

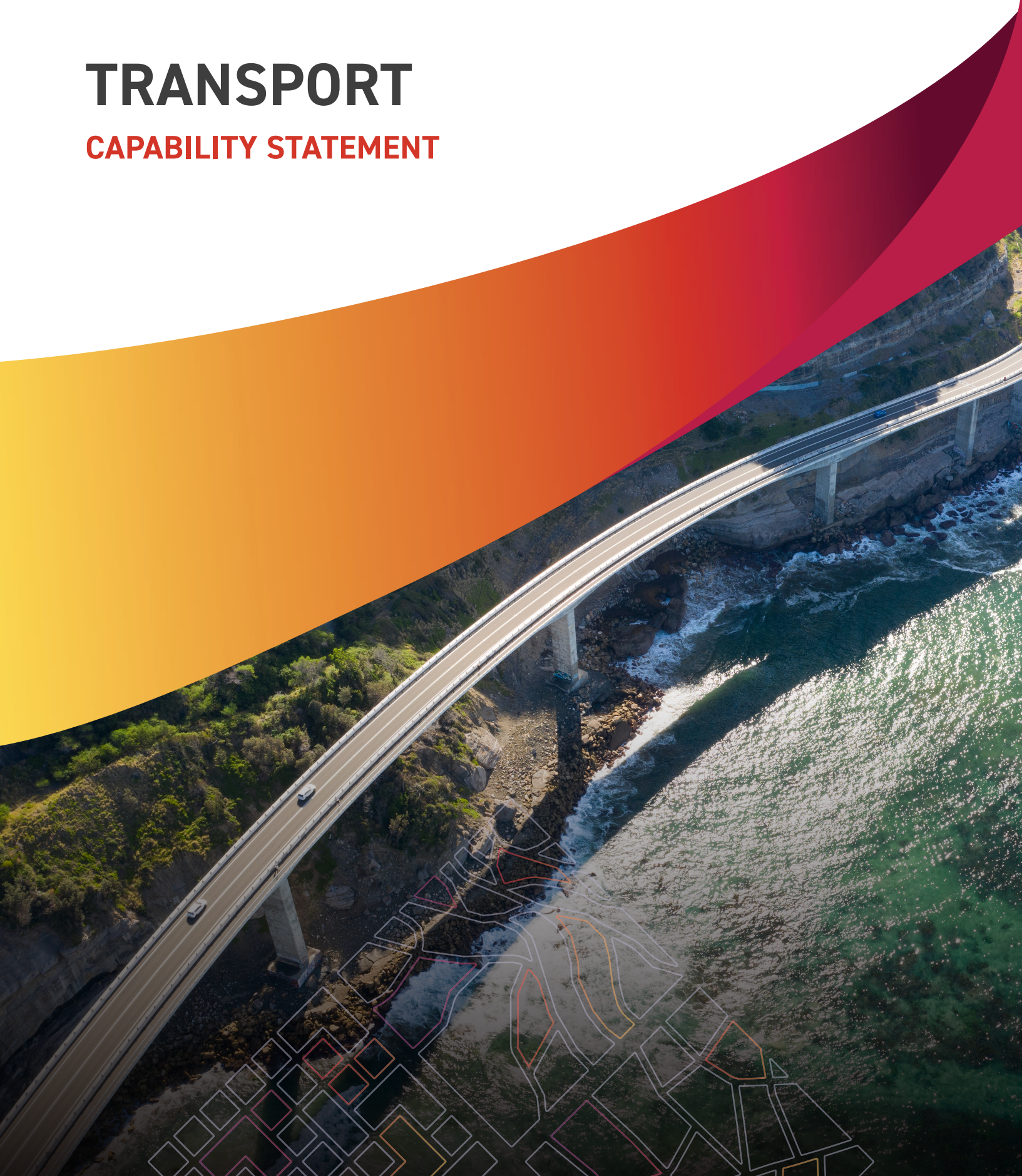


PLAN / DESIGN / DELIVER

Premise

TRANSPORT

CAPABILITY STATEMENT





INTRODUCTION

Premise is a full-service multidisciplinary consultancy that provides tailored solutions across various sectors including Built Environment, Water, Environmental & Renewables, and Transport.

Our diverse skills and experience, coupled with our collective drive and determination, has created an energetic culture of thought leaders focused on providing greater outcomes within both public and private arenas. We are committed to providing unparalleled leading-edge capability and solutions to our clients, delivered with a local, regional and personalised touch.

Above all we strive to exceed our clients' expectations each and every day.

LOCATIONS

We have over 200 people in the following locations:

NEW SOUTH WALES

- > Albury
- > Dubbo
- > Goulburn
- > Orange
- > Oran Park
- > Wagga Wagga

QUEENSLAND

- > Brisbane
- > Mackay
- > Rockhampton
- > Sunshine Coast
- > Townsville

WESTERN AUSTRALIA

- > Perth

PAPUA NEW GUINEA

- > Port Moresby



PHILOSOPHY

Premise is committed to going above and beyond to plan, build and deliver innovative projects informed by expertise, an ethical framework, strong relationships, and a commitment to creating valued places and vibrant communities.

Premise strives to exceed expectations in every area. For our clients and communities. Every aspect of our work is informed by an ethical framework. We want to enrich the communities where we work and leave the world a better place. A greater place.

Together, we are more than the sum of our parts. Our collective expertise and shared drive allow us to deliver greater outcomes.

We are Premise.

Our vision is to lead the creation of valued places, communities and environments.

OUR CAPABILITIES

With a team of over 200 staff, Premise can offer capability and experience in engineering (civil, structural, environmental, traffic and water), project management, planning, surveying, contract administration, and architecture.

Premise has an established Transport and Traffic Team with expertise and experience in Transport, Roads, Traffic, Bridges, Pavements and all related disciplines associated with the delivery of Transport infrastructure projects.

Premise is regularly consulted by State, Federal and Local government as well as private industry clients in the development, management and operation of infrastructure assets. Premise partners with organisations to develop solutions for new infrastructure and the replacement and improvement of existing transport assets.

Premise has been involved in projects in the transport, freight, water, health, education, resources and energy sectors and have delivered a wide range of public and civil infrastructure projects that add value to the local communities in which we work. Our expertise and experience are demonstrated by the support from our clients.

Our extensive knowledge of the factors influencing the transport industry allows us to create safe, robust, cost effective and sustainable engineering solutions which meet the future transport needs of the community, business, services and industries across Australia and Papua New Guinea.

OUR SERVICES

Highway Design

Premise has worked in collaboration with State and Local Government and asset developers, owners and managers, on various regional, local and major road and transport projects across Queensland and the Asia Pacific.

- > **Gregory Developmental Road and Collinsville-Elphinstone Road (DTMR).**
Options assessment and detailed design of pavement rehabilitation for 9.0km and 4.6km respectively of flood prone highway. Involved geometric design, pavement design, drainage and flooding assessment.
- > **Township Pathway Network Planning, Mackay Regional Council (MRC)**
Planning the shared use pathway and footpath networks for townships within the region. Prioritisation of projects with consideration of road safety, vulnerable road users, demand, cost and transport disadvantage.
- > **Elliot Springs, Julago (Lendlease)**
Traffic Engineering Impact assessment and Master Planning was completed including road hierarchy selection, provision for active and public transport and intersection design. Detailed design of all sub-arterial roads including intersections, roundabouts, signalised intersections parking and bus bays. Included Major Collector Road detailed design and construction supervision.
- > **Dalrymple Road Strategic Corridor Planning, Mt Louisa, Townsville Qld**
Concept planning for four-laning of Dalrymple Road between Thuringowa Drive and Shaw Road incorporating ultimate carriageway alignment, Bohle River bridge crossings and Rapid Transit routes.

Pavements

Premise can undertake detailed in-situ pavement assessment and prepare pavement designs. Examples include:

- > **Moray Carmichael Boundary Road/Elgin Road**
Preliminary and detailed pavement design of 97km of rural access road
Unbound and bound design options
- > **Mt Isa Airport Apron Overlay**
Preparation of designs for repairs/upgrades of non-compliance issues.
Review of the surface grades, surface drainage and pavement widths of the overall apron and prepare a design

Hydraulics

Premise have the capability to undertake stormwater management/drainage investigations and studies including detailed hydrologic analysis and 1D/2D hydraulic modelling. Examples include:

- > **Morven Cattle Yard Transportation Interchange Yard**
Detailed hydrologic assessment and 1D/2D hydraulic modelling of floodplain
Impact assessment on neighbouring rail and road infrastructure
- > **Noah Creek Bridge**
Detailed flood assessment
1D Hec Ras and 1D/2D TUFLOW modelling to inform the design of a new bridge on the Cook Highway

Contract Administration Services

Premise can offer full-service programme and project management services including works inspection, preparation of funding applications, contract administration, programme/project reporting, stakeholder management and works inspection. Example projects include:

- > **Houghton Pipeline Project**
Premise undertook the project management of this \$215m project
Overall coordination and management, liaison with Traditional Owners, liaison with local industry and stakeholders, development of procurement plans, preparation of tender documents and contracts and project reporting
- > **Napranum NDRRA Program**
Premise have undertaken the full gambit of works for the 2014,2015,2016 NDRRA programs for Napranum Aboriginal Shire Council
Administration and management of the entire program from assisting Council with applications for funding, inspections and identification of REPA works, full contract administration and reporting to QRA

Traffic and Transport Planning

Premise has worked on a wide range of traffic engineering and transport planning projects across Queensland including:

- > SIDRA network modelling of closely spaced intersections and coordinated traffic signals
surrounding the Townsville City Bus Interchange including recommendation of public transport prioritisation measures
- > AIMSUN and PARAMICS microsimulation modelling
Mackay Bus Station and Upper Ross Corridor, Townsville Airport
- > Network options evaluation and strategy development
Mackay Port, Garbutt Commercial Area, Murray and Balgal Beach
- > Transport network planning and impact assessment for the master planned communities
Cosgrove, Everleigh, Harris Crossing, Riverstone, Sanctum and Sarina Beach Ecologically Sustainable Community
- > Traffic impact assessment and haulage route analysis for mines and renewable energy projects
Near Lakeland, Mount Isa, Dajarra, Cloncurry, Hughenden, Nebo, Kingaroy, Warwick and Gatton
- > Traffic management planning
Townsville Bulk Storage and Handling Facility's proposed intermodal facility at Berth 4, Port of Townsville

Bridge and Civil Structures Design

Premise has an established Structural Team that works collaboratively with our Civil Team and has delivered various key projects in collaboration with State, Local Government and corporate organisations.

- > **Andromache Bridge And On-Roads Replacement**
Proserpine For Whitsunday Regional Council
- > **Vine Creek Bridge**
Tablelands Regional Council, Far North Queensland
- > **Alderley River Crossing**
40km North Of Hughenden, North Queensland
- > **Hornibrook Ngi New Standard Bridge Panel**
Papua New Guinea

HIGHWAY DESIGN

Case Studies

CRYSTALBROOK ROAD

DEPARTMENT OF TRANSPORT AND MAIN ROADS (DTMR)

Proserpine, QLD

A 3.6km section of Crystalbrook Road in Proserpine, QLD, has been exhibiting repeated pavement failures to varying degrees along its length. Premise conducted a comprehensive investigation of the failures and provided the Department with a report detailing our findings, the rectification options considered, and our recommended rehabilitation option.

Premise used several methodologies to determine the reasons for the road failures including site inspections, geotechnical investigation, engineering survey and service location, and traffic composition review against location and type of failures and sub-surface conditions. Once the investigations were complete, Premise provided the Department of Transport and Main Roads (DTMR) with detailed reporting of our findings and the options for rehabilitation. Premise also provided recommendations for alternative options based on several factors including ease of construction, construction under live traffic conditions, durability (design life) and cost.

Premise completed the detailed design and documentation for rehabilitation of the road pavement including the urban and rural road segments. This work includes vertical alignment design, pavement design and drainage improvements.

This project was selected by DTMR for presentation at the DTMR Engineering, Innovation and Technology Forum (EITF), 2024 as a showcase of Collaboration between all parties including client, consultant and contractor.

PORT OF BRISBANE ROAD INFRASTRUCTURE

PORT OF BRISBANE PTY LTD

Brisbane, QLD

Premise was engaged by Port of Brisbane Pty Ltd (PBPL) on the design of new road infrastructure and associated services, providing suitable designs which are cost-effective to construct and maintain. The roads function as the primary access to future commercial and industrial lots forming part of the Port of Brisbane 2018-2048 Master Plan - Future Port Expansion (FPE). The projects were packaged into separable portions, including Osprey Drive Rehabilitation. PBPL sought consulting services in relation to the integrity of Osprey Drive in consideration of road base failures, settlement leading to stormwater ponding issues, potholes, rutting and crocodile cracking. Scope included pavement design and documentation, preparation of the Schedule of Quantities in accordance with DTMR requirement, and response to RFI's during construction.

Osprey Drive serves as the collector road for the industrial development on the mainland and facilitates a connection for this area. Premise found that two intersections and various points of access to industrial developments vertically constrained the area of proposed works along Osprey Drive. Shallow service crossings were also adding to the list of vertical constraints, while the existing granular layers did not provide adequate support for the current thickness of the asphalt layers. Premise concluded that Osprey Drive required urgent remedial action in the form of reconstruction and recommended that the whole area under consideration be rehabilitated through full-depth reconstruction.



RICHARDS LANE UPGRADE

BLANEY SHIRE COUNCIL

Blaney, NSW

Scope of the works included detailed topographical and cadastral survey, strategic design for TfNSW approval, and detailed design.

The upgrade of Council's Richards Lane included all intersection treatments and stormwater management, with full detailed design and documentation of the works including Schedule of Quantities and Issue for Construction drawings. Particular consideration was given to drainage upgrades catering for the large upstream catchment, including hydraulic effects of an adjacent railway culvert, and multiple property accesses.

Concept design and documentation of Richards Lane & Millthorpe Road Intersection were developed for TfNSW approval, with consideration of a CHR(s) and BAL intersection treatment in accordance with Austroads standard guidelines and TfNSW supplements. The project was classified as a Major Works Authorising Deed by TfNSW and was subject to an independent design review and Road Safety Audit. Constraints included limiting the upgrade to pavement widening on one side of the road only, meeting clear zone requirements from existing infrastructure and meeting minimum sight intersection sight distances required with a crest in the main road located next to the intersection.

BRODIE STREET REVITALISATION

FLINDERS SHIRE COUNCIL

Charters Towers, QLD

Flinders Shire Council provided Premise with preliminary architectural concept designs for Brodie Street and Comyn Street in relation to the Brodie Street Revitalisation project. Premise were engaged to complete the design and to provide construction documentation based on the concept designs.

Preliminary and detailed design included design of street verges, driveway crossovers and raised road crossings, all of which required attention to achieving compliant crossfalls. Other features included the design of a dedicated pedestrian way, new parking, heavy vehicle manoeuvre areas and pavement rehabilitation for the affected areas on Brodie Street. Full hydraulic analysis was undertaken.

Premise provided a successful design for construction to Council. The design consisted of acceptable crossfalls in the parking bays and on the footpaths, while achieving acceptable stormwater capacity of Brodie Street during large flood events.

CARMICHAEL RAIL PROJECT ROAD INFRASTRUCTURE

CARMICHAEL RAIL, BRAVUS

Isaac Region, QLD

Carmichael Rail Network are constructing a 200km rail line connecting the Carmichael coal mine to an existing Aurizon rail line for access to the port at Abbot Point north of Bowen. This includes a program of capital upgrades to the local and state-controlled road network in the Whitsunday and Isaac Regions. This work requires the upgrade of intersections, level crossings roads and rail over-passes to enable construction. The Premise team has delivered various roads packages in collaboration with Isaac Regional Council and Department of Transport and Main Roads Queensland including:

- > Reconstruction of 25km of Stratford Road for use by heavy and commercial vehicles, including an intersection with Suttor Development Road (TMR);
- > Accesses, bulk earthworks, roads, stormwater drainage and traffic advice for Accommodation Camps;
- > Carmichael-Elphinstone Road overpass temporary bypass;
- > Suttor Development Road / Haul Road Intersection;
- > Glen Avon Road / Haul Road Intersection.

There was also a requirement to construct a 4km extension of Stratford Road incorporating a rail level crossing and a 7km property access to a design standard acceptable to the Local Authority. The existing alignment and pavement of Stratford Road is not suitable for the projected traffic or the 100km/hr proposed design speed requirement. Extensive horizontal and vertical realignment of the road was required to achieve the required design standards.

Through this project, Premise was able to demonstrate the company's ability to support remote project construction and collaborative approach to stakeholder engagement and management.

ANDROMACHE BRIDGE AND ON-ROADS REPLACEMENT

WHITSUNDAY REGIONAL COUNCIL

Proserpine, QLD

Premise was engaged by Council as the Design Consultant for a replacement bridge and onroads on Gunyarra Road, Proserpine. The timber bridge had seen irreparable damage as a result of Tropical Cyclone Debbie in 2017. The existing bridge was replaced with an 'on alignment' prestressed reinforced concrete girder bridge. The new design resulted in the regrading of the approaches. 'Value engineering' was a key factor in the design of the upgrade. The extremely low traffic volumes and constrained vertical geometry of the site meant that many of the engineering decisions throughout the project pushed the limits of 'extended design domain'.

The scope of services that Premise was engaged in included Preliminary Structural and Civil design, Detailed Design and Documentation and Construction Phase Inspection and Certification. During the preliminary design process Premise provided several development structural options for consideration by the Council. The new bridge was initially required to be at the same level as the old bridge as per the requirements of National Disaster Relief and Recovery Arrangements. Premise collaborated with Council and other stakeholders to review this as the concrete units replacing the previous timber units were deeper and maintaining the same height would have caused hydraulic issues with the bridge. With the approval of the assessing authority Premise were able to design the bridge at a height that maintained the same hydraulic profile. Following completion of the design phase of the project in April 2017 Premise oversaw the construction works completed by the project contractor.

TRAFFIC AND TRANSPORT PLANNING

Case Studies

MACKAY-BUCASIA ROAD CYCLE ROUTE STRATEGY

DEPARTMENT OF TRANSPORT AND MAIN ROADS (DTMR)

Mackay, QLD

Premise was engaged by the Department of Transport and Main Roads (DTMR) to prepare an options analysis for a priority A cycle route along Mackay-Bucasia Road. Premise provided recommendations for approximately 7km of cycleway along Mackay-Bucasia Road, a combination of both off-line and on-line.

Premise completed two multi-criteria analyses (MCAs) to determine the best option for the cycleway. The first MCA involved comparison of different route alignment options with some along Mackay-Bucasia Road and others veering off to provide alternative routes. All routes were determined and assessed in accordance with DTMR's Priority Cycle Route Improvement Plans and Active Transport Investment Program Technical Requirements. The second MCA was used to assess the different design treatment options for the links and crossings along the route. This highlighted the suitability or otherwise of the proposed treatments with consideration of safety, directness, continuity, comfort, attractiveness & security, and cost. Premise alerted DTMR to any necessary changes to the cycleway alignment to enable a suitable location for the proposed crossings, resulting in a change to the cycleway alignment and preliminary plans. The outcome of the MCAs enabled Premise to provide appropriate design recommendations. DTMR confirmed that recommended treatments are suitable and as such were adopted for the Options Analysis.

Premise provided the recommendation to DTMR with accompanying concept layouts and a full report outlining the MCA process and reasons for the chosen alignment and design treatments.

HEAVY VEHICLE ACCESS STRATEGY TOWN OF PORT HEADLAND

Port Headland, WA

Engaged by the Town of Port Headland to update the heavy vehicle access strategy and concurrently prepare input for the local planning scheme to implement the revised strategy. The purpose is to develop a heavy vehicle access strategy that will serve the Town of Port Headland as the Town continues to grow and enhance its reputation as one of the key infrastructure hubs in Australia.

The strategy examines in detail the existing road network and highlights current deficiencies in terms of accessibility. Outlining areas where there are current safety and planning risks in the network and where there are issues with the sizing of infrastructure that limit access/ egress by various heavy vehicle configurations.

Planning also provided a gap analysis of previously nominated deficiencies, offering priorities for:

- > Construction of road infrastructure upgrades
- > New sections of road
- > Road train assembly areas
- > Requirements for Over Size Mass and RAV network vehicles
- > Review of each industrial area and related requirements.

POLICY REVIEW / NEIGHBOURHOOD CENTRE STUDY CITY OF STIRLING

Perth, WA

The City of Stirling engaged Premise to firstly monitor the performance of revised Local Planning Policy 6.7 - Vehicular Access and Parking in Local and Neighbourhood Centres, and secondly to conduct a more detailed study on existing parking requirements.

Parking use was monitored in 67 Local and Neighbourhood centres across the city from 2018 to 2021. In 2021 in depth studies were conducted of four Neighbourhood Centres and eleven key land uses. The findings of the combined studies informed amendment of LPP 6.7 - VAP which was endorsed by the Council mid-2022.

BUSINESS CASE AND PRELIMINARY DESIGN FOR REPLACEMENT OF BRIDGES ALONG FITZROY DEVELOPMENTAL ROAD

DEPARTMENT OF TRANSPORT AND MAIN ROADS (DTMR)

Mackay Region (Nebo to Valkyrie), QLD

Project consists of development of a Business Case Report for the upgrade of three bridges along Fitzroy Developmental Road, located at Harry Brandt Creek, Isaac River, Isaac River Overflow. The upgrade is required to improve safety for all vehicles and provide sufficient width for passing vehicles as well as supporting economic prosperity locally.

Fitzroy Developmental Road is a strategic link regularly used by OSOM dimensional vehicles and a Type 1 road train route, and safety concerns of vehicles passing each other on the bridges requires to be addressed to support future development of the route. Upgrades consist of:

- > A 2.3km road upgrade and two new bridges (54m and 27m in length) at the Isaac River site;
- > A 1.4km road upgrade and new 54m length bridge at Harry Brandt Creek.

Preliminary Design

Preliminary design drawings consist of horizontal and vertical alignment, type cross sections and bridge general arrangement drawings.

Risk Assessment and Concept Estimate

A risk register was established at an early stage and treated as a 'live' document, being updated as the job progresses, with a focus on safety, constructability and road user requirements. The outcomes of the risk assessment enable evaluation to ensure adequate allowance is included in the cost estimate.

The identification of relevant costs and benefits forms the basis of the cost-benefit analysis to establish the benefit cost ratio (BCR).





RISELEY STREET MELVILLE, MASTER PLAN CITY OF MELVILLE AND ELEMENT ADVISORY

Perth, WA

In 2015 City of Melville endorsed a Riseley Street Activity Centre Structure Plan that is to be used as an overarching guiding document in the process of Centre Redevelopment.

Master planning included a strategic infrastructure review, strategic parking review and a comprehensive action plan for enhancement. Subsequently, a separate Streetscape Plan was prepared as a document to guide 'look and feel'.

A comprehensive Transport Impact Assessment was prepared with associated modelling to ensure that proposed modifications to the network will not affect operations. Further to this options for implementation of Water Sensitive Urban Design (WSUD) elements were reviewed. Key aspects of this project include:

- > Streetscapes - Careful consideration was made to the shape and physical frame created from streetscapes.
- > Water Sensitive Urban Design - Providing a dual benefit of improved streetscape aesthetics coupled with improved water quality and ability to reuse water.

PERTH STADIUM PARKING ANALYSIS WEST AUSTRALIAN FOOTBALL COMMISSION

Perth, WA

Engaged by West Australian Football Commission to provide an independent review of Stadium Taskforce's findings regarding traffic demand management and requirements for parking. The review included a detailed survey of preferred transport modes of patrons at Patersons (Domain) Stadium as well as comparison of the proposed stadium to other stadia around Australia.

A detailed comparative analysis was conducted for all listed stadia in terms of location in relation to CBD, surrounding road network and public transportation options, seating capacity and parking provided on the stadium and parking options in walking distance from each respective stadium.

OGDEN STREET CBD BUS HUB TOWNSVILLE CITY COUNCIL

Townsville, QLD

Premise was the lead consultant for redevelopment of Ogden Street and the creation of a transport hub in the heart of Townsville.

We worked closely with Townsville City Council, and relevant stakeholders, to deliver a key asset for the Community.

The Project objectives for the engineering design was to:

- > Prepare concept planning and a feasibility study including traffic engineering to commensurate the location within the CBD;
- > Prepare preliminary and detailed design documentation including architectural representations of the project;
- > Prepare detailed cost estimates including a P50 and P90;
- > Prepare specification and constructability reviews;
- > Prepare a Road Safety Audit of the project.

The concept design review included site analysis, traffic design, civil design, and the coordination of specialist design disciplines. The Townsville City Council CBD Bus Hub was a prominent project that will provide significant infrastructure in the support of the revitalisation of Townsville's CBD.

CYCLE PLAN IMPLEMENTATION PROGRAM CITY OF PERTH

Perth, WA

Commissioned by the City of Perth, an assessment was carried out for possible cycling routes throughout Nedlands and Crawley. Subject location includes the University of Western Australia, Queen Elizabeth II Medical Centre, Royal Perth Yacht Club and 1,348 residential properties.

A saddle survey of selected routes was undertaken to gain better insight and provide commentary on possible improvement. The analysis and cost benefit analysis of proposed improvements have been considered to derive an action plan focussing on short and long term improvements.

PORT DESIGN

Case Studies

EAST PORT – DEVELOPMENT OF THE EASTERN RECLAIM AREA AT PORT OF TOWNSVILLE

PORT OF TOWNSVILLE

Townsville, QLD

Premise were engaged as the Project Director/ Manager and Design Lead. Tasks included preparation of a masterplan for the development including multi-stage development of a multi-modal terminal incorporating currently available development land and proposed future reclaim areas. This required consideration of available space for incoming elevated rail transport and connection to existing road and rail infrastructure within the port precinct.

Preliminary and detailed design for development of the existing eastern reclaim area (east port development) including the co-ordination of geotechnical sampling, testing and assessment of reclaim fills, preparation of pre-loading strategies, earthworks, roadworks, water and sewerage reticulation networks, stormwater drainage designs and co-ordination of electrical reticulation and street lighting designs and hydraulic analysis of stormwater outlet drains and impact on flows in Ross Creek.



MOTUKEA INTERNATIONAL PORT FACILITY CURTAIN BROS (PNG)

Port Moresby, PNG

Premise was engaged to provide design services to Curtain Bros (PNG) for a Design and Construct project for PNG Ports. The project included the construction of an international wharf facility and laydown areas to accommodate the relocation of the existing port facilities in Port Moresby.

The project facilitated the relocation of the existing port facility within downtown Port Moresby to Motukea Island, on the outskirts of the National Capital District. Once vacated, the current port site will provide strategic land and opportunities for extensive waterfront redevelopment and revitalisation of the city. Premise's civil infrastructure design services encompassed:

- > Design of causeway and road access to the proposed facility, including drainage culverts, services, and rock revetment
- > Design of reclamation works for approximately 10 hectares of land
- > Coastal engineering studies and design of rock protection for the reclamation land
- > Internal access roads, stormwater drainage for the entire site, water supply and reticulation, electrical reticulation, lighting, communications, and sewage reticulation for the site
- > Secure fencing of the site.





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