SHIRE OF WEST ARTHUR
LOCAL PLANNING SCHEME NO.2

NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL

Planning and Development Act 2005
Shire of West Arthur

The local government has received an application to use and/or develop land for the following purposes and public comments are invited.

Property Address: Lot 13998 (No.483) Burnett Road, Arthur River

Proposal: Construction and use of a proposed new temporary meteorological mast on the abovementioned property. The proposed mast will have an overall height of approximately 125 metres and will be used for a period of up to five (5) years to gather meteorological data to help plan for a future possible wind farm in the immediate locality.

Details of the proposal including various documentation and plans are attached.

Comments on the proposal are now invited and can be emailed to shire@westarthur.wa.gov.au or posted to the Shire's Chief Executive Officer at PO Box 112 DARKAN WA 6392 by no later than **Friday 1 August 2025**. All submissions must include the following information:

- Your name, address and contact telephone number;
- How your interests are affected; whether as a private citizen, on behalf of a company or other organisation, or as an owner or occupier of property;
- Address of property affected (if applicable); and
- Whether your submission is in support of, or objecting to the proposal and provide any arguments supporting your comments.

All submissions received may be made public at a Council meeting and included in a Council Agenda, which will be available on the Shire's website, unless a submission specifically requests otherwise.

Vin Fordham Lamont
Chief Executive Officer
Shire of West Arthur
30 June 2025

JBS&G 67782 | 166,314 (0)

30 May 2025

Vin Fordham Lamont
Chief Executive Officer
Shire of West Arthur
Via email: shire@westarthur.wa.gov.au

Application for Development Approval – Meteorological Mast

Dear Mr Lamont,

Acciona Energy Australia Global Pty Ltd (hereon referred to as Acciona) is seeking Development Approval from the Shire of West Arthur (hereon referred to as the Shire) under the Local Planning Scheme No. 2 to construct and operate a Meteorological Mast (hereon referred to as Met Mast) at one proposed location within the Shire (Figure 1).

The purpose of constructing and operating the Met Mast is to undertake climatic monitoring and determine the suitability of the location for siting a future wind farm, referred to as Acciona's Bellwether Wind Farm project.

This supporting letter provides the following information to support Acciona's application for development approval (DA) (Attachment B):

- description of proposed works, including proposed location and specifications of the Met Mast
- summary of consultation undertaken to date regarding installation and operation of the Met Mast
- consideration of local planning requirements relevant to the proposed Met Mast.

Project Overview

Acciona is proposing to install one (1) Met Mast, in association with the future Bellwether Wind Farm, at the following location within the Shire:

- (-33° 12' 4", 117° 2' 1") Lot 13998 (483) Burnett Road, Arthur River WA

The Certificate of Title for Lot 13998 is provided in Attachment C.

The Met Mast will provide wind speed and direction data for the project area, which can then be used to determine suitability of the area for generating wind power. Construction of each Met Mast will likely consist of a concrete foundation and metal lattice structure supported by guy wires. There are seven (7) excavated areas; one mast base of which size is dependent on engineering (approximately up to 1800 mm x 1800 mm x 600 mm), and six (6) anchors (3 inner and 3 outer). The size is dependent on engineering; however, approximately up to 1800 mm x 1800 mm x 1600 mm, based on sizes of recent met mast constructions. The installed mast is intended to be temporary with a lifespan of 2 to 5 years and will consist of the following components (see Attachment D):

- galvanised steel framework with alternating contrasting bands of colour to at least top third of mast
- mounting boom for anemometers (to measure wind speed and direction)
- guy-fixing system (inner, intermediate and outer anchor footings and guy wires)

- cables for data and electrical purposes
- paint markers on mast, aviation marker balls and ground markers (i.e. guy wires) for aviation safety.

An indicative schematic diagram of a Met Mast is provided in Plate 1.

Plate 1: Example of Met Mast (Captains Mountain Wind Farm 2021)

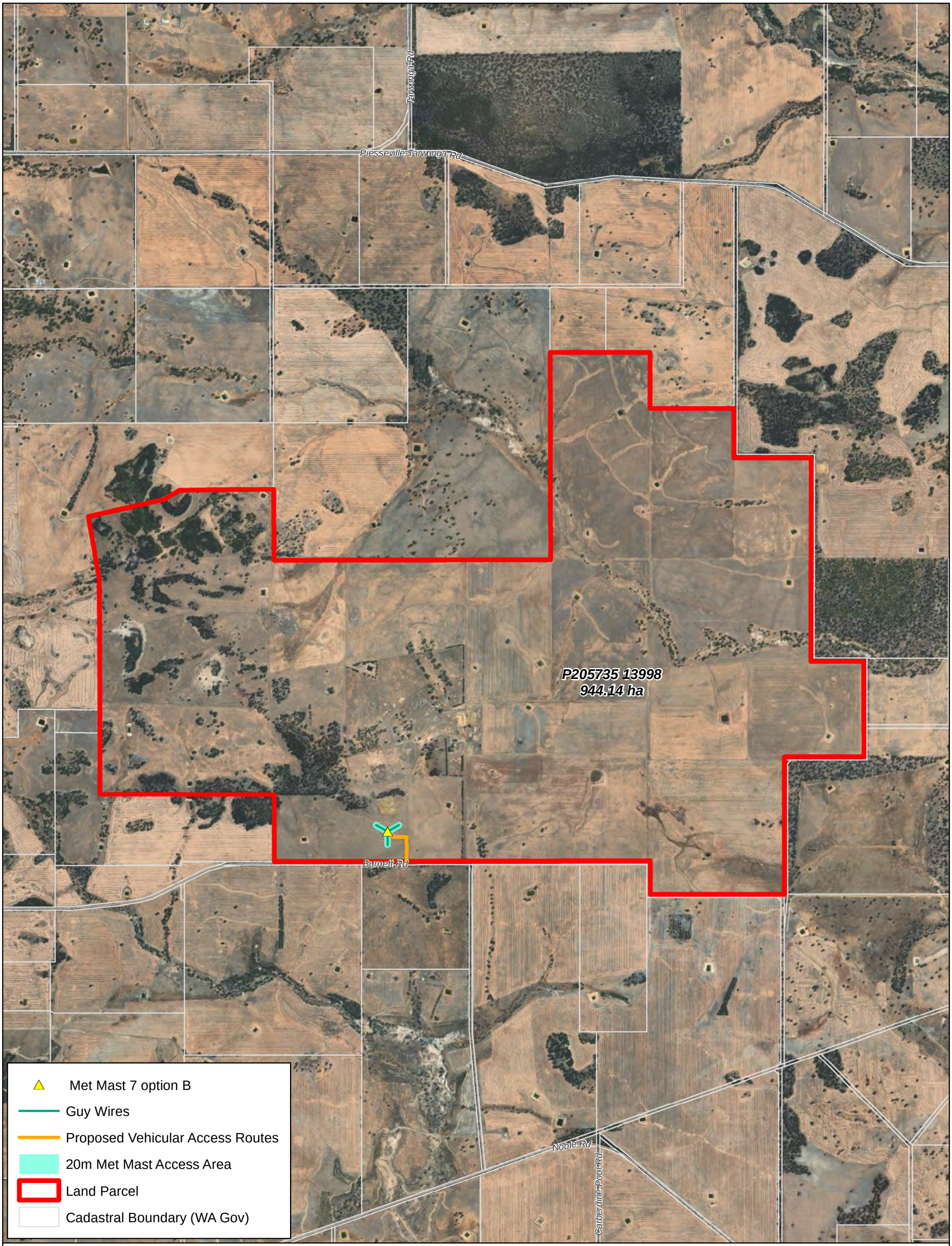
Met Mast Specifications

Lot 13998 is approximately 944.14 ha (see Figure 1). The development footprint comprises approximately 2 ha, inclusive of the 7 excavated areas, mast base and anchors. This footprint will cause minimal disturbance on land that is already disturbed by farming activities. The met mast is proposed to be located more than 50 m from all lot boundaries. The Proponent has undertaken an environmental due diligence assessment to ensure that relevant environmental factors are appropriately considered prior to installation of the Met Mast, and to ensure that the correct approval pathways are followed for its installation and operation.

Construction time of the Met Mast is anticipated to be 8-10 days whereby concrete foundations will be poured and mast will be installed section by section (each section 3 m in length) to a total height of 120 m. Guy wires will be mounted at two heights and anchored into the ground between 40 m and 80 m from the mast. The operation phase of the Met Mast will be 2-5 years before decommissioning. Following decommissioning the

mast sections and concrete foundations will be removed so that there is no component of the installations to remain on site. There will be no ancillary facilities required for personnel during operation of the Met Mast. Specification diagrams of the proposed met mast are provided in Attachment D.

Consideration of the planning and environmental context of Lot 13998 is detailed in the following sections.



ACCIONA Energy
Level 8, 11 Eastern Road,
South Melbourne, Victoria, 3205
Phone: +61 3 9027 1000

BELLWETHER WIND FARM

PROPOSED METEOROLOGICAL MAST SITE PLAN

Scale: 1:20,000 @ Page size: A3
Coordinate System: GDA 1994 MGA Zone 50
Date: 2025-05-07
File: 003_BWWF_MET_MAST_A3P_RevB
Revision: B
Created by: CG

N

0 km 0.7

Stakeholder Consultation

Acciona has engaged with several stakeholders relevant to this project. Outcomes of these engagements are summarised in Table 1.

Table 1: Summary of stakeholder engagement outcomes

Stakeholder engaged	Outcome of engagement
Shire of West Arthur	• Acciona has consulted with the Shire on several occasions, providing information about the proposed met mast installation, including the proposed location and how potential impacts of the proposal will be mitigated. • There have been no objections received regarding the proposal.
Landowners	• Acciona has consulted with the landowner regarding the proposed met mast installation and negotiated an appropriate location that would minimise impact to their operations. • The landowner is a signatory to this application and supports the DA, under the conditions that the met mast is a temporary monitoring device that will be completely removed once monitoring is completed.
Adjoining landowners	• Acciona has consulted with adjacent landowners that are located within 2 km of the site, regarding the proposed met mast installation. • One adjacent landowner to the south of Lot 13998 is yet to respond to several contact attempts made by Acciona. A letter was sent to the landowner's primary residence; however, no response has been received to date. • There have been no objections received regarding the proposal.
Civil Aviation Safety Authority (CASA)	Acciona has notified CASA of the proposed met mast installation and received the following advice: • The proposal is outside CASA's formal regulatory framework for aerodromes, due to there being no certified aerodromes within 15 km of the proposed met mast location at Lot 13998. • Recommend consideration of guyed mast structure with a surface finish to distinguish the mast from background environment and placing marker balls on the upper third of guy wires to assist with visibility. • Recommend that all permanent obstacles 100 m or above ground level or that penetrate the obstacle limitation surface are reported to the Aeronautical Information Service provider, Airservices Australia.
Gnaala Karla Booja Aboriginal Corporation (GKBAC)	• Acciona met with GKBAC in November last year at their offices in Bunbury. The proposed met mast installation was discussed after which Acciona negotiated the Noongar Standard Heritage Agreement (NSHA). • The agreement was executed on 7 April 2025, and an Activity Notice for the met mast location was submitted on 29 May 2025.
Wider Shire community	• Acciona continues to advertise fortnightly in the Bleat (local newspaper) ongoing updates on the Bellwether WF. This includes the procurement of met masts to further advance and support the viability of the project. • Acciona has been engaging with the wider community through Mobile Office Sessions held in September and October 2024, the Shire of West Arthur's Wind Community Consultation event in November 2024, attendance at the Wagin Woolorama Agricultural Show in January 2025 and the Williams Gateway Expo in April 2025, in addition to providing ongoing project updates in local newspapers.

State and Local Government regulatory framework

Several state and local policies and schemes are relevant to the proposed construction and operation of a Met Mast, as described in the following section.

Planning and Development Act 2005

The *Planning and Development Act 2005* (Planning Act) provides a system of land use planning and development in WA.

Acciona is hereby making application to the Shire for development approval for construction and operation of the Met Mast under the Planning Act.

Local Planning Scheme No. 2

The Shire's LPS provides classification of different land zones and provides appropriate land uses for each zone. Under the LPS, Lot 13998 is zoned "Rural" and a Met Mast is not a defined land use under the LPS. However, the following sections demonstrate that the Project is appropriate for the Rural zone.

Table 2 demonstrates that the Project aligns with the Shire's LPS strategic plan for Rural land.

Table 2: Demonstration of project alignment with strategic plan for Rural land of the LPS (Section 5.1)

Strategic Plan for Rural land	Project alignment
The Council supports diversification of agricultural production and supports other rural uses that complement and do not have potential to constrain established farming. Council will be mindful of the need for buffer separation to avoid nuisances such as dust, noise, odour, spray drift.	The proposed Met Mast location for construction and operation is not anticipated to constrain established farming in the local area. As described in Table 4, there will be low impacts to visual and landscape amenity, minimum nuisances over the 8–10-day construction period and adequate setback distances provided from lot boundaries (see Figure 1).

State Planning Policy 2.5 – Rural Planning (WAPC 2016)

The SPP 2.5 provides planning objectives of land zoned Rural under the LPS. Table 3 demonstrates that Acciona's proposed Met Mast aligns with SPP 2.5.

Table 3: Demonstration of project alignment with the SPP 2.5 Rural Planning

SPP 2.5 Rural Planning	Project alignment
SPP 2.5 is intended to protect rural land assets in WA and ensure compatibility between land uses on rural land. Objectives of the policy are to protect environmental, landscape and water resources, minimise land use conflicts, promote economic growth and development on rural land and protect land required for animal premises and food production.	The proposed location of the Met Mast (Figure 1) was selected to avoid environmental values and protect the natural landscape. The initial due diligence assessment undertaken by Acciona ensured that sensitive receptors (i.e. residences) and environmental values (i.e. native vegetation, fauna habitat, heritage places) will be avoided by construction of the Met Mast (see Table 4).

Position Statement: Renewable Energy Facilities (WAPC 2020)

This position statement guides the planning approval processes for renewable energy facilities and guides their development whilst also minimising potential impacts to the environment and the natural landscape. Table 4 demonstrates the Acciona's project alignment with the Position Statement.

Table 4: Summary of Acciona's project alignment with the WAPC Position Statement: Renewable Energy Facilities

Position Statement Item	Evidence of project alignment
Community consultation	Acciona has previously consulted with the Shire, the landowner of Lot 13998 and landowners of adjacent properties within 2 km of Lot 13998, in addition to the Gnaala Karla Booja Aboriginal Corporation (GKBAC) and CASA, as primary stakeholders of the proposed met mast. • Outcomes of consultation are summarised in Table 1.
Environmental impact	Acciona has completed an initial desktop environmental due diligence assessment of Lot 13998 and the surrounding area. This assessment included consideration of land use, surrounding land uses, site topography and soils, acid sulfate soil (ASS) risk, presence of waterways and wetlands, environmentally sensitive areas (ESAs), legislated lands and waters, flora and vegetation, fauna and habitat, cultural heritage areas, land contamination and bushfire risk. Additional factors including visual landscape impact, traffic management and site security and access were considered. The initial due diligence assessment concluded that the proposed Met Mast will not have significant environmental impact, due to the proposed location of the Met Mast not requiring removal of any native vegetation, not being within a designated bushfire prone area, not at risk of ASS occurrence, and not containing or adjoining any waterways, ESAs, legislated lands and waters, contaminated sites or cultural heritage places. The nearest conservation area is approximately 1.8 km east of the Lot 13998 boundary.
Visual and landscape impact	There is anticipated to be negligible visual impact caused by the proposed Met Mast due to the slimline ad semi-transparent construction of the mast. The proposed location is not surrounded by sensitive receptors, i.e. residences. The Met Mast may be considered similar to wind turbines in relation to the potential visual impact, and the Met Mast is proposed to be more than 1.5 km from any dwelling or sensitive land use. There will be painted markings on the mast, marker balls and ground markers (i.e. guy wires) installed as required by aviation safety.
Public and aviation safety	An Aviation Impact Assessment has been completed for the proposed Met Mast (Attachment E). Acciona have been in regular consultation with CASA and Aviation Projects regarding suitable approaches to take to ensure aviation safety of the proposed Met Mast installation and operation. A summary of the AIA findings is provided below: • The proposed met mast is located outside the Royal Australian Air Force (RAAF) operation buffer area and therefore complies with the Shire's Draft Planning Policy No. 5 which requires a 7 nm buffer for RAFF transport aircraft operations and a 5 nm buffer for military paratroopers at Hillman Farm Airstrip. Liaison with the DoD will provide accurate protection or recommendations for military operations[*]. • There are no certified and uncertified aerodromes located within 30 nm and 3 nm, respectively, of the proposed met mast. • The proposed met mast will have no impact on controlled or designated airspace • CASA is to be notified of the proposed met mast details. • Airservices Australia is to be provided with the final location and height details of met mast coordinates and elevation via their website[#]. • Several markings are recommended to ensure identification by pilots flying low in the area, including the following: o Painted obstacle markings for top third of the mast o Marker balls on guy wires o Ground markers/guy wire ground attachment points in contrasting colours.

Position Statement Item	Evidence of project alignment
Heritage	According to Acciona's initial due diligence assessment, there are no Registered Places on the DPLH's Aboriginal Cultural Heritage Register, within or adjacent to Lot 13998, and there is no non-Indigenous heritage Places recorded with the Heritage Council.
Construction impact	Construction of the Met Mast is not anticipated to have significant site impact, with construction occurring over an 8-10-day period. Any service access tracks and laydown areas required during construction, operation and decommissioning will be constructed and managed in consultation with the landowner. There will be minimal site disturbance during construction and appropriate measures will be taken to ensure stabilisation of topsoil, retention of surrounding native vegetation, and appropriately manage erosion and drainage from the construction site.
Additional considerations	
Bushfire management	The proposed Met Mast location is not within a designated bushfire prone area.
Traffic management	There is anticipated to be minimal increase in traffic during construction, operation and decommissioning of the Met Mast. Construction is expected to occur over a period of 8-10 days, including the installation and testing of all sensors and equipment. No personnel will be on site during operation of the Met Mast and minimal site access will be required to undertake routine maintenance during the operation phase.
Site access and security	The proposed Met Mast will be secured with a metal grill barrier and climb protection structures. Security fencing will be installed around the perimeter of the mast to deter unauthorised access.

*Acciona is currently in consultation with the Department of Defence (DoD) to receive appropriate recommendations for military operations. Outcomes of the consultation will be provided to the Shire once available.

#Acciona will engage separately with Airservices Australia prior to construction of the met mast.

Conclusion

The Met Mast proposed by this DA is necessary to collect climatic data to determine suitability of Acciona's future Bellwether Wind Farm location.

The Met Mast installation is temporary and according to this supporting letter, the installation and operation of the Met Mast is not likely to significantly impact the Shire's LPS strategic plan for Rural land.

The proposed Met Mast will not require clearing of native vegetation, it is not located in a bushfire prone area, is not located near any conservation areas and waterways, and will not create negative impacts to the local traffic network, visual landscape amenity or public safety. Consultation with CASA and compliance with recommendations within the attached Aviation Impact Assessment (Attachment E) will ensure that aviation safety is appropriately managed. Outcomes of consultation with the DoD and Airservices Australia will be provided to the Shire once available.

Should you require further information, please contact the undersigned on 0455 222 201 or by email ojohnston@jbsg.com.au.

Yours sincerely:

Olivia Johnston
Project Consultant
JBS&G Australia Pty Ltd

Reviewed/Approved by:

Benn Prowse
Principal
JBS&G Australia Pty Ltd

References

Captains Mountain Wind Farm 2021, *Development Application for Meteorological Masts.* Image [Online] Available at: https://www.captainsmountainwindfarm.com.au/development-application-for-meteorological-masts/.

Western Australian Planning Commission (WAPC) 2020, *Position Statement: Renewable Energy Facilities,* Department of Planning, Lands and Heritage (DPLH), Perth WA.

Western Australian Planning Commission (WAPC) 2016, *SPP 2.5 Rural Planning*, Department of Planning, Lands and Heritage (DPLH), Perth WA.

Attachments:

Attachment A	Limitations
Attachment B	Application for Development Approval
Attachment C	Certificate of Title
Attachment D	Met Mast Drawings and Specifications
Attachment E	West Arthur Met Mast Aviation Impact Assessment

Attachment A Limitations

Scope of services

This report ("the report") has been prepared by JBS&G in accordance with the scope of services set out in the contract, or as otherwise agreed, between the Client and JBS&G. In some circumstances, a range of factors such as time, budget, access and/or site disturbance constraints may have limited the scope of services. This report is strictly limited to the matters stated in it and is not to be read as extending, by implication, to any other matter in connection with the matters addressed in it.

Reliance on data

In preparing the report, JBS&G has relied upon data and other information provided by the Client and other individuals and organisations, most of which are referred to in the report ("the data"). Except as otherwise expressly stated in the report, JBS&G has not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. JBS&G has also not attempted to determine whether any material matter has been omitted from the data. JBS&G will not be liable in relation to incorrect conclusions should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to JBS&G. The making of any assumption does not imply that JBS&G has made any enquiry to verify the correctness of that assumption.

The report is based on conditions encountered and information received at the time of preparation of this report or the time that site investigations were carried out. JBS&G disclaims responsibility for any changes that may have occurred after this time. This report and any legal issues arising from it are governed by and construed in accordance with the law as at the date of this report.

Environmental conclusions

Within the limitations imposed by the scope of services, the preparation of this report has been undertaken and performed in a professional manner, in accordance with generally accepted environmental consulting practices. No other warranty, whether express or implied, is made, including to any third parties, and no liability will be accepted for use or interpretation of this report by any third party.

The advice herein relates only to this project and all results conclusions and recommendations made should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose.

JBS&G accepts no liability for use or interpretation by any person or body other than the client who commissioned the works. This report should not be reproduced without prior approval by the client, or amended in any way without prior approval by JBS&G or reproduced other than in full, including all attachments as originally provided to the client by JBS&G.

Attachment B Application for Development Approval

SHIRE OF WEST ARTHUR LOCAL PLANNING SCHEME NO.2

FORM 1 - APPLICATION FOR DEVELOPMENT APPROVAL

OWNER DETAILS

Name/s: Aztech Investments Pty Ltd		
ABN (if applicable): 28 062 260 093		
Postal Address: 34 Lionel Street		
Suburb: Naval Base	State: WA	Postcode: 6165
Contact Person for Correspondence: Mike Lee (Shi Li)		
Work Phone: 08 6171 4100	Home Phone:	Mobile: 0419 666 334
Email: lee@aztechinv.com.au	Fax:	

Signature/s

Name: Mike Lee (Shi Li)	Signature:	Date: 8/05/2025
Name: Sherry CYu (Hong)	Signature:	Date: 8/05/2025

IMPORTANT NOTES

i) Use and attach a separate copy of this page where there are more than two (2) landowners.

ii) The signature/s of all registered owner(s) as listed on the land's Certificate of Title is required. Processing of this application cannot proceed without the required signature/s. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2). Land owned by an incorporated body (i.e. a company) must be signed by:

- *1 director of the company, accompanied by the company seal; or*
- *2 directors of the company; or*
- *1 director and 1 secretary of the company; or*
- *1 director if a sole proprietorship company.*

Please print the full names and positions of the company signatories underneath the signatures and provide a copy of an ASIC company search to verify those who signed the application form have the legal authority to do so .....Search Company and Other Registers (asic.gov.au).

iii) A copy of the Certificate of Title for all land the subject of this application must be provided and can be purchased through Landgate directly if required.....Certificate of Title - Landgate.

iv) Development Applications relating to Unallocated Crown Land, Unmanaged Crown Reserves, land under management order to the Shire of West Arthur where the development is not consistent with the reserve's purpose, or is used for commercial purposes, or land which is subject to a lease issued under the Land Administration Act 1997 need to be referred to the Lands Division of the Department of Planning, Lands and Heritage for consideration and signing..... proposals@dplh.wa.gov.au.

APPLICANT DETAILS *(if different from owner)*

Name: Acciona Energy Australia Global Pty Ltd		
ABN (if applicable): 54 600 910 647		
Postal Address: William Square Level 4, Suite 2, 45 Francis Street		
Suburb: Northbridge	State: WA	Postcode: 6003
Contact Person for Correspondence: Andrew Quispe		
Work Phone: 03 9027 1000	Home Phone:	Mobile: 0423 111 728
Email: energy.melbourne@acciona.com	Fax:	
Signature:		Date: 19/5/25

IMPORTANT NOTES

i) *Failure to provide a suitably completed development application form, a copy of the relevant Certificate/s of Title, an ASIC company search where required, suitable plans and other supporting information as per the Shire's Development Application Checklist and/or the correct application fee may result in the application being returned or placed on hold.*

ii) *The application fee payable will be confirmed by the Shire following receipt and review of the application. Processing of the application will not commence until the fee is paid in full.*

iii) *As per Schedule 2 clause 64 of the Planning and Development (Local Planning Schemes) Regulations 2015 the information and plans provided with this application may be made available by the Shire for public viewing in connection with the application.*

iv) *If public advertising of the application is required an additional fee in accordance with the Shire's adopted schedule of fees and charges will be payable by the applicant. Further processing of the application following completion of public advertising will not proceed until the additional fee is paid in full.*

v) *The original of this application and supporting information and plans will be retained by the Shire for its records and will not be returned to the applicant/landowner following final determination.*

PROPERTY DETAILS

NOTE: The details provided must match those shown on the relevant Certificate/s of Title.

Lot No/s: 13998	House/Street No/s: 483	Location No/s: 13998
Survey Diagram or Plan No/s: 205735	Certificate of Title Volume No/s: 2176	Certificate of Title Folio No/s: 746

Title encumbrances (*e.g. easements, restrictive covenants etc. as listed on the Second Schedule of the relevant Certificate/s of Title*):

Bank Mortgage only

Street Address: Burnett Road		
Suburb: Arthur River	State: WA	Postcode: 6315
Nearest street intersection: Noble Road		

Proposed Development
Nature of development: ☐ Works (New construction works with no change of land use) ☐ Use (Change of use of land with no construction works) ☑ Works and Use *NOTE: If the proposal involves advertising signage the Additional Information for Development Approval for Advertisements form (i.e. a Form 2) must be completed and submitted with this application.*
Is an exemption from development approval claimed for part of the development? ☐ Yes ☑ No If yes, is the exemption for: ☐ Works ☐ Use
Description of exemption claimed (if relevant): Not applicable
Nature of any existing buildings and/or land use: Existing land use: agriculture and farming
Description of proposed works and/or land use: Construction and operation of meteorological mast
Approximate cost of proposed development (excluding GST):

OFFICE USE ONLY		
Received by:	Date application received:	
Application Reference Number:	Assessment Number:	
Application Fee Payable: $	Date of Receipt:	Receipt Number:

ASIC
Australian Securities & Investments Commission

Current Company Extract

Name: AZTECH INVESTMENTS PTY LTD
ACN: 062 260 093

Date/Time: 31 August 2024 AEST 07:07:26 PM

This extract contains information derived from the Australian Securities and Investments Commission's (ASIC) database under section 1274A of the Corporations Act 2001.

Please advise ASIC of any error or omission which you may identify.

EXTRACT

Organisation Details		Document Number
Current Organisation Details		
Name:	AZTECH INVESTMENTS PTY LTD	004516954
ACN:	062 260 093	
ABN:	28062260093	
Registered in:	Western Australia	
Registration date:	09/11/1993	
Next review date:	09/11/2024	
Name start date:	09/11/1993	
Status:	Registered	
Company type:	Australian Proprietary Company	
Class:	Limited By Shares	
Subclass:	Proprietary Company	

Address Details		Document Number
Current		
Registered address:	'Central Park' Level 43, 152-158 St Georges Terrace, PERTH WA 6000	6E1262306
Start date:	20/12/2017	
Principal Place Of Business address:	34 Lionel Street, NAVAL BASE WA 6165	06226009H
Start date:	14/11/1997	

Contact Address	
Section 146A of the Corporations Act 2001 states 'A contact address is the address to which communications and notices are sent from ASIC to the company'.	
Current	
Address:	PO BOX 7757, CLOISTERS SQUARE PO WA 6850
Start date:	15/03/2011

Officeholders and Other Roles		Document Number
Director		
Name:	SHI LI	2E0243840
Address:	3 Eve Court, BOORAGOON WA 6154	
Born:	11/06/1962, BEIJING, CHINA	
Appointment date:	10/11/1993	
Name:	YU HONG	2E2751456
Address:	3 Eve Court, BOORAGOON WA 6154	
Born:	17/04/1979, CHIFENG NEIMENGGU, CHINA	
Appointment date:	09/11/2015	
Secretary		
Name:	SHI LI	2E0243840
Address:	3 Eve Court, BOORAGOON WA 6154	
Born:	11/06/1962, BEIJING, CHINA	
Appointment date:	04/05/2009	

Share Information

Share Structure

Class	Description	Number issued	Total amount paid	Total amount unpaid	Document number
ORD	ORDINARY SHARES	210	4.00	0.00	2E2751457

Members

Note: For each class of shares issued by a proprietary company, ASIC records the details of the top twenty members of the class (based on shareholdings). The details of any other members holding the same number of shares as the twentieth ranked member will also be recorded by ASIC on the database. Where available, historical records show that a member has ceased to be ranked amongst the top twenty members. This may, but does not necessarily mean, that they have ceased to be a member of the company.

Name: SHI LI
Address: 3 Eve Court, BOORAGOON WA 6154

Class	Number held	Beneficially held	Paid	Document number
ORD	105	yes	FULLY	2E0243840

Name: MAX EDWARD LI
Address: 3 Eve Court, BOORAGOON WA 6154

Class	Number held	Beneficially held	Paid	Document number
ORD	24	yes	FULLY	2E2751457

Name: ALOBALE PTY. LIMITED
ACN: 077 996 699
Address: 'Central Park' Level 43, 152-158 St Georges Terrace, PERTH WA 6000

Class	Number held	Beneficially held	Paid	Document number
ORD	81	no	FULLY	6E1262306

*****End of Extract of 2 Pages*****

Attachment C Certificate of Title

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2176	**746**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 13998 ON DEPOSITED PLAN 205735

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

AZTECH INVESTMENTS PTY LTD OF 34 LIONEL STREET, NAVEL BASE

(T H755625) REGISTERED 23/5/2001

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE.
2. L634408 MORTGAGE TO WESTPAC BANKING CORPORATION REGISTERED 24/5/2011.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	2176-746 (13998/DP205735)
PREVIOUS TITLE:	1957-881
PROPERTY STREET ADDRESS:	483 BURNETT RD, ARTHUR RIVER.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF WEST ARTHUR

LT.175

ORIGINAL: Not to be removed from the Department of Land Administration.

Application H280044

Volume 1957 Folio 881

WESTERN AUSTRALIA

VOLUME	FOLIO
2176	746

IN THE REGISTER

CERTIFICATE OF TITLE

UNDER THE " TRANSFER OF LAND ACT, 1893 " AS AMENDED

The person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements, encumbrances and notices shown in the Second Schedule hereto.

REGISTRAR OF TITLES

Dated 15th November, 1999

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Williams Location 13998, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 60.96 metres.

FIRST SCHEDULE (continued overleaf)

~~Raymond Bryce Burnett of Golden Grove, Wagin.~~

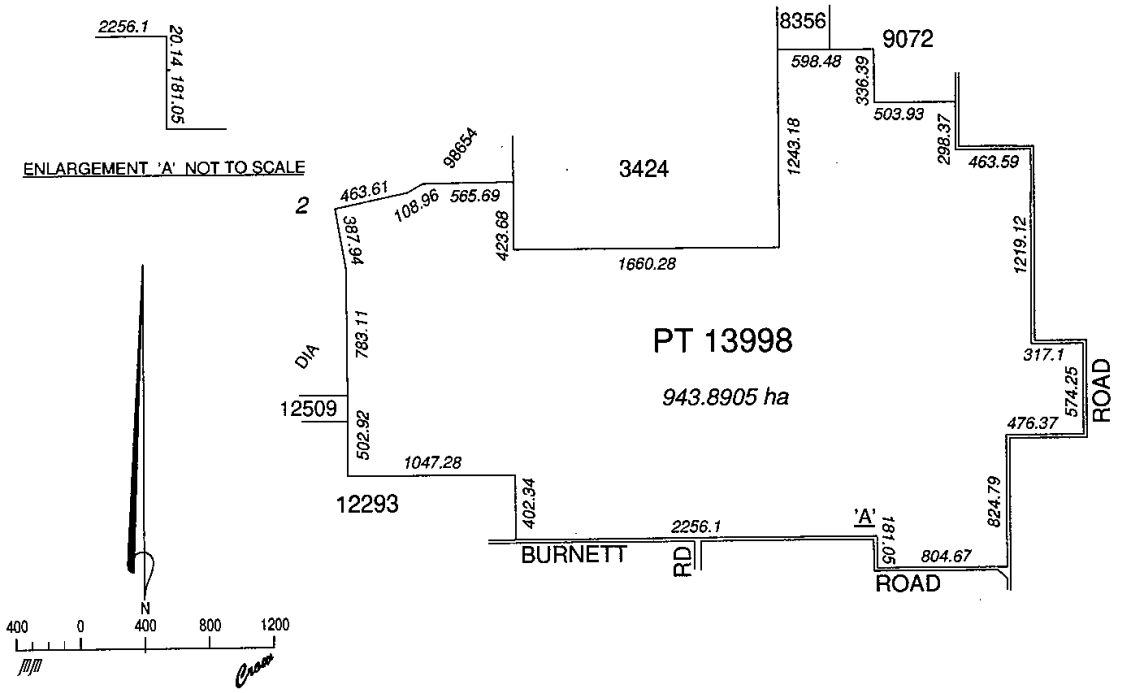
SECOND SCHEDULE (continued overleaf)

1. ~~MORTGAGE B827450 to Commonwealth Development Bank of Australia. Registered 5.12.79 at 9.26 o'c.~~
   Discharged H755623 23.5.01

2. ~~MORTGAGE E502783 to The Rural & Industries Bank of Western Australia. Registered 5.12.90 at 8.43 hrs.~~
   Discharged H755624 23.5.01

3. ~~CAVEAT E539995. Lodged 4.2.1991 at 14.49 hrs~~
   Withdrawn H701481 23.3.01

THIRD SCHEDULE



Page 1 (of 2 pages)

NOTE: Entries may be affected by subsequent endorsements.

ORIGINAL CERTIFICATE OF TITLE

VOLUME 2176 FOLIO 746
IN THE REGISTER

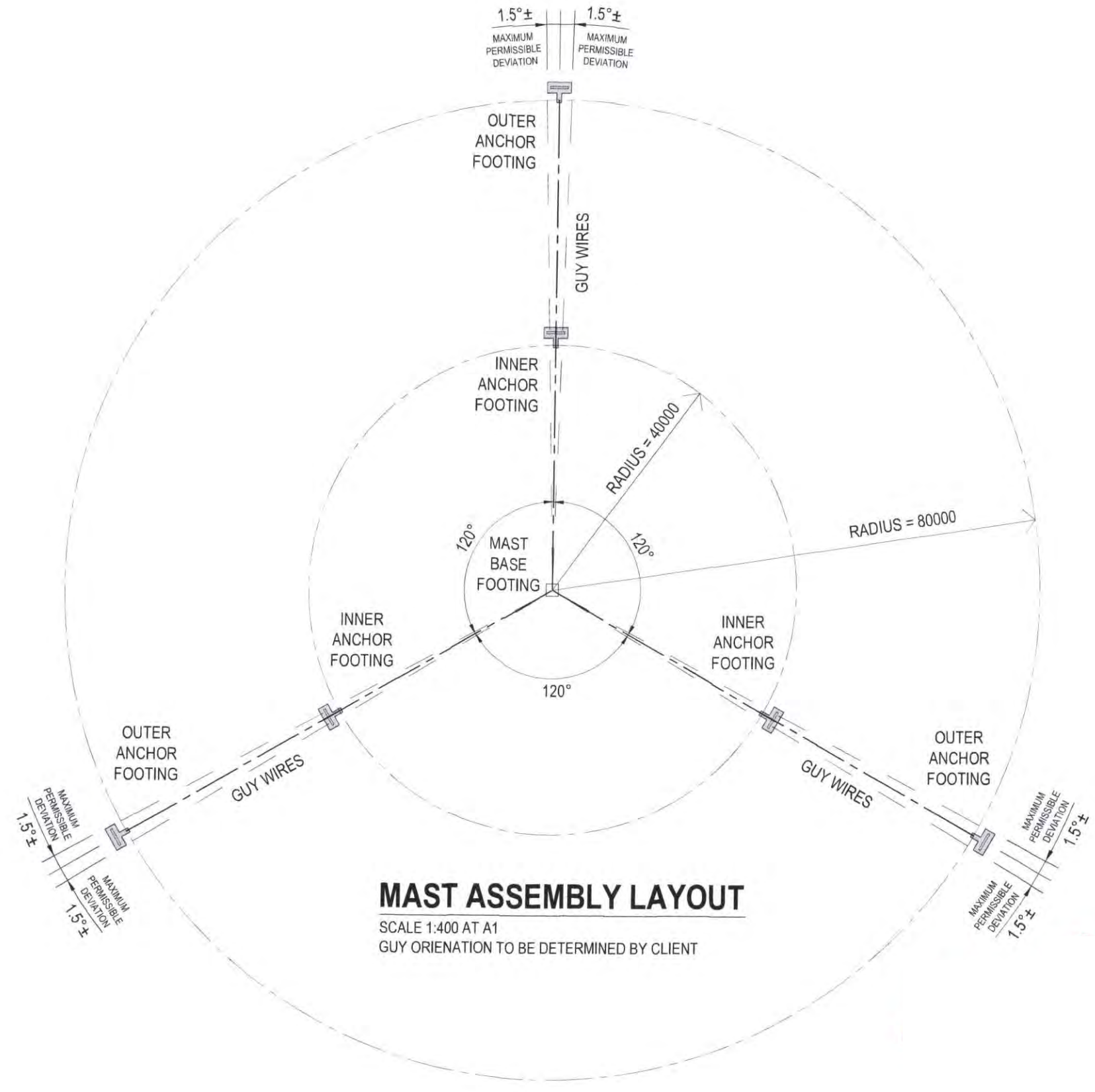
FIRST SCHEDULE (continued) NOTE : ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

PARTICULARS	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	TIME	SEAL & INITIAL
Aztech Investments Pty Ltd of 34 Lionel Street, Navel Base.	Transfer	H755625	23.5.01	8.06	

SECOND SCHEDULE (continued)

	REGISTERED or LODGED	TIME	SEAL & INITIAL	CANCELLATION NATURE	CANCELLATION NUMBER	REGISTERED or LODGED	SEAL & INITIAL
Mortgage H755626 to Bank of Western Australia Ltd.	23.5.01	8.06					

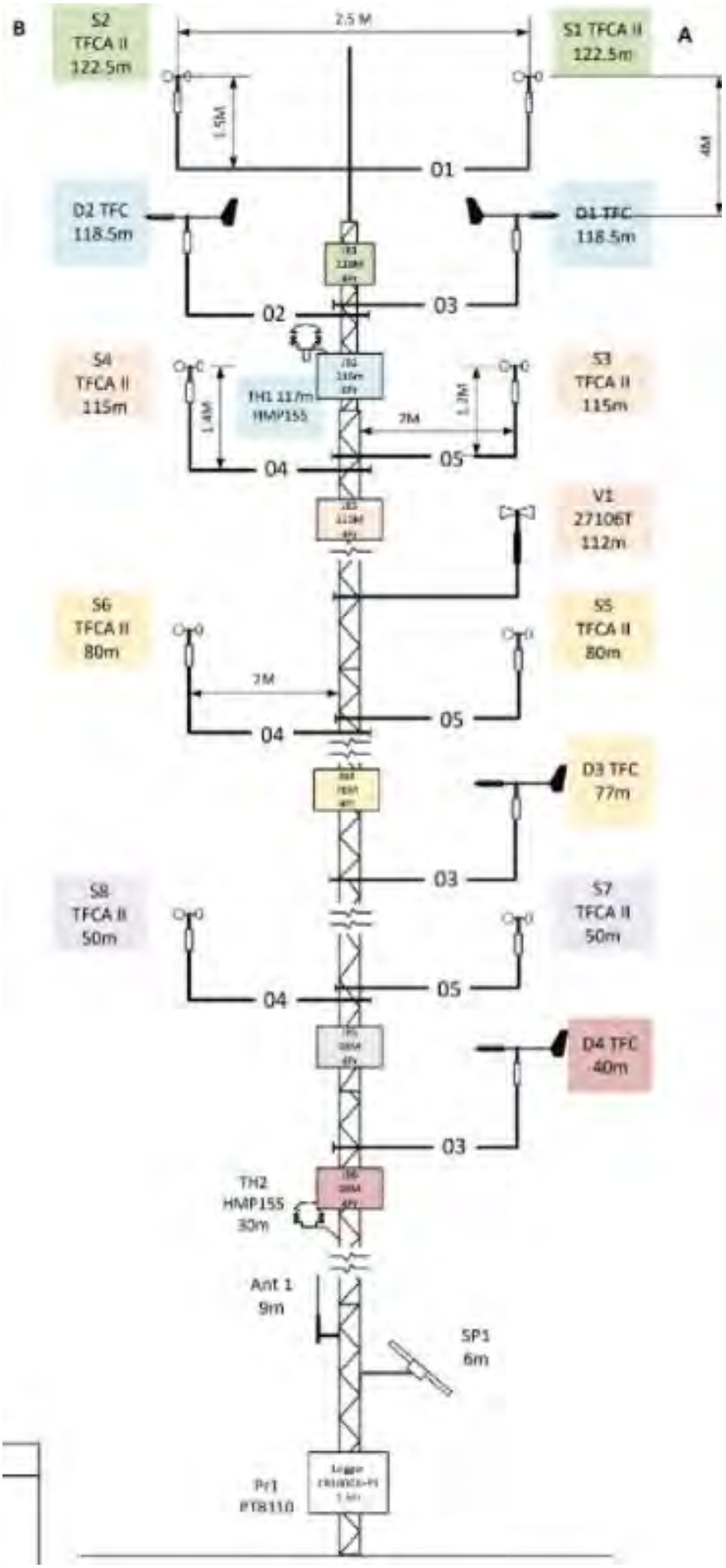
Attachment D Met Mast Drawings and Specifications



MAST ASSEMBLY LAYOUT

SCALE 1:400 AT A1

GUY ORIENATION TO BE DETERMINED BY CLIENT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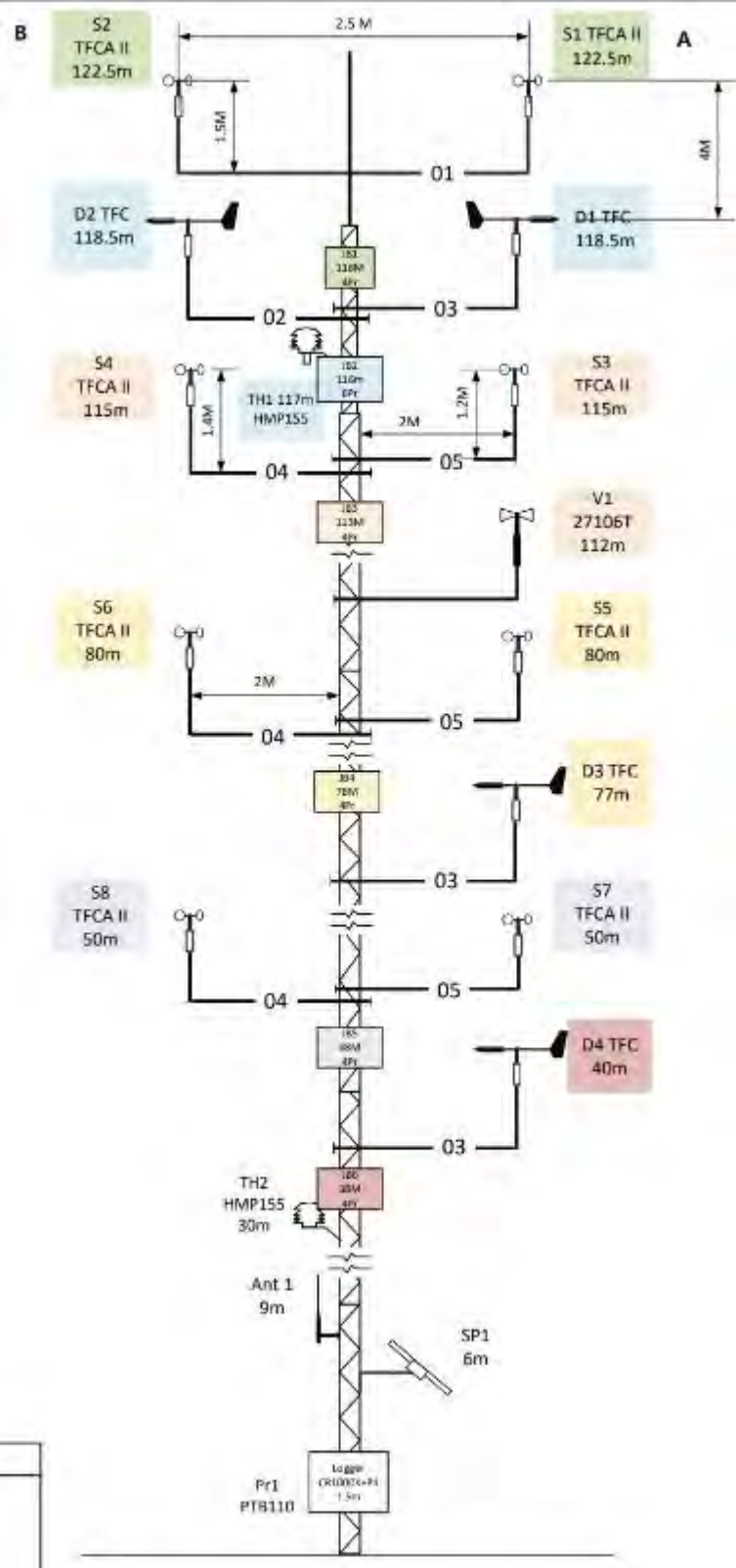
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Attachment E West Arthur Met Mast Aviation Impact Assessment

Benn Prowse
Principal
JBS&G Environmental Consultants
By email: bprowse@jbsg.com.au

May 2025

Our reference: 1010901-01

Dear Benn,

Re: Bellwether Wind Farm Meteorological Mast 7B Aviation Impact Assessment

Acciona Energy Australia Global Pty Ltd (Acciona) are installing a meteorological mast for the Bellwether Wind Farm approximately 14 km northwest of Arthur River, in the Shire of West Arthur Local Government Area (LGA).

JBS&G have engaged Aviation Projects to prepare an Aviation Impact Assessment (AIA) for Met Mast 7B against relevant aspects of the applicable planning scheme, Civil Aviation Safety Regulations (CASR) Part 139 —*Aerodromes* and National Airports Safeguarding Framework (NASF).

1.1. References

The following information sources were referenced during the preparation of this report:

- Airservices Australia
    - Aeronautical Information Package (AIP), effective 12 June 2025
- Civil Aviation Safety Authority (CASA)
    - Civil Aviation Safety Regulations 1998 (CASR)
    - Advisory Circular (AC) 91-02 V1.2, *Guidelines for aeroplanes with MTOW not exceeding 5700 kg – suitable places to take off and land*, dated November 2022
    - AC 91-10 v1.3: *Operations in the vicinity of non-controlled aerodromes*, dated January 2025
    - CASR Part 173 Manual of Standards (MOS) – *Standards Applicable to Instrument Flight Procedure Design*, version 1.8, dated 11 August 2022
    - CASR Part 139 MOS– *Aerodromes,* F2024L01671 dated 14 December 2024
    - AC 139.E-01 v1.0—*Reporting of Tall Structures*, dated December 2021
    - AC 139.E-05 v1.1 *Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome* (October 2022)
- Department of Infrastructure, Transport, Regional Development, Communications and Arts, Australian Government, National Airport Safeguarding Framework, Guideline D *Managing the Risk to aviation safety of wind turbine installations (wind farms)/Wind Monitoring Towers*, dated July 2012.
- International Civil Aviation Organization (ICAO)
    - Annex 14—*Aerodromes*

- Doc 8168 *Procedures for Air Navigation Services—Aircraft Operations* (PANS-OPS)

- OzRunways, aeronautical navigation charts extracts, dated April 2025
- Shire of West Arthur:
  - Local Planning Scheme
  - Local Planning Policy No 5
- Other references as noted.

1.2. Client Material

JBS&G have provided the following material for the purpose of this analysis:

- 003_BWWF_MET_MAST_A3P_revA_Bellwether_7_B.pdf
- Email with Meteorological Mast Height and ground elevations dated 14/04/2025
- Met Mast Elevations.png

1.3. Project description

Acciona are proposing installing a meteorological mast for the Bellwether Wind Farm, Met Mast 7B, with a maximum height of 125 m (410.1 ft) above ground level (AGL) in the Shire of West Arthur, in Western Australia.

Figure 1 Shows the location of the proposed Met Mast 7B and the project area (Source: JBS&G).

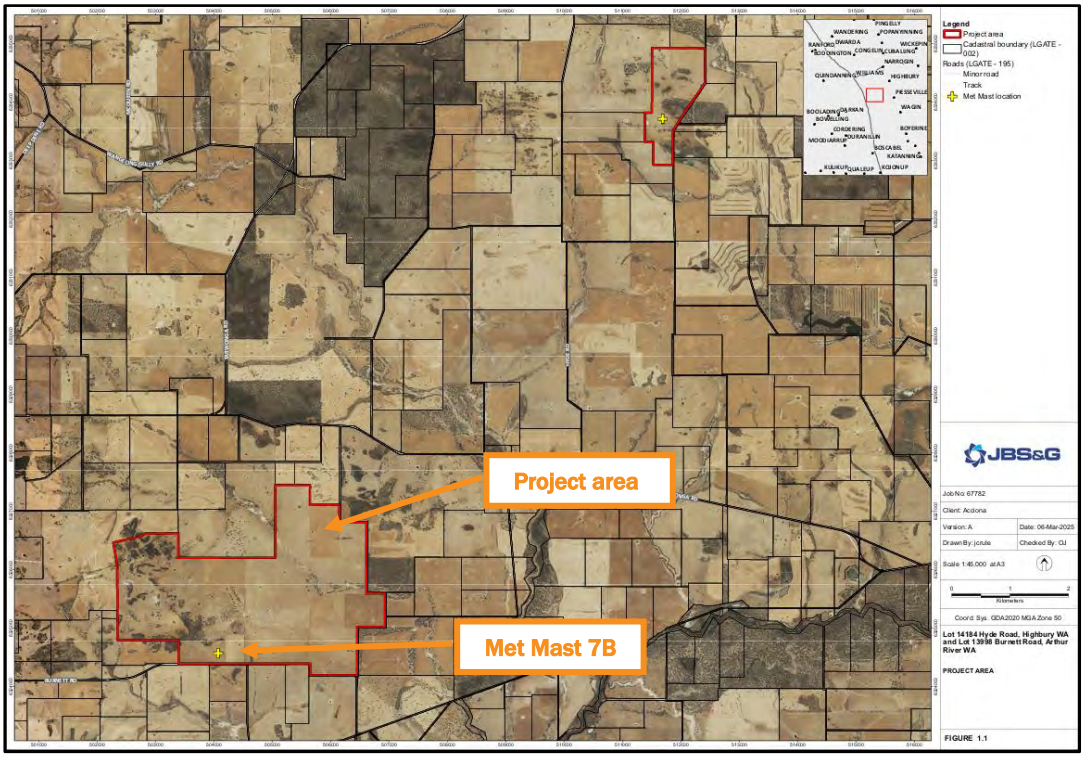

Figure 1 Location of Met Mast 7B

Table 1 provides the height and ground elevation for Met Mast 7B based on data provided by Acciona, who used public data for the ground elevations. Considering the accuracy of the of the public data available, a 10-metre buffer has been applied to the ground elevation for Met Mast 7B to allow for error.

Table 1 Met Mast 7B data

Mast	Max Mast Height (m AGL)	Max Mast Height (ft AGL)	Terrain Elevation (m AHD)	Terrain Elevation (ft AMSL)	Tolerance (m)	Total Mast Height (m AHD)	Total Mast Height (ft AMSL)
Met Mast 7B	125	410.1	305	1000.7	10	440	1443.6

1.4. Nearby certified aerodromes

A certified aerodrome is an aerodrome regulated by the Civil Aviation Safety Authority (CASA) under Part 139 of the Civil Aviation Safety Regulations (CASR), with defined standards established in CASR Part 139 MOS.

There are no certified aerodromes located within 30 nm of the proposed Met Mast 7B. The closest certified aerodrome is Katanning (YKNG), approximately 42.0 nm (77.8 km) southeast of Met Mast 7B.

The 30 nm radius represents the 25 nm minimum sector altitude (MSA) for aerodromes with terminal instrument flight procedures. The 25 nm MSA is determined by assessing obstacles within 30 nm (25 nm plus 5 nm buffer) of the aerodrome reference point or navigational aid on which the MSA is based.

The location of Met Mast 7B relative to Bunbury Airport (YBUN), Busselton Airport (YBLN) and Katanning Airport (YKNG) is shown in Figure 2 (Source: Acciona, Google Earth). The red circle represents a 30 nm radius from the airport's aerodrome reference point (ARP).

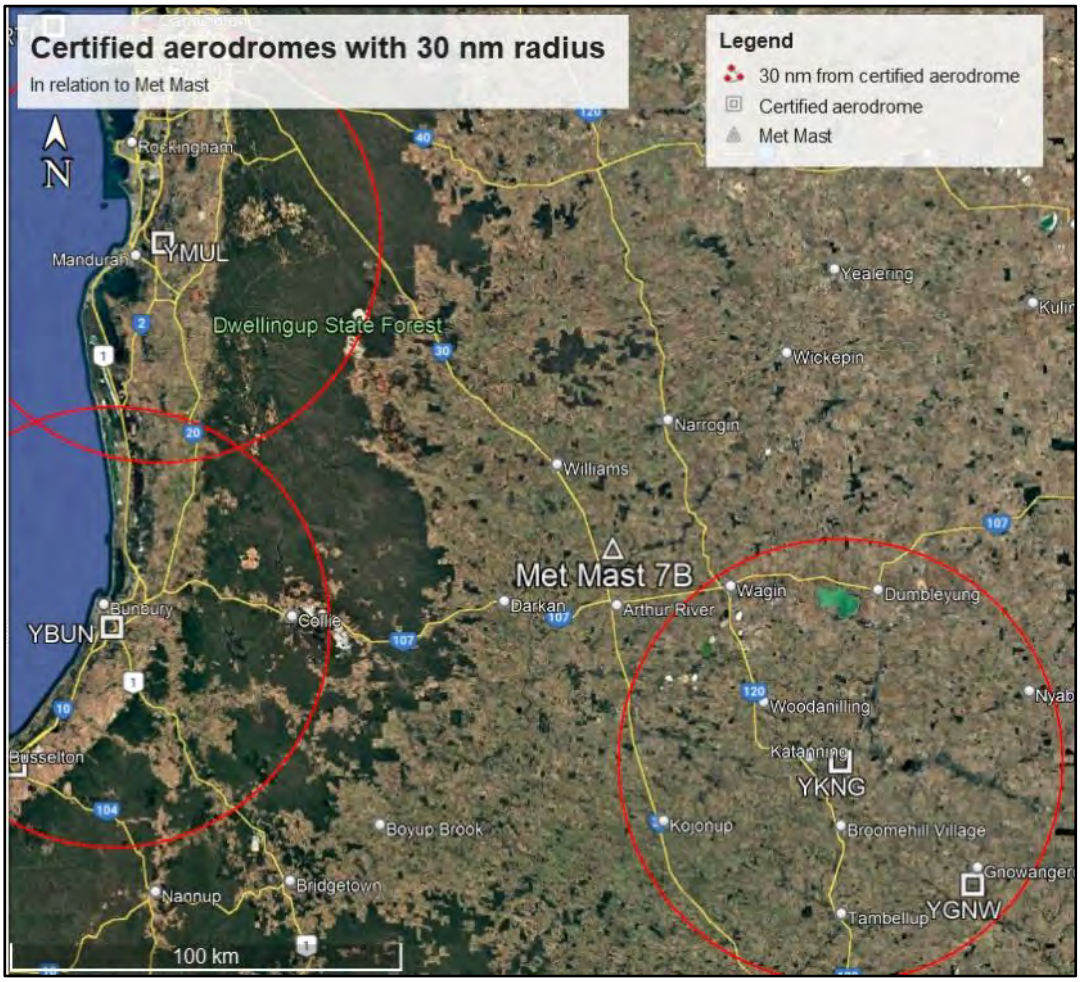

Figure 2 Location of certified airports in relation to the proposed Met Mast 7B

1.5. Nearby uncertified aerodromes

A search of the following aviation datasets was used to identify uncertified aerodromes near the project area. They are not subject to CASR Part 139 regulations:

- AIP aeronautical charts effective 12 June 2025
- OzRunways - which sources its data from Airservices Australia (AIP). The aeronautical data provided by OzRunways is approved under CASA CASR Part 175
- Australian Government National Map website (www.nationalmap.com.au).

As a guide, an area of interest within a 3 nm radius of an uncertified aerodrome is used to assess the potential impacts of proposed developments on aircraft operations at or within the vicinity of the uncertified aerodrome.

The are no known uncertified aerodromes within 3 nm of Met Mast 7B. Figure 3 shows the locations of nearby uncertified aerodromes relative to the Met Mast sites and a nominal 3 nm buffer from those aerodromes (source: Acciona, Google Earth).

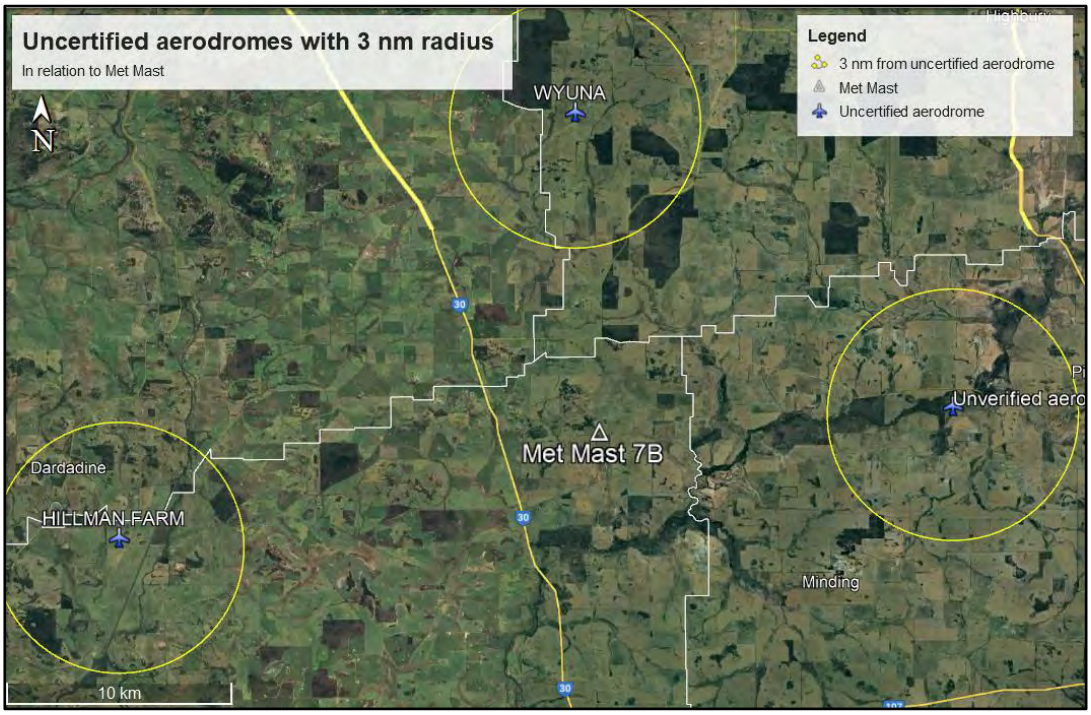

Figure 3 Uncertified aerodromes in the vicinity of Met Mast 7B

1.6. Shire of West Arthur Local Planning Policy No 5

The Shire of West Arthur has developed Local Planning Policy No 5 for Wind Farms dated 27 March 2025. The relevant parts of Section 10 Aviation have been considered for this aviation impact assessment (AIA).

This specifically includes reference to the *National Airports Safeguarding Framework (NASF) Guideline D: Managing the Risk to Aviation Safety of Wind Turbines Installation (Wind Farms) / Wind Monitoring Towers* as discussed in Section 1.12, and the reference to Hillman Airfield.

> *10.2 Hillman Airfield is not a CASA certified aerodrome and the NSAF guideline recommends consultation with unlicensed airstrip owners and CASA/Air Services. CASA has also released an advisory circular AC139.E-05v1.1 Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome. The location of wind farms in the vicinity of Hillman Airfield, may be restricted in order to meet the National Aviation Safeguarding framework and/or CASA advisory circulars. This relates to both private and defence force aircraft and parachute activities and will require referral to the Commonwealth Department of Defence. It is strongly recommended all proponents of any new wind farm developments in proximity to the Hillman Airfield consult with the Commonwealth Department of Defence when planning for any future development to determine and confirm the Department's ongoing operational requirements including the general suitability of any development proposal.*

Submissions to the draft Shire of West Arthur Local Planning Policy No 5 noted that a 7 nm (13 km) buffer for RAAF transport aircraft operations and a 5 nm (9 km) buffer for military paratroopers is required from Hillman Farm Airfield. A 7 nm buffer area in relation to the Met Mast is shown in Figure 4 (Source: Acciona, Google Earth, Shire of West Arthur draft Local Planning Policy No.5).

Figure 4 shows Hillman Farm Airfield in relation to Met Mast 7B which is approximately 11.8 nm (21.8 km) from Hillman Farm Airfield and the blue line represents a 7 nm buffer.

Figure 4 Met Mast 7B and Hillman Farm Airfield 7 nm buffer

1.7. Air routes and Grid LSALT

CASR Part 173 MOS requires that the published lowest safe altitude (LSALT) for a particular airspace grid or air route provides a minimum of 1000 ft clearance above the controlling (highest) obstacle within the relevant airspace grid or air route tolerances.

1.7.1. Grid LSALT

The proposed Met Mast is within the airspace grid LSALT of 3000 ft AMSL, which has a protection surface of 2000 ft AMSL.

Figure 5 shows the Grid LSALT in proximity to the Met Mast (source: ERC Low National, OzRunways, Google Earth).

Met Mast 7B's height is 440 m AHD (1443.6 ft AMSL), which is below the 2000 ft protection surface.

Therefore, the Met Mast will not impact the 3000 ft Grid LSALT.

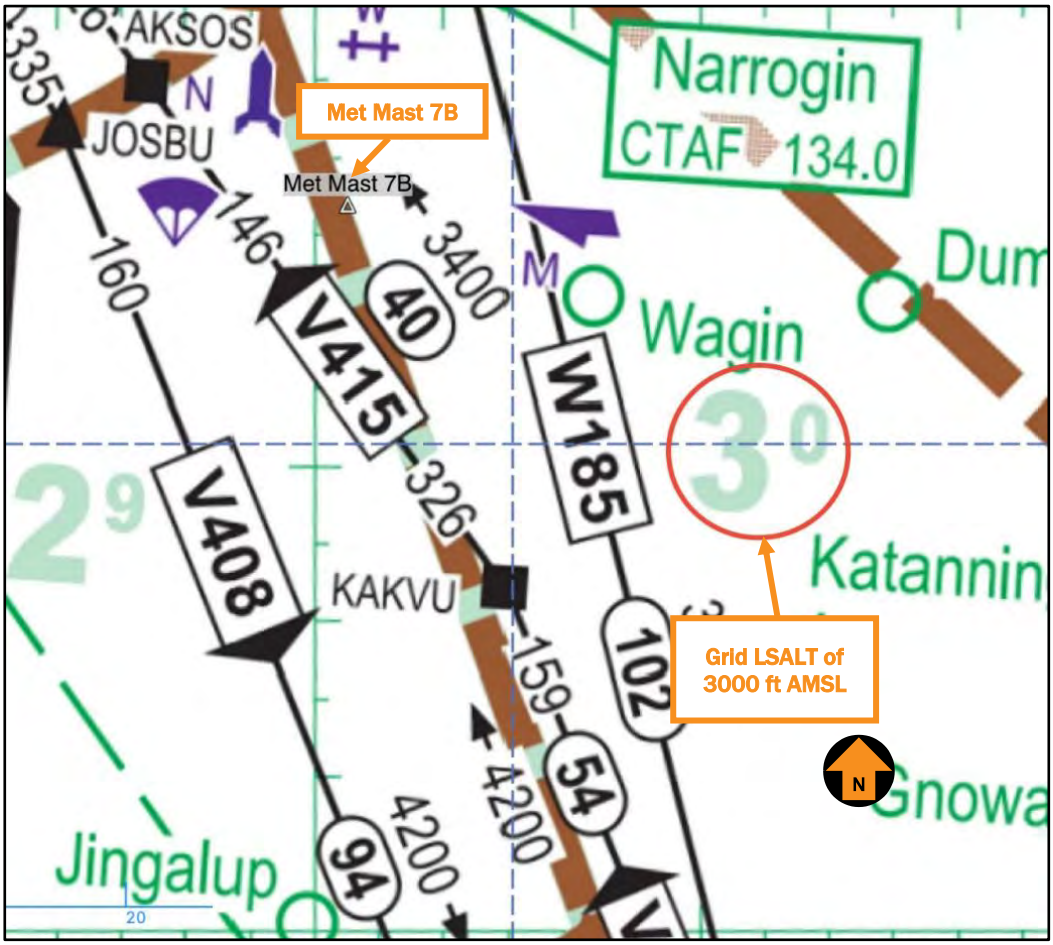

Figure 5 Grid LSALT in proximity of Met Mast 7B

1.7.2. Air Route LSALT

A protection area 7 nm laterally on either side of an air route is used to assess the LSALT for the air route.

There are two air routes within the protection area of the Project Site. An impact analysis of the air routes is provided in Table 2.

Met Mast 7B is 440 m AHD (1443.6 ft AMSL), lower than the air route's protection surface. Therefore, the Met Mast will not impact any Air route LSALT.

Table 2 Air route impact analysis

Air route	*Waypoint pair*	*Route LSALT (ft AMSL)*	*Protection Surface (ft AMSL)*	*Impact on airspace design*	*Potential solution*	*Impact on aircraft ops*
V415	KAKVU and AKSOS	3400	2400	Nil	Nil	N/A
W185	PAVSO and OCKLY	3800	2800	Nil	Nil	N/A

1.8. Airspace

Met Mast 7B is located within Class G airspace, outside of controlled airspace, and is not located in any Prohibited, Restricted and Danger areas.

Met Mast 7B will not have an impact on controlled or designated airspace.

1.9. Aviation navigation facilities

NASF Guideline G, *Protection of Aviation Facilities - Communication, Navigation and Surveillance (CNS)* and CASR Part 139 MOS specify the area where development of buildings and structures has the potential to cause unacceptable interference to CNS facilities.

Met Mast 7B is located a sufficient distance away from nearby certified aerodromes and aviation facilities and will not have an impact.

1.10. ATC Surveillance Radar Systems

Airservices Australia currently requires an assessment of the potential to affect radar lines of sight.

The open lattice construction of slim Met Mast does not impact ATC Surveillance Radar Systems.

1.11. Civil Aviation Safety Authority - regulatory context

The CASA regulates aviation activities in Australia. Applicable requirements include the Civil Aviation Regulations 1988 (CAR), CASR 1998, Advisory Circular (AC) 139 E 0.1-v1.0, and AC.139 E 0.5-v1.1. Relevant provisions are outlined in further detail in the following section.

1.11.1.CASR Part 139—Aerodromes

CASR 139.165 requires the owner of a structure (or proponents of a structure) that will be 100 m or more above ground level to inform CASA. This must be given in written notice and contain information on the proposal, the height and location(s) of the object(s) and the proposed timeframe for construction. This is to allow CASA to assess the effect of the structure on aircraft operations and determine whether or not the structure will be hazardous to aircraft operations.

The proponent of the Met Mast is required to report the Met Mast to CASA in accordance with CASR 139.165, *as soon as practicable after forming the intention to construct or erect the proposed object or structure.*

The notification should be provided to CASA via email to Aerodromes@casa.gov.au and Airspace.Protection@casa.gov.au.

Requirements for the lighting of obstacles identified as hazards are only applicable to certified aerodromes.

1.11.2.AC 139.E-01 v1.0—Reporting of Tall Structures

AC 139.E-01 v1.0—*Reporting of Tall Structures*, CASA guides those authorities and persons involved in the planning, approval, erection, extension or dismantling of tall structures so that they may understand the vital nature of the information they provide.

> *2.1.1 Part 139 of the CASR has a number of requirements:*
>
> *- Any object that extends to a height of 100 m or more above local ground level must be notified to CASA by the proponent or owner. (others are not relevant)2.2.1 The hazards that such buildings or structures may pose to aircraft requires assessment. CASA routinely performs such assessments*

however needs to be first notified of the obstacle, structure of source of a hazardous plume. The need to report such hazards is outlined in this AC.

2.2.2 If you are the person who owns, controls or operates the object, structure or a source of a hazardous plume which is either present, imminent or has been approved for erection/construction, details need to be provided about:

– the construction, extension or dismantling of tall structures if the top is:

o 100 m or more above ground level,

or

o affects the obstacle limitation surface of an aerodrome as defined in Part 139 of CASR

2.2.3 In addition, tall structures may pose a specific hazard for the operation of low-flying Defence aircraft or to the flight paths of arriving/departing aircraft (refer Paragraph 2.1.3). Therefore, the RAAF and Airservices Australia require information on structures that are 30 m or more above ground level—within 30 km of an aerodrome or 45 m or more above ground level elsewhere for the RAAF, or 30 m or more above ground level elsewhere for Airservices Australia.

2.2.4 Information provided for the database should be accurate and readily interpreted. The tall structure report form has been designed to help owners and/or developers in this respect. The form is available on the Airservices Australia website (including a spreadsheet for reporting multiple structures) at: https://www.airservicesaustralia.com/industry-info/airport-development-assessments/

1.11.3.AC 139.E-05-v1.1 Obstacles including wind farms outside the vicinity of a CASA certified aerodrome – October 2022

AC 139.E-05-v1.1 provides advice about the lighting and marking of tall structures in submissions to planning authorities who are considering a tall structure proposal.

2.1.2 Regardless of CASA advice, planning authorities make the final determination whether a wind farm or a tall structure not in the vicinity of a CASA regulated aerodrome will require lighting or marking.

2.2.1 All wind turbine developments and tall structures should be assessed to determine whether they could be a risk to aviation safety. This AC augments the information in the National Aerodromes Safeguarding Framework (NASF) Guideline D and provides additional guidance on the assessment of wind farm developments and guidance for establishing what reasonable measures may be put in place to mitigate any adverse effect the wind farm development could be to aviation safety.

2.2.2 For the purposes of this AC, navigable airspace is considered to be the airspace above the minimum altitudes of VFR and IFR flight, including airspace required to ensure the safe take-off and landing of an aircraft. Generally, minimum altitude limits equate to 500 ft (152 m) or 1 000 ft (305 m) above ground level depending on the situation, i.e., whether or not the flying is over a populous area. The presence of wind turbines, wind monitoring masts and other tall obstacles may create a risk to the safety of flight, due to the risk of collision. An entity that is proposing to introduce a hazard into navigable airspace, such as a wind farm, must mitigate the risk of the hazard on airspace users to ensure an acceptable level of safety is maintained.

2.2.4.1 Part 139 of the Civil Aviation Safety Regulations 1998 (CASR), regulates obstacles within the vicinity of certified aerodromes. This is supported by Part 139 (Aerodromes) Manual of Standards (MOS) which provides the definition of an obstacle as well as the standards for marking and lighting

of an obstacle. Any wind turbine (where the height is defined to be the maximum height reached by the tip of the turbine blades), wind monitoring mast or other tall structure that penetrates an Obstacle Limitation Surface (OLS) of an aerodrome will be assessed in accordance with the provisions of Part 139 of CASR and the MOS.

2.2.6.1 Outside the vicinity of an aerodrome, which is defined as being outside the OLS of an aerodrome, wind farms and other tall structures may constitute a risk to low-flying aviation operations which may be conducted down to 500 ft above ground level (AGL) over non-populous areas. Additionally, wind monitoring masts can also be hazardous to aviation, given they are very thin and difficult to see. Wind farms can also affect the performance of communications, navigation and surveillance (CNS) equipment operated by Airservices or the Department of Defence.

2.4 Obstacles outside the vicinity of a CASA Certified aerodrome

2.4.1 The methodology for assessment of wind farms and other tall structures that are located outside the vicinity of a certified aerodrome and recommended mitigation measures for consideration are described below.

2.4.2 Early review by proponent

2.4.2.1 In the early stages of planning for a wind farm or tall structures, it is recommended that the proponent engages an aviation consultant to conduct an aeronautical study to determine if the proposed development will create a risk to aviation safety. It is critical for the proponent to consult with relevant aviation operators nearby to the proposed wind farms or tall structures to prevent potential adverse impacts to aviation. For example, the proposed location might be situated close to:

– a certified aerodrome or military aerodrome

– a high-density VFR lane or VFR reporting point

– an uncertified aerodrome(s) or landing area(s) used by the local community.

2.4.2.2 An aeronautical study will identify aviation safety risks, and the need for mitigation of those risks. The study should provide a detailed assessment of the potential impacts of the proposed development on aviation activities and demonstrate how an acceptable level of aviation safety can be maintained. The aeronautical study should:

– assess the impact of the wind farm on any aviation activity

– conduct a risk analysis using AS/NZS ISO 31000:2018 Risk Management and Guidelines

– consult with nearby aerodrome (certified and un-certified) operators and aircraft operators known to fly in the area (including those operators who carry out low flying activities that may include fire spotting and control)

– consult with Airservices and the Department of Defence to determine whether any nearby aeronautical communications, navigation or surveillance equipment may be affected

– provide details of proposed mitigations to ensure an acceptable level of safety and an analysis of the effectiveness of each risk control measure

– recommend operating procedures/restrictions or other means to mitigate risks.

2.4.2.3 All proposed mitigation measures should be assessed to demonstrate they are adequate to reduce aviation risks to an acceptable level.

2.4.3 Planning authority process

2.4.3.1 CASA understands that the proponent of a wind farm or tall structure is required to submit a development application to the relevant planning authority for approval. The planning authority will assess the proposal and review the detailed aeronautical study that should be provided as part of the development application.

2.4.3.2 The planning authority may seek advice from CASA on the risk to aviation created by the development or the proposed mitigation plan if a risk has been identified.

2.4.3.3 CASA has no authority or regulatory powers in relation to a wind farm or tall structure approval outside the vicinity of a certified aerodrome but advice from CASA will inform the planning authority in regard to any decisions or conditions on any approval the planning authority might place on a development.

Regardless of any CASA advice, planning authorities make the final determination via conditions of consent as to whether a wind farm or tall structure not in the vicinity of a CASA regulated aerodrome will require lighting or marking.

2.5 Aviation hazard lighting - International best practice

2.5.2 Australian regulations state that aircraft in uncontrolled airspace may operate under visual flight rules (VFR), which requires the pilot to remain clear of clouds and to adhere to visibility minima.

> *- in Class G airspace below 3000 ft Above Mean Sea Level (AMSL) or 1000 ft AGL (whichever is the higher) – remain clear of cloud with minimum visibility of 5000 m.*
>
> *– in Class G airspace below 10 000 ft AMSL (subject to the above) – remain 1000 ft vertically and 1500 m horizontally from cloud and with 5000 m visibility.*

Note: Helicopters may be permitted to operate in lower visibility and that further exemptions may apply to special cases such as military, search and rescue, medical emergency, agricultural and fire-fighting operations.

2.5.4 2000 candela medium intensity obstacle lighting recommendation satisfies the 5000 m VFR visibility requirements, according to practical exercises undertaken by the FAA and documented in AC 70/7460-1L (FAA, 2015).

2.5.5 In Australia, CASA has accepted the use of 200 candela lighting in some circumstances due to a lack of back lighting in rural and remote areas, meaning that a lower intensity light is still visible to pilots at an acceptable distance to permit a pilot to see and avoid the obstacle.

2.6 Hazard Lighting

2.6.1 This describes the reasoning behind CASA's preference to recommend aviation hazard lighting for tall structures and aircraft detection systems for wind farms.

2.6.2 Hazard lighting for wind farms and other tall structures is intended to alert pilots, flying at low altitude, to the presence of an obstacle allowing them sufficient awareness to safely navigate around or avoid it. The pilot is responsible for avoiding other traffic and obstacles based on the "alerted" see-and-avoid principle.

2.6.3 Unless the wind farm or tall structure is located near an airport, it is not expected to pose a risk to regular public transport operations. The kind of air traffic that is usually encountered at low altitude in the vicinity of a wind farm or tall structure includes light aircraft (private operators, flight schools, sport aviation, agricultural, survey, fire spotting and control) and helicopters (military, police, medical emergency services, survey, fire spotting and control). Hazard lights are therefore designed to provide pilots with sufficient awareness about the presence of the structure(s), so they can avoid

it. This means that the intensity of the hazard lights should be such that the acquisition distance is sufficient for the pilot to recognise the danger, take evasive action and avoid the obstacle by a safe margin in all visibility conditions. This outcome considers the potential speed of an aircraft to determine the distance by which the pilot must become aware of the obstacle to have enough time and manoeuvrability to avoid it.

2.7 CASA's commitment to aviation safety

2.7.1 CASA will consider the lighting intensity management and systems that achieve an acceptable level of aviation safety on a case-by-case basis during its assessment.

2.7.2 A CASA determination will consider the environmental setting when determining the need and level of lighting required on a wind farm or tall structure. This may include consideration of lower lighting intensities for obstacles away from an aerodrome. The backlighting of some locations is almost non-existent, meaning the risk of an aviation hazard light being compromised by background lighting from a rural and remote town is lower than would otherwise apply in a residential area closer to a city.

Characteristics of medium-intensity lights are specified in CASR Part 139 MOS Section 9.33:

1) Medium-intensity obstacle lights must:

a) be visible in all directions in azimuth; and

b) if flashing — have a flash frequency of between 20 and 60 flashes per minute.

2) The peak effective intensity of medium-intensity obstacle lights must be 2 000 ± 25% cd with a vertical distribution as follows:

a) for vertical beam spread — a minimum of 3 degrees;

b) at -1 degree elevation — a minimum of 50% of the lower tolerance value of the peak intensity;

c) at 0 degrees elevation — a minimum of 100% of the lower tolerance value of the peak intensity.

3) For subsection (2), vertical beam spread means the angle between 2 directions in a plane for which the intensity is equal to 50% of the lower tolerance value of the peak intensity.

4) If, instead of obstacle marking, a flashing white light is used during the day to indicate temporary obstacles in the vicinity of an aerodrome, the peak effective intensity of the light must be increased to 20 000 ± 25% cd when the background luminance is 50 cd/m² or greater.

There is no regulatory requirement to provide obstacle lighting on the Met Mast 7B due to its location outside the vicinity of a certified aerodrome. Generally, the voluntary provision of obstacle lighting should be considered to ensure visibility in low light and deteriorating atmospheric conditions.

Whilst the CASA and NASF guidelines recommend medium intensity lighting, CASA is likely to approve the provision of low intensity lighting due to the location of the proposed met masts in an area where the surrounding terrain is generally free from other light sources.

1.12. National Airport Safeguarding Framework Guideline D

NASF Guideline D provides guidance to State/Territory and local government decision-makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from the development, presence and use of wind farms and wind monitoring towers.

> *When wind turbines over 150 metres above ground level are to be built within 30 kms of a certified or registered aerodrome, the proponent should notify the Civil Aviation Safety Authority (CASA) and Airservices. If the wind farm is within 30km of a military aerodrome, Defence should be notified.*
>
> *The Aeronautical Information Service of the Royal Australian Air Force (RAAF AIS) maintains a database of tall structures in the country. The RAAF AIS should be notified of all tall structures meeting the following criteria:*
>
> - *30 metres or more above ground level for structures within 30km of an aerodrome; or*
> - *45 metres or more above ground level for structures located elsewhere.*
>
> *Marking and lighting of wind monitoring towers*
>
> *Before developing a wind farm, it is common for wind monitoring towers to be erected for anemometers and other meteorological sensing instruments to evaluate the suitability or otherwise of a site. These towers are often retained after the wind farm commences operations to provide the relevant meteorological readings. These structures are very difficult to see from the air due to their slender construction and guy wires. This is a particular problem for low flying aircraft including aerial agricultural operations. Wind farm proponents should take appropriate steps to minimise such hazards, particularly in areas where aerial agricultural operations occur. Measures to be considered should include:*
>
> - *the top 1/3 of wind monitoring towers to painted in alternating contrasting bands of colour. Examples of effective measures can be found in the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations 1998. In areas where aerial agriculture operations take place, marker balls or high visibility flags can be used to increase the visibility of the towers;*
> - *marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires;*
> - *ensuring the guy wire ground attachment points have contrasting colours to the surrounding ground/vegetation; or*
> - *a flashing strobe light during daylight hours.*

1.13. Consultation

Acciona will be consulting with both Airservices Australia and the Department of Defence.

1.14. Summary

The following list of findings summarises the outcome of this assessment, based on the maximum height of the 125 m AGL Met Mast and 440 m AHD (1443.6 ft AMSL):

- There are no certified aerodromes located within 30 nm (55.6 km) of the Met Mast sites
- There are no uncertified aerodromes identified within 3 nm of the Met Mast sites.

- Shire of West Arthur prepared the draft of planning policy No. 5, which included a 7 nm (13 km) buffer for RAAF transport aircraft operations and a 5 nm (9 km) buffer for military paratroopers at Hillman Farm Airstrip. Based on public information, the Met Mast is outside the RAAF operation buffer area. However, liaison with Defence will provide the exact protection or recommendations for military operations
- The Met Mast will not affect any Grid or airway route segment LSALT
- The Met Mast will not have an impact on controlled or designated airspace
- Whilst marking the Met Mast is not mandatory, the provision of obstacle marking should be considered to ensure the narrow mast can be readily identified by pilots flying at low level in the area around them.
- The following markings are recommended to be implemented in consideration of potential day VFR aerial work operations in accordance with NASF Guideline D, as shown in Figure 6 (Source: CASR Part 139 MOS):
    - Obstacle marking for at least the top 1/3 of the mast and be painted in alternating contrasting bands of colour
    - Marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires
    - Guy wire ground attachment points in contrasting colours to the surrounding ground/vegetation.

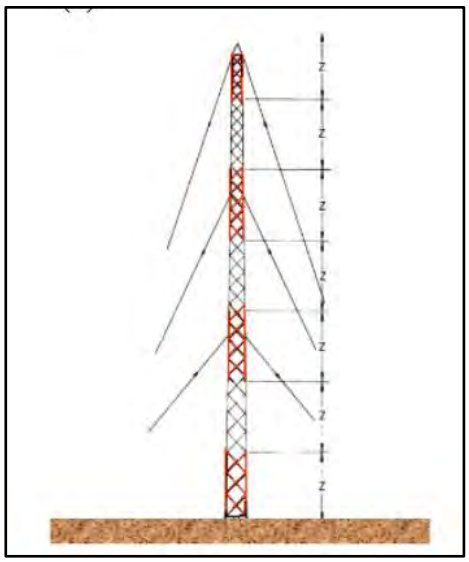

Figure 6 CASA Figure 8.110 (5) Markings

- Providing an obstacle light on top of the Met Mast is not mandatory, but the provision of obstacle lighting should be considered to ensure the narrow mast can be readily identified by pilots in low light atmospheric conditions and at night.
- Due to exceeding 100 m AGL, details of the Met Mast must be reported to CASA as soon as practicable after forming the intention to construct or erect the proposed object or structure in accordance with CASR Part 139.165(1)(2).

- Final location and height details of the Met Mast coordinates and elevation should be provided to Airservices Australia, by submitting the form at this webpage: https://www.airservicesaustralia.com/wp-content/uploads/ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf to the following email address: airport.developments@airservicesaustralia.com

If you wish to clarify or discuss the contents of this correspondence, please get in touch with me on 0424 110 501.

Kind regards

Peter White

Manager - Aviation Safeguarding

30 May 2025