



capability statement

who we are.

arc traffic + transport was established by Anton Reisch in early 2011 following 18 years of work with Chris Stapleton at Stapleton Transportation & Planning. Further to 2 years of work with Ason Group and Principal Transport Consultant, Anton re-established arc traffic + transport in September 2020.

company strengths.

Meticulous research and analysis; an ability to think outside the roundabout; consultation from the outset with key stakeholders; and a fierce underlying independence – these are the strengths upon which we have built such an extensive and loyal client base. Anton was once described as *the happy transport guru*; a point of difference – cooperation, discussion, and an enjoyment in providing for our clients sets arc traffic + transport apart.

mission statement.

To provide the highest level of professionalism across the spectrum of traffic and transport projects; to maintain our integrity and independence through all our work; to always work collaboratively with clients, authorities and key stakeholders to ensure efficient and outcomes; and to keep innovating so as to develop solutions for today and into the future.

our services.

arc traffic + transport provides a wide range of services to public and private sector clients, including:

- Transport Impact Assessments
- Transport Management & Accessibility Plans
- Sustainable Transport planning
- Movement & Place and Placemaking
- SIDRA, SIDRA Network and TRACKS modelling
- Pedestrian modelling
- Traffic, pedestrian and parking surveys
- Local Area Traffic Management
- Master Plan and Concept Plan development
- Town Centre planning
- Urban and regional planning
- Transportation advice
- Strategic development advice
- Access and parking design
- Public and Active Transport planning
- Operational and Construction traffic management plans
- Expert Witness services
- Community consultation and presentations

recent clients.

Catholic Education Parramatta	Catholic Education Sydney
Camden Council	Centennial
Charter Hall	Coffs Harbour City Council
Cornish Group	The Feros Group
Cabramatta East	Moon Investments
Frasers Property Australia	Fresh Hope
Goodman	Harvey Norman
Holdmark Property Group	Hunters Hill Council
Jacfin	Landcom
Lend Lease	Manildra
Mirvac	Motorcycling NSW
NSW Land & Housing Corporation	NSW Public Works
Sekisui House	Urban Growth
Walker Corporation	WSN Environment Solutions

key projects.

Melrose Park Renewal Precinct	Holdmark	2020
Teloepa Urban Activation Precinct	Frasers and LAHC	2020
Woolgoolga North West Precinct	Coffs City Council	2020
Rydalmere Urban Precinct	Walker	2020
Integrated Transport Strategy	Coffs City Council	2019
West Wyalong Solar Farm	BP Lightsource	2019
Gledswood Village	Sekisui House	2019
Gledswood Hills Estate	Mirvac	2018
IBM Site, Castle Hill	Mirvac	2017
Narellan Sports Hub	Camden Council	2015
North Ryde Station Precinct	Urban Growth	2014
Spring Farm Estate	Landcom	2012
Westmead Education Precinct	Catholic Education	2008
ABC Gore Hill Rezoning	Lindsay Bennelong	2008

project partners.

Alleanza Architects	Allen, Price & Scarratt	Altis Architecture	Ason Group
Barnson Group	Bellringer	B-Line (Mr John Bates)	City Plan Services
Cowman Stoddart	Don Fox Planning	Environmental Property Services	GLN Planning
Leffler Simes Architects	Matrix Traffic Surveys	Midson Group	Northrop
PDC Consultants	RPS (Australia)	Seed Projects	SMEC Urban
Tzannes Architects	Umwelt	Urbis	Willowtree Planning

anton reisch.

Anton has worked in the traffic and transport sector for over 25 years, and has experience on projects ranging from small dwellings through to major residential subdivisions, shopping centres, schools, churches, commercial, industrial and mining developments.

Anton has an extensive knowledge of all aspects of transport planning, and his careful research, analysis and adherence to detail has marked him as one of the most reliable and respected transport planners in the industry. Over recent years, he has also refreshed his urban and regional planning skills, and grounded his work with the Placemaking and emerging Movement & Place frameworks so as to provide transport solutions that not only meet broader access, traffic and parking requirements, but more importantly understand each individual development within its social, community and equality context.



Anton retains a fierce independence in his approach to every task, while his communication skills and reports provide the clear and precise detail required to meet and exceed the expectations of all clients, be they small architectural firms, Government agencies or international corporations.

qualifications.

- BA English/Philosophy (Sydney University)
- Master Urban & Regional Planning (Sydney University)

professional background.

- 2020 - Director, arc traffic + transport
- 2018 – 2020 Principal Transport Consultant, Ason Group
- 2011 – 2018 Director, arc traffic + transport
- 1993 – 2007 Principal, Stapleton Transportation Planning

key skills.

- Transport Impact Assessments
- Parking Studies
- Movement & Place and Placemaking
- Strategic Planning
- Transportation Modelling and Analysis
- Transport Technology Development
- Master Planning & Feasibility Studies
- Sustainable Transport Planning
- Community Presentations and Consultation
- Expert Witness - NSW Land & Environment Court
- Quality Assurance

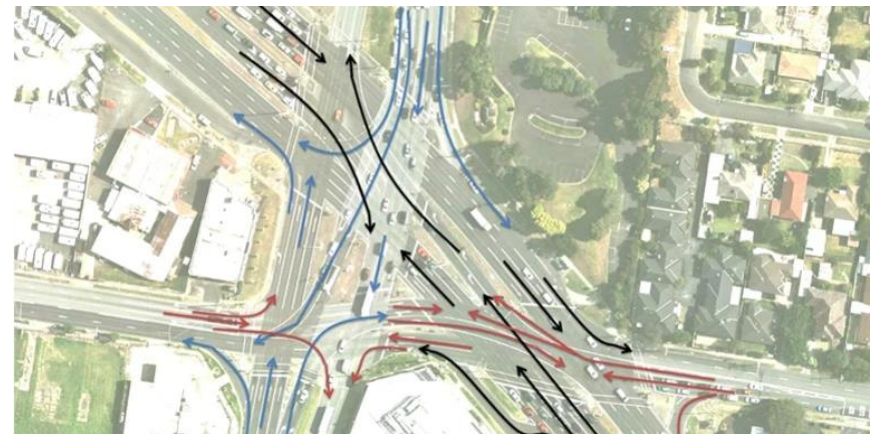
all assessments (great and small) ...

Almost every development project will raise issues in regard to access, traffic and parking; this is as true for a two-bedroom attic conversion in Rose Bay as it is for a multi-billion-dollar coal mine extension (preferably not located in Rose Bay). arc traffic + transport has provided assessments for both these and a myriad of other developments in-between, always with the same basic role – to provide a clear and concise description of the current operation of the local transport environment, and how that environment would operate further to the approval of a project.

Traffic consultants 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 contest. What sets arc traffic + transport apart is providing the X-Y-Z in response to the right questions.

We have always worked closely with our Clients, and key stakeholders - local Councils, Roads & Maritime, Transport NSW, and the local community - to develop an agreed scope of work for each project, a scope of work that often includes local issues that will not be identified by viewing a site on Google Maps. Too often we are asked to review or carry on the work of others where the initial scope of work is lacking, which only leads to delays and a sense of disunity between those proposing and assessing a project.

That does not mean that issues outside of the established scope of work will not arise, but again arc traffic + transport has always dealt with those issues in a consultative manner and ensured that any additional issues that do arise are examined prior to submission.



Critically, the determination of future traffic and transport operations does not always reflect a straightforward beneficial outcome for a Client; representing a Client to the very best of our ability requires us to fully disclose to the Client potential detrimental impacts of a project, and with them work through appropriate mitigation measures. arc traffic + transport has always maintained our independence in this regard; every report is prepared as if it were an independent representation to the NSW Land & Environment Court. Judging by our long term and ongoing relationships with clients across the public and private sector, that level of integrity is still in demand.

coffs harbour transport strategy.

While Principal Transport Consultant at Ason Group, Anton worked in close consultation with Coffs Harbour City Council in the development of a broader ranging Opportunities & Constraints Report to inform the Coffs Harbour Transport Strategy.



While the ultimate Strategy will guide the development of a connected, sustainable and thriving compact Regional City, the O&C Report was essential to initially identify future growth and employment centres, key drivers, destinations and future land use patterns; providing a comparison with other regional cities with regard to demographics and transport planning innovations; identifying trends and innovations coming to Coffs; and providing summary of key traffic and transport opportunities and constraints in Coffs, specifically referencing the Placemaking, Movement & Place and Compact City planning frameworks.

for coffs harbour city council.

The O&C Report focused on the 6 key precincts within the broader City, and examined the way in which each could be developed to meet key expectations and priorities in line with broader Council policies and strategies, including high density residential precincts, opportunities provided by the Coffs Harbour Bypass, improving public and active transport opportunities and of course growing social, employment and business opportunities in a sustainable manner.



Similar projects have included the Coffs Harbour Civic & Cultural Space, Woolgoolga North West Urban Activation Precinct, Hunters Hill Master Plan, North Ryde Station Precinct, Gledswood Village, Spring Farm Village and Cabramatta East.

narellan sports hub.

A large unused site, earmarked for many years for recreational purposes, good connectivity to the local and sub-regional road network, the possibility of a future rail link – what could possibly go wrong!

This was a challenging project simply as a function of the characteristics of a large netball centre – over the course of an hour, vehicle trips are concentrated to significant arrival peaks in the 20 minutes before a ‘game start time’ and then a significant departure peak in the 10 – 15 minutes after the end of games; with 40 courts, we’re talking a lot of traffic!



There need to be trade-offs for development such as these, given the substantial infrastructure required to manage operating peaks (not only road/intersection infrastructure of course, but parking as well) would be largely unused at other times. Finding the right balance is the key.

for camden council.

In addition, the upgrade of The Northern Road (directly adjacent to the Site) also required detailed consideration; finding significant issues with the modelling conducted for the upgrade was not a good start.



Notwithstanding, appropriate consultation with key stakeholders (Council and the RMS) led by ARC laid the groundwork for a solution that appropriately provided for the peak Site activity demands while maintaining good levels of service at key intersections through all weekday and weekend peak periods, and a level of parking provision that at all times meets peak demands.

Similar projects have included the Canoon Road Recreational Area Traffic & Parking Study; Nowra Districts Motorcycle Club Peak Body Facility, Kambala Sports Precinct and Spring Farm Sports Precinct.

north ryde station precinct.

With the North Ryde Station Precinct DCP in place further to many years of planning, we were 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.

for urbangrowth.

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 Public Transport Facilities Plan incorporating all public and active transport strategies into a single coherent plan, linking Places within and outside the Precinct. arc traffic + transport was also instrumental in the design and location of the active transport bridge over Delhi Road, a prime example of Movement & Place in one.



Similar projects have included Spring Farm Neighbourhood Centre, Parramatta City Centre High Density Residential, Hunters Hill Village Master Plan, Holroyd Centres Strategy and Rouse Hill Regional Centre.

santa sophia vertical school box hill.

While Principal Transport Planner at Ason Group, Anton represented Catholic Education Parramatta through the design and final approval process for the Santa Sophia Vertical School in Box Hill. This was an exciting yet challenging project, given consideration of a road network within the future Box Hill Village that was yet to be finalised; a school catchment area certain to significantly change over time; and limited parking opportunities on a very constrained site.



Given its location, the assessment of the School required an underlying assessment of the future Box Hill Village traffic and transport conditions, and then staged School population increases over time, and the way in which those increases impacted the underlying traffic and transport conditions.

for catholic education parramatta.

As such, solutions to issues such as drop-off and pick-up and staff and visitor parking needed to provide relevance not only in the short-term, but through to the full development of the Box Hill Village and peak School capacity (some 1,920 primary and secondary students).

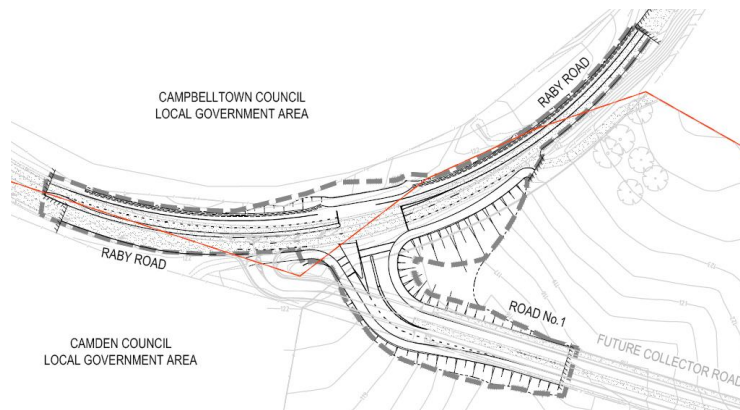


Through an extended assessment period of numerous access and trip generation scenarios for both the School and the Village and significant consultation with both the broader Project Team and key stakeholders including The Hills Council, Roads & Maritime and Department of Education, Anton prepared final submissions to the Independent Planning Commission and then presented to the IPC prior to them considering an approval for the School. They said yes!

Similar projects have included SSSA and Master Plan assessments for Edmondson Park Vertical High School, Westmead Education Precinct, Trinity Grammar, Loreto Normanhurst, Spring Farm Public School, Covenant Christian School, Mainsbridge School and Domremy College.

the crest, gledswood hills.

With the western residential area of Gledswood Hills nearing completion, Mirvac required an assessment of access options for the future development of The Crest residential subdivision in the eastern portion of Gledswood Hills, and more importantly primary access for The Crest to Raby Road.

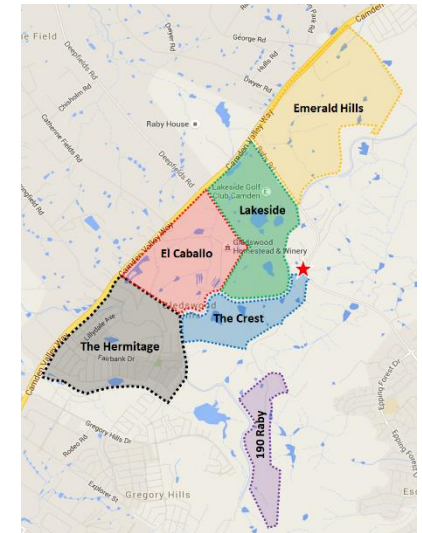


This presented numerous challenges given that consultation was required with Roads & Maritime and both Camden and Campbelltown Councils, with the LGA boundary literally running through the primary access intersection of Raby Road & Gledswood Hills Drive.

Careful consideration was also required in regard to the timing of upgrades, referencing not only the staged development of The Crest itself, but of all the sub-precincts with the broader El Caballo Blanco & Gledswood Hills Precinct, as well as the adjacent Turner Road Precinct.

for mirvac.

Further to detailed modelling of staged development scenarios, it was determined that a signalised intersection would be required in the short-medium term, but Roads & Maritime considered that the warrants would not be met for signals for some time. This was despite the fact that the nearby intersection of Raby Road & Emerald Hills Boulevard had been approved before any development within Emerald Hills itself.



Notwithstanding, further to both Councils also supporting the conclusions of the transport assessment, it was agreed that an upgrade to signals would be appropriate prior to the actual warrants being met, and planning is currently underway for broader upgrades of Raby Road which include investigations of the signalisation of the intersection.

Similar projects have included Spring Farm Residential Precincts, Oran Park Town Centre, Gledswood Village, Melrose Park Urban Activation Precinct, Telopea Urban Activation Precinct, Bomaderry Residential Subdivision and Cudgegong Urban Release Area.

rezoning, abc gore hill.

A significant project. Perhaps the key issues relating to the redevelopment of the old ABC Site at Gore Hill was establishing the parameters by which a Technology Business Park could be developed without having significant impacts on the surrounding traffic and parking environment, while at the same time providing a sustainable level of on-site parking.



A previous consent for the Site – championed by Council - significantly limited the provision of on-site parking, effectively restricting the potential car driver percentage to less than 25%, while at the same time providing infrastructure upgrades to the road network based on ‘standard’ traffic generation rates, i.e. rates that account for car driver percentages of 60% - 70%

for lindsey bennelong.

A site that does not provide a standard level of parking will not generate a standard level of traffic generation; certainly it can generate a standard level of traffic generation to a broader area – perhaps including a site and surrounding on-street parking – but limited on-site parking means that employees are simply unable to drive to the site, thereby increasing travel by other modes. But in St Leonards, where the underlying mode to car driver was more than 60%, for the Site to provide for less than 25% car driver was simply unrealistic.



The traffic assessments successfully provided for an increase in the provision of parking on-site to a sustainable level, while also implementing numerous strategies to reduce car dependency to a realistic level.

Similar projects have included Melrose Park Urban Renewal Precinct, Holroyd Centres Strategy, Alexandria Data Centre, UNSW Student Housing, Merrylands Neil Street Precinct and Warwick Farm Rezoning.

penrith homaker centre expansion.

The Penrith Homemaker Centre is one of the largest bulky goods and homewares sites in western Sydney, and further to significant residential growth across the region, an expansion of the Centre was inevitable.

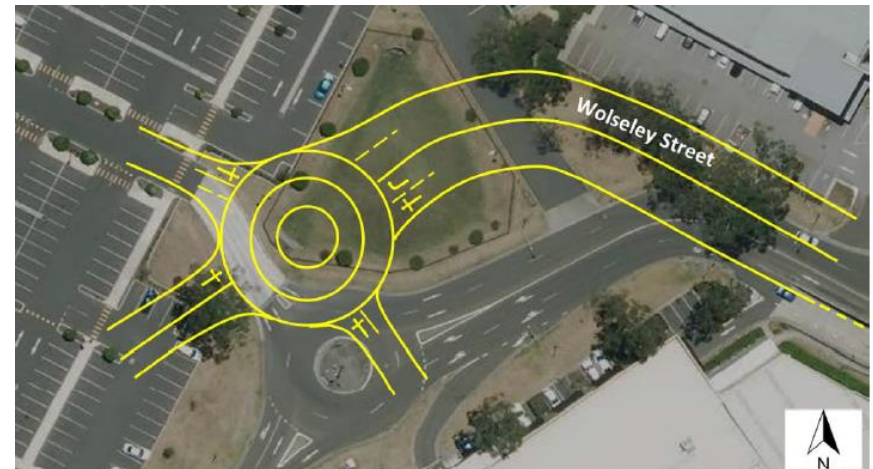


Along with the increase in floorspace and parking, the proposal also provided for the realignment of Wolsley Road, a short section of public road leading into the Centre from Mulgoa Road.

Therein lay a twist; Roads & Maritime chose the same moment to unveil funded plans for the upgrade of Mulgoa Road, which had significant implications for Site access at the key intersection of Mulgoa Road & Wolsley Road, which for years had operated by a tunnel (the Mousehole!) providing for the critical right turn movement to the Site from the north.

for harvey norman.

The assessment required a range of traffic, parking and pedestrian surveys across different weekly demand peaks; the development of a distribution model which accounted for the proposed changes within the internal access road network and parking locations; and, of course, consultation and coordination with Roads & Maritime and Penrith City Council to determine what the Mulgoa Road Upgrade would mean for the design and operation of local intersections.



Similar projects have included the Harvey Norman Castle Hill, Cabramatta East, Jamisontown Light Industrial, Gledswood Village, Glenfield Waste Services, Moorebank Intermodal, ESR North Ryde, and Melrose Park Town Centre.

coffs harbour CBD parking strategy.

Car parking in the Coffs Harbour CBD (and indeed across the LGA) has historically been plentiful, provided in close proximity to destinations, and free; however, with the CBD destined to become a vibrant and desirable place in and of itself, developing and adopting and indeed adapting equitable and sustainable parking strategies now will be a key factor in shaping the CBD so that it can grow to its full potential.



Parking is also intrinsically tied with traffic generation; analysis of travel modes for those journeying to the City Centre indicates that private vehicle trips are by far and away the dominant mode of choice, with no significant generation of public or active transport trips. This is partly a factor of the lack of residential development within or immediately adjacent to the CBD, but moreover over the result of poor transport options where [for example] a trip from one of the northern suburbs can take 3 – 4 times as long by bus as opposed to car.

for coffs harbour city council.

Critically, the provision of public and active transport options must therefore be prioritised as part of any parking strategy to ensure mobility equality; it is essential that no one is 'priced out' or otherwise displaced further to proposed parking strategies without providing an equitable alternative.

As Principal Transport Consultant at Ason Group, Anton also developed parking management strategies for consideration by Council and the community, including the positioning of new car parks outside of the CBD, new parking restrictions, the potential introduction of paid parking and also parking monitoring systems.



Similar projects have included the Coffs Harbour Civic & Cultural Space, Coffs Harbour Integrated Transport Strategy, Lachlans Line, Gledswood Village, Spring Farm Village and Cabramatta East.

55 coonara avenue.

What to do with the former IBM Site at 55 Coonara Avenue, Castle Hill? Once a significant commercial site, since IBM relocated only a portion of the Site's floorspace was utilised, and little chance of returning to peak occupancy. However, with the arrival of Metro North West and moreover Cherrybrook Station within 800m of the Site, the opportunity arose for the rezoning of the Site to provide for residential development.



A key part of the assessment was the 'benchmark' established by the existing (and past) commercial operations of the Site; with some 1,600 parking spaces, the Site generates a significant number of vehicle trips in the commuter peak periods even at half capacity.

And trip rates? Sites within 800m of rail/metro stations generation significantly few vehicle trips in the peak periods than sites outside of 800m, but it was noted that the walk to Cherrybrook Station was significantly uphill.

for mirvac.

While noting that the walk home would therefore be downhill (!) detailed research into the relative distances that residents will walk to rail/metro was also undertaken, noting of course that someone living 801m from a station is just as likely to walk as someone living 799m from the station.



Using appropriate trips rates, even the highest residential yield scenarios were found to generate fewer trips than the Site under commercial usage. However, the distribution of residential trips differs from commercial distribution; whereas commercial usage generates primarily arrival trips in the AM peak, residential generates primarily departure trips (and vice versa in the PM peak). As such, detailed modelling of key intersections was required to demonstrate that the residential proposal could be appropriately provided for by the local road network.

Similar projects have included Melrose Park Urban Renewal Precinct, Channel 9 Willoughby Residential, ABC Site Gore Hill Commercial and Ashbury Residential.