

**Experience**  
**Cont.**

**Michael John Foster**

**Citizenship:** New Zealand

**Education:** Bachelor of Arts (Massey)  
Diploma of Town Planning (Auckland)

**Membership:** Fellow, New Zealand Planning Institute  
Member, Planning Institute of Australia  
Member, Resource Management Law Association  
Member, RMA Streamlining & Simplifying Technical Advisory Group 2009  
Chairman, Infrastructure Technical Advisory Group 2010



**Competence:** Strategic peer review, Project Management, environmental assessment, resource management planning, regional planning, airport planning, transportation planning, conceptual land development planning, development proposal formulation and urban growth strategies.

**Relevant**

**Experience:** In a career extending over 35 years Mike has more relevant experience in major infrastructure planning and projects than many people in New Zealand. From January 1985 until October 2001 Mike was Director of Planning for Beca Carter Hollings & Ferner Limited. He then set up a new Company operating as an independent planning consultant. His most relevant airport planning, major land use and strategic transportation experience is briefly defined below.

**AIRPORT PLANNING**

**Board of Airline Representatives of New Zealand (BARNZ) (2010 - ongoing)**

Since 2010 Mike has been retained as specialist aviation adviser to BARNZ on a range of aviation planning related uses.  
(Client: BARNZ)

**Ashburton Airport Future Proofing (2004 – ongoing)**

Mike is retained as specialist aviation planning adviser to land and airspace designations to plan and protect for the future growth of Ashburton Airport.  
(Client: Ashburton District Council)

**Hawkes Bay Airport Expansion (2009 – 2010)**

Mike was retained as specialist aviation planning adviser to the airport company with respect to a proposed major runway extension.  
(Client: Hawkes Bay Regional Airport Ltd)

**Queenstown Airport Expansion (2006)**

Mike was retained as specialist aviation planning adviser to Queenstown Airport Corporation in the scoping phase of the planned long term review of RESA requirements and revision of the existing air noise boundary controls.  
(Client: Queenstown Airport Corporation)

**Wanaka Airport Long Term Development, 2004 - 2009**

In association with Astral Ltd, Mike prepared two preliminary airport development options to assist the Airport Manager to determine possible adjacent land purchase options to 'future-proof' long term expansion of the airport. (Client: Queenstown Lakes District Council).

**Ardmore Airport Designations and Plan Change, 2004 - 2009**

Mike has been retained by the Airport Company as their aviation planning adviser to assist them with their airspace, airport and air noise boundary designations. (Client: Ardmore Airport Ltd).

**Manapouri Airport Long Term Development, 2003 – 2004**

In association with Astral Ltd, Mike assisted with the evaluation, determination and preparation of a 20-year expansion plan for Manapouri Airport. Designations for airport purposes and protection of flight paths including a new cross wind runway were also prepared together with supporting AEE documentation and District Plan Changes to introduce a new aircraft noise / noise sensitive activity exclusion zone around the airport perimeter. (Client: Southland District Council).

**Rotorua Airport Stage 2 Designations & Plan Changes, 2003 - 2009**

Team Leader of a specialist team of consultants preparing airspace designations, and district plan changes to accommodate a stage 2 runway extension and long term airport developments. Air noise boundaries were part of the approach together with supporting AEE documentation. (Client: Rotorua Regional Airport Limited).

**Rotorua Airport Stage 1 Runway Extension, 2001 – 2002**

Team Leader, responsible for coordination and preparation of the regional resource consents and AEE documentation for a 260m runway extension. Following consultation with iwi and EBOP the consents were granted on a non-notified basis. (Client: Rotorua Regional Airport Ltd).

**MacKenzie Basin Aviation Strategy Study, 2002**

In association with Astral Ltd a comprehensive review of existing airport facilities was undertaken to determine the need for a public airport in the Basin, its form, function and means of implementation. The second was the designation of Pukaki Airport as a public facility. (Client: MacKenzie District Council).

**Dunedin Airport Air Noise Study, 1995**

Project Director responsible for co-ordinating preparation of air noise boundaries and rules for inclusion in the proposed District Plan. (Client: Dunedin Airport Ltd)

**Rotorua Airport Expansion, 1994 - 2001**

Project Director responsible for co-ordinating runway extension feasibility studies, development and implementation of air noise boundaries, preparation of airport development strategy, and policies and rules for incorporation in the proposed District Plan. (Client: Rotorua Regional Airport Ltd)

**Queenstown Airport Plan Change, 1992 - 1999**

Project Director responsible for the preparation of an airport expansion plan to allow Queenstown Airport to accommodate a \$20 million medium term development programme. Also prepared an AEE (assessment of environmental effects), the Plan Change documentation and associated air noise boundary rules (the first to be implemented in New Zealand). (Client: Queenstown Airport Corporation)

Other Airport Studies where Mike has acted as Team Leader or Project Manager include:

- **Wellington Airport, 1995** Overview of landside traffic, parking and associated access assessments for the terminal study.
- **Nelson Airport, 1995** Preparation of air noise management rules in association with Marshall Day & Associates. (Client: Nelson Airport Ltd)
- **Hawkes Bay Airport, 1994 - 1995** Preparation of air noise boundary provision and ongoing airport planning advice.
- **Hamilton Airport, 1993 - 1995** Airport development strategy and advice on inputs to Waipa District Plan. (Client: Waikato Regional Airport Ltd)

## ***Experience Cont.***

- **Wanaka Airport, 1994** Long term development strategy, air noise boundaries and rules for new District Plan. (Client: Queenstown Airport Corporation & Queenstown Lakes District Council)
- **Auckland International Airport, 1994** Overview of landside traffic, parking and associated access assessments for the terminal expansion.
- **Invercargill Airport 1997 – 2000:** Project Director and peer reviewer of air noise boundary, airspace rules and longterm development plan provisions now included in the Invercargill District Plan. (Client: Invercargill Airport Limited).

## **STRATEGIC TRANSPORTATION & MAJOR INFRASTRUCTURE**

### **Puhoi to Wellsford Road of national Significance (2010 – ongoing)**

Mike is currently the Planning Lead in the SKM / GHD consortium investigating, reporting and consenting a \$1.6 billion motorway extension.  
(Client: New Zealand Transport Agency)

### **Additional Waitemata Harbour Crossing Study (2008)**

Mike was Deputy Team Leader of the SKM/Connell Wagner/Zomac consortium which assessed over 160 harbour crossing alternatives using a purpose developed evaluation matrix approach. The study findings and recommendations were adopted by the five project partners and the route protection phase has now commenced.  
(Clients: NZTA, ARTA, Auckland Regional Council, Auckland City Council, North Shore City Council).

### **Waitemata Harbour Crossing Investigation (2007 - ongoing)**

Mike was the Team Leader/Project Director of a team of consultants that prepared the draft Assessment of Environmental Effects (AEE) and designation notices for a third Waitemata Harbour Crossing (tunnel) through the Wynyard Quarter area and across Victoria Park. He is now retained by NZTA as Strategic Planning Adviser during the consenting phase.  
(Client: New Zealand Transport Agency)

### **Whangaparaoa Access Options Study (1996 – 1998)**

Team Leader of a multi-discipline team that carried out the comprehensive options investigation of transportation alternatives for the Whangaparaoa Peninsula. This study included extensive consultation and recommended a suite of actions as the preferred option, which then formed the basis of the Penlink Project.  
(Client: Rodney District Council)

### **PENLINK Project (1998 – 2003)**

Mike was the Team Leader of the consultant team responsible for preparing the designation and resource consent documentation for the Penlink Project. All designations and resource consents were successfully obtained and the project, subject to funding, is ready to commence. Mike also assisted in the preparation of the case to support the private toll road legislation.  
(Client: Rodney District Council)

### **ALPURT Link Road Time Extension (2003 - 2004)**

Co-manager of a team of consultants which prepared a Planning Assessment of the implications of continuing to use an urban arterial road in Orewa as a temporary state highway until ALPURT B2 is completed. He was subsequently appointed by Transit NZ as independent consultation peer review adviser to the ALPURT Toll Road Project.  
(Client: Transit New Zealand)

### **Eastern Corridor Strategy Study (2002)**

Mike was Team Leader of the Eastdor consortium of multi discipline consultants that prepared a comprehensive transportation strategy for the long term development of a \$495m expressway running from the eastern edge of the Auckland CBD through the

## ***Experience***

### ***Cont.***

eastern suburbs of Auckland city, connecting to both SH 1 at the Mt Wellington interchange and the Manukau City Centre via the East Tamaki growth area.  
(Client: Auckland City Council, Manukau City Council, Transit New Zealand)

#### **Harbour Bridge to City Project (2000 – 2009)**

While with Beca, Mike was Team Leader of the multi-discipline study team which investigated a suite of options ranging in cost from \$70M to 430M to increase the lane capacity of the Central Motorway between Wellington Street and the city-side approaches of the Auckland Harbour Bridge. He was then retained as Strategic Consents Adviser to the project team lodging the designations and resource consents for the chosen north bound Victoria Park Tunnel option and widening through St Marys Bay. (Client: Transit New Zealand)

#### **North Shore Transmission Corridor Project (1994 – 2005)**

Project Director and Team Leader for the regionally significant heavy power augmentation supply project from the Silverdale substation to the Wairau substation to upgrade supply to the North Shore. The requirements of the project included route selection supporting AEE and designation documentation together with allowance for the Cross Isthmus issues associated with Transpower's own objectives. The statutory phase was successfully completed and Transpower's Link Project has assumed part of the approvals obtained. Approval from NSCC to include 220kV cables in the corridor was obtained by a team led by Mike for VECTOR in 2005.

(Clients: United Networks Ltd / Transpower / VECTOR)

#### **Grafton Gully Project (2001)**

Consents manager of Grafton Stages 1 and 2 (the upper gully works) where all requisite resource consents to allow construction were obtained non notified. He was retained as Peer Reviewer and Strategic Advisor to Grafton Stage 3 (the trench option) which will involve the lodgment of a Notice of Requirement once certain key decisions are made.

(Client: Transit New Zealand)

#### **North Shore Busway Designation Process (1999 – 2003)**

Consents Team Leader for a project involving both New Zealand's first separate busway and the rebuild of the Esmonde Interchange. The NOR and consenting process ranks as the most complex ever attempted for a major infrastructure project where 14 separate Notices of Requirement were lodged together with all consents for construction. In the post consent construction phase Mike was Strategic Consents Adviser to the Opus-Beca southern sector design team.

(Client: Transit New Zealand)

#### **SH20 Avondale (2000 – 2011)**

Consultant to Beca acting as Consents Manager and Peer Reviewer of a comprehensive investigation process involving initial option development and evaluation, coarse screening, extensive consultation, investigation of a preferred option(s) and subsequent statutory consenting. This project involved an extension of SH20 from Richardson Road through an existing heavily built up urban area, to the Waterview and Rosebank/Patiki Interchanges on SH16.

(Client: New Zealand Transport Agency)

#### **Refinery to Auckland Pipeline Feasibility Study (1998)**

Project Director / Team Leader for a comprehensive feasibility study of the future options available to augment and or upgrade the existing petroleum liquids pipeline infrastructure between the Refinery at Marsden Point and the Auckland bulk liquids terminal at Wiri. The study involved peer reviewing all previous technical studies, assessing the pipeline route options using an environmental matrix evaluation system, undertaking a detailed technical evaluation and costing of the preferred options, making recommendations as to the technical upgrade sequence, scoping and programming the likely resource consents programme. In addition targeted consultation was undertaken to remove any uncertainties as to the likely cost and time delays associated with the consenting process. (Client: NZ Refining Company Limited)

**Future Water Source Project – Auckland (1996)**

Project Director of a comprehensive option evaluation and ranking process to identify the bulk water supply options that should be pursued to address the water supply needs of the greater Auckland region. His involvement in this project led to him providing the principle resource management advice to the Waikato Pipeline Project which involved both a designation and associated resource consents.

(Client: Watercare Limited)

**SH2 Mangatawhiri (1996 – 2002)**

Team Leader and Consents Manager of the multi discipline group of consultants investigating the realignment of a section of SH2 with a very high accident record. All designation consents were obtained and the realignment is constructed and open.

(Client: Transit New Zealand)

**SH18 Greenhithe (1997 – 2000)**

Team Leader of a multi discipline team charged with route selection and consenting for the realignment of SH18 from Albany Highway to the Upper Harbour Bridge. All designation work has now been completed and the project is constructed and open.

(Client: Transit New Zealand)

**SH 16 / 18 Hobsonville (1996 – 2000)**

Team Leader of a multi-discipline team charged with route selection and consenting for the realignment of SH18 from the Upper Harbour Bridge to the existing SH16/18 Interchange together with a realignment of AH16 in the Brighams Creek area. All designation work has now been completed and the project is in a separate detailed design/construction phase.

(Client: Transit New Zealand)

**Tauranga Arterial Roading Studies (1996, 1997)**

Project Director and peer reviewer of all technical inputs and outputs to three major Transit New Zealand investigations which include:

- Northern Arterial Study, Te Puna to Bethlehem
- SH2 Omokoroa to Te Puna Corridor Improvement Study
- Eastern Arterial Study (TE Puke Bypass)

**SH1 Realignment: Albany to Puhoi (1992-1997)**

Team Leader for a multidisciplinary team of consultants responsible for investigating a designated route and a number of alternative alignments over a 34km length of SH1. Following a period of intensive study a preferred alignment was recommended in a comprehensive Environmental Impact Report and 14 associated technical reports. A feature of this study was the innovative approach taken with public consultation to the extent that majority agreement among all parties as to the preferred alignment was achieved. (Client: Transit New Zealand)

**Light Rail Transit, Auckland EIA (1989-1990)**

Project Director responsible for providing an overview for the environmental impact of constructing a LRT system in Central Auckland serving the southern and western areas of the Auckland Urban Area.

(Client: New Zealand Railways Corporation)

**MAJOR LAND USE PROJECTS**

**Albany Town Centre Stages 1 & 2 (2003 – 2008)**

Team Leader of the specialist consultant team engaged by Westfield NZ Limited to obtain all necessary consents to allow a Stage 1 45,000m<sup>2</sup> retail shopping mall to commence the Albany Town Centre. All consents were successfully obtained on a non-notified basis. A Stage 2 consent for another 40,000m<sup>2</sup> has also been obtained.

(Client: Westfield NZ Ltd)

**Countdown Manukau Hypermarket (2004 – 2006)**

Both Mike Foster and Jane Douglas of Zomac project managed the specialist consultant team charged with obtaining resource consents for New Zealand's first hypermarket (a combined supermarket / general merchandise store of 10,000m<sup>2</sup>) in the Manukau City Centre. All consents were initially obtained on a non-notified basis and then obtained on a notified basis.

(Client: Progressive Enterprises Ltd & Windermere Holdings Ltd)

**Specialist Retail Planning Advice (2000 – ongoing)**

Since 2000 Mike & Zomac has been retained as principal planning / resource management advisers to Progressive Enterprises Ltd, owner and operator of the Foodtown, Woolworths and Countdown brands. Since 2006 Zomac has successfully consented over 30 new or expanded Countdown supermarkets throughout New Zealand as part of Progressive's \$1 billion store expansion programme. To date no supermarket application has been declined.

(Client: Progressive Enterprises Ltd)

**Glenfield Shopping Centre Redevelopment (1995 – 1999)**

Mike was project director responsible for the planning and resource consent inputs to the \$100M redevelopment of the Glenfield Shopping Centre on Auckland's North Shore.

(Client: St Lukes Group)

**Viaduct Basin EIA / Statutory Approvals (1989 – 1996)**

Project Director responsible for co-ordinating BCHF planning and environmental assessment inputs to the America's Cup base to be established in the Viaduct Basin on the Auckland Waterfront. Particular emphasis was given to the production of major and complex changes to the Maritime and Auckland City District Plans to accommodate extensive landside and waterside developments.

(Client: Ports of Auckland / Fletcher Development / Turners & Growers Joint Venture)

**St Lukes Shopping Centre Redevelopment (1988 – 2000)**

Project Director responsible for statutory approvals submission, all planning and traffic planning elements associated with the major expansion, refurbishment (cost \$70M) of the St Lukes Shopping Centre in Mt Albert, Auckland. Particular emphasis was given to programming and organising a large number of road closures, road widenings and new street formation to facilitate such expansion. A further expansion programme (2000) was successfully completed.

(Client: Challenge Properties Ltd / Lend Lease Australia Ltd / Westfield NZ Ltd)

**Rotorua Railway Land Redevelopment (1994 – 1996)**

Mike was appointed as principal concept and strategic planning adviser for the redevelopment of 40 acres of prime commercial land adjacent to the Rotorua CBD on a retail, commercial and tourist destination.

(Client: Rotorua District Council / Pucker Oruawhata Trust)

**Westfield Industrial Park (1993 – 1994)**

Project Director responsible for the team that prepared the concept subdivision plan, prepared and submitted the complex statutory documentation involving up to 16 resource consents for a major industrial subdivision of over 40 hectares in the Mt Wellington area. This project was placed on the fast track and involved considerable pressure being placed on the consent agencies and contractors to meet tight deadlines.

(Client: Weddel Westfield Ltd)

**Wairau Park Development (1990 – 1992)**

Mike was involved as planning adviser to the Diva Corporation when this development initially began. He assisted in the design of the roading and subdivision layout and led the team that prepared the non-notified Homemakers Centre application based around Placemakers as an anchor.

(Client: Diva Corporation)