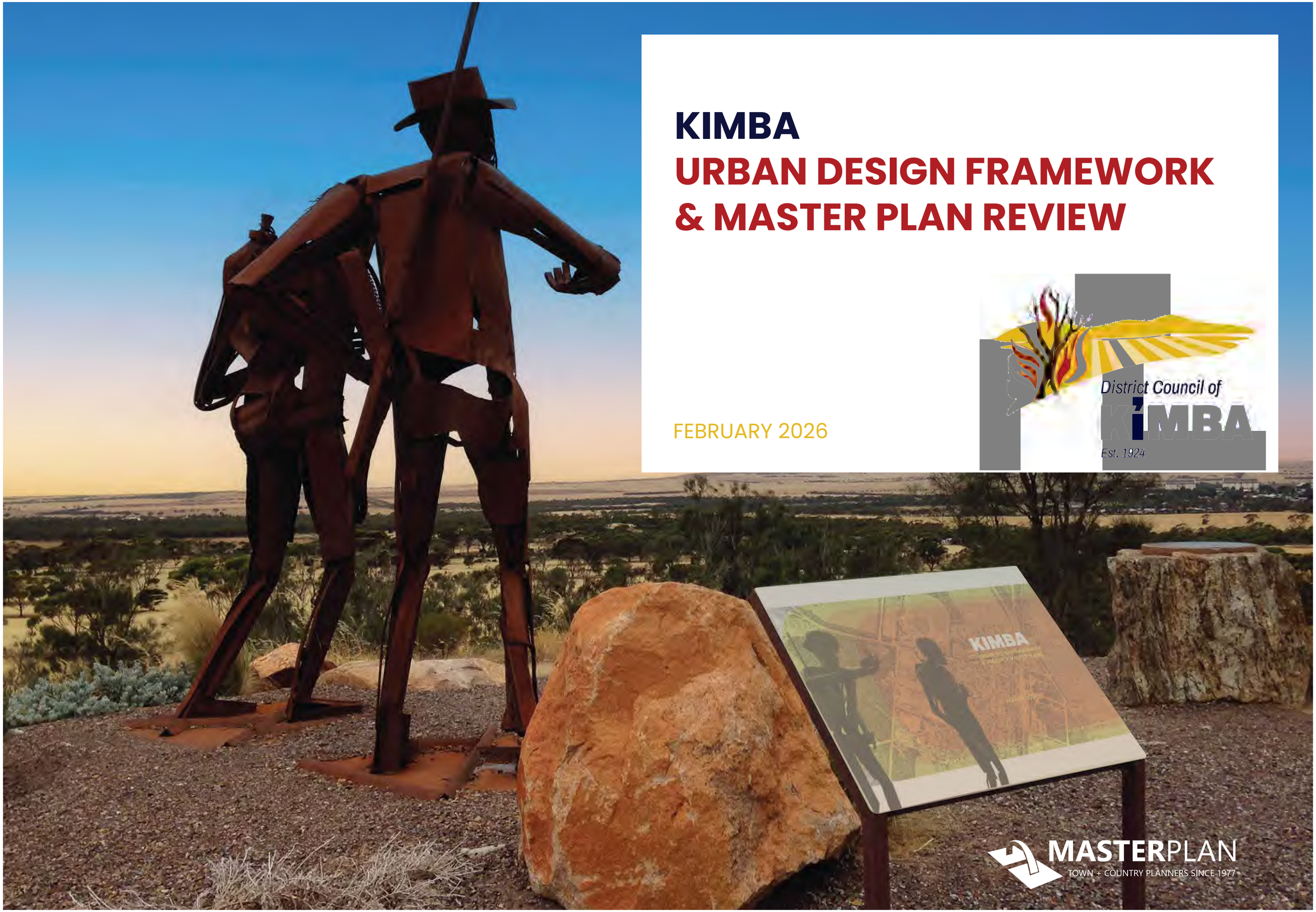
KIMBA
URBAN DESIGN FRAMEWORK & MASTER PLAN REVIEW

FEBRUARY 2026

District Council of KIMBA
Est. 1924



MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977



KIMBA
URBAN DESIGN FRAMEWORK & MASTER PLAN REVIEW

Prepared for District Council of Kimba by MasterPlan

FEBRUARY 2026

MasterPlan acknowledge the Traditional Custodians of Country across Australia, and recognise their continuing connection to land, waters and culture. We pay our respects to Elders past and present.

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District Council of KIMBA
Est. 1924

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1 Introduction

MasterPlan has been engaged by the District Council of Kimba ('Council') to undertake a review and update of the Kimba Urban Design Framework and Master Plan ('Kimba UDF').

The Kimba UDF was prepared in 2013/14 by a dedicated project team including MasterPlan, Outerspace Landscape Architects and Ian Robertson Design. The Kimba UDF sought to build on existing community capacity and previous design work by preparing a consolidated set of ideas and options for the development of the public realm in the township of an extended time horizon. The project involved extensive community engagement in late-2013 and then again in mid-2014.

The 2013/14 Kimba UDF presented the analysis of the existing conditions and provided a series of concepts for the development of the township, expressed as township strategies, precinct master plans and an implementation strategy outlining a series of recommended projects.

Since the preparation of the Kimba UDF, Council and the Kimba community have worked collaboratively with a range of stakeholders to implement many of the recommendations, as well as a series of other related projects, where opportunities have presented themselves.

Kimba remains a robust and capable community with high-quality physical and social assets. Council has invested significantly in community infrastructure, and the result of this investment is visible across the township.

Given the time that has elapsed since the Kimba UDF was prepared, Council sought to update the plan to reflect the work undertaken within the current context. The current project has sought to produce an updated set of concepts for future projects and an updated implementation plan for the coming decade.



2 Project Scope

2.1 Study Area

Kimba is known as being located halfway across Australia as the crow flies.

Located approximately midway along the Eyre Highway between Port Augusta (150 kilometres) and Wudinna (100 kilometres). Whyalla is also located approximately 150 kilometres away via Iron Knob. The nearest major settlements south of the Highway are Cleve (70 kilometres) and Cowell (90 kilometres).

Kimba also services all of the farming land north of the highway around the Buckleboo area. The Gawler Ranges are located approximately 100 kilometres north-west of the town and Lake Gilles is located nearby to the north-east.

The town's relative remoteness on the Eyre Highway, and its distance from other major settlements, makes it a very important centre for the numerous visitors travelling the highway. The location of Kimba in relation to its surroundings is provided in the Location Plan in **Figure 1**.

As described in the previous section, the study area for the project is the majority of the Kimba township and covers the key roads and publicly accessible spaces within the town. Consideration has also been given to a few linked issues and key areas located outside of the identified primary study area boundary including Whites Knob. The extent of the study area is shown on the Study Area Plan in **Figure 2**.

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FIGURE 1

LOCATION PLAN

The District Council of Kimba

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FIGURE 2

STUDY AREA

Core Study Area Extent

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2.2 Intended Outcomes

The project has sought to update the 2013/14 Kimba UDF by providing a new reference document that allows Council to progress strategic urban design projects towards capital works in key identified locations. The strategic document can also be used as a tool to guide other planning studies, including township growth, land use changes and future Code Amendments.

- Carrying forward the expression of the Kimba UDF, the updated document has sought to:
- Express a vision for the township.
- Outline the existing context of the township, including its structure and assets.
- Analyse what currently works effectively and what does not.
- Determine what areas and precincts of the township are most important to the community, its needs and potential.
- Present Master Plan concepts for those precincts identified as most important to the community.
- Provide guidance as to the priority of projects and works.
- Provide guidance as to budget and funding sources for undertaking project works.

Following the completion of the project, Council can use the document to guide its long-term financial planning and annual budgeting, and to best determine which projects to proceed with in the short- and medium-term. The reporting is structured to help support applications for external funding and grants to progress projects.

It can be anticipated that some of the outcomes will result in works occurring in the near future, whereas other recommendations will require more detailed investigations, design and procurement of funding before progressing to capital works.

2.3 Limitations

Like all projects, Urban Design Frameworks and Master Plans have limitations on what they are able to achieve.

This project provides a set of conceptual outcomes for the future of the Kimba township. Whilst the document can be endorsed by Council on this basis, decisions to progress individual projects will be made by Council separately, having regard to financial planning and the need to balance the resources Council is able to commit.

The level of detail presented in the project is of a high-level conceptual detail only. Whilst plans are prepared at a reasonable accuracy of scale, they are principally intended to show ideas for improvement, the relationship between uses, features and connectivity networks. The plans are not intended to be drawings to show the exact size of the features and objects proposed.

The project is not a detailed design and engineering project, so it is not able to produce detailed costings and analysis of projected costs. Where indicative costs are presented, they are 'rough order of magnitude' costs that seek to allow for comparison between projects.

The project cannot directly influence the private realm. Whilst the opportunity exists for Council to work with businesses and the community to achieve private realm outcomes, the project cannot make direct recommendations for works to occur on private land.

3 Township Context Analysis

3.1 Introduction

An updated analysis of the existing context and structure of the Kimba Township has been undertaken to renew the understanding of how the town functions.

The analysis includes:

- Review of the overall existing pattern of land use.
- Comparison with the pattern of land use from the 2013/14 Kimba UDF.
- Analysis of the zoning of the township and the relationship of policy to land use.
- Review of the relationship between private land and public realm.
- Key public spaces within the township.

The analysis considers the opportunities for future township growth and includes a demographic analysis to understand the population trends affecting the township. The structure of the township is set out in a series of plans which reflect the data gathered during the preliminary ground truthing process.

3.2 Pattern of Land Use

3.2.1 Land Use

The land use plan with 2024 data was compared to the previous plan which used 2014 data.

Overall, the land use distribution has remained predominantly the same throughout the town and reflective of the respective zoning. Retail, commercial and institution land uses are concentrated around Cross Street/High Street and generally surrounded by residential land uses, interspersed with educational and smaller scale commercial uses. Industrial land uses continue to be concentrated along the rail corridor, Railway Terrace and Martin Terrace around the SA Water infrastructure.

Some areas are categorised differently in the land use database, however, continue to have the same use as they did in 2014, namely:

- The Sport and Recreation Reserve identify the bowling club as Recreation and the rest as Public Institution (it was noted as such previously, but the plan showed all recreational uses).
- The Lions/Apex Central Park changed from Reserve and Vacant, to Recreation.
- The mining village land has changed from Residential to Non-Private Residential.

Within the Town Centre, the distribution of land uses has remained largely the same, with only one allotment on corner of South Terrace/High Street changing from Retail/Commercial to Residential and one allotment on West Terrace changing from Residential to Commercial.

There continues to be a number of vacant allotments throughout the town, with some being re-classified as Commercial along Nugent Road, and Recreation along Hannan/Cowell-Kimba Road and Grund Road.

Some Rural Residential allotments throughout have changed to Residential and Commercial land along Nugent Road/Mayfield Court.

Conversely, some previously Residential land has changed to Rural Residential along Freeth Street.

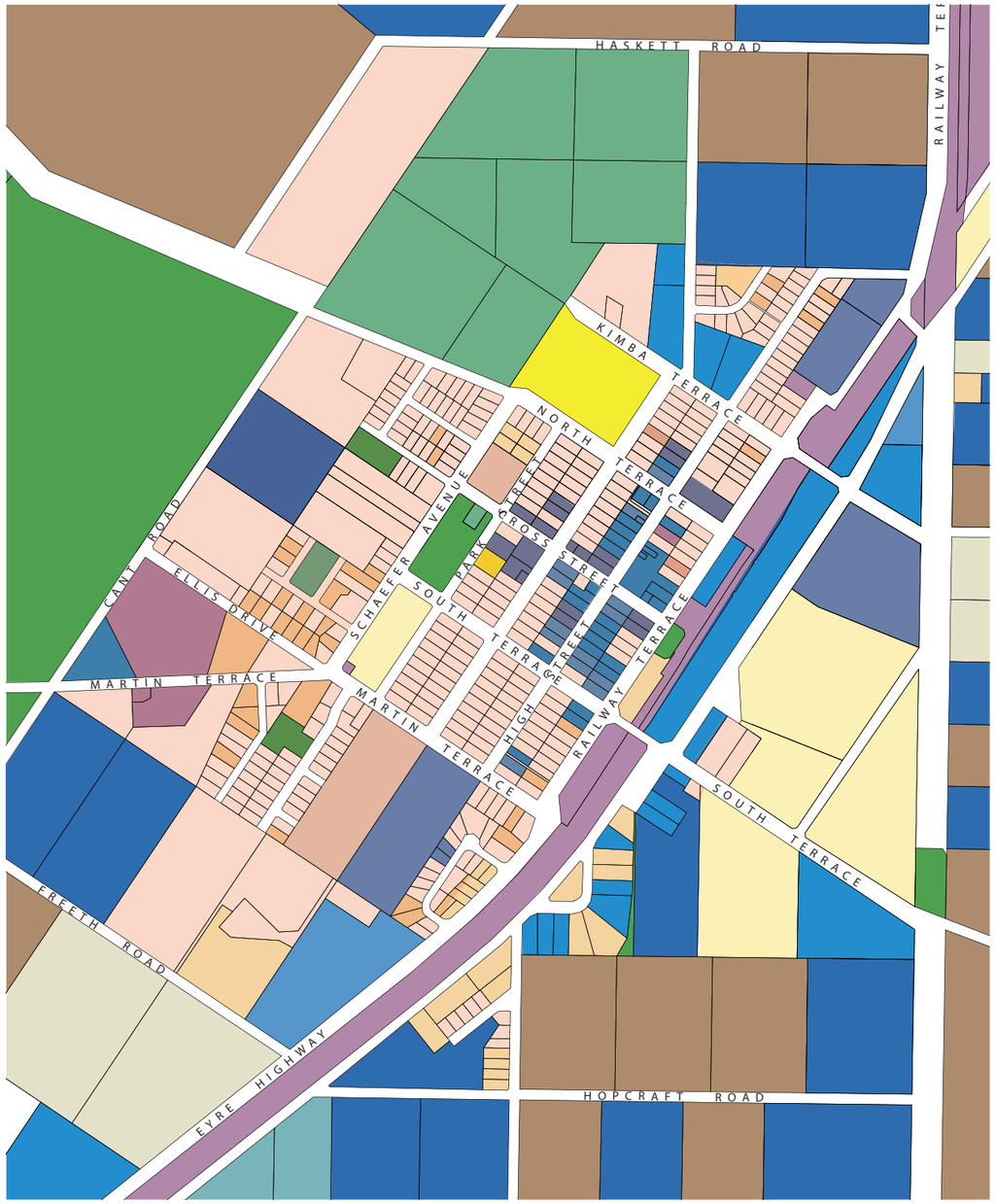
Land on the corner of Hopcraft Road and King Road has changed from Rural Residential to Reserve.

The 2014 and 2025 distribution of land uses are depicted on the Land Use Comparison Plan contained in **Figure 3**.

FIGURE 3

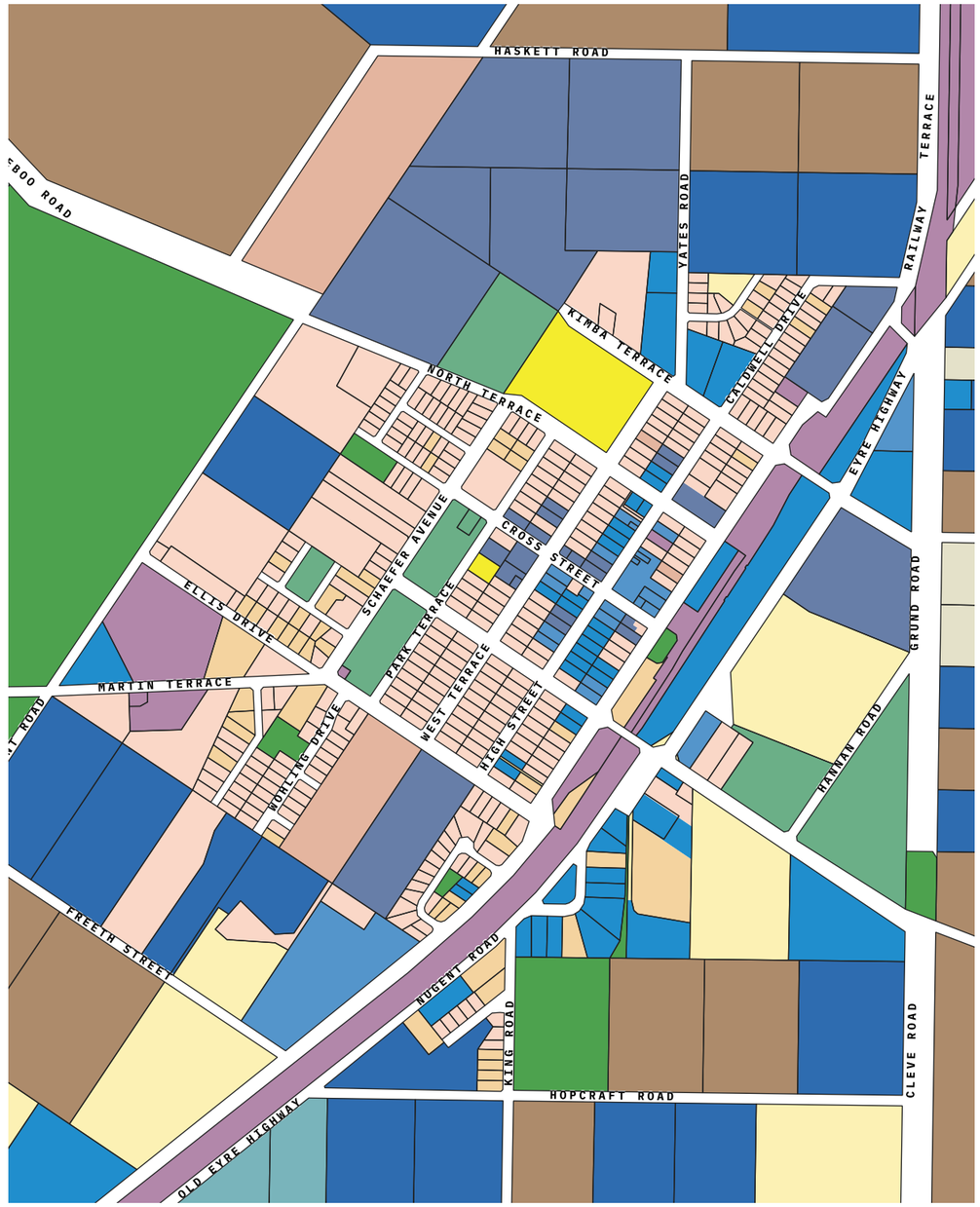
LAND USE COMPARISON

2014



- Agriculture
- Commercial
- Education
- Food Industry
- Forestry
- Golf
- Horticulture
- Livestock
- Mine/Quarry
- Non Private Residential
- Public Institution
- Recreation
- Reserve
- Residential
- Retail/Commercial
- Rural/Residential
- Utilities/Industry
- Vacant
- Vacant/Residential

2024

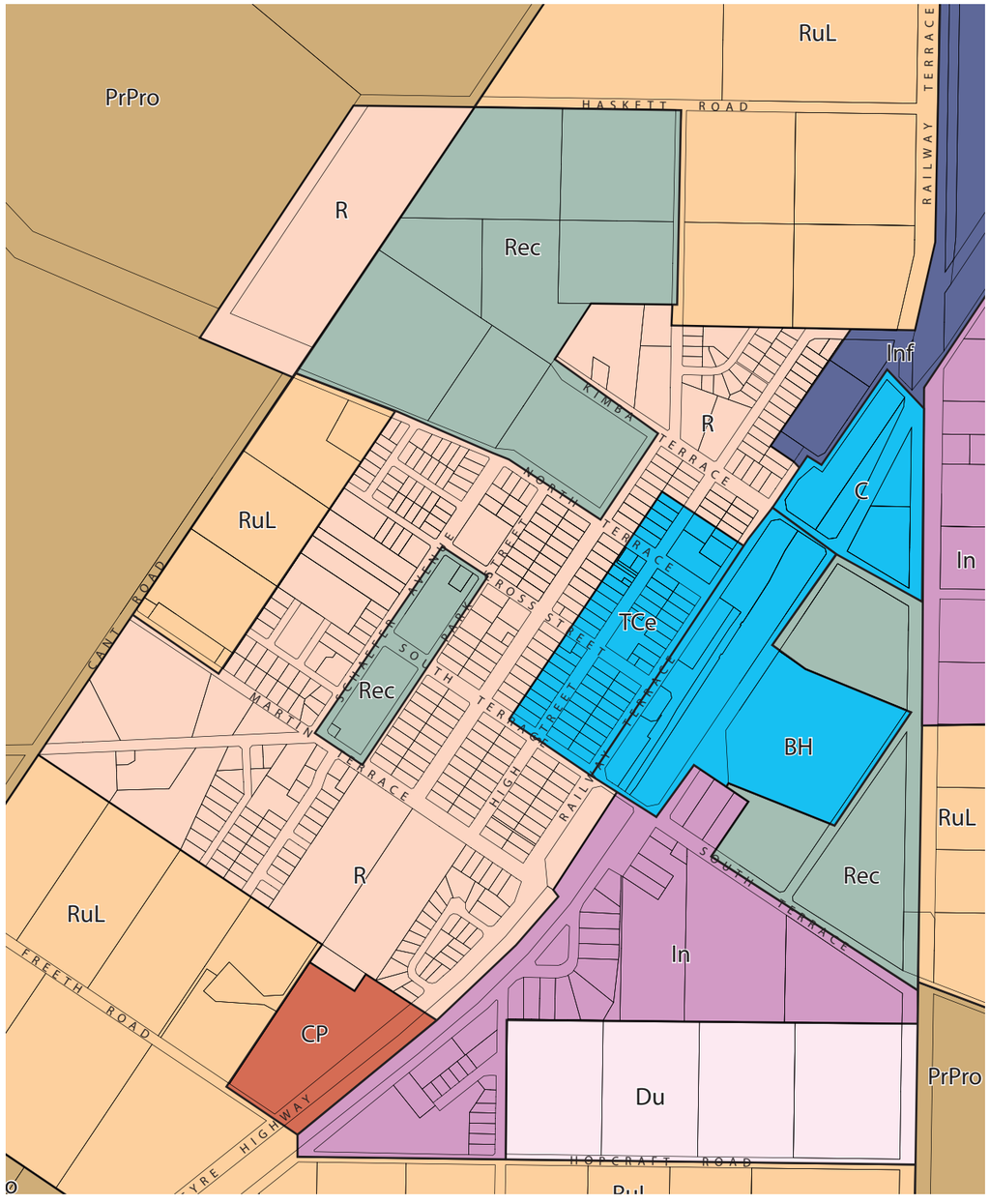


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FIGURE 4

ZONING COMPARISON

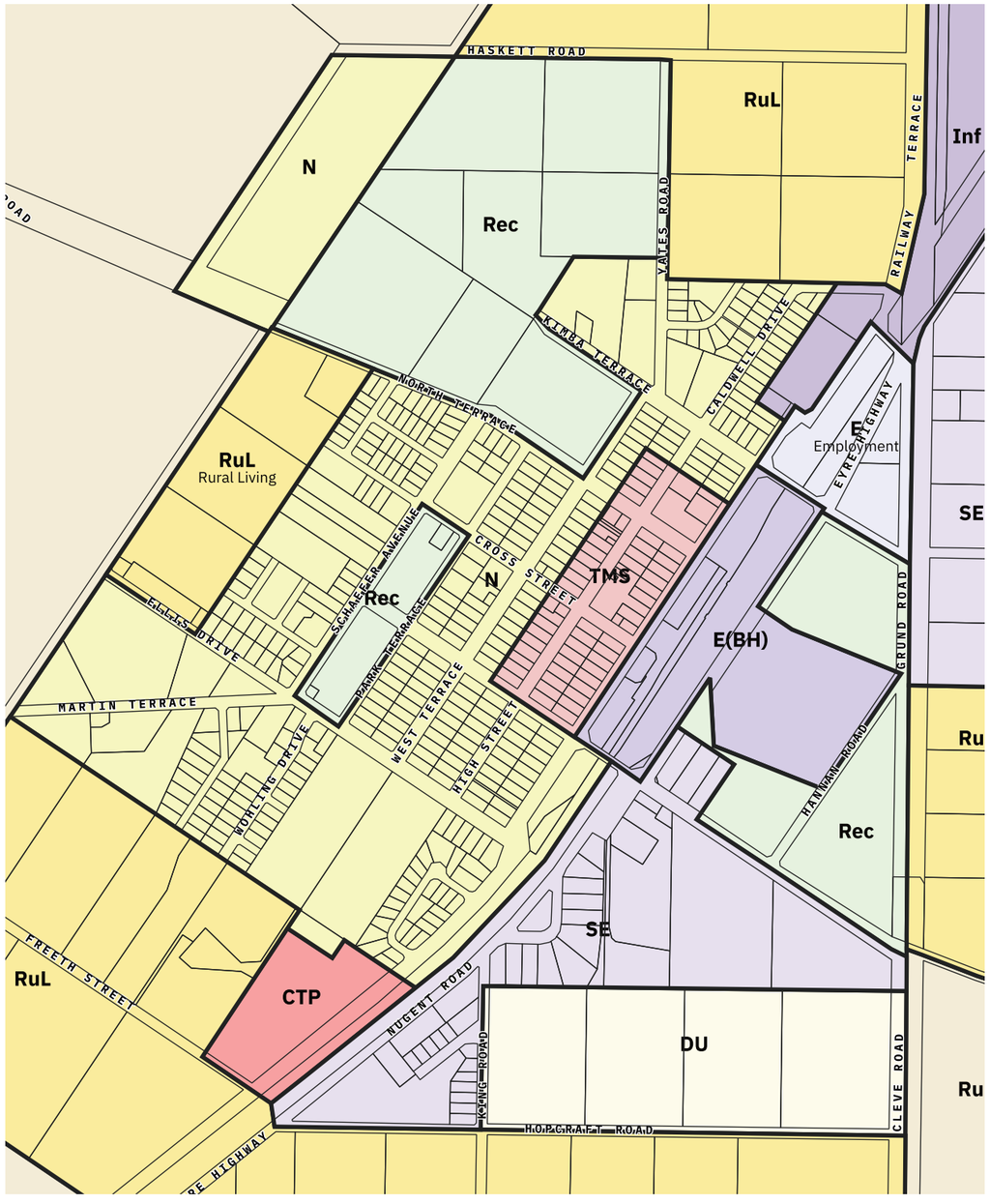
2014



2014

BH	Bulk Handling
CP	Caravan & Tourist Park
C	Commercial
Cu	Community
Du	Deferred Urban
In	Industry
Inf	Infrastructure
PrPro	Primary Production
Rec	Recreation
R	Residential
RuL	Rural Living
TCe	Town Centre

2024



2024

CTP	Caravan & Tourist Park
DU	Deferred Urban
E	Employment
E(BH)	Employment (Bulk Handling)
Inf	Infrastructure
N	Neighbourhood
Rec	Recreation
Ru	Rural
RuL	Rural Living
SE	Strategic Employment
TMS	Township Main Street

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3.2.2 *Zoning*

Since 2014 the *Planning, Development and Infrastructure Act 2016* has replaced the *Development Act 1993* as the relevant legislation for planning and development assessment. The Planning and Design Code ('the Code') has replaced the Development Plan as the relevant policy instrument against which development applications are assessed.

Whilst policy has changed as a result of this, it is possible to determine whether the current zoning under the Code relates to equivalent zones under the Development Plan. Reviewing the zoning on this basis, zoning across the township has remained the same since 2014, with the only change being a small portion of land previously in the Bulk Handling Zone which has changed to the Recreation Zone.

The 2014 and 2025 zoning of the Kimba township is set out in the Zoning Comparison contained in **Figure 4.**

A detailed review of the suitability of zoning is outside of the scope of this project; however, we have noted the following potential inconsistencies which could be candidates for future update, namely:

- School – currently in the Recreation Zone, could be better located in the Neighbourhood Zone.
- Employment Zone on the corner of Martin Terrace/Cant Road.
- Expand Township High Street Zone to West Terrace.
- Consider zoning for a future Care and Connect precinct, supporting uses such as childcare.

Given the significance of the town centre within the context of the review of the Kimba UDF, a more detailed review has been undertaken of the policy between the Town Centre Zone which previously covered the town centre area under the Development Plan, and the Township High Street Zone which now covers this area under the Code. The policy review is set out in **Table 1**.

Table 1: Town Centre Policy Review

Town Centre Zone (TCe)	Township Main Street (TMS) Zone
Objectives (a) A centre accommodating a wide range of retail, office, administrative, community, cultural and entertainment facilities to serve residents of the town and the surrounding rural community. (b) Conservation and upgrading of buildings of historic character. (c) Rationalisation of vehicular access, car parking and major pedestrian movement paths to provide a safer, more efficient and more attractive environment. (d) Development that contributes to the desired character of the zone. Desired Character: The zone is the focal point for the main retail, commercial and community facilities in the district with intensity of development focussed on the intersection of High and Cross Streets and radiating in all directions from this point. Development will present high quality facades to the public realm, generally with minimal street setbacks, and any off street car parking located behind buildings rather than between buildings and the street.	DO1 A cohesive, active, accessible and welcoming main street environment for residents and visitors to shop, work, meet, entertain and relax. DO2 Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character.
1. The following forms of development are envisaged in the zone: • bulky goods retailing • café • consulting room • cultural centre • entertainment facility • fitness studio • hotel • meeting room • motor repair station • office • petrol filling station • restaurant • retail showroom • service trade premises • shop • tourist facility	PO 1.1 Retail, office, entertainment and recreation related uses are supplemented by other businesses that provide a range of goods and services to the local community and the surrounding district. DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Child care facility (c) Cinema (d) Community facility (e) Consulting room (f) Dwelling (g) Hotel (h) Indoor recreation facility (i) Library (j) Office (k) Place of worship (l) Shop (m) Tourist accommodation

Town Centre Zone (TCe)	Township Main Street (TMS) Zone
A dwelling should be established only where it is associated with and ancillary to an existing, or part of a proposed use envisaged for the zone.	PO 1.3 Residential development does not prejudice the operation of non-residential development and the long-term provision of services and facilities for wider community benefit. PO 1.4 Dwellings are developed in conjunction with non-residential uses to support business, entertainment and recreational activities.
Development should not be undertaken unless it is consistent with the desired character for the zone.	PO 1.5 Development is sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas. PO 3.4 Buildings are constructed to the front boundary to achieve a continuity of street façade to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate, active spaces. PO 4.2 Vehicle parking is located behind buildings away from the primary main street frontage and designed to minimise impacts on residential amenity.

Town Centre Zone (TCe)	Township Main Street (TMS) Zone
Objectives (n) A centre accommodating a wide range of retail, office, administrative, community, cultural and entertainment facilities to serve residents of the town and the surrounding rural community. (o) Conservation and upgrading of buildings of historic character. (p) Rationalisation of vehicular access, car parking and major pedestrian movement paths to provide a safer, more efficient and more attractive environment. (q) Development that contributes to the desired character of the zone. Desired Character: The zone is the focal point for the main retail, commercial and community facilities in the district with intensity of development focussed on the intersection of High and Cross Streets and radiating in all directions from this point. Development will present high quality facades to the public realm, generally with minimal street setbacks, and any off street car parking located behind buildings rather than between buildings and the street.	DO1 A cohesive, active, accessible and welcoming main street environment for residents and visitors to shop, work, meet, entertain and relax. DO2 Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character.
2. The following forms of development are envisaged in the zone: • bulky goods retailing • café • consulting room • cultural centre • entertainment facility • fitness studio • hotel • meeting room • motor repair station • office • petrol filling station • restaurant • retail showroom • service trade premises • shop • tourist facility	PO 1.1 Retail, office, entertainment and recreation related uses are supplemented by other businesses that provide a range of goods and services to the local community and the surrounding district. DTS/DPF 1.1 Development comprises one or more of the following: (r) Advertisement (s) Child care facility (t) Cinema (u) Community facility (v) Consulting room (w) Dwelling (x) Hotel (y) Indoor recreation facility (z) Library (aa) Office (bb) Place of worship (cc) Shop (dd) Tourist accommodation

Town Centre Zone (TCe)	Township Main Street (TMS) Zone
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	PO 3.4 Buildings are constructed to the front boundary to achieve a continuity of street façade to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate, active spaces.
	PO 4.2 Vehicle parking is located behind buildings away from the primary main street frontage and designed to minimise impacts on residential amenity.

The Code provides significantly more land use flexibility in Town Centre Zones. In the Development Plan, a broad range of land uses were listed as non-complying, whereas in the Code, only Special Industry is listed as non-complying.

3.2.3 *Township Main Street (TMS) Zone Restricted Development*

Special Industry.

3.2.4 *Town Centre (TCe) Zone Non-Complying Development*

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of Development	Exceptions
Dairy	
Dwelling	Except a dwelling that is: (a) Ancillary to and in association with a non-residential development (b) Located on the same allotment
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	
Major public service depot	
Residential flat building	
Road transport terminal	
Special industry	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment or disposal	
Wrecking Yard	

3.3 Demographic Analysis

3.3.1 *Key Summary*

In 2021, the population of Kimba was 608 persons. Between 2006 and 2011, Kimba's population grew by 5.3%, but since then it has steadily fallen by 9.25% (or 62 persons), including a notable 7.1% (43 persons) decrease in the 25-64 age cohort. This is much higher than the decrease in the Region (1.8%) and the State (1.5%) for the same cohort during that time.

It is noted that the low absolute population of Kimba can result in larger swings in population in periods between census, and so the reported data should be considered in the context of alternative data sources and other indicators.

The population change could suggest key shifts in local economic drivers and industries and/or that young workers and young families are choosing to leave Kimba in favour of larger regional towns or cities, perhaps due to reduced employment or service opportunities over time. Ongoing change in the nature of primary production activities, with increased farm unit size, changes in operational practices and reduced on farm accommodation may also play a part.

Proportionally, both the 0-24 and 65+ age cohorts have remained largely the same since 2011, with both seeing a slight increase of 0.7% and 0.6% (or approximately four (4) persons), respectively.

The overall age profile of Kimba remains considerably older when compared to the Region and the State, with the median age in 2021 being 50, compared to 43 in the Region and 41 in the State. Since 2011, the median age in Kimba has decreased from 52, whereas the Region and State have increased from 42 and 39, respectively.

Kimba continues to have a very high employment rate. Since 2011, workforce participation increased by 8.1%, however unemployment also rose from 0.9% to 1.7%. Whilst unemployment remains well below the rate in the Region (5.2%) and the State (5.4%), this could be reflective of overall job opportunities not keeping up with higher demand of people looking for work, potentially contributing to the trend of younger working-age residents leaving town. In 2021, full-time employment decreased by 4.1%, part-time employment increased by 1.3%. Also in 2021, 6.4% of workers reported working at home.

The weekly median household income in Kimba increased to $1,234 in 2021 (from $805 in 2011). Whilst this remains lower than the Region ($1,258) and the State ($1,455), the rate of increase ($429) was considerably greater than in the Region ($339 increase) and somewhat greater than the State

($411 increase).

The home tenure trends in Kimba have remained generally steady since 2011 and consistent with the Region and State. Since 2011, Kimba's home ownership rate increased slightly by 1.3% and the number of rental properties fell by 1.7%.

Vehicle ownership rates have not significantly changed since 2011 and continue to reflect a high rate of vehicle motor ownership and the lack of other accessibility options.

3.3.2 *Population*

Table 2: Population

Region	2011	2021	Difference
Kimba	670 (5.3% growth since '06)	608	9.25% decrease (62 ppl)
Eyre Peninsula	0.7% increase since 2006	1.07% decrease since 2011	--
Greater Adelaide	--	11.7% increase since 2011	--
South Australia	4.5% increase since 2006	10.38 increase since 2011	--

The population of the Kimba Township in 2021 was 608 persons. Since 2011, Kimba has experienced a steady population decrease of 9.25%, or 62 persons. The Eyre Peninsula region has also experienced a population decrease of 1.07%. Comparatively, the Greater Adelaide region saw a population increase of 11.7% in that time, and the State overall saw a population increase of 10.3%.

- In 2011, Kimba was experiencing a population growth of 5.3%.
- Reflects a trend of people (especially younger – see age groups below) leaving the regions to larger towns/Adelaide over the last decade.

3.3.3 *Age Profile*

Table 3: Median Age

Region	2011	2021	Difference
Kimba	52	50	Decrease by 2
Eyre Peninsula	42	43	Decrease by 1
South Australia	39	41	Increase by 2

The age profile of Kimba remains considerably older when compared to the Region and the State, with the median age in 2021 being 50, compared to 43 in the Region and 41 in the State. This attribute has not changed since 2011 data.

Table 4: Age Groups in Kimba

Age Groups	2011	2021	Difference
0 -24	21.6 %	22.3 %	0.7% increase
25 - 64	52.8 %	45.7 %	7.1% decrease
65+	29.3 %	29.9 %	0.6% increase

The 25 – 64 decrease is much higher compared to decrease of 1.8% in the region and decrease of 1.5% in the State.

There has been a slight increase in younger population, compared to decrease in the Region and State of 2% and 2.6%, respectively since 2011.

There has been a slight increase in older population, in line with a 3.7% increase in the region and 3.9% increase in the State since 2011.

Table 5: Age Group Comparison (2021)

Age Groups	Kimba	Eyre Peninsula	South Australia
0 -24	22.3%	28.7%	28.5%
25 - 64	45.7%	50.7%	51.3%
65 +	29.9%	20.7%	20%

Age group profile remains generally older with lower incidence of young people, when compared to the Region and the State.

3.3.4 *Median Household Income*

Table 6: Median Household Income

Region	2011	2021	Difference
Kimba	$805	$1,234	Increased by $429
Eyre Peninsula	$919	$1,258	Increased by $339
South Australia	($1,044	$1,455	Increased by $411

There has been a considerable income increase in Kimba, at a greater rate than Region and State average.

Kimba has a lower income compared to Region and State which may be reflective of an older population (fixed income vs salary/wages).

Increased income coupled with an increase in labour force participation is perhaps reflective of specific industries thriving / lower supply of working age population.

3.3.5 *Home Ownership*

49.8% of Kimba residents fully-owned their home in 2021 – increase by 1.3% (1.6% in 2011). In the region, home ownership increased 1.6% (1.7% in 2011) and in South Australia decreased 0.8% (0.9% in 2011). Rental properties in Kimba were 21.4% in 2021 (23.1% in 2011), compared to SA 27.6% (27.9% in 2011). Slight increase in home ownership (1.3%) and slight decrease (1.7%) in rental properties since 2011. Reflecting a steady trend of home tenure in last decade, which differs from the trend in the State.

3.3.6 *Vehicle Ownership*

Table 7: Vehicle Ownership in Kimba

Ownership	2011	2021	Difference
Owning at least 1 vehicle	95.5%	96.7%	1.2% increase
Owning 2+ vehicles	59.4%	60.6%	1.2% increase

- Average number of vehicles per dwelling 1.8 (same as SA).
- Not much change – still reflects high rate of vehicle motor ownership and limited alternative transport options.

3.3.7 *Employment*

Table 8: Employment Summary - Kimba

Employment Status	2011	2021	Difference
Labour Force Participation	48.8%	56.9%	8.1% increase
Unemployment Rate	0.9%	1.7%	0.8% increase
Full-time employment	63.1%	59%	4.1% decrease
Part-time employment	29.3%	30.6%	1.3% increase
Working at home	(no data)	6.4%	--

- Significant increase in labour force participation.
- Increase in unemployment rate, however unemployment still remains very low.

3.4 Town Structure and Key Activity Areas

The overall structure of the town has remained largely unchanged since 2014, with High Street operating as the main street containing the primary concentration of retail, commercial and community uses. Previously, the key commercial areas were concentrated around the High Street and Cross Street corner to the north, with the Gateway Hotel, Café Kimba and Memorial Gardens being key activity destinations.

Today, the key activity areas are concentrated further south, primarily along the High Street/Cross Street intersection and along High Street between Cross Street and South Terrace. Key businesses such as Workshop 26 Creative Quarter, Eileen's Café, the Kimba Home Hardware store, EP Blossoms, Eyre Peninsula Enterprises, and Milton's Tyre Service have become the drivers for commercial activity located closer to South Terrace.

A survey of the land uses in the identified town centre area is shown on the Town Centre Land Use Plan in **Figure 5**.

The portion of High Street between Cross Street and South Terrace now operates more as a traditional main street than previously. There is opportunity to upgrade the main street and create an environment fit for purpose and welcoming of both pedestrians and vehicles, including caravans through the installation of dedicated parking spaces for caravans/trailers.

Increased street plantings and shaded areas present an area of opportunity to create more comfortable and walkable footpaths, and a welcoming environment for visitors overall. There is also opportunity for the IGA store to become better integrated and connected to the main street.

The Lions/Apex Central Park, where Council have invested significantly in expanding the play space is another activity area for both residents and visitors to Kimba. The proximity of this area to the town centre provides opportunities for improved connectivity and linkages.

The Sport and Recreation Reserve provide a significant multi-use hub for residents, tourists and visitors, providing a wide range of sporting and community facilities, available for, active and passive recreation, and a significant growth and development in the free camping facilities, playing a critical role in tourism capabilities.

Development around the now-inactive railway line, as well as on the other side of the railway line, continues to be predominantly commercial and industrial in nature.



FIGURE 5

TOWN CENTRE LAND USE

S	Silo Art Viewing Area
C	Council Office
D	Dwelling
P	Police Station
01	Miltons Tyre Service
02	Church
03	Motor Repair
04	Bank
05	Florist
06	Cafe
07	Hardware
08	Emergency Services Centre
09	Institute
10	Cafe
11	Office
12	‘Our Town Kimba’
13	Office
14	Butcher
15	Accommodation
16	Agricultural Services
17	Off Street Parking
18	Op Shop
19	Pharmacy
20	Post Office
21	Hotel / Accommodation
22	Eyre Business
23	Newsagent
24	Bank
25	Agricultural Services
26	Agricultural Services
27	Workshop 26 Creative Quarter
28	Supermarket

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3.5 Connections and Movement

Key arrival/decision points remain as previously identified, described as follows:

- Junction of the Eyre Highway and Kimba Terrace at the north-east entry of the town.
- Junction of South Terrace and Railway Terrace (Johnsons corner).

The key routes of current township arrival are shown on the Township Arrival Routes Plan in **Figure 6**.

The current locations of signage are shown on the Township Arrival Entry Signage Plan in **Figure 7**.

From these key arrival points, improved signage continues to be a priority for creating clear and legible wayfinding toward key visitor areas including the true town centre, the Recreation area, the Lions/Apex Central Park, and Roora Reserve.

Our previous visits identified an additional key arrival decision point at the junction of High Street and South Terrace. There is an opportunity to define the main street more strongly and create more legible wayfinding by introducing a roundabout and upgraded signage at the High Street/South Terrace intersection.

There is also opportunity to build on Council's recent works to upgrade a number of footpaths across town and create improved pedestrian connectivity between the recreation/free camping areas and the Lions/Apex Central Park to the main street and commercial core. Safe and legible connectivity between the Lions Apex Park and the future Care and Connect Precinct has also been identified as a priority.

Overall, there are opportunities for further investment to upgrade lighting, footpaths and pedestrian crossing points at street intersections, to provide a more accessible and well-connected township.



FIGURE 6

TOWNSHIP ARRIVAL ROUTES

- Key Entry Routes
- Main Street Extent
- Entry Walls
- Key Decision Points

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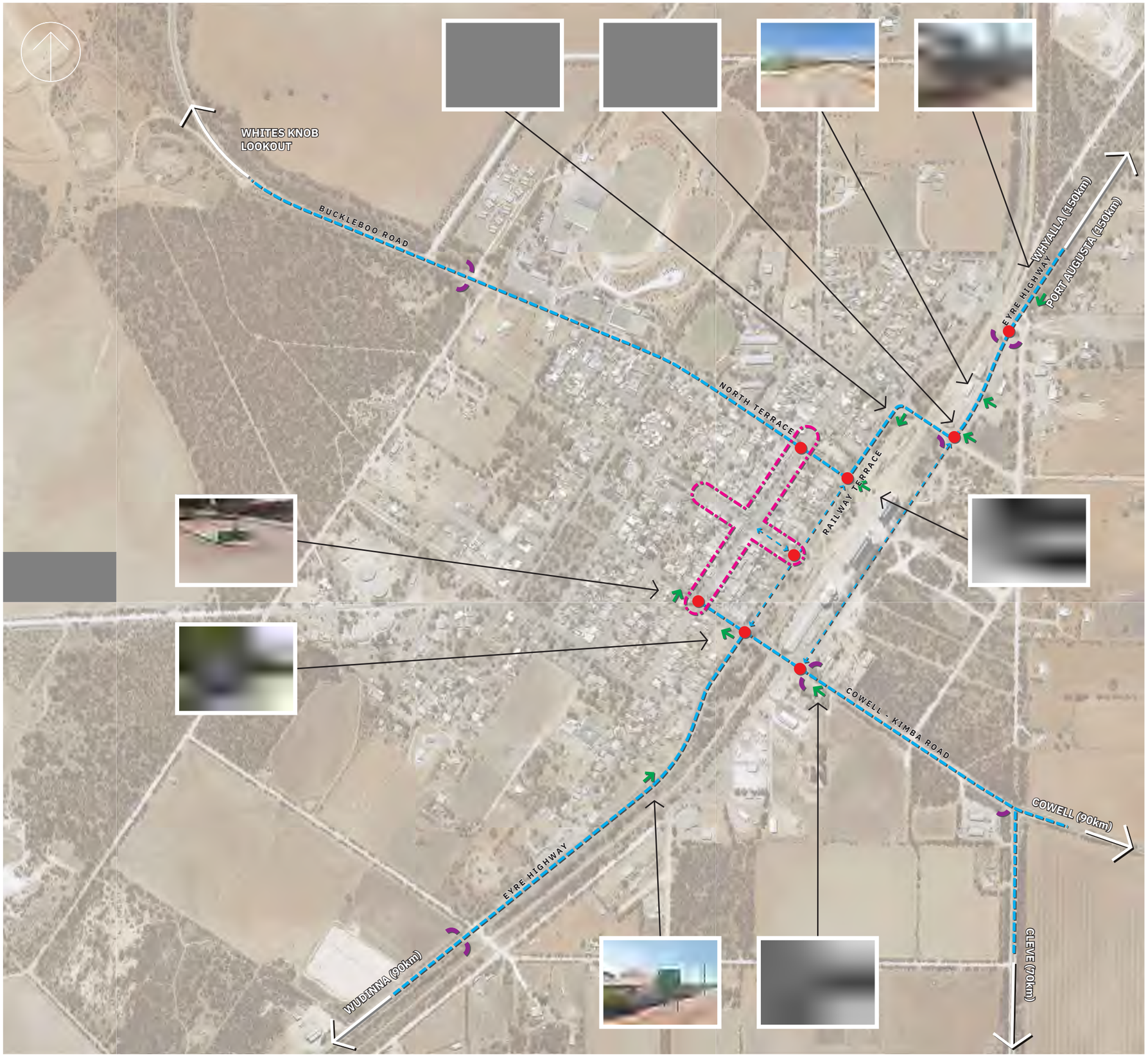


FIGURE 7

TOWNSHIP ARRIVAL ENTRY SIGNAGE

- Key Entry Routes
- Main Street Extent
- Entry Walls
- Key Decision Points
- Existing DIT Signage to Town Centre Directions

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3.6 Open Space and Landscape Character

The overall location and function of the main open space and landscape areas have not changed since 2014. Several projects have been implemented within a number of the public open space areas.

An identified landscape character of the township is shown in the Landscape Character Plan in **Figure 8**.

Within the Sport and Recreation Reserve, the free camp areas have expanded, as well as new facilities constructed including a camp kitchen, toilet blocks, a playground, and solar lights. These upgrades have been very well received by the community and visitors. The main oval has also been upgraded, and the old cricket oval remains abandoned providing opportunity for alternative uses of this area. A new walking trail around the Recreation Reserve is currently being progressively developed and the dog park is now complete Opportunities exist for further expansion of the free camp area, and rationalisation of the service roads and area around the dump point.

The old tennis courts have been upgraded through new vegetated gardens, and the concept for a new youth park in the area between the bowling club carpark and the school ground remains as a key future opportunity.

Lions/Apex Central Park has benefitted from an upgrade to the swimming pool and children's playground. A concept has been developed for a new nature play area to the south-western of the existing play space, and this location has been confirmed as the preferred location within the Kimba township for the development of this facility. There is opportunity to create better connectivity and pedestrian linkages between the various activity areas by re-structuring the vehicle parking areas to create a safe and well-connected park.

The Roora Reserve parklands remain a key area of passive space owned and maintained by Council, containing various walking trails including to the Whites Knob lookout and the stormwater catchment area. The rebranding and restructuring of these walking trails into the Heritage and Art Trail Strategy are being developed. A new BMX track has recently been developed and has been well received by the community and visitors alike.

Within the various areas of passive parklands around the railway yard and adjacent to South Terrace, upgrades include a new toilet block at The Gums rest area, a new viewing platform, solar lighting for the Silo Art, and refurbishment of the Big Gallah. It is also noted that the use of the railway by Viterra was discontinued in 2019, presenting opportunity for this space, however future changes to the configuration of Eyre Highway need to be settled before opportunities can be considered in further detail.

3.7 Signage and Visitor Entry

We have undertaken a signage/visitor entry analysis in relation to the Eyre Highway and its relationship to the town and in particular to the Town Centre in the context of how the key activity areas have evolved over time and are expected to continue to evolve.

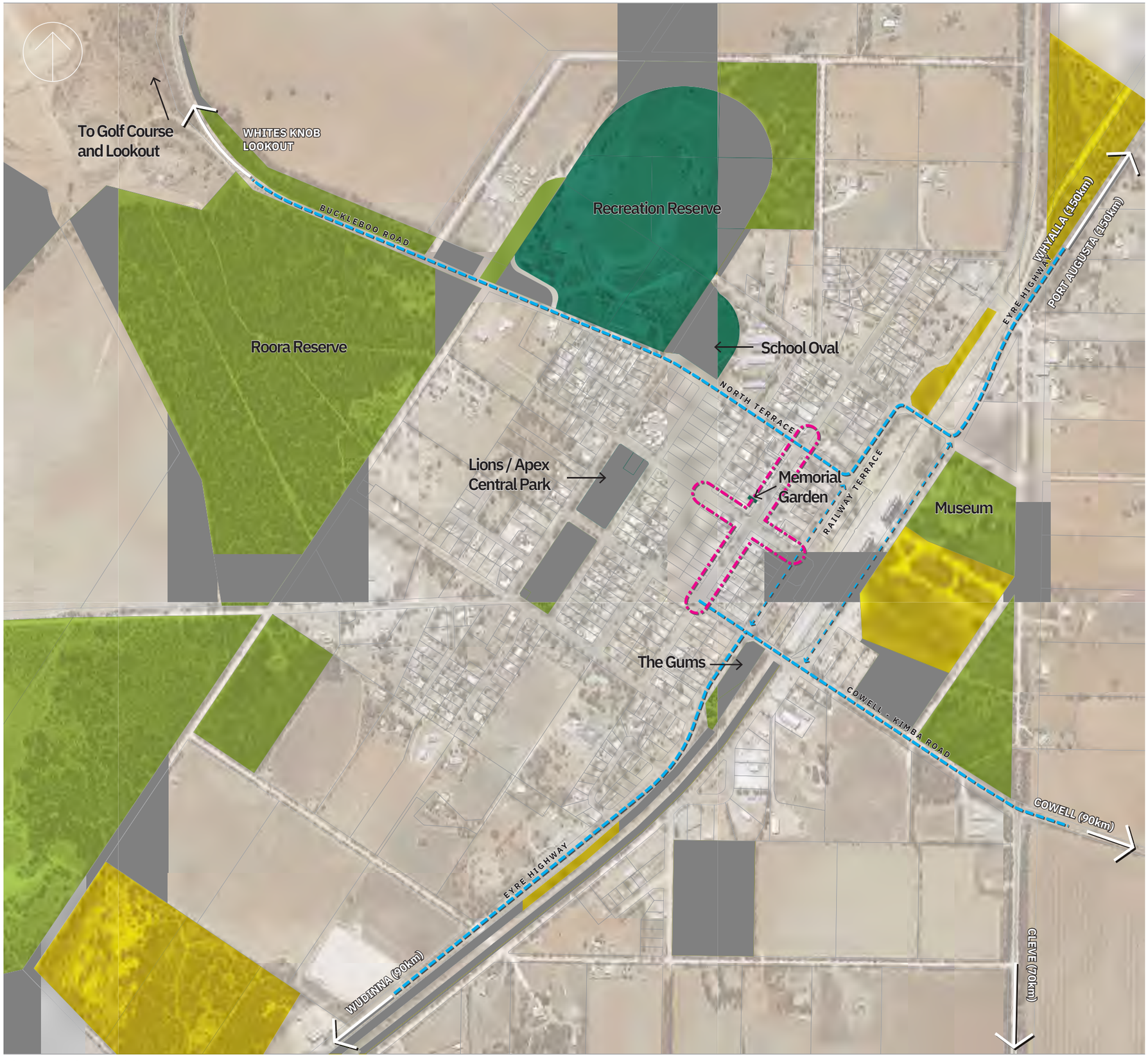
The location of the main entry walls and signage into and throughout Kimba have not materially changed since 2014. Signage changes include:

- Two (2) Workshop 26 billboards have been installed along Eyre Highway, approximately 2.0km south-west, and 6.5km north-east from the main entry points, respectively.
- Three (3) new finger board signs have been installed along Railway Terrace.

We are also aware that a detailed signage analysis was undertaken by Wayfound in 2023 as part of a strategy to enhance the town's tourism offering effective wayfinding and visitor signage. The analysis identified that Kimba's current signage is outdated, inconsistent and often ineffective in attracting and guiding visitors. Signs and billboards along the Eyre Highway fail to highlight the Silo Art as one of Kimba's key drawcards. Existing attraction signs are overloaded with information poorly located, and generally non-compliant with Department for Infrastructure and Transport (DIT) requirements.

Within the town, directional signage on Railway Terrace is identified as cluttered, duplicitous and confusing, while visitor information is fragmented across multiple locations without a central and accessible information centre. The report recommends rationalising and standardising signage to meet Australian Standards, upgrading highway billboards with Silo Art Imagery, consolidating and simplifying town centre signage, and establishing a clear Visitor Information Bay. It also proposes rebranding and restructuring the Kimba Tourist Walk into the Heritage and Art Trail, supported by new wayfinding signage and better linkages to the Roora Reserve Trail.

In line with Wayfound's observations, our initial site visit for the 2013/14 Kimba UDF identified that there is an opportunity to declutter, rationalise and better locate signage at key decision points to guide more visitors into the Town Centre, particularly into what has been identified at the main street, being High Street between Cross Street and South Terrace.



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FIGURE 8

LANDSCAPE CHARACTER

- Recreational Open Space
- Parklands / Woodlands (Under Council control)
- Parklands / Woodlands (Other Ownership)
- Key Entry Routes
- Main Street Extent

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4 Vision and Outcomes

4.1 Community Vision

In the engagement process for the 2013/14 Kimba UDF, community members were asked to describe their vision for the township, and where they would like to see it developed in the future.

The proposed visions were organised thematically. Unlike many visioning exercises, the community feedback was very focused on specific actions for township improvement.

The visions expressed as a result for the community feedback are summarised in the sections **below**, with those items which have been fully or partially realised highlighted in **bold**.

4.1.1 Activity

- **Continue to upgrade the quality sport and recreation facilities.**
- Provision of new services including indoor swimming pool and gym, skate park and more shops/café.
- **Improve information and facilities for tourists.**
- **Promote more annual events.**
- **Promote the use of the school library for the community (free internet).**
- Make football gym more accessible.
- **Retain and upgrade the Big Galah.**

4.1.2 Streets

- **Generally, improve streets, footpaths and lighting where necessary.**
- **Some street trees need removal and replacement.**
- Underground power in the main street**.**
- **Improve footpaths and install more pram ramps.**
- Improve street parking.

4.1.3 Traffic and Parking

- Improve parking near the Institute Hall.
- Slow down traffic in the main street.
- **Review roads/parking in Recreation Reserve.**
- Improve intersection of South Terrace (Cleve Road) and Eyre Highway.
- Improve traffic safety in front of the school.

4.1.4 Built Form

- Not a lot of heritage buildings and heritage recognition.

- **Maintain public buildings.**
- Improve appearance to front of historical museum.
- Provide verandahs on shopfronts.
- **Improve fencing next to new cemetery gate.**

4.1.5 *Open Space / Facilities*

- **Upgrade public toilets in the 'The Gums'.**
- **Provide lawn/BBQ/camp kitchen facilities at the showgrounds.**
- Provide suitable connection between the school and Recreation Reserve.
- Consider options for an indoor pool and gym.
- Improve appearance on highway to stop people driving straight through.
- **Maintain and integrate existing swimming pool.**
- **Upgrade shelters and equipment in Lions/Apex Central Park.**
- Retain toilets on eastern side of oval..

4.1.6 *Infrastructure*

- Maintain Water Sensitive Urban Design (WSUD) on Schaeffer Street.
- Stormwater management issues (next to Johnson's Corner on South Terrace, within Roora Reserve and at the back of the Sport and Recreation Reserve).
- Undergrounding of power in the main street.
- Stormwater harvesting at the school oval..

4.2 Projects Completed

Since the preparation of the 2013/14 Kimba UDF, Council has worked hard, together with the community and other stakeholders, to implement a broad range of the identified projects as well as other projects for which opportunities and funding presented. The implementation of these projects has made a significant positive improvement to the character and amenity of the Kimba township.

A non-exhaustive list of projects completed since 2014 is provided further below.

- Free camp area expansion.
- Toilet blocks and camp kitchen at free camp area.
- Solar lighting (mainly camping area).
- Roundabout at entry to Sport and Recreation Reserve.
- Water catchment area at Sport and Recreation Reserve.
- Two playgrounds (at the Sport and Recreation Reserve and Lions/Apex Central Park).
- Swimming pool upgrades.
- Upgrades to the Institute (inc. mural).
- Upgraded Council chambers.
- Gums reserve toilets block.
- Silo art viewing platform / solar lighting.
- Gallah refurbishing.
- Upgraded town tourist signs.
- Re-sheeted roads post storm damage.
- Stormwater catchment at dam.
- Upgraded aged accommodation units.
- At least 14 footpaths upgraded, including all of Martin Terrace.
- Roundabout upgrades.
- Care and Connect Precinct land purchase (eight blocks, one for a community building and seven housing (with three to State Government - Regional Housing Program).



4.3 Assessment of Outcomes

On any objective assessment, significant progress has been made in the implementation of recommendations and other community projects since the 2013/14 Kimba UDF was prepared.

Significant projects have been undertaken at the Lions/Apex Central Park, the Sport and Recreation Reserve, the Silo Art viewing area, the Roora Reserve walking trail and the Gums reserve. Ongoing improvements to footpaths, lighting and vegetation have also been undertaken.

Conversely, some projects have not progressed materially. A review of the recommendations and implementation plan of the 2013/14 Kimba UDF, revealed that the following key projects have not been actioned:

- Town Centre Improvements.
- Full Directional Strategy Implementation.

From our review and engagement with Council staff and Elected Members, it is apparent that the lack of progress within the Town Centre is considered to represent an issue which should be prioritised for early action.

It is also noted that in the 2013/14 Kimba UDF, upgrade of the Town Centre was not put forward as a holistic streetscape upgrade of High Street, but rather principally as upgrade of the memorial space adjacent the Institute and the adjacent intersection of High Street and Cross Street.



5 Focus Areas

The key focus areas have evolved as a result of a review of the 2013/14 Kimba UDF, ground truthing undertaken by the project team, and feedback provided by Council staff and Elected Members.

The focus areas have been broken down in a manner aligned with the 2013/14 Kimba UDF but adjusted, as required, to meet the current context.

5.1 Township Proposals

A series of proposals have been developed for Council to progress over the short- medium- and longer term. Some of these proposals apply to specific precincts and updated Precinct Master Plans have been prepared to provide concepts for these precincts. Other proposals apply thematically across the entirety of the township.

Some proposals will require significant further design and engagement before they are implemented, including seeking further funding, while other proposals are smaller and can be integrated into the annual budget and operational cycles of Council.

Proposals are organised under a series of thematic and spatial headings as follows:

- Wayfinding – including signage, interpretation and heritage trail.
- Connectivity and Accessibility – including vehicle access, car parking, footpaths and walking/cycling trails.
- Vegetation and Greening – including vegetation within road reserves and parks.
- Town Centre – providing a precinct plan for a significant upgrade of the town centre area including High Street, Cross Street and the park adjacent the Institute.
- Lions/Apex Central Park – providing a precinct plan for ongoing development and incorporating the design for the nature play area.
- Sport and Recreation Reserve – providing precinct plans for upgrades across the facility.
- Other Areas of Focus.

A preliminary Implementation Plan has been prepared to support engagement for the **above** proposals.

The spatial location of the concepts is shown on Township Proposals Index Plan as contained in **Figure 9**.

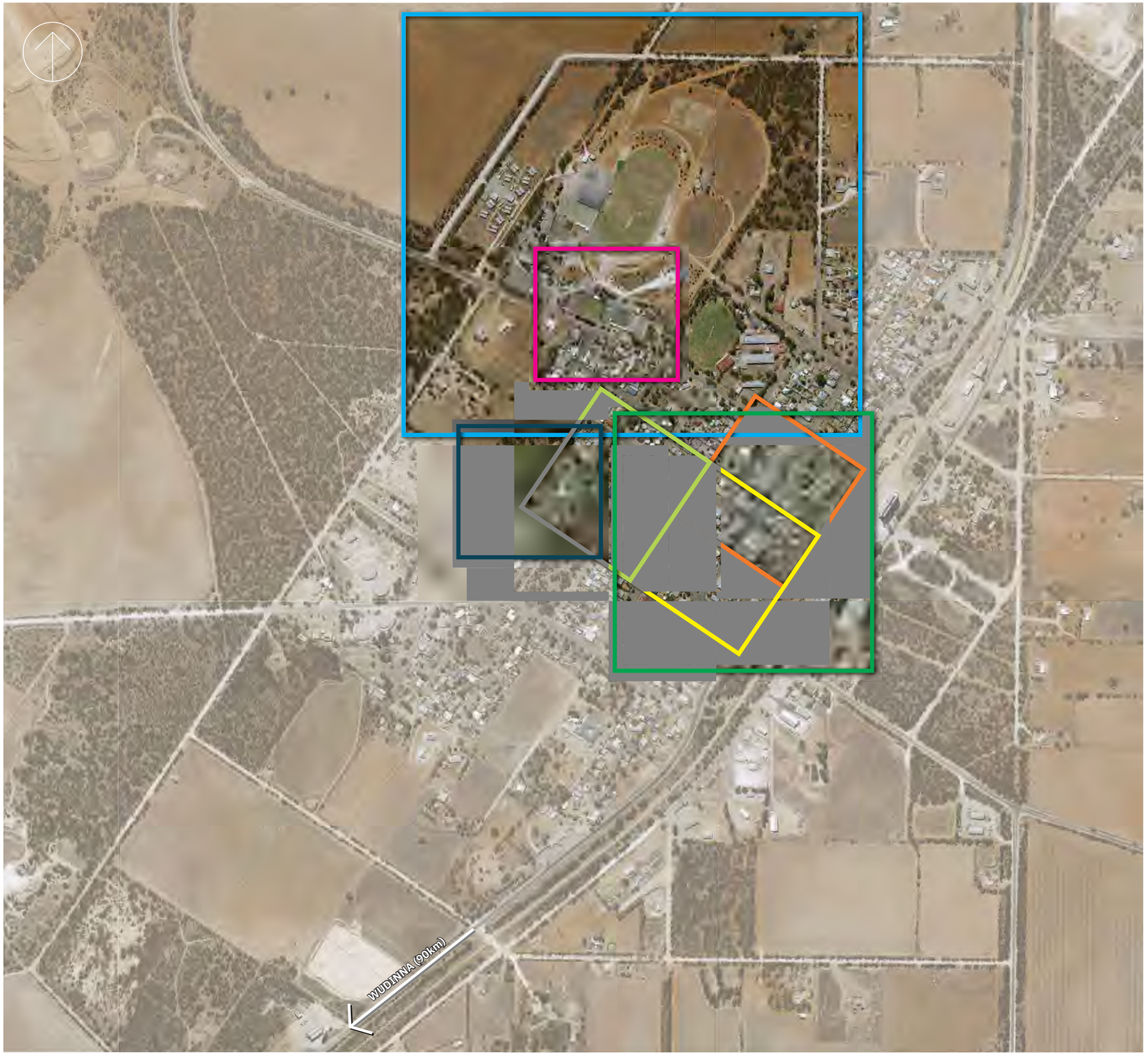


FIGURE 9

TOWNSHIP PROPOSALS INDEX

- Town Centre Precinct
- Main Street Precinct North
- Main Street Precinct South
- Lions / Apex Central Park Precinct
- Sport & Recreation Reserve
- Recreation Reserve: North Tce Precinct
- Kimba Care & Connect Precinct

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5.2 Wayfinding

The challenge in assisting visitors into the Kimba township figured prominently in the previous UDF. The configuration of the Eyre Highway and other key roads leading into and out of Kimba results in confusion and uncertainty, particularly for approaches to the town from the east and west.

A variety of options have been explored over time, which have culminated in the report prepared by Wayfound which makes a number of recommendations for the simplification and consolidation of signage directing visitors to the Town Centre.

We are generally supportive of the Wayfound recommendations, but suggest that prior to implementation, they be reviewed in the context of the upgrades proposed for the Town Centre.

The Wayfound report recommends that visitors be directed along Railway Terrace, with Cross Street providing the key conduit into the Town Centre.

With future upgrades to the Town Centre redefining the area as extending along High Street from South Terrace to North Terrace and also including the north-western projection of Cross Street towards the Council office, we consider that South Terrace and North Terrace should play a greater role in defining the Town Centre with their intersection with Railway Terrace forming key decision points to bring visitors into the centre of town. This should be coupled with new roundabouts forming terminal vistas when looking along South Terrace and North Terrace, further visually reinforcing the route to the Town Centre.

In addition to directional signage, some upgrades to the entrance statements and landscaping will assist in reinforcing the sense of arrival into the township.

A concept plan showing identified routes of township entry and arrival is depicted in the Township Arrival Opportunity Signage Plan in **Figure 10**.

We also note the concept for reconfiguration of the Eyre Highway. If this project proceeds, it will materially change access routes for visitors arriving in Kimba, most particularly from the west from Cleve and Cowell. Should this project proceed, there will be a need to consider the revisions to township arrival signage, based on the final concept.

A concept plan showing identified routes of township entry and arrival, based on the most recent concept of the Eyre Highway configuration is depicted in the Township Arrival Opportunity Signage plan in **Figure 10A**.



FIGURE 10

TOWNSHIP ARRIVAL SIGNAGE OPPORTUNITIES

- Key Entry Routes
- Main Street Extent
- Entry Walls
- Key Decision Points
- Indicative Wayfinding Signage Locations (from Wayfound Report)

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FIGURE 10A

TOWNSHIP ARRIVAL SIGNAGE OPPORTUNITIES

Key Entry Routes - with amendments to address DIT reconfiguration concept

Main Street Extent

Entry Walls

Key Decision Points

Indicative Wayfinding Signage Locations (from Wayfound Report) - with amendments to address DIT reconfiguration concept

Proposed Changes

1. Move 'approach' signage west
2. New key decsision point
3. New signage to direct east-bound traffic to Town Centre
4. New signage to direct west-bound traffic to town centre
5. New signage to direct traffic from Cowell / Cleve to town centre
6. New signage to direct traffic to town centre via South Terrace
7. Blue town centre signage
8. Blue town centre signage

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5.3 Connectivity and Accessibility

5.3.1 Vehicle Access and Car Parking

The scale of the township and its grid layout provide good vehicular accessibility. Notwithstanding the wayfinding issues discussed previously, these are a function of directional signage and other visual cues, rather than problems with the infrastructure itself.

There are a number of intersections which are identified as problematic including the Eyre Highway, Railway Terrace, South Terrace intersection and the High Street/Cross Street intersection. The issues affecting these intersections are identified as including geometric issues, visibility and pedestrian/vehicle conflicts.

The area adjacent the school is also identified as problematic, with a wide, open road environment limiting the effectiveness of the school speed limit area. It is also noted that this length of road is a key route for tourists accessing the free camping area at the Sport and Recreation Reserve.

Car parking is abundant across the township. In the Town Centre, any lack of parking is immediately localised, with parking typically available within 20-30 metres of any particular location. Some lack of definition exists in the Town Centre where parking of car-caravans should occur, and improved definition would assist this situation.

It is recommended that Council adopt the following strategy in respect of vehicle access and car parking:

- Where a significant designed upgrade is undertaken (such as the proposed Town Centre upgrade), the access and car parking arrangements in the public realm is undertaken as part of the design process and implemented in accordance with the design.
- In respect of the remainder of the town, that Council undertakes a Local Area Traffic Planning project by engaging a traffic engineer to review the identified problem intersections and locations and provide a set of recommended solutions and upgrades.

A concept plan showing areas where a need for improvement has been identified is shown in the Traffic Treatment Priorities Plan as contained in **Figure 11**.

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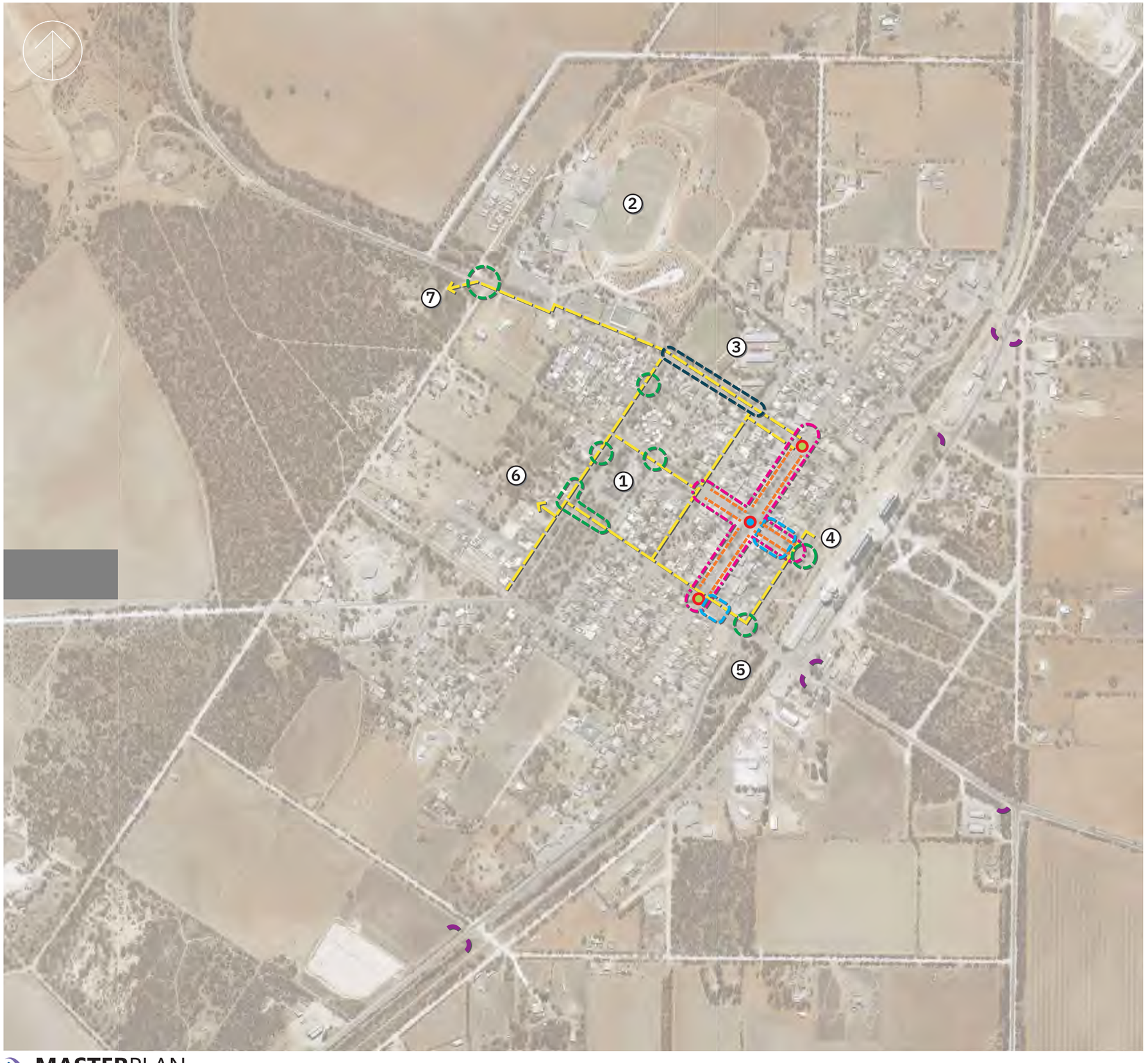


FIGURE 11

TRAFFIC TREATMENT PRIORITIES

- Main Street Extent
- Roundabout (Existing)
- Roundabout (Proposed)
- Entry Walls Upgrades
- High Quality Footpaths (Linking Town Center to Rec Park and Roora Reserve)
- Hight Quality Footpaths (Main Street Upgrade)
- School Safety Upgrades
- Caravan and RV Parking Zone
- Localised Treatments (Intersection upgrades, Stormwater improvement, Pedestrian amenity)

KEY ACTIVITY GENERATORS

1. Lions / Apex Central Park
2. Sport & Recreation Reserve
3. Kimba Area School
4. Silo Art Viewing Area
5. The Gums Reserve
6. Future Care & Connect Precinct
7. Roora Reserve

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5.3.2 *Footpaths and Walking / Cycling Trails*

The The Kimba township is very well suited to walking, cycling and other forms of micro-mobility. Quality recreational spaces, shelter, vegetation, good infrastructure and a favourable climate all work to provide a suitable environment.

Council has invested significantly in improving footpaths within the township.

An audit of footpath quality has been undertaken and is shown in the Footpath Audit Plan in **Figure 12**.

The audit shows that within the central areas of Kimba, the quality of footpaths themselves is high.

The quality of intersection treatments and pram ramps is less favourable, and this is a recommended area for improvement. Noting the recommendation to engage a traffic engineer to investigate local area traffic management, it is recommended that advice be obtained on a standard configuration of pram ramps and treatment of footpaths at intersections. Once an appropriate design solution is developed, the implementation of this can be undertaken progressively.

It is noted that the footpaths in the High Street area extending from South Terrace to North Terrace and extending along Cross Street are of low quality. This low quality is influenced by poor quality materials, spalling pavers, uneven surfaces, clutter of street furniture, vegetation and signage overhanging vehicles, and limited width and squeeze points. It is recommended that the quality of footpaths in these locations be addressed in the Town Centre upgrade project as detailed **below**.

Some gaps in footpaths have been identified where South Terrace intersects the reserve between Schaefer Avenue and Park Terrace and on North Terrace between West Terrace and Railway Terrace. There is also a gap in connection across Cant Road to the start of the Roora Reserve Walking Trail. Some relatively modest investments in these locations could result in significant improvements in overall connectivity.

Given the extent of the current footpath network, it is recommended that the short-term focus be on intersection improvements and key locations where 'gaps' or other connectivity issues are identified. In the medium- to longer-term, additional footpath infrastructure should be determined on a demand basis.

An audit has also been undertaken of lighting and is shown in the Lighting Audit and Town Centre Lighting Audit contained in **Figure 13** and **Figure 14**, respectively.

Whilst the lighting audit shows that lighting quality in the majority of the township is poor, that does not automatically mean that a significant upgrade of lighting is required. The extent of lighting required needs to match community desire, which reflects a combination of the amount of nighttime activity, the capital and operational costs of lighting and other impacts. More recently there has been increased awareness of the negative impacts of light pollution on people, fauna and the environment. The question of whether investment in lighting outside of key locations, such as the Town Centre, is justified should be further investigated by Council through community engagement. Based on the engagement undertaken for this project, it appears there is limited desire for further investment in lighting.

Significant progress has been made in walking trails, including at the Sport and Recreation Reserve and the Roora Reserve Walking Trail. Further investment in these, and other walking trails will provide a series of recreational options for residents and visitors alike. At the Sport and Recreation Reserve, the walking trail should be formalised with a consistent all-weather surface (whilst keeping the character relatively natural and informal) and improved mapping and signage of the trail.

The location of key walking trails is shown on the Walking Trails Plan in **Figure 15**.

A concept for a longer cycling trail has been developed, using a mix of roads and off-road paths and trails. This concept is still being considered by Council. It is recommended that, before being finalised, the proposed route be assessed by a traffic engineer to provide advice on the suitability and safety of the potential cycling routes.

The concept route for the cycling trail, which represents an 'option only' and has not yet been assessed or considered by Council is shown on the Cycling Trails (Future Options) Plan in **Figure 16**.

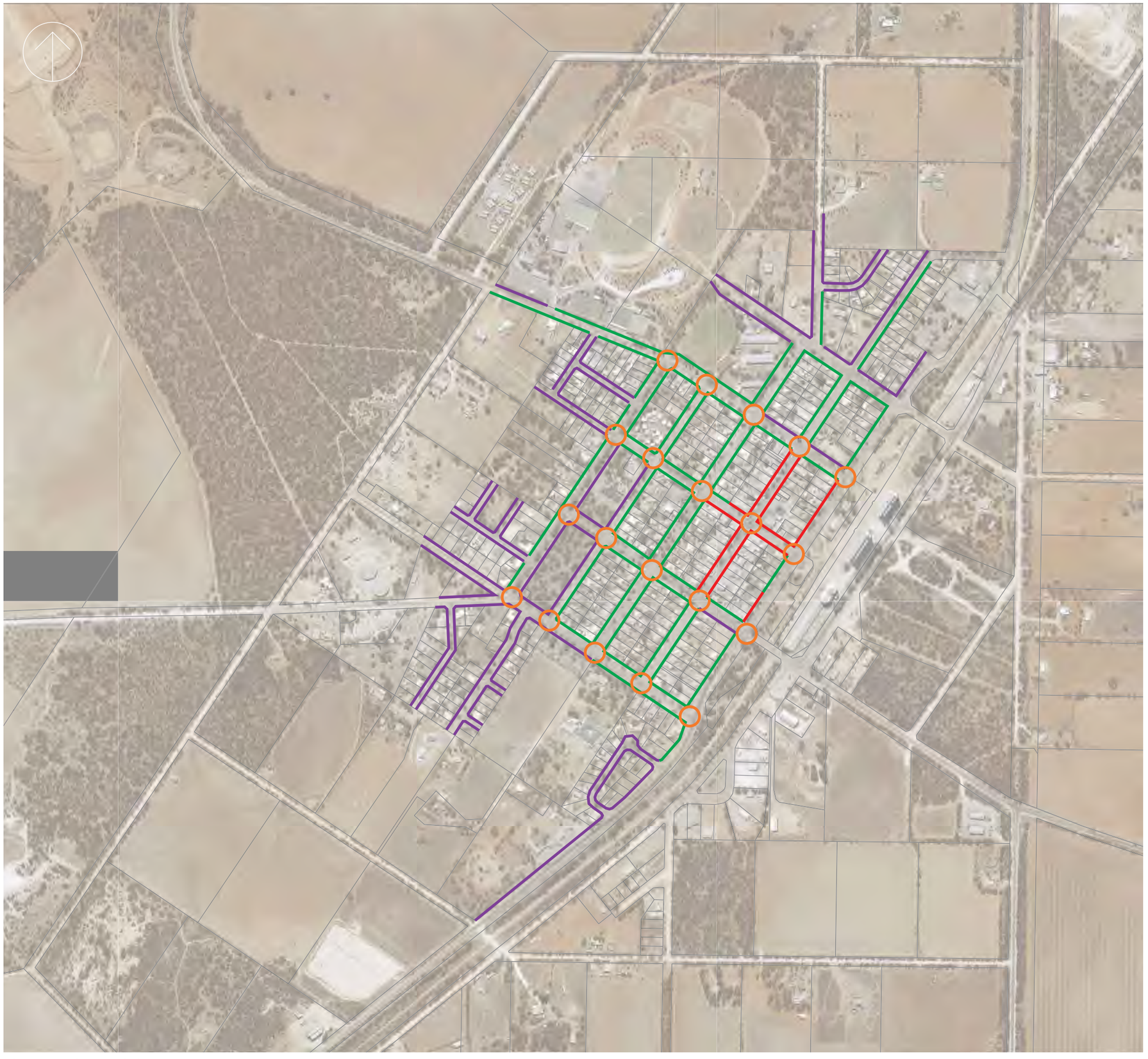


FIGURE 12

FOOTPATH AUDIT

- Good - No action required
- Prioritise Upgrades
- No Footpath
- Intersection Treatments / Localised action recommended to improve pedestrian crossing safety

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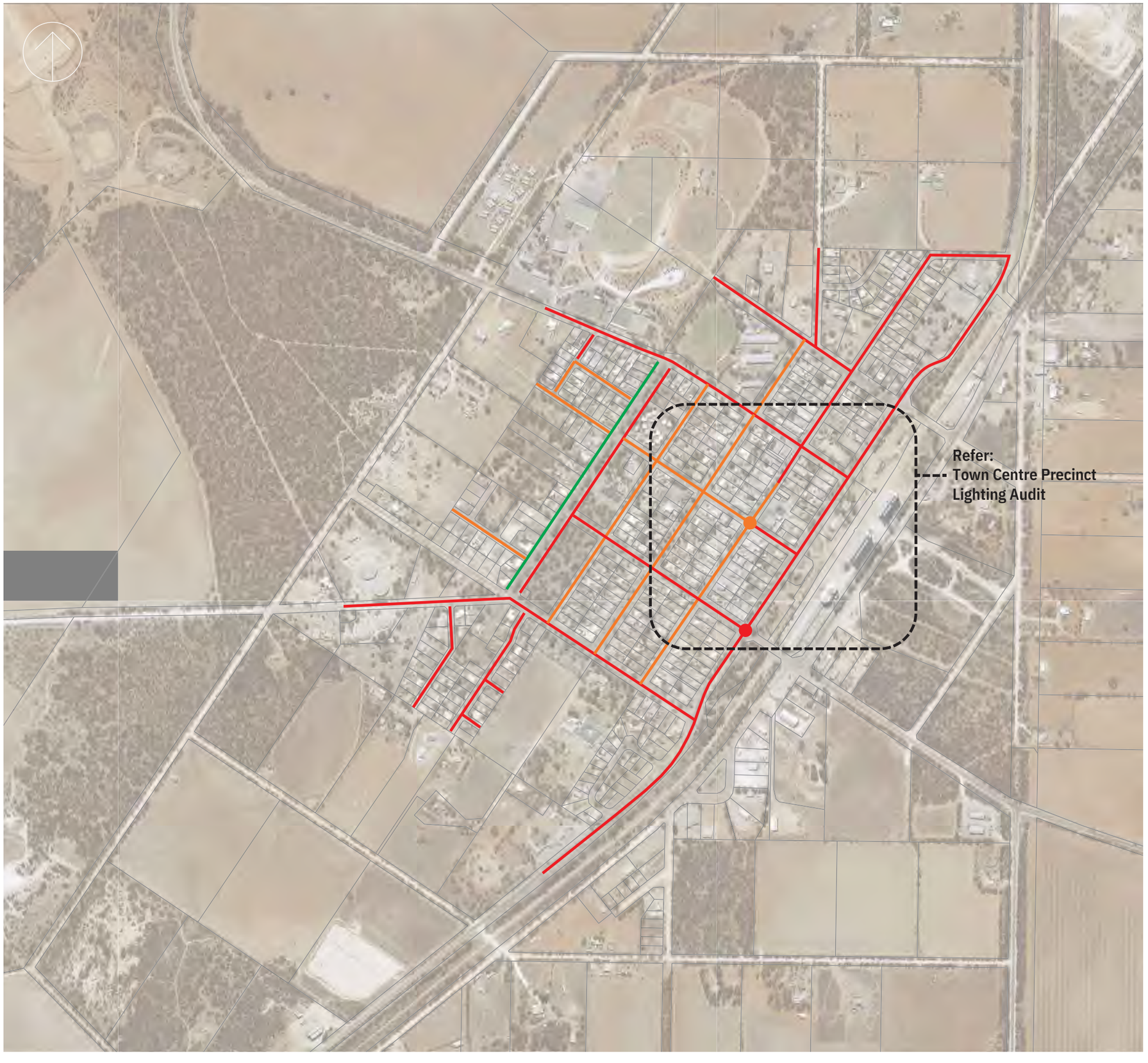


FIGURE 13

LIGHTING AUDIT

Current Lighting Level

- Good
- Reasonable
- Limited / Poor

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FIGURE 14

TOWN CENTRE LIGHTING AUDIT

Current Lighting Level

- Good
- Reasonable
- Limited / Poor

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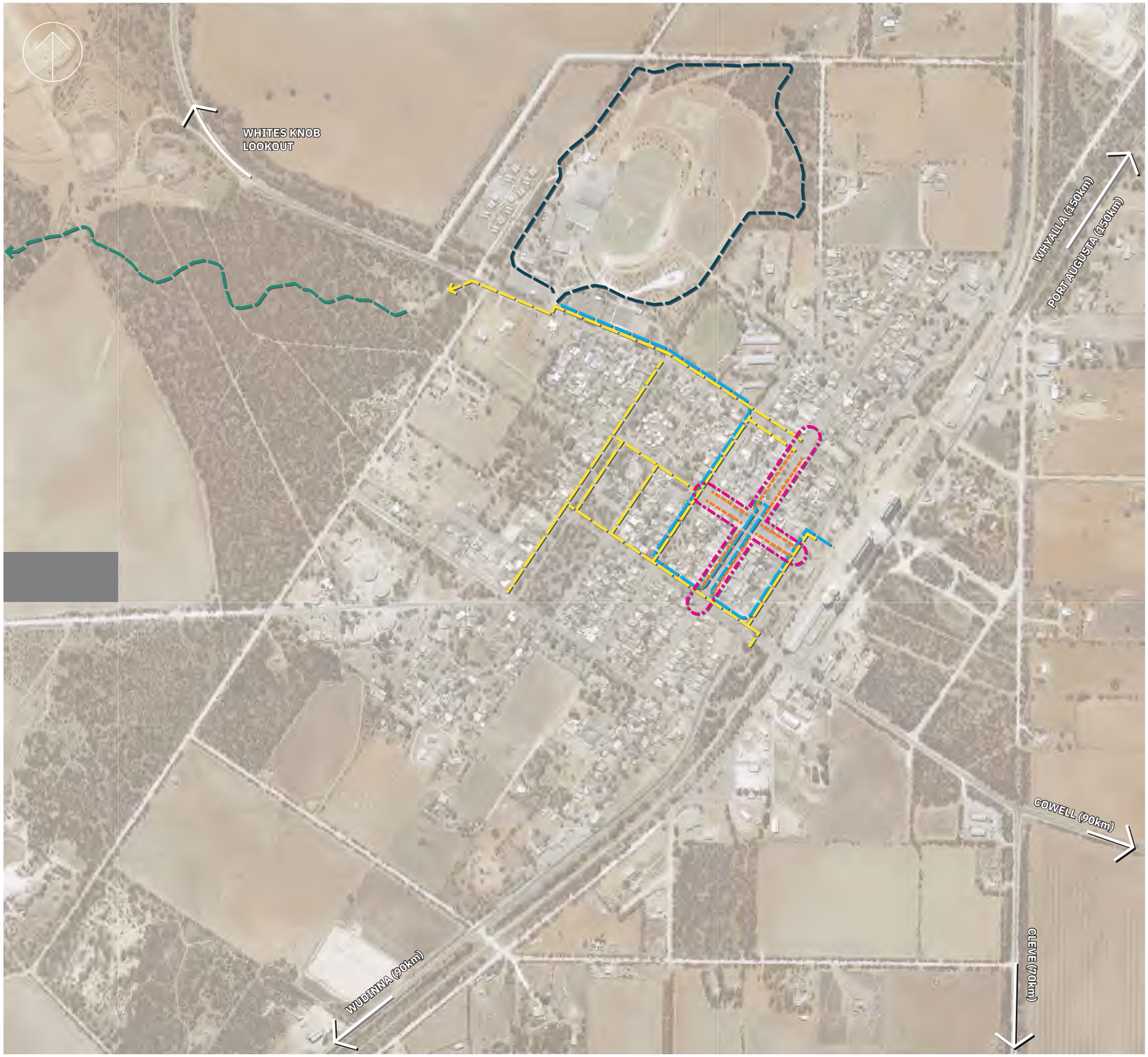


FIGURE 15

FOOTPATHS / TRAILS

- Town Centre Extent
- High Quality Footpath Priorities (Linking Town Centre to recreation reserve and Roora Reserve)
- Sport & Recreation Reserve Walking Trail
- Roora Trail
- Heritage & Arts Trail
- High Quality Footpaths (Main Street Upgrade)

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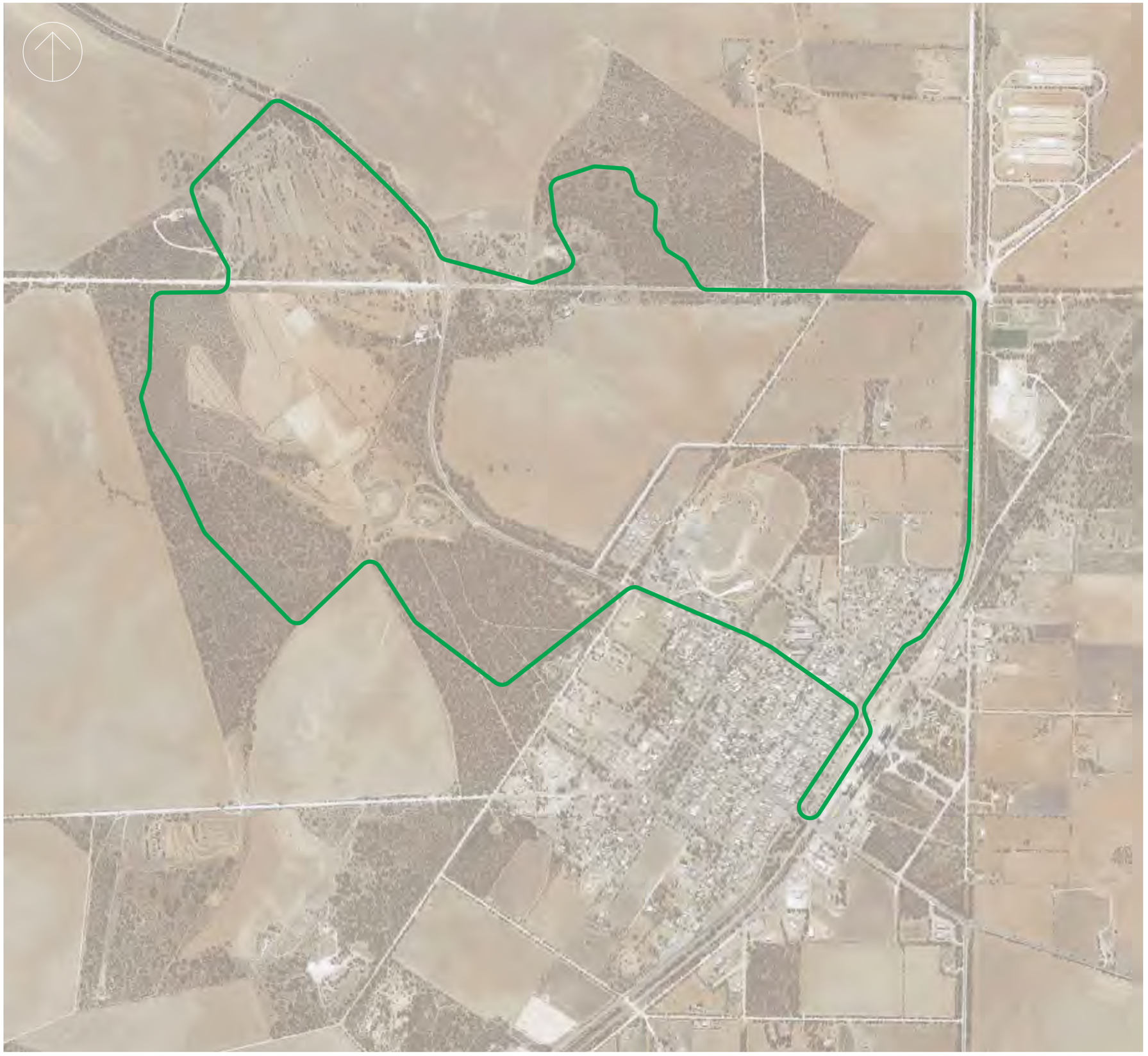


FIGURE 16

CYCLING TRAIL (FUTURE OPTIONS)

Indicative Potential Future Bike Track (further investigations required to confirm route)

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5.4 Vegetation and Greening

The Kimba township has abundant vegetation, including street plantings, vegetated reserves and larger areas of remnant and vegetated plantings on the fringes of the township. The majority of vegetation is native, which contributes significantly to the character of the township by providing vertical structure, screening and relief from built form.

Within the central grid of the township, significant vegetation exists within road reserves, with a mixture of planting on verges, medians and within roadways. The quality and consistency of plantings vary from location-to-location; however, the overall quality is good, and areas of gaps or lower quality are typically localised.

Since the preparation of the 2013/14 Kimba UDF, Council has continued the management of vegetation, including planting of additional trees, management of existing trees and replacement of mortalities and trees reaching end-of-life.

An audit of street trees in the central portion of the township has been undertaken and is shown in the Existing Street Trees Plan in **Figure 17**.

It is recommended that Council adopt a three-part strategy to the ongoing management of vegetation:

1. Where a significant designed upgrade is undertaken (such as the proposed Town Centre upgrade) the location, form and species selection of vegetation in the public realm is undertaken as part of the design process and implemented in accordance with that design.
2. Identified areas of 'gaps' in vegetation, or where vegetation is of poor quality, be specifically targeted for upgrades, with an annual program to improve areas which are currently of a lower quality.
3. Ongoing maintenance and management of existing vegetation, including removal and replacement of vegetation near, or at the end of life, should occur on a continuous basis.

Opportunities for additional street tree plantings are shown in the Street Tree Infill Plan in **Figure 18**.

Significant plantings in other locations, such as the Sport and Recreation Reserve, are addressed in the precinct-based proposals.



FIGURE 17

EXISTING STREET TREES

Existing Trees

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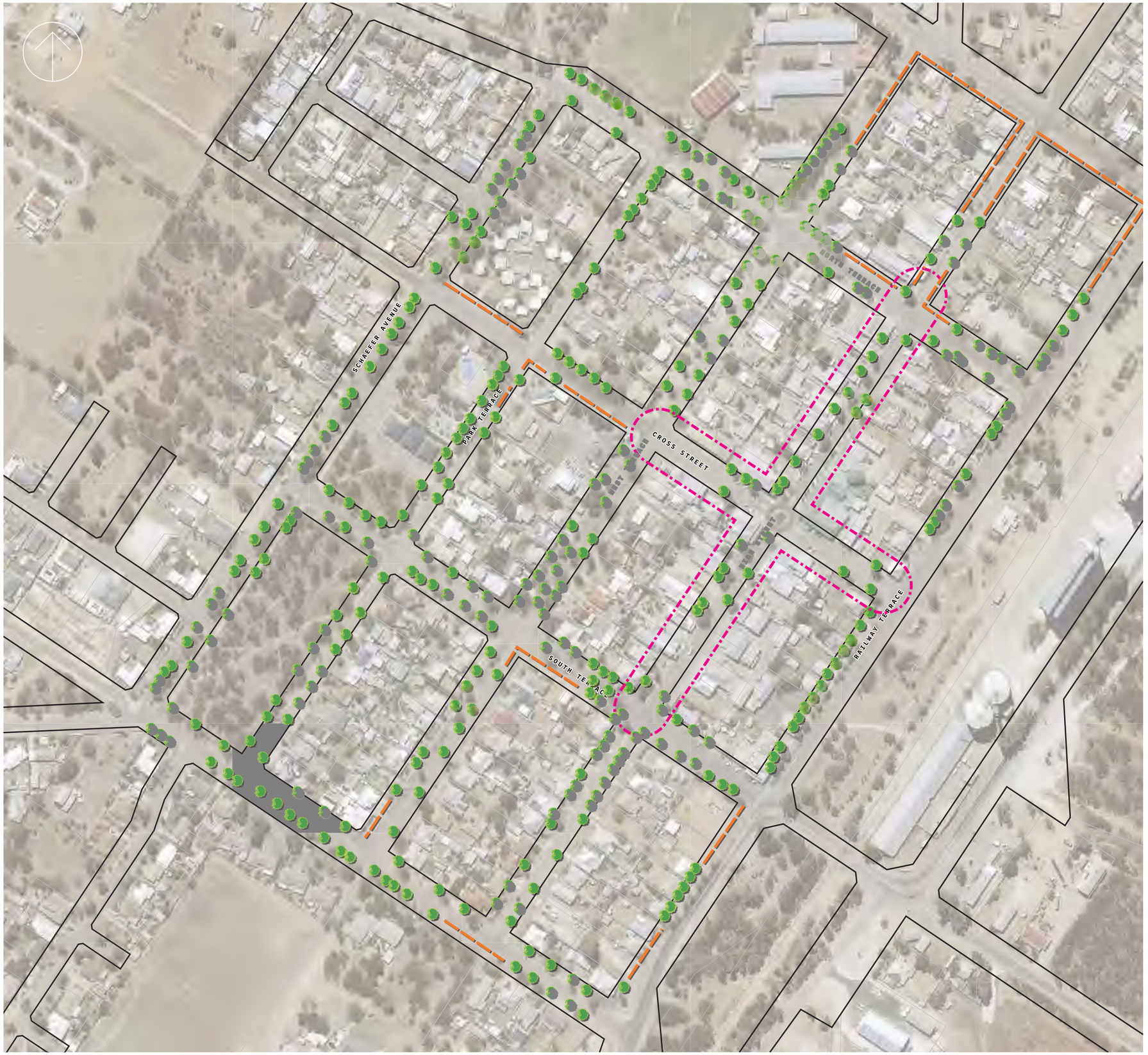


FIGURE 18

STREET TREE INFILL

- Existing Trees
- Street Trees addressed as part of Main Street Upgrage
- Street Tree Infill Opportunities

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5.5 Town Centre

The Town Centre presents significant opportunity for an upgrade that will result in an improvement to the amenity of the area for residents, businesses, tourists and visitors.

Following the analysis, it is clear that the Town Centre should be defined as the length of High Street extending from the South Terrace intersection to the North Terrace intersection and the area of Cross Street extending from the Railway Terrace intersection to the West Terrace intersection.

The extent of the Town Centre as defined is shown in the Town Centre Precinct Plan in **Figure 19**.

This extent considers and connects a large number of the significant destinations within the Kimba Township including the hotel, Institute, post office, Workshop 26 Creative Quarter, banks, Council office, hardware store and a large proportion of other commercial, retail and office uses.

Council previously had concept designs for the undergrounding of the powerline infrastructure in the majority of this location.

The concept for the Town Centre area should be the subject of detailed design by a Landscape Architect/Urban Designer; however, a concept has been prepared that sets out the following elements:

- Undergrounding of power infrastructure.
- Freestanding lighting on the southern side of High Street and the western side of Cross Street.
- Lighting including banner capabilities.
- New roundabouts at the High Street/South Terrace and at the High Street/North Terrace intersection.
- Angle parking maintained on High Street with marked spaces and, potentially, wheel stops or the like.[JW1.1][MR1.2]
- Parallel parking on Cross Street south of High Steet supporting caravan's, RV's and other larger vehicles.
- Extended protuberance at roundabouts and mid-block supporting pedestrians crossing safely.
- Street trees on both sides of the road, located within the road carriageway.
- Street trees to be a distinct species selection from the remainder of the township.
- Consistent, wide footpath treatments using high-quality materials.
- A consistent palate of street furniture.
- Upgrades to the memorial park adjacent the Institute, including screening to the toilets, a refined setting for the memorial, arbour and vegetation.
- Improved wayfinding and signage to promote key sites for visitors.

The concept is shown in the Main Street North Precinct Plan and Main Street South Precinct Plan as contained in **Figure 20** and **Figure 21**.

The goal of the Town Centre precinct upgrade is to provide a consistent sense of place within the town centre which presents a high-quality pedestrian environment, and which supports the Town Centre as the key service hub for the region, supporting businesses, residents, visitors and tourists.

Recognising the importance of accessibility to the Town Centre in supporting existing businesses, the concept seeks to ensure that vehicle access and parking is retained, with clear delineation of car parking spaces and a consistent approach to street trees being located within the road reserve. A clear location for the parking of caravans, RVs and other larger vehicles is important to both supporting the tourism economy and avoiding congestion.

Pedestrian amenity will be enhanced throughout the Town Centre precinct through provision of high quality, consistent footpath surfaces which are free of clutter and unnecessary furniture, signage and plantings. A further key focus of pedestrian amenity will be consistent protuberances, pram ramps and safer crossing points.

The undergrounding of power will make a significant contribution by reducing visual clutter and deferring the visual focus of the precinct towards the built form and vegetation. Replacement of existing utility poles and wires with simple, restrained street lighting, including the ability to display banners and decorations will ensure good lighting conditions after dark and will further reduce visual prominence of this infrastructure.

Street trees and other vegetation should be carefully selected to ensure that they provide good visual outcomes, whilst being able to thrive, are relatively low maintenance and are not prone to dropping excess material. Opportunity exists for irrigation to be installed, allowing for vegetation to be selected which differentiates the Town Centre from the remainder of the township.

The memorial park adjacent the Institute should also be upgraded as part of the project to become a multi-functional space which can accommodate community events alongside its every-day uses. The existing shelter at the front of this space forms a disruptive element and should be removed. The space should be upgraded with high quality materials, increased vertical vegetation, screening of the public toilets and installation of an arbour through the centre of the space.

The High Street upgrade project should be progressed through seeking funding for a detailed design project, which will include survey, detailed design, services design and integration with the undergrounding of powerlines project.



FIGURE 19

TOWN CENTRE PRECINCT

Defined Extent of Main Street Precinct

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FIGURE 20

MAIN STREET NORTH PRECINCT

Extent of Treatment

1. Angle parking retained in majority of precinct
2. New roundabout at High Street / North Terrace intersection
3. Streets trees in High Street planted in roadway on both sides
4. Street tree selections to differentiate precinct – potentially using irrigated deciduous species
5. Street trees in Cross Street north planted in roadway
6. Street trees in Cross Street south planted in verge
7. Lighting in High Street on southern side of roadway – using recessive, minimalist poles
8. Lighting in Cross Street on western side of roadway - using recessive, minimalist poles
9. Parking for caravans, RVs and larger vehicles in Cross Street south of High Street
10. Footpaths reconstructed with high quality paving, removing 'clutter' of planter boxes and redundant furniture
11. Differentiate crossovers with surface treatment
12. Prioritise pedestrian movements at High Street / Cross Street intersection
13. Opportunities for low-level landscaping at intersections
14. Introduce vertical structure with landscaping and arbour – remove existing shelter, screen toilets and enhance memorial space

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FIGURE 21

MAIN STREET SOUTH PRECINCT

Extent of Treatment

1. Angle parking retained in majority of precinct
2. New roundabout at High Street / South Terrace intersection
3. Streets trees in High Street planted in roadway on both sides
4. Street tree selections to differentiate precinct – potentially using irrigated deciduous species
5. Street trees in Cross Street north planted in roadway
6. Street trees in Cross Street south planted in verge
7. Lighting in High Street on southern side of roadway – using recessive, minimalist poles
8. Lighting in Cross Street on western side of roadway - using recessive, minimalist poles
9. Parking for caravans, RVs and larger vehicles in Cross Street south of High Street
10. Footpaths reconstructed with high quality paving, removing 'clutter' of planter boxes and redundant furniture
11. Differentiate crossovers with surface treatment
12. Seek to minimise width of crossovers to ensure equitable access to properties and preserve on-street parking
13. Prioritise pedestrian movements at High Street / Cross Street intersection
14. Opportunities for low-level landscaping at intersections
15. Parking for caravans, RVs and larger vehicles in South Terrace towards High Street intersection
16. Angle parking retained in South Terrace closer towards Railway Terrace
17. Localised works to manage stormwater flowing onto verge on eastern side of South Terrace

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5.6 Lions / Apex Central Park

The Lions/Apex Central Park is a key community space within the Kimba township. It benefits from its proximity to the Town Centre, high quality facilities and vegetated character, and provides a significant play space for residents and visitors, picnic areas and the swimming pool. The park has a somewhat eclectic character, with the various elements almost 'hidden' amongst the vegetation.

Council has procured designs for a new nature play facility to be located at the southern end of the existing play space, partially integrated with the vegetation at this end of the park. This will be an excellent addition to Kimba's community infrastructure supporting children and young people, and Council should pursue funding to progress this project per the design.

A concept for the park is shown in Precinct Plan – Lions/Apex Central Park Precinct Plan in **Figure 22**.

It is recommended that together with the progression of the nature play facility, vehicular access to the area south of the existing play space should be reduced. This area is currently a large, open, gravel surfaced space that does not contribute positively to the character of the park as a whole. The nature of access and informal parking arrangements in this area mean that it does not add significantly to the amount of car parking available. By rationalising parking as 90-degree parking along the street frontages, the number of car parking spaces can be maintained whilst a significant area can be returned to green space with additional plantings surrounding the nature play facility.

With the vehicle access to the centre of the park removed, consideration can be given to the fencing arrangement to focus on fencing between the play/park areas and the roads, rather than fencing forming a 'corral' around the play areas. Potential exists to remove barriers between the existing play space, the future nature plays facility and the picnic area to the north, creating a single, integrated recreational space.

In the picnic area, the potential exists for current visually disruptive elements, such as the BBQ shelter to be relocated to improve view lines between this area and the play space. An earth ramp structure should be constructed to provide a more convenient connection between these spaces. The goal of these improvements is to create a more seamless transition between the picnic area, the play space and the future nature play facility, such that the whole park feels like a single, cohesive space.

Lastly, footpath upgrades should be progressed around the perimeter of the park. Along South Terrace and Cross Street these footpaths will provide connections between the Town Centre and residential areas further to the north. Along Park Terrace and Schaefer Avenue, footpaths should deviate inwards where there is 90-degree parking to avoid pedestrians walking between the roadway and car parking spaces.

The upgrades proposed represent an evolution of the Lions/Apex Central Park, which will support the development of the nature play facility whilst preserving the overall character of the park which is cherished by residents and visitors alike.



FIGURE 22

LIONS / APEX CENTRAL PARK PRECINCT

- New Nature Play Facility
- New Nature Play Facility Access
- Existing Shelter (removed)
- New Shelter
- New Ramp Connection to Playspace
- Block Vehicle Access
- Formalise 90° Parking and Wheel Stops
- New Footpath Connections & Crossings
- New Shade Trees
- Intersection Treatment / Upgrade Pram Ramps
- Separate Pedestrian and Vehicle Movements
- High Quality Footpath Connection
- Schaefer Avenue Crossing Locations

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5.7 Sport and Recreation Reserve

The Sport and Recreation Reserve occupy a large area and has a series of 'sub-precincts' which exhibit differing uses and character. We have divided the opportunities into four 'sub precincts':

- North Terrace
- Fre Camping/Dump Point
- Old Oval
- Walking Trail

A Precinct Plan for the entire reserve is shown in Precinct Plan – Sport and Recreation Reserve Precinct Plan (**Figure 23**).

5.7.1 *North Terrace*

The area fronting North Terrace features the bowling club and car park, the formalised garden areas and the half-court basketball facilities.

An enlargement of proposals for the North Terrace areas is shown on the North Terrace Precinct Plan in **Figure 24**.

Opportunities present for the entrance to the bowling club car park to be rationalised, allowing the area closest to the school to take on a separate use. This could be as a park dedicated to youth or as a more formalised entrance to the walking track around the Recreation Reserve.

Adjacent the main entrance, the existing half-court basketball facilities are at the end of their lifecycle. Consideration should be given as to whether these facilities merit upgrade or replacement in this location or are best located elsewhere. If a decision is made that they are best located elsewhere, this area could form an extension of the formalised gardens, providing an enhanced visual setting for the main entrance to the Sport and Recreation Reserve.

The existing shared path around North Terrace should be retained, and where vehicular access points cross it, surface treatments and signage should emphasise pedestrian priority.

5.7.2 *Free Camping/Dump Point*

The expansion of the free camping area has been a significant success, and tourism is a key driver of the economy of the Kimba township and wider region. At peak times, the existing facilities remain oversubscribed, so some opportunity has been identified for further 'overflow' type facilities behind the formalised gardens and bowling club.

A dog park is currently under construction adjacent the water tanks, and as part of this upgrade a rationalisation of roadways should occur to ensure that excessive area is not given over to vehicle movements. Priority should be given to upgrading the roadway closest to the main oval, which will connect to the dog park. A break-off from this roadway should provide a shorter access to the dump point, allowing the existing, excessively large access to the dump point to be truncated. The roadway connecting the end of Kimba Terrace with the rear of the bowling club should be closed.

To offset the removal of vegetation required to construct the dog park, revised access and overflow free camping space, replacement plantings should occur on the closed roadways and be interspersed with existing plantings to create additional density of vegetation and, over time, additional vertical structure.

Noting recommendations in other areas of the township that advice be sought from a traffic engineer, it is recommended that they also review the internal movements in the Sport and Recreation Reserve more generally and make recommendations for treatments and signage to ensure safe and efficient vehicle and pedestrian movements.

5.7.3 *Old Oval*

The old oval area adjacent the Kimba Terrace entrance is not required for active recreation or sporting uses into the future. This area currently presents as a flat open expanse and does not add visually to the amenity of the facility. This area, and open areas further to the north were originally inside the horse racing track which has long since been abandoned.

Revegetation of the old oval has commenced, it is recommended that this be continued starting with perimeter plantings and subsequently infill plantings.

5.7.4 *Walking Trail*

A walking trail of around 1.8 kilometres in length has been established around the Recreation Reserve. The trail nominally 'starts' adjacent the camp kitchen and progresses behind the bowling club before heading north to the vegetated area. After passing near the Haskett Road boundary, the trail heads south past the pony club and close to the boundary with the accommodation village before passing through the free camping area back to the starting point.

The trail appears to be a well-used facility, and thereby it is recommended that it be enhanced by implementing a consistent gravel surface to define its position, together with some information signage and distance markers along its length. Some additional connections to North Terrace would allow the trail to be connected to and integrated into the Roora Reserve Walking Trail.



FIGURE 23

SPORT & RECREATION RESERVE PRECINCT

- Vehicle Access
- High Priority Footpath Connections
- Walking Trail
- Revegetation Areas
- School Safety Upgrades
- **A** New Vehicle Access to Bowling Club Car Park
- **B** Basketball Court Relocated
- **C** Free Camping Overflow
- **D** Youth Park (remove vehicle access)
- **E** Dog Park (Complete)
- **F** Drop Point
- **G** New Drop Point Access
- **H** Remove Access
- **I** Traffic Study - Narrow Crossing Points

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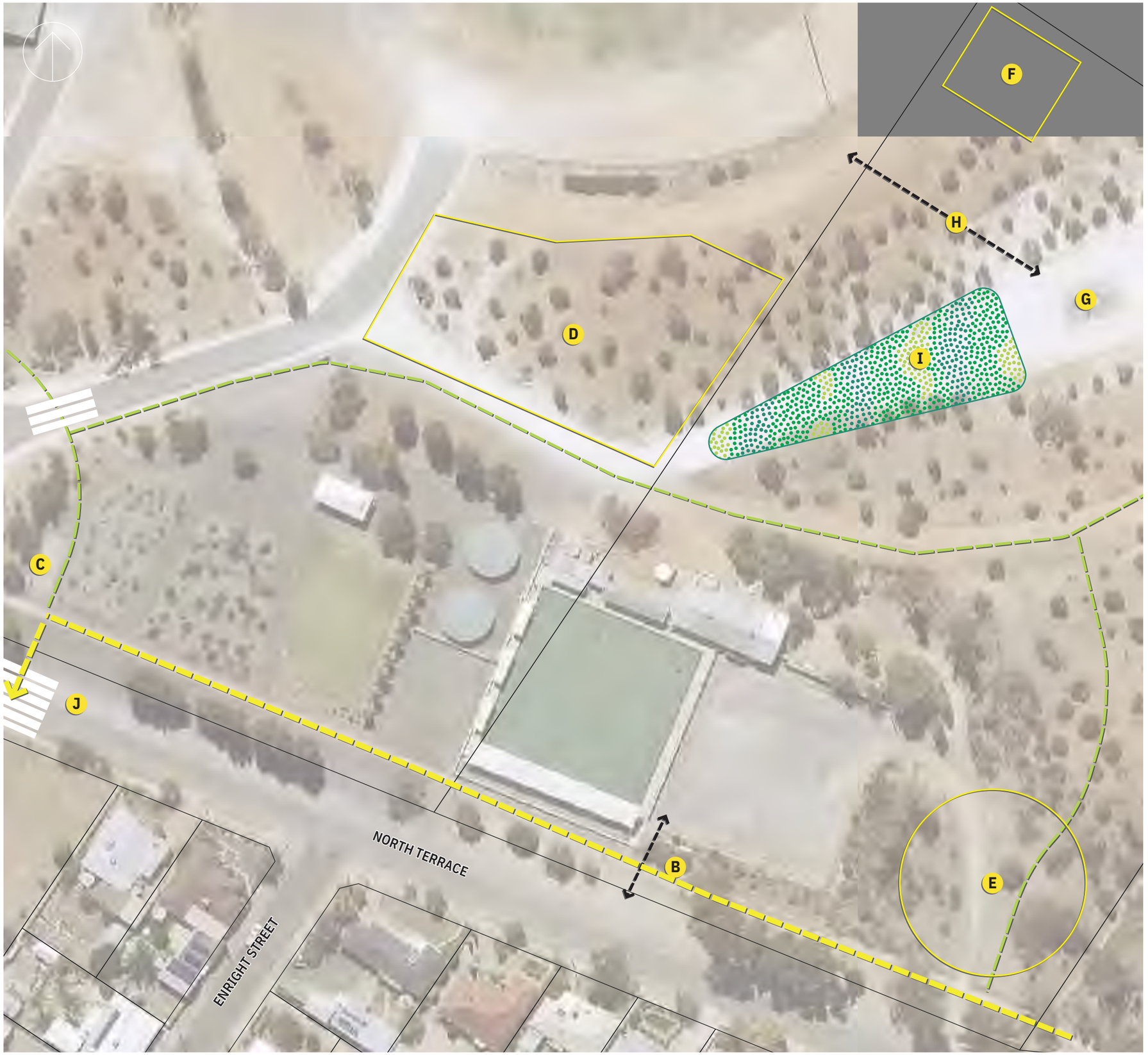


FIGURE 24

NORTH TERRACE PRECINCT

- Walking Trail
- Revegetation Area
- Vehicle Access
- High Priority Footpath Connection

A	Upgrade School Crossing
B	Direct Access to Bowling Club Car Park
C	Basketball Court Relocated
D	Free Camping Overflow
E	Youth Park (remove vehicle access)
F	Dog Park (Complete)
G	Dump Point
H	New Dump Point Access
I	Remove Access
J	Traffic Study - Narrow Crossing Points

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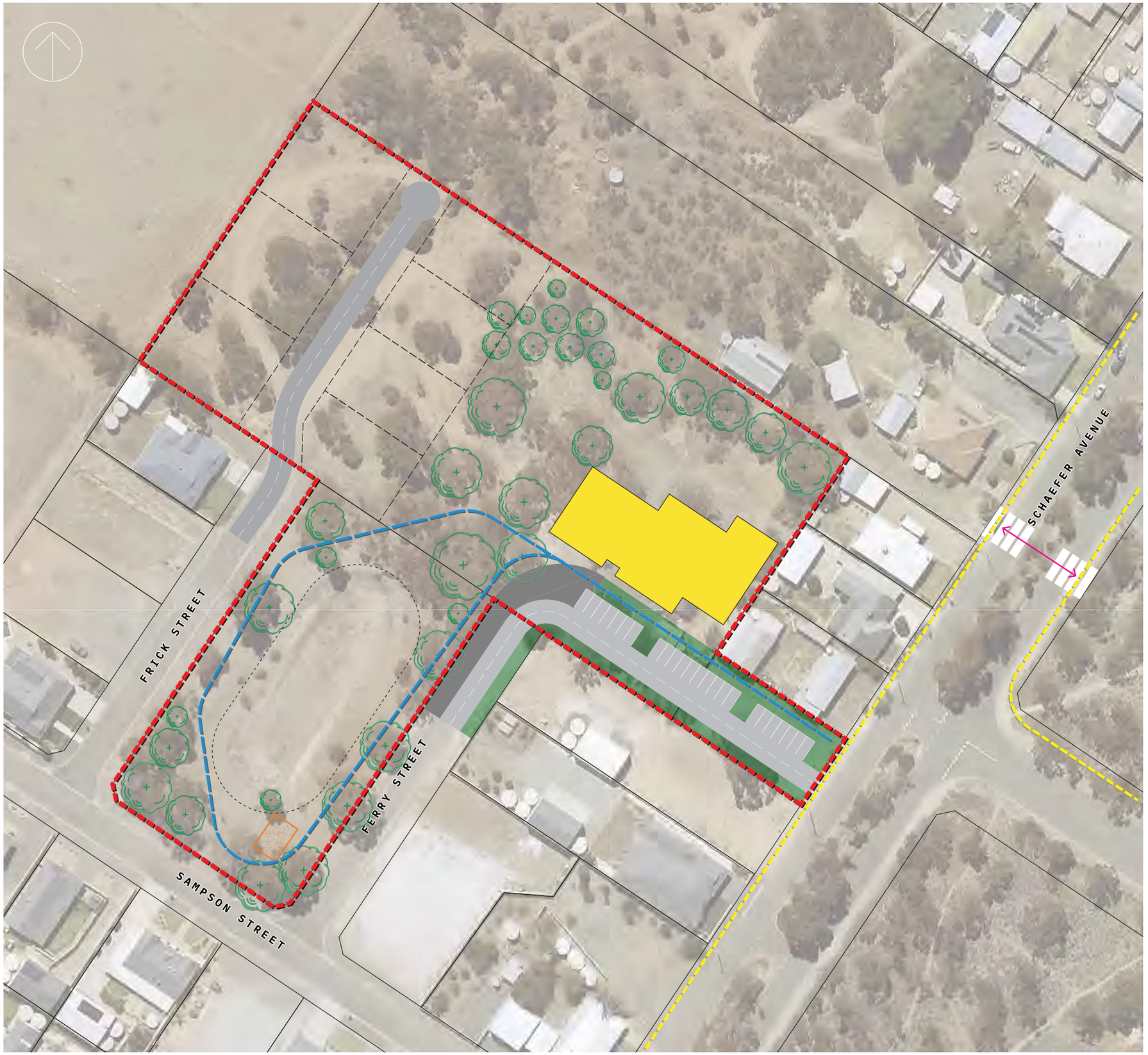


FIGURE 25

KIMBA CARE & CONNECT PRECINCT

- Extent of Council Holdings
- Lot Boundaries
- Community Building
- BBQ Area / Shelter
- Infill Landscaping
- High Quality Footpaths
- Walking Path / Trail
- Crossing Location

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5.8 Kimba Care and Connect Precinct

Recognising the impact that a lack of suitable childcare opportunities has on the economy of regional areas, Council is seeking funding to develop the Kimba Care and Connect Precinct. Council has the vision of creating 'a connected and inclusive community hub that integrates housing, health and family wellbeing while promoting economic growth and social vitality.'

The project seeks to provide a long-day childcare centre, additional housing for essential workers, together with additional residential development opportunities, high quality urban design outcomes and a family connection space.

The concept for the Kimba Care and Connect Precinct is depicted in **Figure 25** (previous page).

The concept seeks to expand the existing adjacent open space, with the opportunity to accommodate the nature play facility (as a second option to that facility being located at Lions/Apex Central Park). The concept also provides suitable car parking adjacent the built form housing the childcare facility and family connection space.

5.9 Additional Areas of Focus

The projects listed in the sections above will form the basis of significant place making projects for implementation over the coming period.

Other projects across the township may also come into focus during this period, and Council retains the ability to incorporate these into the overall planning and budgeting process.

During the most recent engagement discussions with Council staff and Elected Members, Council highlighted their commitment to mitigating the impacts of Climate Change and identified the Department for Infrastructure and Transport's (DIT) proposed road upgrade of Eyre Highway as projects that may have implications for the Kimba UDF and Master Plan. As such these projects are discussed in more detail in the following sections.

5.9.1 *Climate Change*

Council affirmed their commitment to mitigating and adapting to the impacts of Climate Change in keeping with the South Australian Governments Climate Change Policies and the State Planning Policies for South Australia.

In particular, Kimba recognises its susceptibility with regard to a limited water supply, extreme temperatures and risk from bushfire events due to its location, topography and weather patterns. As such, Council is committed to incorporating the following into their future planning:

- Promoting active travel and walkability.
- Creating carbon-efficient living environments through a more compact urban form.
- Good design of public places to increase climate change resilience and future liveability.
- Mitigating the impacts of rising temperatures by encouraging water sensitive urban design, green infrastructure and other design responses.
- Avoiding development in hazard prone areas.
- Protecting and enhancing areas that provide biodiversity and ecological services.

Council has worked hard to maximise green space and has a mature/semi-mature and diverse range of street trees, as well as undertaking regenerative planting of native vegetation across Kimba's parks, reserves, public spaces and road reserves. This is particularly evident in the Sport and Recreation Reserve, where regenerative planting has been undertaken with particular emphasis given to biodiversity and connectivity to the Roora Walking Trail.

We understand that Council takes a 'lead by example' approach to encourage the community to undertake greening on private land. In addition, Council is actively seeking opportunities to expand Kimba's network or tree canopies, particularly in areas that experience high pedestrian use.

Council is also cognizant of the importance of water sensitive design and has consciously incorporated this into their greening programs by selecting plant and tree species that are low maintenance and require minimal water for their survival.

5.9.2 *5.9.2 Proposed Eyre Highway Upgrade*

DIT's proposed upgrade of Eyre Highway would effectively bypass the Old Eyre Highway between Railway Terrace and Eyre Highway to create a more streamline connection with Nugent Road and Eyre Highway at its intersection with Martin Terrace. A portion of the land at the intersection of Martin Terrace and Eyre Highway would be utilised to create a more formalised turn-off from Eyre Highway into the Kimba Town Centre via South Terrace refer **Figure 25A** (*Excerpt from DIT Eyre Highway – Kimba Rest Area and Intersection Drawing No. 2747*).

The proposed works, should they go ahead in their current form, reinforce the use of South Terrace as a key arrival point to the Kimba Town Centre.



Figure 25A Proposed Eyre Highway Upgrade

6 Engagement

6.1 How Did We Engage

Following on from the 2013/14 engagement, MasterPlan and Council undertook a second round of engagement between 24 November and 22 December 2025. This consultation sought stakeholder and community feedback on Draft Kimba Urban Design Framework and Master Plan Review undertaken in

2025 and was promoted and facilitated using an online, physical and in-person methodology as summarised in **Table 9**.

Table 9: Engagement Summary

How We Engaged		
Online	Kimba District Council Website	• https://www.kimba.sa.gov.au/ • Online (and hardcopy) Draft Kimba UDF and Master Plan available from 24 November to 22 December 2025.
	Online Survey	• https://www.kimba.sa.gov.au/ • Online survey available from Council's website from 24 November to 22 December 2025.
	Kimba Community Development Group Community Newsletter	• https://www.kimba.sa.gov.au/community/Kimba-Community-Development-Group-Community-Newsletter • An excerpt was placed in the December 2025 Newsletter providing the community with a brief progress update.
Physical	Information Posters	• Locations were selected around the district to place information posters for the community drop-in sessions. • Posters included information identifying the draft document being available on Councils website from 24 November 2025.
	Newspaper Advertising	• An advertisement was placed in the Eyre Peninsula Tribune on 20 November including information for the community drop-in sessions.
	Brochure	• A hardcopy brochure providing an overview and summary of the Draft Kimba UDF was made available from the Kimba District Council offices from 24 November to 22 December 2025.
In-Person	Dorp-in Sessions	• 2 x scheduled community drop-in sessions were held on: ○ Tuesday 2 December 2025 at 3.30pm and 7.00pm at the Kimba District Council Offices. ○ Each session ran for a period of 2 hours. ○ Hard copies of the Survey were available at the drop-in sessions.
	Key Internal Stakeholders and Elected Members	• Meeting held with key Council staff: ○ Monday 1 December 2025 at 4.00pm at the Kimba District Council Offices. ○ Tuesday 2 December 2025 at 9am at various key sites within the project area. • Meeting held with Elected Members: ○ Monday 1 December 2025 at 7.00pm at the Kimba District Council Offices.

6.2 Providing Feedback

In accordance with **Table 9**, brochures, posters and a feedback survey were used to encourage the community to actively participate by providing feedback on the Draft Kimba UDF and Master Plan.





6.3 What We Heard

The feedback received from the Kimba community and stakeholders during the engagement process was substantive and has provided the consultant team with valuable insight into the aspirations, desires, concerns and interests of the community.

Whilst 'turn-out' numbers were relatively low for community participation; we understand that this is typical for Kimba and an indicator that the community is happy to be led by Council representatives. Council anticipates a higher participation rate during detailed design phases of the recommended projects.

The following table provides an overview of what we have heard from the community and stakeholders to date and is divided into themes.

Table 10: Engagement Feedback Summary

Themes	Key Issues
Landscaping and Vegetation	• Supportive of the plantings done by Council so far in the Sports and Recreation Reserve and would like to see more, particularly within the Town Centre.
Lighting	• Low priority generally for lighting upgrades. • Possibly scope for additional lighting from the Recreation Reserve to North Terrace and at the start of the Roora Walking Trail. • Lions/Apex Central Park has solar lighting which is a source of complaints by residents.
Traffic	• Footpath upgrades should be focused along High Street as part of the Town Centre upgrade. • Walking trail on the southern side of North Terrace needs review, including identification of suitable crossing point(s). • 2-3 pedestrian crossings (zebra or wombat) in conjunction with traffic management devices (i.e., speed humps) are needed on Schaefer Avenue to slow vehicles and create safe pedestrian access to/from Lions/Apex Central Park. • Road safety upgrades are required including pram ramps and at intersections. • Median strip along High Street is desired; however, acknowledged that road is too narrow to accommodate this. • Suitable locations needed for disability access, senior and pram parking spaces within the Town Centre. • North and South Terrace roundabouts are used by oversized vehicles – suggest mountable roundabouts on High Street to allow larger vehicles to pass safely (i.e., caravans and trucks accessing the Tyre Service shop). • Explore overflow off-street parking opportunities: • Council owned lot at the northern end of High Street; and/or • In the parking lot behind the Kimba Gateway Hotel (private land). • Suggest parking spaces for oversized vehicles adjacent Milton's Tyre Service shop.
Town Centre	• Suggest an upgrade of the Memorial park to provide the community a place to congregate. • Support the removal planter boxes to reduce clutter and create additional footpath for pedestrians. • Supportive of a consistent palette being adopted for street furniture. • Footpaths on High Street are too narrow for street tree plantings, these should be moved into the adjacent road reserve. • Key Priority is to minimise the loss of on-street parking. • Opportunities for outdoor dining – viability could be tested with temporary pads. • Upgrade crossing on North Terrace as children frequently use this road to access the library and swimming pool (Tonkin is currently exploring opportunities for a zebra/wombat crossing). • Council is supportive of undergrounding powerlines within the Town Centre Precinct subject to grant funding. • Cross Street parking should incorporate angled parking closer to the Cross Street/High Street roundabout and parallel parks closer to Railway Terrace.
Sport & Recreation Centre	• Support the works, particularly tree plantings and vegetation, that have occurred near the walking trails and old oval. • More plantings and vegetation are encouraged. • Support moving the driveway access to the bowling club and creating a play space for youth (although not all were supportive of the youth park). • Suggest greater separation between the rear of the bowling club and the recreation reserve to delineate public and private space. • Suggest signage/information booth in the Recreation Reserve promoting key destinations in Kimba. • Suggest designated horse trails, including signage, as the reserve is used frequently by the pony club. • Suggest more vegetation at the northern end of the reserve to assist with water drainage. • Basketball court is at the end of its life and poorly located in this area, recommend removal.
Lions / Apex Central Park	• Support opening up the playground area by removing fencing and replacing with only 2 boundary fences to Schaefer Avenue and Park Terrace. • The park lacks connectivity due to the location of some shrubs and the shed which disconnects the playground from the swimming pool. • Supportive of nature play area as it works with existing vegetation and minimises clearance. • Opportunity for half basketball court to be installed within this space.
Kimba Care & Connect Precinct	• The southern portion of the stormwater basin is used for retention and thereby is not suitable for a nature play facility.
Signage	• Suggest clear wayfinding signage on the High Street/Cross Street roundabout. • Wayfinding/information signage needed on North Terrace to draw people coming from the Sport and Recreation Reserve into the Town Centre.

6.4 What We Observed

MasterPlan consultants were in Kimba from 1 December until 3 December 2025 during which time they undertook engagement with Council staff, Elected Members and the Community, as well as ground truthing exercises to observe further opportunities and constraints within the township.

What we heard from Council and the community is summarised above.

In addition, we observed the following during ground truthing:

- Excellent progress has been made with new plantings and revegetation with the Sport and Recreation Reserve.
- There was ample on-street parking available within the Town Centre, however the configuration, line marking and conformity with Australian Standards should be reviewed.
- The opening hours of the Kimba Gateway Hotel was restricting visitor draw into the Town Centre and limiting pedestrian and commercial generating activities centrally on Kimba's High Street.
- The completion of the dog park has provided opportunity for investigation into a new access road to the dump point and returning land for revegetation.
- The rotunda within the memorial park is at the end of its life and is not conducive to use of this space by the public as a gathering place.
- Signage, particularly within the Town Centre, appeared cluttered and in some cases unlikely to comply with Australian Standards.
- There is opportunity along North Terrace to reduce the road width in places to slow traffic, improve drop-off parking adjacent the school and improve pedestrian crossing points in suitable locations.
- Entrance walls near the Roora Walking trail are missing opportunity for signage and identification as an entrance to Kimba (i.e., flags, statue, "welcome to Kimba" signage, arch over roadway etc), which could also be replicated at other key entrance points.

6.5 How We Responded

Generally, the Kimba community was found to be supportive of the Draft Kimba UDF and MasterPlan (revised) with feedback adding further depth to the concepts already developed. All comments have been taken on-board and incorporated into the plan, where possible.

Some suggestions relating to landscaping, signage and traffic in particular, will require further investigation from technical experts and/or detailed design.

7 Implementation

7.1 Implementation Plan

Project	Description	Project Type	Indicative Timing	Indicative Cost
Wayfinding – Signage, Interpretation and Heritage Trail				
Signage Strategy	Prepare a sign strategy for the township, particularly the arrival points to the Town Centre, providing a style guide with unique branding.	• Signage Strategy Design Guidelines Preparation	Complete	Complete
Directional Signage	Implementation of Sign Strategy for the township.	• Review Wayfound Signage Strategy within the context of the Town Centre Strategy • Capital Works	• 2025-2026 – Strategy Updated • 2026-2027 – Signage Upgrades	$7,500.00 $25,000.00
North Terrace and South Terrace Roundabouts	Design and install new roundabouts on North Terrace and South Terrace where they intersect with High Street to reinforce route to Town Centre.	• Detailed Design • Capital Works	• Part of High Street Upgrade Design Project	n/a
Entrance Statements	Upgrade entrance statements and landscaping to reinforce sense of arrival into the township.	• Detailed Design • Capital Works	• Part of High Street Upgrade Design Project	n/a
Connectivity and Accessibility – Vehicle Access, Carparking, Lighting, Footpaths and Walking/Cycling Trails				
Vehicle Access and Parking Upgrades (Kimba UDF 2025)	Upgrade vehicle access and parking in accordance with the Kimba UDF 2025.	• Detailed Design • Capital Works	• 2026-2027 Part of Local Area Traffic Planning Review • 2026-2027 Part of High Street Upgrade Design Project • 2028-2029 Part of High Street Upgrade Capital Works	n/a
Vehicle Access and Parking Upgrades	Review and identify problem intersections and locations and provide a set of recommended solutions and implement accordingly.	• Local Area Traffic Planning Review (Traffic Engineers) • Capital Works	• 2026-2027 • Ongoing – determined from Local Area Traffic Planning Review	$30,000.00
Pram Ramp and Footpath Upgrades	Undertake appropriate design solutions for pram ramp and footpath upgrades at intersections in accordance with the Footpath Audit Plan.	• Local Area Traffic Planning Review (Council Engineers) • Capital Works	• 2026-2027 Part of Local Area Traffic Planning Review • Ongoing – determined from Local Area Traffic Planning Review	n/a TBD
Footpath Upgrades (Town Centre and Roora Reserve Walking Trail)	Upgrade North Terrace and South Terrace footpaths including any ‘gaps’, as well as the gap connection Cant Road to the Roora Reserve Walking Trail.	• Capital Works	Ongoing	Annual budget
Lighting	Determine community demand for lighting upgrades in accordance with the Lighting Audit Plan and Town Centre Lighting Audit Plan.	• Community Engagement	TBD	n/a
Sport and Recreation Reserve Walking Trail Upgrade	Formalise walking trail with a consistent all-weather surface to improve recreational options for residents and visitors.	• Capital Works	• 2027-2028	$50,000.00
Extended Cycling Trail	Investigate suitability and safety of a longer cycling trail.	• Concept Planning	• Part of Local Area Traffic Planning Review • Ongoing – determined from Local Area Traffic Planning Review	n/a

Project	Description	Project Type	Indicative Timing	Indicative Cost
Vegetation and Greening – Vegetation within Road Reserves and Parks				
Stage 1 – Kimba UDF 2025 Upgrades	Include vegetation of the public realm as part of the design and implementation process for key areas identified within the Kimba UDF 2025.	• Detailed Design • Implementation	• 2026-2027 Part of High Street Upgrade Design Project • 2028-2029 Part of High Street Upgrade Capital Works Project	n/a
Stage 2 – Upgrades to Poor Quality and Gaps in Vegetation	Identify areas where there are 'gaps' in vegetation or existing quality is poor and target for upgrades.	• Gaps Analysis • Implementation	Annually, as required.	Annual budget
Stage 3 – Vegetation Maintenance and Management	Ongoing maintenance and manage existing vegetation, including removal and replacement.	• Monitoring and Maintenance	Ongoing	Annual budget
Town Centre – Precinct Plan including High Street, Cross Street and Park Adjacent the Institute				
Stage 1 – Power Infrastructure				
Undergrounding of Power Infrastructure	Improvement of visual amenity of Town Centre.	• Council Endorsement and Funding • Capital Works	• 2026-2027 - Confirm PLEC scope and progress applications for funding • 2028-2029 Capital works as part of High Street Upgrade	$10,000.00 Included in Stage 3 figure below
Stage 2 – Detailed Design for Town Centre				
Detailed Design and Staged Implementation Strategy for Town Centre Upgrades	Undertake Design and Staging Strategy for Town Centre upgrades including lighting, carparking, pedestrian crossings, street trees and street furniture.	• Detailed Design • Council Endorsement and Funding	• 2026-2027 • 2027-2028	$200,000.00
Stage 3 – Implementation of Town Centre Upgrades				
South Terrace Upgrade	Implement works in accordance with Town Centre detailed design, including: • Footpaths • Street Trees • Street Furniture • Lighting (including banners where appropriate)	• Capital Works	• 2028-2029	$2.5million
Cross Street Upgrade	Implement works in accordance with Town Centre detailed design, including: • Freestanding lighting on the western side of Cross Street in accordance with the High Street Precinct Plan and Town Centre detailed design • Implement large parking bays south of High Street to support parking for caravans, RV's and other large vehicles in accordance with the High Street Precinct Plan and Town Centre detailed design • Footpaths • Street Trees • Street Furniture • Lighting (including banners where appropriate)	• Capital Works	• 2028-2029	Included in above

Project	Description	Project Type	Indicative Timing	Indicative Cost
High Street Upgrade	Implement works in accordance with Town Centre detailed design, including: • Freestanding lighting on the southern side of High Street in accordance with the High Street Precinct Plan and Town Centre detailed design • Upgrade existing angle carparks to refresh line markings and add wheel stops • Footpaths • Street Trees • Street Furniture • Lighting (including banners where appropriate)	• Capital Works	• 2028-2029	Included in above
Stage 4 – Memorial Park Design and Implementation Works				
Memorial Park Upgrade	Upgrades to Memorial Park including screening of public toilets, and a clearly defined setting for the memorial, arbour and vegetation.	• Detailed Design • Capital Works	• 2026-2027 Part of High Street upgrade • 2028-2029	Included in above Included in above
Stage 5 – Signage Implementation Works				
Visitor Signage	Implementation of Sign Strategy for the township relating to signs for key visitor sites in accordance with the Wayfound Signage Strategy.	• Capital Works	• Part of wayfinding and directional signage project	n/a
Lions/Apex Central Park – Precinct Plan and Detailed Design for Nature Play Area				
Nature Play Facility	Construct a new nature play facility at the southern end of the existing play space in accordance with the approved designs. This includes modification of the existing carpark to the south, footpath upgrades and modifications to barrier fencing.	• Council Endorsement and Funding • Detailed Design • Capital Works	• 2025-2026 • 2026-2027 • 2027-2028	$50,000.00 $300,000.00
Sport and Recreation Reserve – Precinct Plan				
North Terrace				
Access to Bowling Club Carpark and Footpath Upgrades	Provide formalised entrance to the existing bowling club carpark allowing the school to adopt a separate use.	• Local Area Traffic Planning Review (Council Engineers) • Capital Works	• Part of Local Area Traffic Planning Review	n/a
Basketball Court Upgrade	Investigate upgrade, replacement or relocation of existing half-court basketball facilities.	• Detailed Design • Capital Works	• 2029-2030+	TBD
Prioritised Footpaths	Retain existing footpaths on the northern side of North Terrace with surface treatments at vehicle crossing points to emphasise pedestrian priority.	• Local Area Traffic Planning Review (Council Engineers) • Capital Works	• Part of Local Area Traffic Planning Review	n/a
Pedestrian Crossing Points	To improve pedestrian access and safety when crossing North Terrace a traffic study is recommended to identify insufficient crossing points and provide suggested alternatives or design solutions.	• Local Area Traffic Planning Review (Council Engineers) • Capital Works	• Part of Local Area Traffic Planning Review	n/a

Project	Description	Project Type	Indicative Timing	Indicative Cost
Free Camping/ Dump Point				
Free Camping Overflow	Undertake works to allow for overflow parking of campervans/RV's and the like in accordance with the Sport & Recreation Reserve Plan.	• Detailed Design • Capital Works	• KDC to confirm status	$
Drop Point Upgrade	Upgrade existing drop point including removing the existing access and creating a direct vehicle access further north and implement.	• Local Area Traffic Planning Review (Council Engineers) • Capital Works	• Part of Local Area Traffic Planning Review	n/a
Youth Park	Remove existing vehicle access and driveway to create a youth park within the south-eastern corner of the reserve.	• Detailed Design • Capital Works	• 2029-2030+	TBD
Old Oval				
Revegetation	Develop a detailed Landscape Plan for the revegetation of the old oval in accordance with the Sport & Recreation Reserve Plan.	• Council Endorsement and Funding • Capital Works	• Side Project for Landscape Architect as part of High Street Upgrade Design • Ongoing	$5,000.00 Annual budget
Walking Trail				
Walking Trail Upgrade	Enhance the existing walking trail be implementing a consistent gravel surface and installing distance markers. Consider additional connections to North Terrace to promote integration into the Roora Reserve Walking Trail.	• Capital Works	• Ongoing	Annual budget
Walking Trail Signage	Implement information signage in accordance with the Wayfound Signage Strategy.	• Capital Works	• Ongoing	Annual budget
Kimba Care and Connect Precinct				
Kimba Care and Connect Precinct	On receipt of funding, implement Kimba Care and Connect Precinct as per project plan, beginning with establishment of reference group and appointment of architect and auditor.	• Concept Design • Detailed Design • Stakeholder Engagement	• Dependant on funding	As per funding.