulloway/Aspect Studios)

7.0 FEATURE BUILT FORM LIGHTING

DESIGN PRINCIPLES FOR LIGHTING

- Create visual interest along the Renmark waterfront through a set of connective elements
- Provide architectural lighting to key buildings to enhance the unique character of the town and create a memorable place
- Encourage night time activation with pedestrian lighting that is integrated with public realm elements



EXISTING



PRECEDENTS FOR LIGHTING

- Design lighting to an appropriate ambiance for Renmark
- Propose LED fittings for sustainable and low maintenance design
- Integrate lighting into the design of public space and landscape

