

ANTON REISCH CURRICULUM VITAE

Anton excels in the detailed assessment of traffic and parking generating developments, and urban and strategic planning projects. His range of work has extended from small dwelling renovations through to residential subdivisions, shopping centres, schools, churches, commercial, industrial, mining and major infrastructure projects. Anton's reports provide the clear and precise detail required to meet and exceed the expectations of clients, while his communication with local and State government authorities and key stakeholders is second to none; a collaborative approach will always provide the best results.

Anton retains a fierce independence in his approach to any assessment task. This has been instrumental in the establishment of a large and loyal client base, from small architectural firms through to national and multi-national corporations and local and State government agencies.

Personal

Date of Birth: 31st December 1970
 Nationality: Australian
 Address: 19 Canoon Road, Turrumurra NSW 2074 Australia
 Mobile: +61 2 427 995 160
 Email: antonreisch@optusnet.com.au



Education

BA (USyd): 1990 - 1992
 Master Urban & Regional Planning (USyd): 1993 – 1995

Employment

Stapleton & Hallam	1993 - 1994
Christopher Stapleton Consulting	1994 - 2004
Stapleton Transportation & Planning	2004 - 2011
arc traffic + transport	2011 - 2020
Ason Group	2018 - 2020
arc traffic & transport	2020 -

Referees

Local Government Projects

Mr Tim Ruge
 Urban Engineer, Coffs Harbour City Council
 P: +61 2 6648 4650

Residential and Commercial Projects

Mr Peter Lawrence
 Director, GLN Planning
 Phone: +61 402 181 571

Regional Projects

Mr Stephen Richardson
 Director, Cowman Stoddart
 Phone: +61 2 4423 6198

Precinct Planning

Mr Murray Donaldson
 Director, Urbis
 Phone: +61 2 8233 9900

Specialist Skills

Anton has combined his outstanding communication talents and clear reasoning with the analytical tools available to the transport and planning trade. However, these tools are only ever as good as the data upon which they are based, the critical analysis of the outputs they provide and, moreover, what is trying to be achieved in each project. It is this combination of considering the micro and macro (and everything in between) that has marked Anton as one of the most reliable and respected transport planners in the industry.

Key Projects	Year	Client
Coffs Harbour Integrated Transport Strategy	2019 – 2020	City of Coffs Harbour Council
Aspire Industrial Estate, Badgerys Creek	2019 – 2020	Mirvac
West Wyalong Solar Farm	2018 – 2019	BP Lightsource
Cabramatta East Planning Proposal	2017 – 2018	Moon Investments
Melrose Park Planning Proposal	2016 - 2017	Goodman
Kenthurst Schools Access & Traffic Review	2016 – 2017	Catholic Education
Penrith Homemaker Centre	2016 – 2017	Harvey Norman
Annangrove Mixed-Use Development	2015 – 2017	ABAX Contracting
Pennant Hills Residential Rezoning	2015 – 2017	Mirvac
North Ryde Station Urban Activation Precinct	2013 – 2017	Urban Growth
Centennial Coal Mine Modifications	2010 – 2017	Centennial Coal
Manildra Shoalhaven Starches Modifications	2002 - 2017	Manildra
NSW Motorcycling Peak Body Facility	2013 - 2016	Motorcycling NSW
Narellan Sports Hub	2014 – 2016	Camden Council
Glenfield Waste Services Rezoning	2013 – 2016	Glenfield Waste Services
Spring Farm Residential Estate	2010 - 2015	Landcom
Spring Farm Public School	2013 – 2014	Department of Education
Bulga Coal Mine Optimisation Project	2011 - 2012	Bulga Coal
Warwick Farm Rezoning	2009 - 2011	Australian Jockey Club
Former ABC Site, Gore Hill	2008 - 2011	Lindsay Bennelong
Westmead Education Precinct	2008 – 2009	Catholic Education Office
Kiama Bypass	2004 – 2007	Roads & Maritime
Sydney Water Northside Tunnel Project	1997 – 2001	Sydney Water
Sydney CBD Transport Model	1993 – 1997	City of Sydney Council

All Assessments (Great and Small)

Almost every development project will generate questions in regard to access, traffic, parking, community expectations and sustainability; this is as true for a two-bedroom attic conversion in Rose Bay as it is for a multi-billion-dollar coal mine extension (perhaps not in Rose Bay!). Anton has provided assessments for both these and a myriad of other developments in-between, always with the same basic goal – to provide a clear and concise description of the existing local environment, and how that environment would operate further to an approval of a project.

Transport consultants largely have the benefit of reporting, essentially, numbers: a traffic flow of X, Y parking spaces required, or an access driveway of width Z. These can be ticked off against the appropriate guidelines and standards and are difficult to argue. What sets Anton apart is defining that X, Y and Z in response to the right questions, and without ever losing sight of the bigger picture. Anton has always worked closely with key stakeholders to develop an agreed scope of work for each project that includes consideration of local issues that cannot be identified by viewing a site in Google Maps.

Too often Anton is asked to review or carry on the work of others where the initial assessment framework has been ill-considered, which only leads to delays, a sense of disunity between those proposing and assessing a project, and – at times – irrational and unsustainable development. The collaborative approach of course does not guarantee that issues not previously considered will not arise, but again Anton has always dealt with those issues in a consultative manner prior to submission.

Critically, the determination of future network operations and planning outcomes does not always reflect a straightforward beneficial outcome for a client; representing a client to the very best of ones' ability requires the full disclosure of the potential detrimental impacts of a project, and working with them through appropriate mitigation measures.

Anton has always maintained his integrity and independence in this regard; every report is prepared as if it were an independent representation to the State Government or Land & Environment Court, and judging by the long term and ongoing relationships with an excellent cross section of Environmental Consultants, Developers, Councils and State Government agencies, that level of integrity is – happily - still in high demand.

A summary of some of Anton's work is provide below; these projects do not necessarily represent his largest commissions, but rather projects which best illustrate the breadth of work undertaken by Anton, and some of the key lessons and reasoning he has applied over more than 27 years.

North Ryde Station Urban Activation Precinct (Urban Growth)

With the North Ryde Station Precinct DCP in place further to many years of planning, Anton was engaged by Urban Growth to undertake a critical review of the transport and planning background to the DCP, and then the refinement of development across the Precinct.

This required consultation with City of Ryde Council, TfNSW and the Department of Planning & Environment over 3 years; a critical review of the traffic modelling, public transport and pedestrian/cycle infrastructure proposals/strategies upon which the Precinct was ultimately approved for development; and then a detailed assessment of site-specific DA proposals to ensure that they 'fit' within that 'approvable' framework.

Key refinements resulting from the assessment related to the provision of access to the local road network from the various Precinct 'sites'; an upgraded schedule for the allocations of millions of dollars to broader road and intersection upgrades; and the development of a detailed Public Transport Facilities Plan incorporating all public transport, pedestrian and cycle strategies and infrastructure into a single coherent plan which then could be further incorporated into the broader Macquarie Active Transport Spine strategy.

Westmead Education Precinct (Catholic Education Diocese of Parramatta)

This project provided for the upgrade and extension of the Catherine McCauley and Marist High Schools in Darcy Road, Westmead, including a new primary school and pre-school and significant new access and parking infrastructure both on and off-site. The assessment was grounded in comprehensive surveys, including traffic and parking surveys and student and teacher travel mode surveys, as well as research into the new traffic generation components of the Site. It necessarily also had to account for existing and future local traffic generators – most particularly the ever-expanding Westmead Hospital.

Traditional SIDRA intersection modelling of the key intersections through Westmead was augmented by SCATES modelling (of coordinated signalised intersections) and WITNESS, a micro-simulation model that recorded and assigned all of the variables within a local traffic/transportation network and the way each interacted with the other to provide what is essentially a 'video' of what actually occurs and what will occur in the future. Using this suite of models – and further to significant consultation with the Schools, City of Parramatta Council, TfNSW and the general public – it was established that with only minor new road works the project could be accommodated by the local road network.

Spring Farm Village Centre Traffic & Planning Study (Urban Growth)

Urban Growth commissioned Anton to assess land use and local road network changes within Spring Farm, and specifically changes to the Spring Farm Village Centre. Originally providing for a very moderate level of development, the Village Centre East was reconfigured to provide a mixed-use precinct of commercial, retail, community and residential adjacent to a Village Park, while the Village Centre West was significantly expanded to provide a retail hub for Spring Farm residents.

At issue was the potential to change vehicle trip patterns within and external to Spring Farm. Anton developed a traffic model which determined the original assignment of vehicle trips to internal and external destinations (upon which planning for key intersections had to date been based), and then revised that assignment to account for a higher 'capture' of external trips previously assigned to external retail destinations. The result: total trips at the key interface intersections between Spring Farm and external connector roads were reduced as more trips were internalised, while the additional trips within the Village Centre were accommodated by a revised Village Centre road network providing excellent connectivity and accessibility.