IN THE MATTER	of the Resource Management Act 1991 ("RMA" or "the Act")
AND	
IN THE MATTER	of an application under section 88 of the Act to **WAIKATO REGIONAL COUNCIL** and **WAIKATO DISTRICT COUNCIL** (ref LUC0488/22) by **GLEESON MANAGED FILL LIMITED** to establish and operate a managed fill disposal activity at 310 Riverview Road, Huntly.

STATEMENT OF EVIDENCE OF SHAWN PETER MCLEAN

Dated 21 November 2022

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1. INTRODUCTION

1.1 My full name is Shawn Peter McLean. I am the Waikato Regional Manager at Gleeson Managed Fill Limited ("GMF") and am authorised to give this evidence on behalf of GMF.

1.2 This evidence is given in respect of resource consent application APP144475 by GMF to Waikato Regional Council ("WRC") and LUC0488/22 ("Waikato District Council") ("WDC") to establish and operate a managed fill disposal activity at 310 Riverview Road, Huntly ("Site").

Qualifications and experience

1.3 I have over 17 years of experience in the mining industry and have obtained the following qualifications:

(a) A-Grade Quarry Manager 2011

(b) A-Grade Opencast Coal Mine Manager 2011

(c) Diploma in Business, Business Management and Administration (2018)

(d) Diploma in Surface Extraction (2016)

(e) National Certificate in Mining Administration 2010 and

(f) Approved handler of Explosives (For use, transport, storage, manufacture) 2015

1.4 I have held the position of Waikato Regional Manager at GMF for 4 years. Prior to this, I worked at Huntly Quarry for Stevenson Resources as the Quarry Manger from 2011 until 2018 when GMF acquired the quarry.

1.5 Previous to my employment with GMF, I worked for the Mining Division, at Stevenson Construction. During my employment at Stevenson Construction, I worked on several projects which operated in several locations around New Zealand, including:

(a) Kopako and the Renown mines owned by Glencoal, where I mainly operated plant machinery including excavators and motor scrapers, motor graders, and dump trucks.

(b) Huntly PowerStation, where I operated coal motor scrapers.

(c) The South Island building a cyanide tailings dam at Oceania Gold.

(d) Lochinvar station, where I operated elevator motor scrapers.

(e) East Tamaki where I worked as a trade assistant to learn the mechanical side of heavy machinery.

Purpose and scope of evidence

1.6 The purpose of my evidence is to provide an overview of the applicant, GMF and set out the operational background and rationale for the application.

1.7 My evidence is structured as follows:

(a) Outlines my involvement in the site selection process and the operational activities that are planned to prepare the site and business for the proposed activity (Section 2);

(b) Sets out GMF's ability to manage the managed fill disposal from an operational basis (Section 3); and

(c) Provides a brief conclusion (Section 5).

1.8 My evidence should be read together with the other corporate evidence provided:

(a) James Gleeson (sole director);

(b) Mark Pelan (financial);

(c) Leigh Turner (operational & transport fleet);

(d) Ross Twidle (operations); and

(e) Seth Pardoe (corporate governance).

2. SITE SELECTION AND PREPARATION

2.1 Fill area 2 had been tagged a potential overburden site while I was Quarry Manager with Stevenson's. Fill area 3 had been identified as a potential fill site due to the nature the of the site. It had been previously used as an overburden fill site from the now redundant Weavers Crossing Coal Mine.

2.2 GMF has undertaken a range of studies and assessments to ensure safe and correct methods of design and operations. Such as a fill Assessment and Design Report, Geotechnical Report and Assessments. GMF will ensure only fully experienced and competent staff with the relevant experience will operate the fill sites. Machine selection has been undertaken with experienced staff to determine which machinery will be suited for the ground conditions as well as the material which will be imported in. GMF have a wide range of resources it will be able to utilise from external and impartial experienced consultants to the larger Gleeson Group which encompasses Gleeson Civil, Gleeson Transport, and Gleeson Quarries.

3. DEVELOPMENT AND OPERATION OF MANAGED FILL DISPOSAL

3.1 If consent is approved, the first step to prepare the managed fill area will be to construct the required sedimentation ponds for water treatment required for the associated fill areas, then to deconstruct the existing ephemeral watercourses and overland flows and install clean water diversion channels, drainage, and designed erosion control measures. All water runoff will be directed to treatment ponds. Then the Fill areas will be stripped out of the vegetation to expose a competent subgrade so fill can be placed against with underfill drainage. Existing roads will be maintained to provide stable and operational all weather access to the fill areas.

3.2 Staged filling will commence so only one fill area will be worked at any one time and is to be completed in accordance with the geotechnical design plans for the associated fill sites. The order for the fill sites is to start on Fill area 2 first complete then onto Fill area 3 and finally Fill area 4. Filling will be undertaken in small separate stages within the fill footprint of each fill area with a maximum of 3ha of open ground.

3.3 Imported fill will be restricted to clean and managed fill transported by Gleeson and Cox transport and those of approved subcontractors. The current access roads will be maintained for Heavy vehicles to access the various fill sites. A new weighbridge and wheel-wash system will be installed near the fill areas. The existing quarry entry way and exit point on Riverview Road will be used for both managed fill and quarry trucks. The existing upgraded wheel wash and entranceway will be a secondary point to mitigate sediment tracking once the truck has left the quarry with a load of aggregate.

3.4 The managed fill operation will not be open to the public and the gate will be locked outside working hours and therefore no unauthorised dumping will be able to occur.

3.5 Water is required on site for fill damping, dust suppression, and truck washing, and the water will be supplied from a water truck initially then reticulated to storage tanks as required. Washing of the trucks bodies will occur at the fill site and this comprises using a high pressure hose. Water runoff will be directed to the settling ponds for treatment.

Shawn Peter McLean
Gleeson Managed Fill Limited
21 November 2022