

MEMO

To:	██████████
From:	██████████
Date:	12/11/25
Reference:	██████████
Project name:	East of Aberline PSP
Subject:	DCP Infrastructure Costing Review

1. Purpose

This memorandum is further to the Niche Studio Submission (20/10/25) and further reviews the East of Aberline Development Contributions Plan (DCP), focusing exclusively on proposed transport and drainage infrastructure. Our analysis identifies several items that warrant reconsideration due to limited strategic value, excessive cost, or misalignment with local context and precedent.

This report has been prepared for ██████████ who represent ██████████ known herein as the Subject Site.

2. Transport Infrastructure Review

BR-01 – Proposed Bridge Crossing Russell Creek

Given that upstream development flows will be attenuated by four proposed retarding basins, the resulting flows within this section of the creek are expected to be manageable with a simpler and a more cost effective crossing.

As part of our review, we consider the proposed Super T bridge to be over-scoped and over-priced, and that more efficient, fit-for-purpose alternatives are available. In particular, the proposed span and bridge width appear larger than necessary.

Our high-level assessment of the site and surrounding contours indicates that the span could be significantly reduced through the use of earthworks or fill on either side of the crossing.

We also believe the proposed bridge width is unnecessarily generous, with narrower configurations available that would still meet the design requirements.

Below is an example of a recently completed bridge that provides similar functionality to that required for the BR-01 crossing.

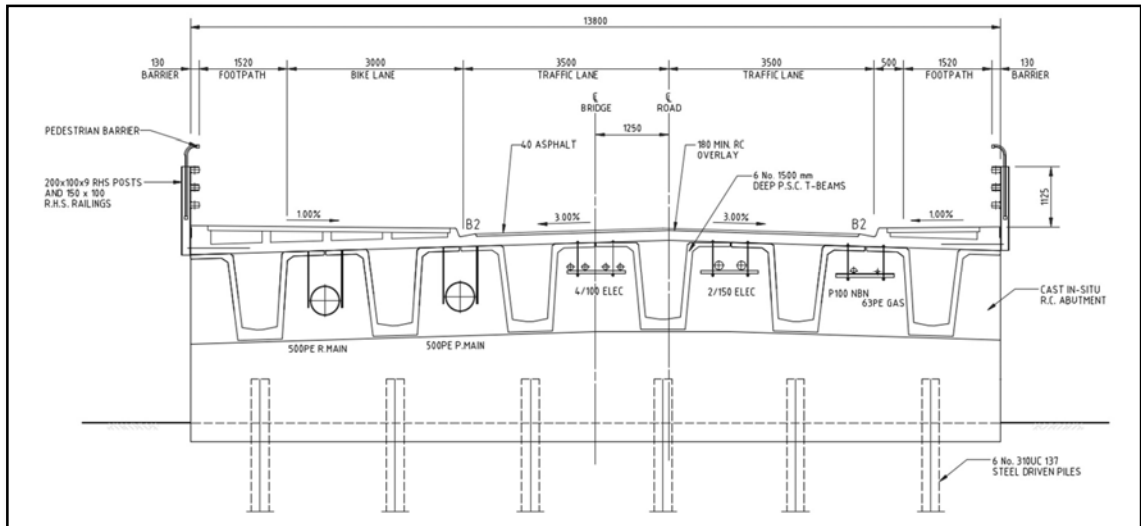


Figure 1: Alternative Bridge Cross Section

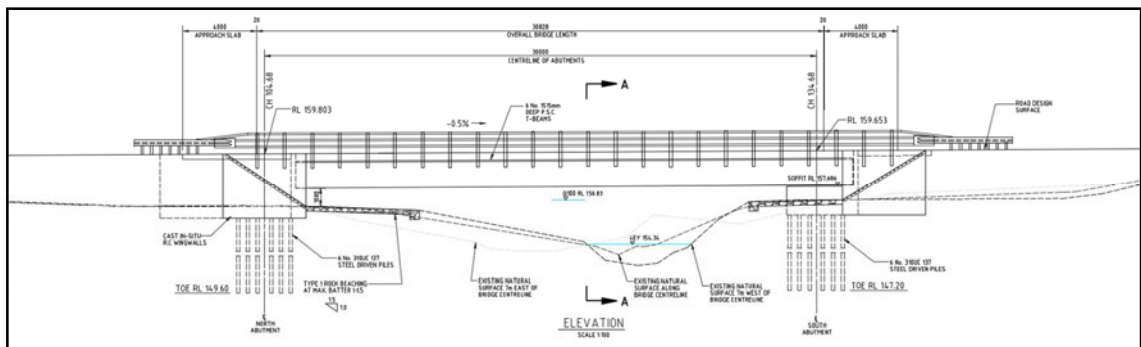


Figure 2: Alternative Bridge Long Section

The actual costs for this example bridge are itemised below:

	Qty	Unit	Rate	Total
Preliminaries and Construction management				
Site establishment	1	Item	\$ 50,000	\$ 50,000
Survey & Setout	1	Item	\$ 120,000	\$ 120,000
Environmental Controls	1	Item	\$ 60,000	\$ 60,000
Site Earthworks	1	Item	\$ 300,000	\$ 300,000
Construction Management	1	Item	\$ 400,000	\$ 400,000
Structure				
Piling inc. pile pads	1	Item	\$ 400,000	\$ 400,000
Abutments/wingwalls	1	Item	\$ 450,000	\$ 450,000
Approach slabs	1	Item	\$ 100,000	\$ 100,000
Beams	1	Item	\$ 700,000	\$ 700,000
Deck	1	Item	\$ 230,000	\$ 230,000
On-Bridge works				
Pavement, footpath, kerb	1	Item	\$ 150,000	\$ 150,000
Rail & conduiting	1	Item	\$ 400,000	\$ 400,000
Off-bridge works				
Rock beaching	1	Item	\$ 30,000	\$ 30,000
Landscape	1	Item	\$ 30,000	\$ 30,000
Delivery				
Council Fees	3.25	%	\$ 3,420,000	\$ 111,150
Design	10	%	\$ 3,420,000	\$ 342,000
Contingency	20	%	\$ 3,420,000	\$ 684,000
			TOTAL	\$ 4,557,150

Figure 3: Alternative Bridge actual costs

We acknowledge that this bridge example does not directly correlate with the structure required for the Subject Site, and that additional considerations such as CHMP requirements and vegetation impacts may apply. However, we request that further work be undertaken to determine whether a more efficient option exists.

We also consider that there may be opportunities to further reduce costs through the use of culvert structures. The existing culvert crossing of Russell Creek at Aberline Road provides a proven precedent that may be appropriate for similar site conditions.

Other BR-01 Costing Concerns

- **Inflated Rates:** The cost estimates use Victorian Metro rates, which are significantly higher than local Warrnambool benchmarks. We believe the rates are 20% more than local Warrnambool benchmark rates for the civil & earthworks items.
- **Delivery Fees:**
 - \$275K is excessive for Site Establishment for a simple bridge construction.
 - \$275K for traffic management is not required as the works are not on existing roads.

- \$990K is excessive for Supervision and Project Management on a simple bridge construction.

IN-01 – Signalised Intersection at Boiling Down Road

We suggest further analysis to determine whether signalisation is necessary at this location.

An offset roundabout would be a significantly cheaper option.

Other IN-01 Costing Concerns

- **Inflated Rates:** The cost estimates use Victorian Metro rates, which are significantly higher than local Warrnambool benchmarks. We believe the rates are 20% more than local Warrnambool benchmark rates for the earthworks, pavement and drainage items.

3. Drainage Infrastructure Review

General Drainage Costing Concerns

- **Inflated Rates:** The cost estimates use estimates use Victorian Metro rates, which are significantly higher than local Warrnambool benchmarks. We believe the rates are 20% more than local Warrnambool benchmark rates for the civil, earthworks and drainage items.
- **Contingency Allowance:** A 25% contingency on drainage assets is excessive and should be reviewed. A 15-20% rate should be applied.
- **Delivery Fees:** The 5% traffic management fee is not required for items not associated with existing roads.

Specific Items

DP-01 (DN1650):

Currently the entire allocation of DN1650 is a DCP item. We note that this main drain is a 1% AEP pipe likely required because of a high point north of Boiling Down Road. We also note that it is for internal development area only servicing no external catchment. It is the only main drain within the DCP.

The pipeline south of Boiling Down Road benefits one single land parcel only. We do not see why this portion of pipeline should be a DCP item.

We recommend limiting the DCP item to the pipeline north of Boiling Down Road, i.e. approximately 460lm.

DP-01 (Grassed Swales):

It is unclear why the 1,686lm of grassed swales are a DCP item.

The SMEC Stormwater Strategy indicates that gap flows will be conveyed through the road network.

We request this item be removed.

CU-01 – Horne Road Culvert Upgrade:

This \$1.2m item is marked “TBC” in the DCP.

TUFLOW modelling in the SWMS confirms existing culverts are adequate, suggesting this upgrade may be unnecessary. Further information sought.

4. Community & Recreation Projects Review

SR-01 – Multipurpose Sports Facility

We question the costing and level of embellishment for the Multipurpose Sports Facility.

Using indexed VPA Benchmark Rates (Benchmark Infrastructure Report, 2019) indicates a rate of \$1.5m/ha for a Contemporary Senior and Junior Sporting Competition Standard facility.

This would equate to approximately \$16M for the 10.63ha site which is far less than the proposed \$24M.

We request further review of the rates and level of amenity provided.

5. Conclusion

We believe the above recommendations present a strong case for revising the DCP to better reflect local conditions, infrastructure priorities, and equitable cost distribution. We welcome further discussion with, VPA, Council and stakeholders to refine these items and ensure the DCP remains fair, efficient, and strategically sound.