LATE REPORTS AGENDA

Shire of West Arthur
Ordinary Council Meeting
Thursday 23 October 2025

NOTICE OF MEETING

Dear Elected Member

The next **Ordinary Council Meeting** meeting of the Shire of West Arthur will be held on Thursday 23 October 2025 in the Council Chambers commencing at 7.30pm.

Vin Fordham Lamont
CHIEF EXECUTIVE OFFICER

DISCLAIMER

No responsibility whatsoever is implied or accepted by the Shire of West Arthur for any act, omission or statement or intimation occurring during Council or Committee meetings or during formal/informal conversations with staff. The Shire of West Arthur disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council or Committee meetings or discussions. Any person or legal entity that act or fails to act in reliance upon any statement does so at the person's or legal entity's own risk.

In particular and without derogating in any way from the broad disclaimer above, in any discussion regarding any planning application or application for a licence, any statement or limitation of approval made by a member or officer of the Shire of West Arthur during the course of any meeting is not intended to be and is not taken as notice of approval from the Shire of West Arthur. The Shire of West Arthur warns that anyone who has an application lodged with the Shire of West Arthur must obtain and only should rely on WRITTEN CONFIRMATION of the outcome of the application, and any conditions attaching to the decision made by the Shire of West Arthur in respect of the application.

Content

16 NEW OR URGENT BUSINESS INTRODUCED BY DECISION OF THE MEETING

PROCEDURAL MOTION TO ACCEPT LATE ITEM

That Council accepts the Late Item 16.1 Development Application – Proposed Meteorological Monitoring Mast.

16.1 DEVELOPMENT APPLICATION - PROPOSED METEOROLOGICAL MONITORING MAST

Author:	**Joe Douglas, Planning Consultant**
Authorising Officer:	**Vin Fordham Lamont, Chief Executive Officer**
Date:	**21/10/2025**
Disclosure of Interest:	**Nil**
Location:	**Lot 8 on Plan 16470 Gibbs Road, Darkan with all access via Lot 1710 on Deposited Plan 114867 Cordering Road North, Darkan**
Applicant:	**West Arthur Energy Pty Ltd**
Owner:	**Wunnenberg Nominees Pty Ltd**
Proposal:	**Construction and temporary use of a proposed meteorological monitoring mast.**
Attachments:	**1. Development Application Document and Plans**
	2. Copy of Submissions Received During Public Advertising

SUMMARY:
This report recommends Council grant conditional approval to a development application received for the construction and temporary use of a proposed meteorological monitoring mast on Lot 8 on Plan 16470 Gibbs Road, Darkan with all access via Lot 1710 on Deposited Plan 114867 Cordering Road North, Darkan

BACKGROUND:
The applicant/proponent has submitted a development application requesting Council's approval for the construction and use of a proposed meteorological monitoring mast on Lot 8 on Plan 16470 Gibbs Road, Darkan for a period of up to seven (7) years only with all access via Lot 1710 on Deposited Plan 114867 Cordering Road North, Darkan located immediately east.

The proposed mast will be constructed to monitor wind speed and direction to help determine the suitability of the immediate locality for generating wind power and inform the design layout for a future proposed wind farm.

The proposed mast will have an overall height of 160 metres above natural ground level with setbacks greater than 50 metres to all designated lot boundaries. It will be constructed using steel lattice framework on concrete footings and occupy an area of approximately 3.38 hectares to accommodate all the associated guy wires and anchor blocks.

Specific details of the proposed development, including documentation and plans, are provided in Attachment 1.

Lots 8 and 1710 comprise a total area of approximately 393.6926 hectares and 64.8548 hectares respectively and are located approximately 6 kilometres south-west of the Darkan townsite in the locality of Darkan.

Both lots are gently to moderately sloping, contain superficial natural drainage lines in various locations, and have been extensively cleared throughout aside from a number of small to medium size stands of native remnant vegetation that have been retained for land management purposes. Soils on Lot 8 appear suitable and capable of accommodating the proposed development with little to no risk of subsidence, landslip or soil erosion.

Both lots have historically been developed and continue to be used for broadacre agriculture purposes (i.e. cropping and grazing) and contain cleared paddocks, numerous dams, internal access tracks and boundary firebreaks. Key built form improvements include two (2) farm sheds, a large volume rainwater tank, grain storage silos, all of which are located centrally on Lot 8 in close proximity to its eastern boundary. It should be noted no buildings have been constructed on Lot 1710 located immediately east.

Lot 8 has direct frontage and access to Gibbs Road along its western boundary which is a local road under the care, control and management of the Shire that has been constructed to a basic rural standard (i.e. unsealed road carriageway). Lot 1710 has direct frontage and access to Cordering Road North along its eastern boundary which is also a local road under the care, control and management of the Shire that has been constructed to a basic rural standard (i.e. unsealed road carriageway). It is significant to note access to/from Lot 8 has also historically been obtained via Cordering Road North through Lot 1710 using an existing unsealed crossover and internal driveway which are proposed to be used to accommodate construction and use of the proposed meteorological monitoring mast.

Both lots have not been identified as priority agricultural land, are not subject to inundation or flooding during extreme storm events and do not contain any buildings or places of cultural heritage significance within their designated boundaries. Large portions of both properties have been designated by the Fire and Emergency Services Commissioner as being bushfire prone with the proposed development to be undertaken on the edges of the designated bushfire prone areas in the southern portion of Lot 8. Notwithstanding this fact, given the proposed development is not habitable in nature and will not increase the potential bushfire risk the requirements of State Planning Policy 3.7 entitled 'Bushfire' and the associated guidelines are not applicable.

Immediately adjoining and other nearby land uses are predominantly rural in nature (i.e. broadacre cropping and grazing) on lots ranging in size from 40 to 890 hectares. The main exceptions to this are numerous conservation-type lots owned by the State of Western Australia to the north, west and south and a small-scale tree farm immediately west that forms part of a larger conservation-type lot that is managed and controlled by the Department of Water and Environmental Regulation. It is significant to note the proposed development is well removed from all existing certified and uncertified aerodromes in the district, including the Hillman Airfield approximately 18.5 kilometres to the north-east, and will not therefore have any impacts on any controlled or designated airspace.

COMMENT:

Both lots are classified 'Rural' zone in the Shire of West Arthur Local Planning Scheme No.2 (LPS2).

The stated objectives in LPS2 for the development and/or use of any land classified 'Rural' zone are as follows:

i) *To ensure the continuation of broad-hectare agriculture as the principal land use in the district, encouraging where appropriate the retention and expansion of agricultural activities;*
ii) *To provide for intensive agricultural uses and diversified farming which retain the rural character and amenity of the locality, and which are consistent with land suitability;*
iii) *To help protect rural land from land degradation and further loss of biodiversity by:*
    • *minimising clearing of remnant vegetation;*

- *encouraging retention and protection of remnant vegetation;*
- *encouraging development and protection of vegetation corridors;*
- *encouraging development of sustainable surface and sub-surface drainage works;*
- *encouraging rehabilitation of salt-affected land;*
- *encouraging soil conservation through land management measures; and*
- *encouraging identification and protection of wetlands;*

iv) *To consider non-rural uses where they can be shown to be of benefit to the district and not detrimental to the natural resources or the environment;*

v) *To allow for facilities for tourists and travellers, and for recreation uses; and*

vi) *To have regard to use of adjoining land at the interface of the rural zone with other zones to avoid adverse effects on local amenities.*

It is significant to also note the proposed development will be undertaken on a portion of Lot 8 that is located on the outer edge of the Wellington Reservoir Catchment Special Control Area. Under the terms of LPS2 development approval is required for any new development within the boundaries of this Special Control Area with the key aims being to avoid development of any land that could cause surface water pollution and to maintain or restore water quality to potable levels. The application was therefore referred to the Department of Water and Environmental Regulation in accordance with the procedural requirements of LPS2 inviting feedback and comment within 42 days. The Department advised as follows:

- *The western portion of subject Lot 8 is within the 1 November 1976 Country Areas Water Supply Act 1947 (CAWS Act) gazetted Wellington Dam Catchment Area clearing-controlled land*; and
- *In view of the small scale development, no clearing of native vegetation, and minimal ground disturbance away from watercourses/wetlands the environmental impacts would be negligible. As such we have no comment or objection to this proposal*.

A meteorological mast is a use not specifically referred to in the Zoning Table of LPS2 and must therefore be considered and determined in accordance with clause 4.4.2 of the Scheme. As such, Council must determine whether the proposed development:

a) is consistent with the objectives of the 'Rural' zone and is therefore a use that may be permitted in the zone subject to any conditions considered relevant; or

b) may be consistent with the objectives of the 'Rural' zone and advertise the application for public comment in accordance with the procedural requirements of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*; or

c) is not consistent with the objectives of the 'Rural' zone and is therefore not permitted in the zone.

Having regard for:

i) the small area to be occupied by the proposed mast (i.e. approximately 3.38 hectares) and the fact the majority portion of both lots will continue to be used for broadacre agricultural purposes;

ii) the intention to develop the proposed mast on a previously cleared portion of Lot 8 that is not salt affected and is well removed from any existing creek lines and wetlands (i.e. it will not be detrimental to any natural resources or the environment);

iii) the relatively minor scale of the proposed development with minimal earthworks and surface drainage works required;

iv) the advice received from the Department of Water and Environmental Regulation confirming it has no issues or concerns with the proposed development from an environmental perspective;

v) the fact no express objections were raised by any immediately adjoining or other nearby landowners or the local community more broadly during the 28 day public consultation process which was a mandatory procedural requirement given the application is classed as 'complex' under the *Planning and Development (Local Planning Schemes) Regulations 2015*;

vi) the Shire's ability to address the fire safety concerns raised by Philip and Margaret Scott in accordance with the *Bush Fires Act 1954* and the Shire of West Arthur Annual Bushfire Notice; and

vii) the beneficial contribution the proposed development will have in facilitating the current transition to renewable energy sources and the long term development and growth of the local and State economy,

it is concluded the proposal is consistent with the objectives of the subject lands' current 'Rural' zoning classification and is therefore a use that may be permitted within the zone subject to any conditions Council considers appropriate.

The application has been assessed with due regard for the specific objectives and standards of the Shire's local planning framework including LPS2 and all relevant local planning policies, the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the outcomes from public advertising including advice received from the Civil Aviation Safety Authority, the Department of Water and Environmental Regulation, and Philip and Margaret Scott. This assessment has confirmed the proposal is compliant or capable of compliance with the following relevant requirements:

- The general aims and objectives of LPS2 including those specific to all land classified 'Rural' zone;
- Land capability and land use compatibility including the continuation of broadacre agricultural activity;
- Lot boundary setbacks;
- Amenity of the locality including potential environmental, visual and social impacts;
- Protection of the natural environment, water resources and cultural heritage significance;
- Vehicle access and parking;
- Aviation safety; and
- Bushfire, flood risk and stormwater drainage management.

Council should also note the following key points when considering and finally determining the application:

1. The proposed mast will not give rise to any noise and air emissions (gases, dust and odours) once construction has been completed. As such there is no need to consider the requirements of State Planning Policy 4.1 entitled 'Industrial Interface' or the Environmental Protection Authority's Guidance Statement No.3 entitled 'Separation Distances between Industrial and Sensitive Land Uses'.

2. All works associated with the proposed development will be undertaken over a two (2) week period using a small construction workforce comprising 5 to 7 people. Given the proposed works are temporary in nature, the proponent must comply with the requirements of the *Public Health Act 2016* and associated guidelines for the management of public health risks associated with temporary toilets in Western Australia. A suitable advice note is recommended for inclusion in any development approval that may ultimately be granted by Council to alert the proponent to this requirement.

3. No personnel will be on site during operation of the proposed mast. As such the need for ongoing access to the proposed development for routine maintenance purposes during the operational phase is expected to be minimal (i.e. 2 to 3 people only).

4. The local road network is considered to be suitable and capable of supporting all heavy and light vehicle movements required during the construction and operational phases of the proposed development with the largest heavy vehicle expected to be a 35-tonne, 6-axle semi-trailer that will connect to a Hiab truck to facilitate delivery and construction of the proposed mast.

5. The applicant has confirmed all guy wire foundations will be fenced off at the completion of construction to restrict access from livestock and reduce the risk of accidental damage from vehicle movements and ongoing farming activities on Lot 8.

6. The Aviation Impact Assessment report submitted in support of the application and advice received from the Civil Aviation Safety Authority (CASA's) confirmed the following:

a) *The mast structure should be constructed with alternating markings for at least the top third of the mast (i.e. alternating contrasting bands of colour);*
b) *Marker balls or high visibility flags/sleeves should be installed on the upper third of the outside guy wires to improves the mast's visibility for the benefit of aircraft operators;*
c) *Guy wire ground attachment points should be constructed using contrasting colours to the surrounding ground/vegetation;*
d) *Low intensity obstacle lighting is recommended due to the potential for day time low level aerial agricultural flying, and during poor light and/or dusk. Consideration will need to be given to potential community impacts from the obstacle lighting during the hours of darkness; and*
e) *Details of the mast's coordinates and elevation should be provided to Airservices Australia by the proponent for possible inclusion in an obstacle database maintained by that agency and publication on aeronautical charts.*

It is significant to note CASA and the proponent's aviation consultant have confirmed all of the abovementioned safety measures are not mandatory but should be considered to ensure the proposed mast can be readily identified by pilots in low light atmospheric conditions and at night. Given Council has historically imposed conditions on previous development approvals granted for masts of this type requiring the installation of suitable markings and the provision of suitable information to Airservices Australia it is considered reasonable to again do so in this case. The installation of low intensity obstacle lighting has not been a requirement of any previous development approvals granted by Council given advice previously received from CASA however it is understood this will be a matter for further discussion between the proponent, CASA and Airservices Australia as part of the overall approval process.

7. Given all access to/from the proposed development on Lot 8 will be via Lot 1710 located immediately east it is important to ensure unfettered rights of access between the two lots and all improvements thereon associated with the proposed development are maintained at all times in the event either of the two lots are sold to a third party during the life of the development to avoid any potential disputes or claims of trespass. As such it is recommended Council impose a condition on any development approval granted requiring the applicant to ensure legal rights of access between the two lots are formalised and maintained in accordance with the Transfer of Land Act 1893 (as amended) in the event either of the two lots are sold to a third party during the life of the proposed development.

8. Given large portions of both properties have been designated by the Fire and Emergency Services Commissioner as being bushfire prone and the fire safety concerns raised by Philip and Margaret Scott in their submission, a suitable advice note is recommended for inclusion in any approval granted by Council advising the proponent of their obligation to ensure compliance with the Bush Fires Act 1954 and the Shire of West Arthur Annual Bushfire Notice to help guard against any future potential bushfire risk. The suggested advice note also recommends the proponent liaise with the local government's Chief Fire Control Officer prior to the commencement of development.

9. Whilst the proposed development is likely to have a minor negative visual impact on the immediate locality due to the height of the proposed mast in its rural landscape setting and the various markings and visibility devices recommended by the Aviation Impact Assessment and CASA, this impact must be balanced with the benefits the mast will provide when planning for the future proposed wind farm. In this case it is contended the benefits outweigh the minor negative visual impact expected to arise which it should be noted are not permanent given the proposed development only has a lifespan of up to seven (7) years and was not identified as an issue of concern during the 28 day public advertising process.

10. The proposed development is generally consistent with the objectives of the State Planning Strategy and State Energy Transformation Strategy in terms of ensuring the delivery of secure, reliable, sustainable and affordable electricity that meets the State's growing demand. It is also consistent with the objectives of the Shire's Wind Farms Policy, current Local Planning Strategy, and proposed new Joint Local Planning Strategy which are aligned with the State Planning Framework. As such it is expected to make a

beneficial contribution to the current transition to renewable energy sources and the long term development and growth of the local and State economy.

In light of the above findings it is concluded the proposal for the subject land is acceptable and unlikely to have any significant negative impacts on the general amenity, character, functionality and safety of the immediate locality subject to compliance with a number of conditions and associated advice notes. As such it is recommended Council exercise discretion and grant conditional approval to the application to ensure the development proceeds in accordance with the information and plans submitted in support of the proposal and the specific requirements of the Shire's local planning framework.

An alternative to the recommendation for conditional development approval provided below is not considered necessary or recommended for the following reasons:

i) The proposal is well founded, permissible and has scope to be approved immediately;
ii) The proposal is capable of being implemented in accordance with the standards and requirements of the Shire's local planning framework subject to compliance with a number of conditions;
iii) The proposal is unlikely to have any negative environmental, social, economic or governance impacts; and
iv) The proponent is obliged to address/satisfy all other statutory and regulatory requirements to ensure the development is undertaken in an orderly and proper manner.

CONSULTATION:

The application was advertised for public comment in accordance with the procedural requirements of clause 64 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the minimum required period of 28 days. This process included:

- Publication of a public notice and copy of the application on the Shire's website;
- Publication of a public notice in the Shire's newsletter and Facebook page;
- Correspondence to all immediately adjoining landowners inviting their feedback/comment; and
- Referral of the application to Airservices Australia, the Civil Aviation Safety Authority and the Department of Water and Environmental Regulation for review and comment.

At the conclusion of public advertising submissions had been received from Civil Aviation Safety Authority, the Department of Water and Environmental Regulation, and Philip and Margaret Scott with no express objections raised. A copy of all submissions received is provided in Attachment 2.

STATUTORY ENVIRONMENT:

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Shire of West Arthur Local Planning Scheme No.2

POLICY IMPLICATIONS:

State Planning Policy 2.0 – Environment and Natural Resources Policy
State Planning Policy 2.5 – Rural Planning
Shire of West Arthur Local Planning Policy No.5 – Wind Farms

FINANCIAL IMPLICATIONS:

There are no immediate financial implications for the Shire aside from the administrative costs associated with processing the application which are accounted for in the Shire's annual budget and have been offset in part by the development application fee paid by the proponent. All costs associated with the proposed development will be met by the proponent.

It is significant to note should the proponent/landowner be aggrieved by Council's final decision in this matter they have the right to seek a formal review of that decision by the State Administrative Tribunal. Should this

occur for whatever reason, which is considered unlikely in this particular case given the recommendation for conditional approval, the Shire would need to respond. The cost to respond to an appeal cannot be determined at this preliminary stage but could be expected, based on the recent experience of other local government authorities in Western Australia, to range anywhere from $5,000 to $60,000 excluding GST and possibly more depending upon how far the matter proceeds through the review process.

STRATEGIC IMPLICATIONS:

The proposed development is generally consistent with the following elements of the Shire's Local Planning Strategy (2006), Draft Joint Local Planning Strategy (2024), Strategic Community Plan Towards 2031, Corporate Business Plan 2021-2025 and Economic Development Strategy 2023-2033:

Local Planning Strategy (2006)

- Section 5.1 – Support the diversification of agricultural production and other rural land uses that complement established farming practices and have potential to expand the economic base and population of the district; and
- Section 6 – Encourage and support environmental conservation and protection within the district.

Draft Local Planning Strategy (2024)

- Section 1.2.4.1 – Protect, conserve and enhance environmental and landscape values for the benefit of current and future generations;
- Section 1.2.4.3 - Manage land use to protect water resources for drinking water, amenity, environmental management, recreation, tourism, agriculture, mining, industry and cultural heritage;
- Section 1.2.5.8 - Plan for strategic regional infrastructure which supports the ongoing sustainable development in the Strategy Area and surrounding region.
- 1.3.2.14 - Support the protection and conservation of sites with significant heritage and cultural values and continue to reflect the Shire's unique heritage.

Strategic Community Plan Towards 2031

Local Economy Outcome 2.2 – A growing, diverse business community;
Local Economy Outcome 2.3 – Existing businesses develop and grow;
Natural Environment Outcome 3.1 – Maintain and improve our key natural assets;
Natural Environment Outcome 3.3 – Our natural biodiversity is maintained and valued;
Built Environment Outcome 4.1 – Our road network is well maintained;
Built Environment Outcome 4.3 – Our cultural heritage is preserved and promoted; and
Built Environment Outcome 4.4 – Appropriate planning and development.

Corporate Business Plan 2023/24 – 2026/27

Art, Culture and Heritage – Maintain and preserve heritage buildings and places;
Economic Development – Support agricultural diversification opportunities;
Asset Management – Our built infrastructure, including road network, is well maintained; and
Climate and Environment – Maintain and improve key natural assets.

Economic Development Strategy 2023-2033

Priority 2: Infrastructure Development - Built infrastructure that is well maintained and meets the needs of our community;
Priority 5: Strategic Industries and Diversification - Greater economic resilience through industry diversification; and
Priority 6: Investment Attraction - New industry development and diversified job opportunities.

RISK IMPLICATIONS:

Risk management is the removal of uncertainty from business decisions. Risk is expressed in terms of likelihood it may occur and the consequences that may flow from it. The consequences may be positive or negative or simply a deviation from the expected. The risk or consequence may be related to health and safety; financial; business or service interruption; compliance; reputation; or the environment. ***Reference to***

the risk matrix below will generate a risk rating by assessing the likelihood and consequence and multiplying these scores by each other. The greater the risk rating, the greater the risk and the higher the need for specific plans to be developed. All items with a risk rating greater than 10 should be added to the Risk Register and specific controls developed.

Risk Themes:

A risk theme is the categorising of risk. For example, the collection of risks that represent compliance failure. The risk themes in the shire Risk Register include:

- Business Disruption
- Community Disruption
- IT or Communications Failure
- External Threat or Fraud
- Misconduct
- Inadequate safety or security practices
- Inadequate project or change management
- Errors Omissions or Delays
- Inadequate Document Management Processes
- Inadequate supplier / contract management
- Providing inaccurate advice / information
- Ineffective Employment practices
- Compliance failure
- Inadequate asset management
- Inadequate engagement practices
- Ineffective facility or event management
- Inadequate environmental management

Risk Matrix:

Consequence		**Insignificant**	**Minor**	**Moderate**	**Major**	**Catastrophic**
Likelihood		**1**	**2**	**3**	**4**	**5**
Almost Certain	**5**	Medium (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	**4**	Low (4)	Medium (8)	High (12)	High (16)	Extreme (25)
Possible	**3**	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	**2**	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	**1**	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

Description of Key Risk	Development occurs in a manner not consistent with legislative requirements
Risk Likelihood (based on history and with existing controls)	Unlikely (2)
Risk Consequence	Minor (2)
Risk Rating (Prior to Treatment or Control): Likelihood x Consequence	Low (4)
Principal Risk Theme	Compliance failure
Risk Action Plan (Controls or Treatment Proposed)	Ensure compliance with conditions of approval and other applicable legislation and regulations.

VOTING REQUIREMENTS:

Simple Majority

OFFICER RECOMMENDATION:

That Council:

1. **Determine** the proposed development of a meteorological monitoring mast on Lot 8 on Plan 16470 Gibbs Road, Darkan with all access via Lot 1710 on Deposited Plan 114867 Cordering Road North, Darkan is consistent with the objectives of the land's current 'Rural' zoning classification in the Shire of West Arthur Local Planning Scheme No.2 and may therefore be permitted in the zone; and
2. **Approve** the development application submitted by West Arthur Energy Pty Ltd under the authority of Wunnenberg Nominees Pty Ltd (Landowner) for the construction and temporary use of a proposed new meteorological monitoring mast on Lot 8 on Plan 16470 Gibbs Road, Darkan with all access via Lot 1710 on Deposited Plan 114867 Cordering Road North, Darkan subject to the following conditions and advice notes:

Conditions

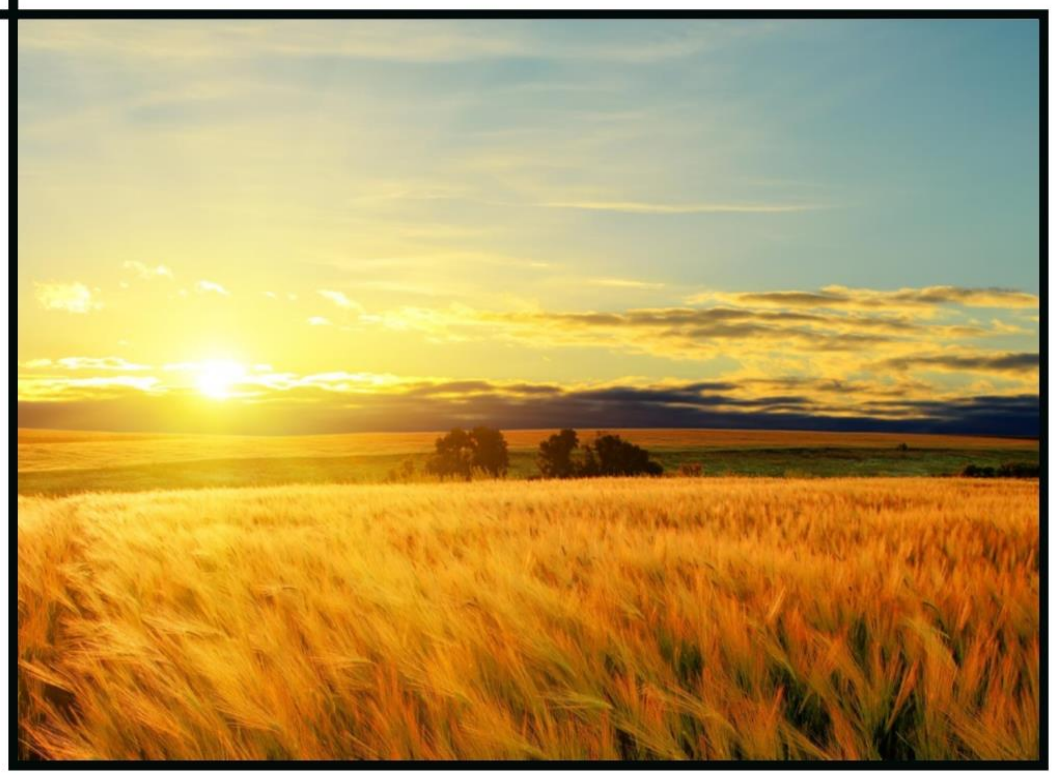
1. The proposed development shall be undertaken in accordance with the documentation and plans submitted in support of the application subject to any modifications required as a consequence of any condition/s of this approval or otherwise approved by the local government.
2. Any additional development which is not in accordance with the application the subject of this approval or any condition of approval will require the further approval of the local government.
3. The proposed development shall be substantially commenced within a period of two (2) years from the date of this approval. If the development is not substantially commenced within this period it shall not be carried out without the further approval of the local government having first being sought and obtained.
4. This approval is valid for a period of seven (7) years only unless otherwise approved by the local government.
5. The proposed mast shall be constructed with alternating markings for at least the top one third portion of the structure (i.e. alternating contrasting bands of colour) in accordance with Part 139 (Aerodromes) Manual of Standards 2019.
6. Marker balls or high visibility flags/sleeves must be installed on the upper one third portion of the outside guy wires to improves the mast's visibility for the benefit of aircraft operators prior to commissioning and use of the proposed mast for its intended purpose.
7. Guy wire ground attachment points shall be constructed using contrasting colours to the surrounding ground and vegetation and fenced prior to commissioning and use of the proposed mast for its intended purpose.
8. Details of the proposed mast's coordinates and elevation shall be provided to Airservices Australia by the proponent for inclusion in an obstacle database maintained by that agency and publication on aeronautical charts. Evidence of the notification required by this condition shall be provided to the local government within seven (7) days of the notification being provided to Airservices Australia.
9. The removal and/or trimming of any native vegetation within any local road reserves used to access the proposed development is not permitted unless otherwise approved by the local government.
10. The proponent shall, at its own cost, arrange for the immediate repair of any damage and/or extraordinary wear and tear on the local road network arising from the proposed development in accordance with any written directive and specifications issued by the local government's Chief Executive Officer.

11. All waste generated during the construction process shall be disposed or recycled at an approved/licensed waste disposal and/or recycling facility. No waste is permitted to be stored and disposed on the land.
12. The proponent shall ensure a legal right of access to/from Lot 8 via Lot 1710 is formalised and maintained in accordance with the *Transfer of Land Act 1893* (as amended) in the event either of the two lots are sold to a third party during the life of the development (i.e. the creation of a suitable easement/s by transfer). Written evidence of the proponent's compliance with this condition must be provided to the local government within 28 days of registration of the easement/s on the certificate of title of each lot.
13. The proposed mast and all associated improvements shall be removed from Lot 8 in their entirety with the area they occupied reinstated to its original condition insofar as practicable within 90 days of expiry of this approval unless otherwise approved by the local government.

Advice Notes

1. This approval is not an authority to ignore any constraint to development on the land which may exist through contract or on title, such as an easement or restrictive covenant. It is the responsibility of the proponent and not the local government to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the local government's attention.
2. This is a development approval of the Shire of West Arthur under its Local Planning Scheme No.2. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the proponent to obtain any other necessary approvals, consents, permits and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
3. The proponent is advised a building permit application for the proposed mast is not required given the exemption afforded by Section 70 of the *Building Act 2011*. Notwithstanding this fact it is strongly recommended the mast be constructed in accordance with plans prepared by a structural engineer to ensure it is structurally sound.
4. The proponent is reminded of its obligation to ensure compliance with the requirements of the *Public Health Act 2016* and associated guidelines for the management of public health risks associated with temporary toilets in Western Australia. To confirm the relevant requirements in this regard please contact the local government's Environmental Health Officer on 9890 0900 or eho@narrogin.wa.gov.au.
5. The proponent is reminded of their obligation to ensure compliance with the *Bush Fires Act 1954* and the Shire of West Arthur Annual Bushfire Notice to help guard against any future potential bushfire risk given portions of the properties the subject of this approval have been designated by the Fire and Emergency Services Commissioner as being bushfire prone. In addition, the proponent's employees and contractors must comply with any Shire of West Arthur Harvest and Vehicle Movement ban in place at the time of carrying out any work. It is strongly recommended the proponent liaise with the local government's Chief Fire Control Officer prior to the commencement of development.
6. Failure to comply with any of the conditions of this development approval constitutes an offence under the provisions of the *Planning and Development Act 2005* and the Shire of West Arthur Local Planning Scheme No.2 and may result in legal action being initiated by the local government.
7. If the proponent/landowner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be submitted directly to the State Administrative Tribunal within 28 days of the determination

ATTACHMENT 1



METEOROLOGICAL MAST DEVELOPMENT APPLICATION

West Arthur Wind Farm – Darkan

Prepared for
WEST ARTHUR ENERGY PTY LTD
08 August 2025

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Megan Gammon
Associate Director	Alex Campbell
Project Code	P0059582
Report Number	Updated to Client – 8 August 2025

Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

urbis.com.au

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FIGURES

TABLES

INTRODUCTION

This report has been prepared by Urbis on behalf of West Arthur Energy Pty Ltd (West Arthur Energy Pty Ltd is a subsidiary of Lacour Energy WA Pty Ltd, which is a subsidiary Lacour Energy Developments Pty Ltd) (**Client**) to support a development application for the installation of a meteorological mast (**met mast**) for the future West Arthur Wind Farm. The proposed met mast is situated within the Wheatbelt region located within the Shire of West Arthur Local Government Area (refer to **Figure 1** – Regional Context Plan).

This application seeks approval for the construction and installation of one met mast which will be a temporary structure in place for up to 7 years, at which point the met mast will be deconstructed and removed from site. The proposed met mast will measure approximately 160 metres tall and is designed to measure wind speeds at various heights. This is crucial to understand the wind conditions on the site and will assist in determining the final layout of the turbines for the West Arthur Wind Farm.

It is noted that the future development of the West Arthur Wind Farm is subject to a separate development application supported by extensive technical assessments.

Figure 1 - Regional Context Plan

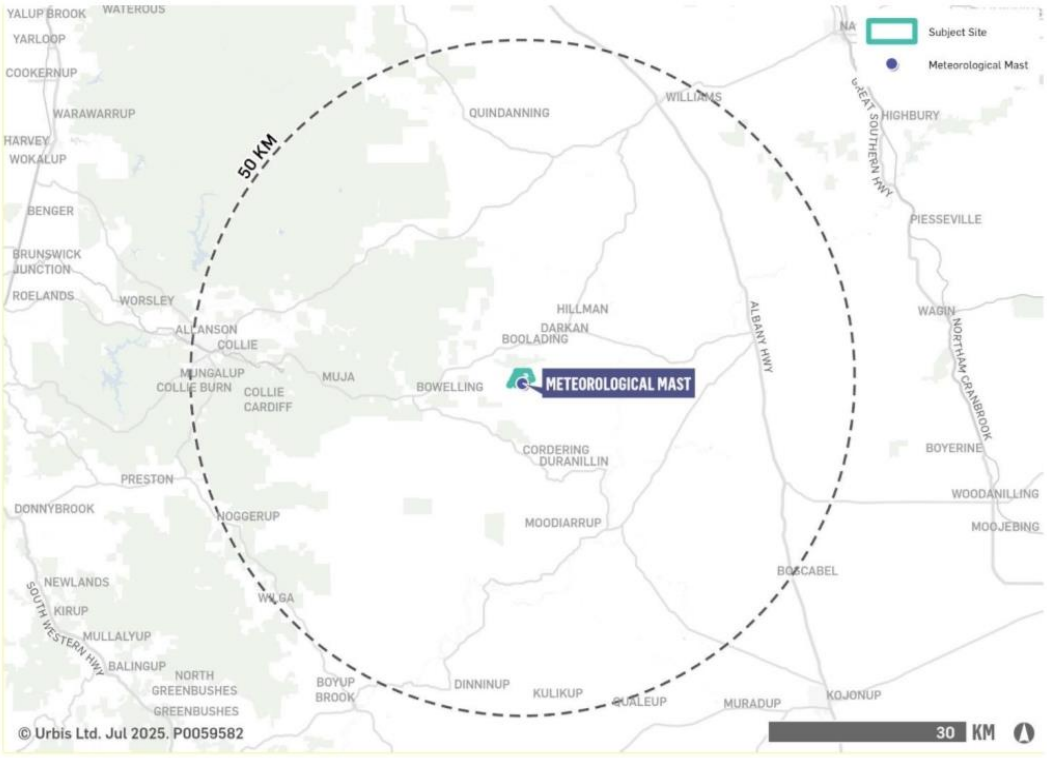
1. SITE CONTEXT

1.1. LOCATION AND CONTEXT

The proposed met mast is located within the Shire of West Arthur (**Shire**) approximately 48km east of Collie, 10km southwest of Darkin, 44km south of Williams and 64km west of Wagin within the Wheatbelt region of Western Australia (refer to **Figure 2** – Local Context Plan).

The site is situated in the Wheatbelt South sub-region, known for its rich agricultural heritage and a major contributor to the State's grain and livestock production. The met mast is located in an area characterised by its rural setting surrounded by farmland.

Figure 2 - Local Context Plan



1.2. SITE CONTEXT

The site is comprised of broad acre farmland with small pockets of remnant vegetation and established tree lines. Dams for livestock are scattered throughout the site which are accessed via established unsealed access tracks. The proposed development will be located within a cleared area of land on the southern portion of Lot 8 and will avoid any existing remnant vegetation on site.

The subject site has no street address, however, access to the subject site is from Cordering Road North which runs along the eastern boundary of Lot 1710 and provides vehicle access to the development. Access to Lot 8 will be provided by an existing access track through Lot 1710 located along the eastern boundary of Lot 8 (refer to **Figure 3** – Aerial Map).

Figure 3 – Aerial Plan

1.3. LOT PARTICULARS

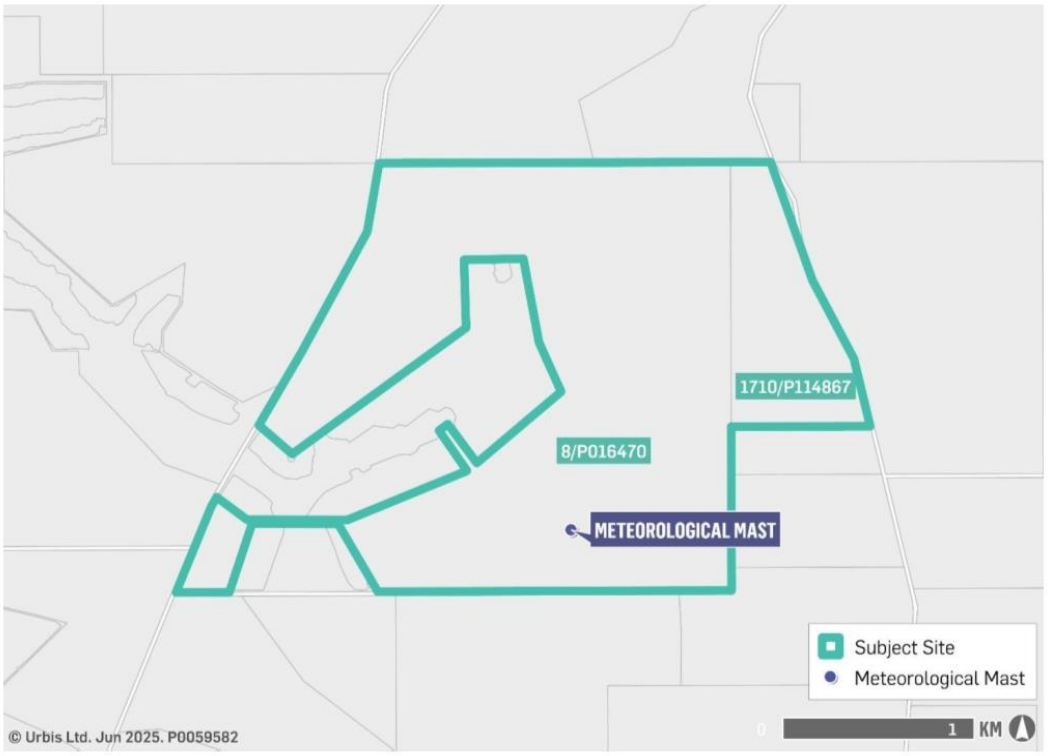
The met mast is proposed to be developed on Lot 8 on Deposit Plan 16470 with access to Lot 8 will be via Lot 1710 on Deposited Plan 114867. **Table 1** presents the relevant lots subject to this development application, with **Figure 4** providing a cadastral plan of the subject site. All two affected lots are under the same landownership. While the met mast is proposed to be located within the central east boundary of Lot 8, Lot 1710 (to the east) provides access and therefore forms part of the development application.

Certificates of Title for the affected lots are provided in **Appendix A**.

Table 1 – Lot Particulars

Lot No.	Plan / Diagram	Volume	Folio	Area (ha)	Proprietor	Encumbrances / other
8	16470	1842	477	393.6926 ha	Wunnenberg Nominees Pty Ltd Care Of C.L.B. Mcwhirter & Co	See Certificate of Title
1710	114867	1842	478	64.8548ha	Wunnenberg Nominees Pty Ltd Care Of C.L.B. Mcwhirter & Co	See Certificate of Title

Figure 4 - Cadastral Plan



2. PRE-LODGEMENT CONSULTATION

The Client has undertaken consultation with nearby landholders and relevant government stakeholders, informing this application and the broader wind farm development.

Importantly, the Client has maintained close engagement with the landowner hosting the met mast to ensure a detailed understanding of the proposal and programme, and level of support (evidenced by being a signatory to this application).

Refer to **Table 2** below for a summary of the consultation undertaken to date.

Table 2 – Consultation Outcomes

Stakeholder	**Consultation Outcomes**
Shire of West Arthur	The Shire of West Arthur has been consulted on the details of this met mast proposal as well as the broader project.
Subject Landowners	The landowner is a signatory to and has supported this development application
Adjacent landowners	Consultation with neighbouring landowners has not been undertaken for the met mast application. More targeted engagement will occur through the development of the West Arthur Wind Farm application. The nearest landowner to the met mast is not currently in discussions with the Client is over 3km away. It is understood that neighbouring landowners will be engaged by the Shire as part of its assessment of the met mast application.
Gnaala Karla Booja Aboriginal Corporation (**GKB**)	A Noongar Standard Heritage Agreement with the Gnaala Karla Booja Aboriginal Corporation has been to entered into to consult on development activities and manage any potential impact on aboriginal heritage. An activity notice associated with the installation of this met-mast has been submitted in-line with this agreement.
Civil Aviation Safety Authority (**CASA**)	Notification of the proposal to CASA will be provided before construction commences. As part of the Aviation Impact Assessment. Aviation Projects are consulting with Air Services Australia and Defence. Airservices Australia advise they will provide their comments to Aviation Projects and CASA.
Wider Community within Shire of West Arthur	The Client has been working in the community since 2022, presenting at the Shire organised Darkan Wind Energy forums in mid 2023 and late 2024. There is a dedicated website set up for the project westerarthurwindfarm.com.au to provide information on the possible wind farm over time. The client commenced consultation on the wind farm, including this mast in June 2025. The event was advertised in the Bleat and on the website. The Community information sessions were held at the Darkan CRC on June 16th and 17th 2025.

3. PROPOSED DEVELOPMENT

3.1. OVERVIEW

This application seeks development approval for the development of a met mast, the key elements of which can be summarised as follows:

- The met mast will be 160 metres tall and will have a ground elevation of approximately 338m Australian Height Datum. It will be designed to measure wind speeds at various heights, which will be crucial to understand the wind conditions of the site and assist in determining the final layout of the turbines.
- The met mast will be locked in place through one tower foundation and nine guy wire foundations. Each foundation will be fenced off to restrict access from livestock and reduce the risk for accidental impact from farming activities on site. The fenced area for each foundation and the central tower is approximately $10m^2$ which equates to a development footprint of approximately $100m^2$. The overall footprint including guy wires is approximately 3.38 hectares based on a 110-metre radius.
- The specifications of these elements are as follows:
    - Tower Base – Concrete base approximately, 2m width by 2m length by 1m deep
    - Inner Guy Anchor (x3) – Buried 3000mm anchor beans buried around 1600mm deep Square,
    - Middle Guy Anchor (X3) - Buried 3000mm anchor beans buried around 2200mm deep
    - Outer Guy Anchor (x3) – Buried 3000mm anchor beans buried around 2200mm deep
- At various height intervals on the mast, there are devices that measure wind speed and direction, as well as temperature and other climate variables.
- There is potential for micro siting of the met mast and guy wire anchor points following geotechnical and heritage investigations.
- Installation of the met mast will take approximately 2 weeks of on-site works. A construction workforce of 5 to 7 people will be present for the installation, as well as an excavator and small crane (Hiab truck). Post-construction, it is expected maintenance will occur annually with a crew of approximately 2-3 people.
- The largest vehicle size (height, width, length) is expected to be a 35-tonne, 6-axle, semi-trailer which will connect to the Hiab truck to facilitate delivery of the met mast structure. During construction, the crew will attend the site on a daily basis as above once a day over 14 days, however this is dependent on weather conditions.
- Additional vehicle movements and equipment include two 4WD LV, crew truck (MV) and tool trailer. With construction supported by winches and derrick pole equipment and machinery. The crane (Hiab truck) is used only to erect the first few sections of the met mast with a derrick pole used to build up the following sections to the desired height.
- Parking for construction workers will occur on private property most likely adjacent to the met mast construction in the cropped area. Given the short-term nature of the construction period, formalised carparking is not required. Access to the proposed location is to be from Cordering Road North via Lot 1710 (under the same landownership).
- The met mast will be a temporary structure, after which it will be decommissioned and completely removed from site. This will involve removing all foundations related to the proposed met mast, including guy wires, and remediating the subject site.

The proposed location of the met mast has been selected to maximise wind speeds, while avoiding any sensitive areas from an environmental or heritage perspective. The met mast location is readily accessible to nearby unsealed internal roads, minimising the need for significant infrastructure and/road upgrades.

Plans and specifications of the proposed met mast are provided at **Appendix B.**

3.2. TECHNICAL CONSIDERATIONS

A summary of the key relevant technical considerations applicable to a met mast is provided below, from an environmental, heritage, aviation and landscape/visual impact perspective.

3.2.1. Environmental

Urbis has assessed the surrounding area of the subject site and has identified that there are no limiting environmental issues applicable to this development. The subject site is located on rural land that is cleared of remnant vegetation. Therefore, the clearing of native vegetation, and subsequent approvals under the *Environmental Protection Act 1986* is not required.

Notwithstanding the above, any future wind farm application will encompass a broader area and will provide an extensive overview of the environmental context, including a comprehensive desktop review to identify significant environmental values likely to be present in the survey area, which will be informed by an ecological survey assessment.

3.2.2. Heritage

An Aboriginal and Historical Due Diligence Assessment has been prepared by Urbis for the proposed Wind Farm. This assessment considers the potential impact on Aboriginal Cultural Heritage (**ACH**), registered sites and lodged places, historic (non-Aboriginal heritage) places located within the site, and potential archaeological constraints in view of relevant heritage controls.

A summary of the key findings of this assessment in the context of the met mast location is provided below.

3.2.2.1. Aboriginal Cultural Heritage

The met mast location is located on the traditional lands of the Wiilman People.

The Aboriginal Cultural Heritage Inquiry System (**ACHIS**) identifies there is one registered Aboriginal site approximately 1.7 km southeast of the mast location. The listing is described below in Table 3.

Table 3 - Aboriginal Cultural Heritage Listings

ID.	Place Name	Site Type	Location	Notes/ description
			Aboriginal Cultural Heritage Inquiry System (ACHIS).	
4051	Black Wattle	Lodged Aboriginal Heritage Site	Approximately 1.7 km southeast of the mast	This site is lodged as an artefact scatter.

3.2.2.2. Historic Heritage

It has been assessed that there are no Heritage Areas and Local Heritage Listed places located within the Project Area. Additionally, there are no State Registered Heritage Places identified within the Project Area.

3.2.3. Aviation Impact Assessment

An Aviation Impact Assessment (**Assessment**) has been prepared by Aviation Projects to support the proposed met mast. The Assessment concludes that the proposed location of the met mast will not have an identifiable impact in respect of aviation impacts, specifically noting that:

- There are no certified aerodromes located within 30 nm (55.6 km) of the Wind Monitoring Tower (WMT)
- The closest certified aerodrome is Bunbury Airport (YBUN), approximately 85 km/46 nm west of the Project Site.
- There are no uncertified aerodromes identified within 3 nm of the WMT's site.
- 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, WMT is outside the RAAF operation buffer area. However, liaison with Defence will provide the exact protection or recommendations for military operations.
- The WMT will not affect any Grid or airway route segment low safe altitude.
- The WMT will not have an impact on controlled or designated airspace.

The Aviation Impact Assessment details that marking the WMT is not mandatory, but 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. However, the following markings are recommended to be implemented in consideration of potential day visual flight rule aerial work operations in accordance with NASF Guideline D, as shown in Figure 8 (Source: Part 139 MOS 2019):

- 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.

The Aviation Impact Assessment details there is no regulatory requirement to provide obstacle lighting on the proposed WMT that is not within the vicinity of an aerodrome. Generally, the voluntary provision of obstacle lighting should be considered to ensure visibility in low light and deteriorating atmospheric conditions. CASA will review the proposed WMT for potential hazards to aircraft operations and may recommend lighting the proposed WMT.

The Client is planning the voluntary provision of 200 to 2000 candela obstacle lighting and will be guided by any lighting recommendations from CASA.

A full copy of the Assessment is provided in **Appendix C.**

3.2.4. Landscape and Visual Impact

To illustrate the potential impact of the met mast location, an indicative viewshed has been prepared and is shown below at **Figure 5** (full copies and location plan included at **Appendix D**).

Figure 5 - View looking east from Gibbs Road North

Publicly accessible roads within proximity to the site include Cordering Road North which is 1.7 kilometres to the east of the site, and Gibbs Road North which is approximately 1.5 kilometres to the west of the site. The view is taken from Gibbs Road North, and is taken looking east, with an approximate viewing distance of approximately 1.7km.

This viewshed demonstrates the proposed met mast will not be a dominant feature in the rural landscape.

4. STATE PLANNING FRAMEWORK

Table 4 below highlights the relevant state planning documents that may apply to the proposed met mast.

Table 4 - Planning Framework Assessment

State Planning Policy	Comment
State Planning Policy 2.5 – Rural Planning *The key objectives set out by SPP 2.5 is to protect and preserve Western Australian's rural land assets for their economic, ecological, and landscape values. Thus, requiring broad compatibility between land uses in the delivery of this policy.*	The construction of the proposed met mast will not result in land use conflict or undermine the capacity to undertake farming activity on site and is therefore considered compatible with the 'rural' zone of the site. The met mast will be located on cleared land and will not impact the ecological or landscape values of the site.
SPP 3.5. – Historic Heritage Conservation *The key objectives set out SPP 3.5 is to ensure the preservation and conservation of historic places and areas of significance in Western Australia, as well as provide greater levels of certainty for landowners and communities.*	A Noongar Standard Heritage Agreement has been entered into with the Gnaala Karla Booja. Historical Due Diligence Assessment has been prepared by Urbis for the proposed met mast location. The assessment concludes that the proposed location and design of the met mast will have no impact on sites of heritage significance, as detailed in **Section 3.2.2** of this report.
State Planning Policy 3.7 – Bushfire *They key objective of SPP 3.7 is to implement risk-based planning that will avoid and/or mitigate the risk of bushfires through resilience in order to retain native vegetation, biodiversity conservation, and landscape amenity.*	The subject site is located within a bushfire prone area. The proposed met mast is not considered a habitable building and will not adversely impact or increase the bushfire risk to the subject or surrounding site. Therefore, State Planning Policy 3.7 Bushfire and its associated Planning for Bushfire Guidelines do not apply.
Position Statement – Renewable Energy Facilities This position statement outlines the WA Planning Commission requirements to support the consistent consideration and provision of renewable energy facilities within WA.	Consistent with this Position Statement, the proposed met mast has been informed by heritage, landscape, and aviation studies.

5. LOCAL PLANNING FRAMEWORK

5.1. WEST ARTHUR LOCAL PLANNING STRATEGY

The Shire of West Arthur Local Planning Strategy (**Strategy**) sets out the Shire's aims and intentions for future long-term growth and change. The main objectives of the Strategy are to provide guidance for future pattern of settlement, identify priority agricultural land, minerals and water resources that require protection and highlight other land with special management needs such as wetlands, areas prone to erosion or salinity and areas of landscape, heritage and amenity value. The strategy outlines guidelines for development including a proposed land use and development of rural industries.

The subject site is identified as Rural Land within the Strategy which is consistent with the zoning in LPS 2. Part 5.0 of the Strategy sets out the expectations for Rural Land, and whilst there are no specific provisions mentioned around renewable/energy projects (or associated infrastructure such as met masts), it is identified that the Shire supports the diversification of agricultural production that has the potential to expand both the economic base and the population of the district. It also states that it supports other rural uses that complement and do not have the potential to constrain established farming practices on rural land.

5.2. DRAFT SHIRES OF WAGIN, WEST ARTHUR AND WILLIAMS JOINT LOCAL PLANNING STRATEGY NOVEMBER 2024

The Shires of Wagin, West Arthur and Williams Joint Local Planning Strategy (Draft Strategy) sets out the 15-year vision for land use change to ensure sustainable community and economic growth and environmental management within the Shires of Wagin, West Arthur and Williams. The Draft Strategy includes a range of provisions to support the development of renewable energy infrastructure to ensure long term economic growth of the region while ensuring its historic rural character and environmental assets are managed and protected. A key short term action opportunity identified in the strategy relates to the economic and employment growth and recommends future planning framework will:

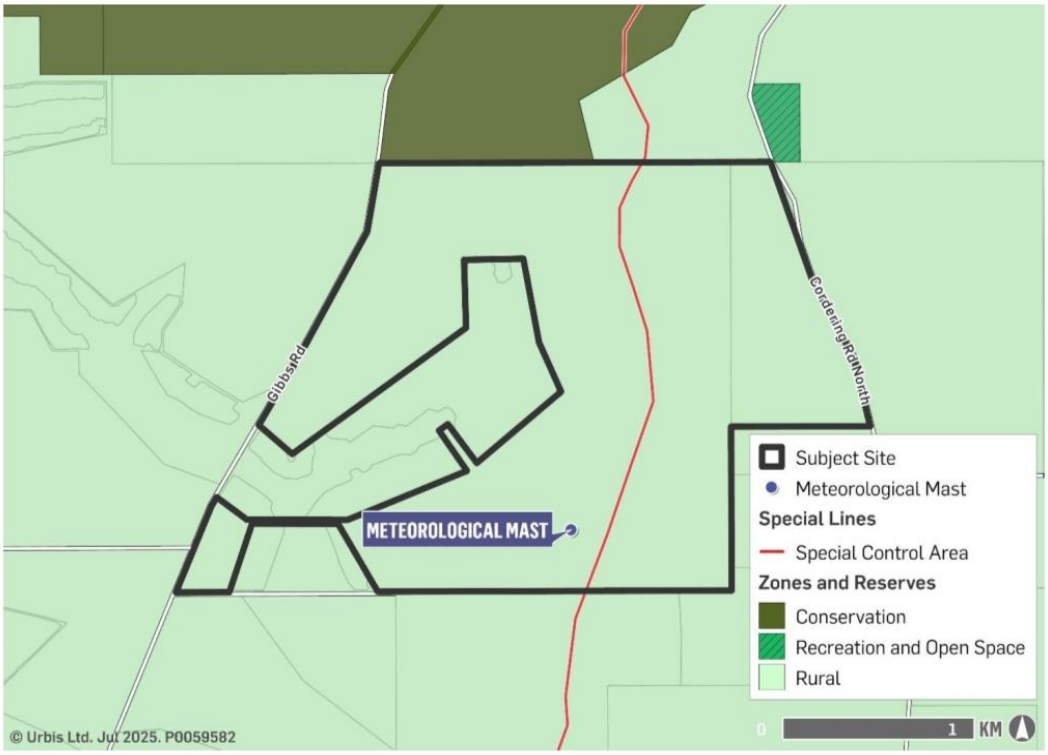
- *Prioritise rural land for agricultural use, while providing flexibility for alternative uses which do not undermine existing primary production on surrounding land.*
- *Identify and enable the attraction of businesses which value add to the Strategy Area's agricultural base while ensuring a suitable supply of land for primary production is maintained.*
- *Support a diverse range of land uses in appropriate locations contributing to economic output.*
- *Encourage the accommodation of the 'permanent and temporary workforce' in the primary settlements, providing the opportunity for flow-on economic and development benefits in settlement areas.*
- *Enhance infrastructure and services to support the growth of the tourism economy.*

The proposed met mast is a precursor to the proposed West Arthur Wind Farm which will significantly contribute to the economy and employment objectives of the Shire of West Arthur by promoting development that strengthens the local economy and supports agricultural resilience and growth. By prioritising rural land for agricultural use while allowing for alternative uses like wind energy, the wind farm can coexist without undermining primary production.

5.3. SHIRE OF WEST ARTHUR LOCAL PLANNING SCHEME NO. 2

The met mast is located within a Rural zone of the Shire of West Arthur Local Planning Scheme No. 2 (**LPS 2**) and is within Special Control Area - Public Drinking Water Source Area. The LPS map can be seen in **Figure 6** below.

Figure 6 - Shire of West Arthur Local Planning Scheme No. 2 Map



The objectives of the 'Rural' zone are as follows:

- To ensure the continuation of broad-hectare farming as the principal land use in the district and encouraging where appropriate the retention and expansion of agricultural activities.
- To provide for intensive agricultural uses and diversified farming which retain the rural character and amenity of the locality, and which are consistent with land suitability.
- To help protect rural land from land degradation and further loss of biodiversity by:
  - minimising clearing of remnant vegetation.
  - encouraging retention and protection of remnant vegetation
  - encouraging development and protection of vegetation corridors
  - encouraging development of sustainable surface and sub-surface drainage works
  - encouraging rehabilitation of salt-affected land
  - encouraging soil conservation through land management measures
  - encouraging identification and protection of wetlands
- To consider non-rural uses where they can be shown to be of benefit to the district and not detrimental to the natural resources or the environment.
- To allow for facilities for tourists and travellers, and for recreation uses.
- To have regard to use of adjoining land at the interface of the rural zone with other zones to avoid adverse effects on local amenities.

Consistent with the above objectives, the proposed met mast is being installed for the primary purpose of measuring wind speeds to assist in determining the future layout of the turbines of the West Arthur wind farm. It will not impact surrounding agricultural uses, present or future, or the associated rural amenity and character.

As demonstrated in **Section 3.2.4,** the met mast will have minimal visual impact to the surrounding rural character of the area. The met mast will avoid impacts on areas of sensitivity such as biodiverse areas (including areas of remnant vegetation) and water courses/bodies and would not have any impacts to soils of the area.

The proposed met mast (in facilitating a future large-scale renewable proposal) is considered to 'be of benefit to the district and not detrimental to the natural resources or the environment'. The proposal therefore aligns with the objectives of LPS 2 by facilitating positive impacts for the district and wider region and State.

Wellington Reservoir Catchment Special Control Area

The proposed development is located within the Wellington Reservoir Catchment Special Control Area (SCA). The purpose of the SCA is to 'avoid development that could cause surface water pollution' and 'to maintain or restore water quality of potable water'. The proposed development is not considered to have an impact on surface or subsurface water quality due to the static nature of the structure. The Shire will refer the application to the Department of Water and Environmental Regulation in accordance with clause 6.4.2 of LPS2. The applicant will address any concerns raised by DWER as required.

5.3.1. Land Use Permissibility

Under the zoning table of LPS 2, a 'meteorological mast' is not specified and therefore is considered a 'use not listed'. In accordance with Clause 4.4.2 of LPS 2, where a person proposes to carry out a use that is not specified in the zoning table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category the local government may:

a) *Determine that the use is consistent with the objectives of the particular zone and is therefore permitted; or*
b) *Determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of Clause 9.4 in considering an application for development approval;*
c) *Determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.*

As outlined in section 5.1 above, the proposal is in alignment with the objectives of the Rural zone, as it will 'be of benefit to the district' and will inform a future wind farm application (which will be subject to a separate planning process). It is the applicant's expectation that the development application will be advertised in accordance with Clause 9 of LPS 2, before the Shire determines the application.

5.3.2. General Development Requirements

5.3.2.1. Rural Development

Table 5 below provides an assessment of the proposed against Clause 5.18 (Rural Development) requirements of LPS2.

Table 5 - Rural Development Requirements

Principle	Comment	Compliance
Buildings within the Rural zone shall comply with the following minimum building setbacks: • Front: 20.0 metres • Rear: 20.0 metres • Side: 5.0 metres	The met mast complies with the setback requirements, being in excess of 50m (up to 1,000m) from relevant lot boundaries.	✓
Development applications of Agroforestry and Plantations are to be determined by the Shire by having regard to the Code of Practice for Timber Plantations in Western Australia 1997 and can impose conditions relating to the Guidelines for Plantation Fire Protection 1998.	Agroforestry and Plantations are not proposed.	✓
When considering an application, the Shire will have due regard for incompatible used that require buffer from proposed use, evidence water supply doesn't rely on catchment outside lot, how the proposal will address site conditions and effluent disposal systems can be setback at least 50m from streams.	The met mast does not impact farming operations and does not require water or sewer services to operate. The development is considered compatible and will not impact ongoing rural activities on the site.	✓
The Shire will only support subdivision of existing lots in the Rural zone in certain circumstances (specified in Clause 5.18.4 of LPS 2)	Subdivision of lots is not proposed.	✓

5.4. WEST ARTHUR LOCAL POLICIES AND LAWS

5.4.1. Local Planning Policy No.5 Wind Farms

Local Planning Policy No.5 – Wind Farms (**LPP 5**) outlines the measures to assess proposals for wind farms including advertising criteria, referral requirements, and clarifies the level of information to be provided to the Shire to accompany the application.

LPP 5 outlines the expectations of the Shire in terms of technical information informing applications for wind farms. LPP 5 generally aligns with the State Guidance Statement regarding the requirement for applications to consider acoustics, visual and landscape impact assessments, and transportation details. This LPP applies to all zones and reserves in the LPS2.

Table 6 - Local Planning Policy No. 5 – Wind Farms

LPP No 5.0 Provisions	Proposal's Response
Sitting and Design: Wind farms should be located on cleared farmland near the power grid to minimise clearing. Wind turbines should be setback a min. of 1.5km to the nearest existing dwelling or approved building envelope. Wind turbines should be setback min. 200m between centre of tower and neighbouring property boundary or public road.	Provisions relate to Wind Turbines. The met mast is a static structure that is located away from key roads and neighbouring boundaries. The met mast is 215m from the southern lot boundary which is the closest site boundary to the structure.
Consultation: Early consultation with community and stakeholder is encouraged, an Engagement Strategy and Engagement Outcomes Report is required to accompany the application, and applications will be advertised for a minimum period 42 days.	While early consultation is encouraged for wind farms, the met mast is not considered to warrant pre-lodgement consultation. The project team will address any matters raised during the public consultation period as part of the assessment of the development application.
Environmental Impact: Applications should include an environmental survey of the site addressing type, location and significance of flora and fauna, any threatened ecological communities, existing remnant vegetation proposed to be retained or removed, potential impact on birds or bats and any impact on the heritage of the site or adjoining places.	The Client has prepared spring surveys associated with the broader wind farm development. An environmental impact assessment has not been undertaken for the met mast as it will be located on already cleared land and will not require additional clearing for road access, wire stays or the met mast foundation structure.
Noise Impact: Applications should be accompanied by a Noise Impact Assessment which is to have due regard to future land uses.	Noise Impact Assessment not necessary, development is a met mast, not a wind farm with turbines
Visual Impact:	Visual and Landscape Impact Assessment Provided

LPP No 5.0 Provisions	Proposal's Response
Applications should be accompanied by a Visual and Landscape Impact Assessment which is to determine the potential impact of a wind farm on the landscape character of the area.	
Aviation: Applications should include an Aviation Impact Assessment prepared by a suitably qualified person.	Aviation Impact Assessment included at **Appendix C** and is discussed in section 3.2.3 of this report.
Site Access and Traffic Management: No works can occur within a State Road Reserve controlled by MRWA with their authorisation. Applications are to identify the proposed site access with unconstructed roads for site access is unlikely to by supported by the Shire. The Shire may require a Traffic Impact Assessment prepared by a suitable qualified traffic engineer. The Shire may place conditions on any development approval to ensure any costs associated with road damage, widening or upgrading are met by the developer.	The development will gain access via an existing crossover to Lot 1710 on Cordering Road North. Access to the met mast will be via the access track to the existing shed located on the eastern edge of Lot 8. From this point a temporary access track will be constructed to provide access for construction vehicles and maintenance vehicles thereafter.

6. CONCLUSION

The proposed met mast will be installed to monitor wind speeds to inform the turbine layout of a possible future West Arthur Wind Farm. This application seeks approval for the construction and installation of one met mast which will be a temporary structure, at which point the met mast will be deconstructed and removed.

This proposal illustrates the proposals alignment with the 'Rural' zone objectives and its general consistency with the broader planning framework and relevant technical requirements. Therefore, we respectfully request the approval of this application, subject to any conditions. It is anticipated that such conditions would primarily involve the preparation of a management plan (covering construction and traffic) to ensure appropriate management practices are followed during the construction phase.

DISCLAIMER

This report is dated 08 August 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of West Arthur Energy Pty Ltd **(Instructing Party)** for the purpose of Development Application **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A CERTIFICATE OF TITLE

APPENDIX B DEVELOPMENT PLAN AND SPECIFICATIONS

APPENDIX C AVIATION IMPACT ASSESSMENT

APPENDIX D VIEWSHED IMAGES

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1842	**477**

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

LAND DESCRIPTION:

LOT 8 ON PLAN 16470

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WUNNENBERG NOMINEES PTY LTD OF CARE OF C.L.B. MCWHIRTER & CO., 57 FORTUNE STREET, NARROGIN
(A E136587) REGISTERED 28/6/1989

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

1. D218699 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 21/3/1986.
2. Q226169 CAVEAT BY WEST ARTHUR ENERGY PTY LTD LODGED 26/11/2024.

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:	1842-477 (8/P16470)
PREVIOUS TITLE:	1365-232
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF WEST ARTHUR

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1842	**478**

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

LAND DESCRIPTION:

LOT 1710 ON DEPOSITED PLAN 114867

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WUNNENBERG NOMINEES PTY LTD OF CARE OF C.L.B. MCWHIRTER & CO., 57 FORTUNE STREET, NARROGIN
(A E136590) REGISTERED 28/6/1989

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

1. D218699 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 21/3/1986.
2. Q226169 CAVEAT BY WEST ARTHUR ENERGY PTY LTD LODGED 26/11/2024.

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.

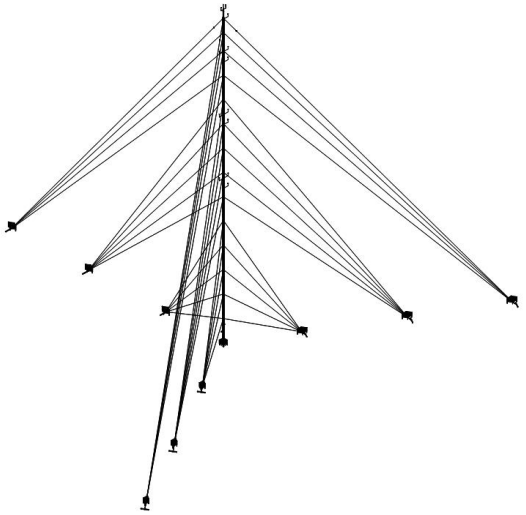
SKETCH OF LAND:	1842-478 (1710/DP114867)
PREVIOUS TITLE:	1365-232
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF WEST ARTHUR


468500
469000
469500
470000
470500
6305000
6304500
6304000
6303500
144 m
171 m
143 m
Lot 1710 on DP114867
Lot 1711 on DP114868
Lot 1711 on DP114868
Cordering Rd North
Lot 2435 on DP130948
Lot 1932 on DP120789
Lot 1 on D16985
Lot 2784 on DP141298
Lot 3458 on DP145187
Darkan
Timber Reserve
LEGEND
Indicative Met Mast Location
Indicative Guy Wire (120m)
Accessway via Cordering Road North
Land Boundary
Native Vegetation
N
0 140 280 m
MET MAST LOCATION
West Arthur Wind Farm Project
Coordinate System: GDA2020 MGA Zone 50
Reference: 2025_017_met_mast_r1
Date: 24/07/2025
Author: WEST GIS
Scale: 1:11,000
Size: A4L
LACOUR

CLIENT:
SITE:
MAST NAME:
COORDINATES:

DESCRIPTION:
WIND REGION:
TERRAIN CATEGORY:
STRUCTURAL IMPORTANCE: LEVEL 1
AS3995-1994 & AS1170.2:2021

DRAWING REGISTER	
SHEET TITLE	**SHEET No.**
TITLE SHEET & DRAWING REGISTER	1/10
GENERAL NOTES	2/10
MAST PLAN	3/10
MAST ELEVATION	4/10
MAST ANCILLARY DETAILS	5/10
MAST FOOTING DETAILS - BURIED ANCHOR	6/10
EARTHING DETAILS	7/10
FENCING DETAILS	8/10
FALL ARREST DETAILS	9/10
BAT MIC DETAILS	10/10



1 S-01 ISOMETRIC VIEW

NOTES

DATE

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CLIENT

PROJECT

SHEET TITLE
TITLE SHEET & DRAWING REGISTER

STATUS

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION		
N.T.S.			
DRAWN	CHECKED	APPROVED	CO-ORDINATED
VG	HY	AT	AT

DRAWING NUMBER	SHEET	ISSUE
ART-22599-DRG-0002	1 / 10	01

GENERAL NOTES

1. ALL MAST STEELWORK COMPONENTS, ASSEMBLIES AND PARTS CALLED OUT ON DETAILS, SECTIONS AND BILL OF MATERIALS ARE THE PROPRIETARY PRODUCTS OF ART GROUP UNLESS NOTED OTHERWISE (U.N.O). COMPLETE DETAILS AND INFORMATION OF ART GROUP PRODUCTS SHOWN ON PRODUCTION SHOP DRAWINGS.
2. ALL DIMENSIONS TO BE CHECKED ON-SITE PRIOR TO CONSTRUCTION.
3. ALL DIMENSIONS ON SHOWN ARE IN MILLIMETERS U.N.O.
4. DO NOT GET DIMENSIONS BY SCALING DRAWINGS.
5. ALL WORKMANSHIP PREFORMED AND MATERIALS USED SHALL BE AS PER THE CURRENT AUSTRALIAN STANDARDS, THE BY-LAWS, AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITY.
6. ALL BOLTS ARE GRADE 8.8 STRUCTURAL ASSEMBLIES SUPPLIED WITH NUT AND WASHER U.N.O.
7. ALL BOLTS TO BE SNUG TIGHTENED U.N.O.
8. MAINTAIN STABLE CONDITIONS OF STRUCTURE DURING CONSTRUCTION AND DO NOT OVER STRESS ANY PART DURING CONSTRUCTION.
9. PROVIDE "HELICOIL GRIP": OR "FAN WRAP" AT TERMINATION OF ALL GUY WIRES.
10. INSTALL LAD-SAF FALL ARREST SYSTEM AS PER MANUFACTURES SPECIFICATIONS.

LOCATION

1. THE MAST LOCATION AND PROXIMITY TO PUBLIC ROADS, BUILDINGS AND OTHER INFRASTRUCTURE IS THE RESPONSIBILITY OF THE CLIENT AND RELEVANT LOCAL COUNCIL, STATE AND FEDERAL AUTHORITIES. UNLESS OTHERWISE STATED, ART IS NOT RESPONSIBLE FOR THE FINAL LOCATION IN REGARD TO COMPLIANCE WITH RELEVANT LOCAL COUNCIL, STATE AND FEDERAL AUTHORITIES.

EARTHING

1. UNLESS OTHERWISE SPECIFIED ART IS NOT RESPONSIBLE FOR THE SITE EARTHING SYSTEM COMPLIANCE TO AS/NZS 1768-2021 Cl 3.5.3 (EARTHING RESISTANCE RECOMMENDED VALUES) AS WELL AS THE PROVISION OF GEOTECHNICAL AND SOIL RESISTIVITY SURVEY DATA.
2. THE METAL GUY WIRES ARE CONSIDERED ADEQUATELY EARTHED AS THEY ARE ATTACHED TO BURIED STEEL ANCHOR RODS SET IN EARTH (REFER TO AS/NZS 1768-2021 Appendix I.5.1)
3. THE TOWER METALLIC STRUCTURE IS CONSIDERED A NATURAL DOWN CONDUCTOR AND REQUIRES NO ADDITIONAL DOWNCONDUCTOR (REFER TO AS/NZS 1768-2021 Cl 3.3.3)

STEEL ERECTION

1. MAST INSTALLATION DESIGNED FOR GIN-POLE OR CRANE ERECTION.
2. FOR CRANE LIFTS ASSEMBLED SECTIONS MUST NOT EXCEED 40m IN A SINGLE LIFT UNLESS TWO CRANES ARE USED IN A DUAL LIFT CONFIGURATION.
3. FOR GIN-POLE LIFTS ONLY ONE SECTION AT A TIME TO BE RAISED WITH GIN-POLE.

FOOTINGS & FOUNDATIONS

1. REMOVE ALL TOPSOIL AND UPPER STRATA CONTAINING ORGANIC MATTER FOR ALL FOOTINGS.
2. IF MATERIAL ON-SITE IS NOT SUITABLE FOR STANDARD COMPACTION SPECIFICATION, THEN IMPORTED FILL OR BACKFILL SHALL CONSIST OF APPROVED MATERIAL INSTALLED AS PER COMPACTION SPECIFICATIONS.

GUY ANCHOR COMPACTION SPECIFICATIONS

1. THE LEVEL OF TOLERANCE OF GUY ANCHOR FOOTINGS MAY VARY (HIGHER/LOWER) WITHOUT ENGINEERING REVIEW MAINTAINING NOMINATED GUY ANCHOR ANGLES AS SPECIFIED BY THE STRUCTURAL ENGINEER.
   - INNER FOOTING: 3.0m
   - INTERMEDIATE FOOTING: 6.0m
   - OUTER FOOTING: 6.0m
2. EXCAVATE ANCHOR PIT AND INSTALL STEEL ANCHOR BEAM, ANCHOR ROD AND ATTACHMENTS AS SPECIFIED IN DETAILS AND INFORMATION PROVIDED ON STRUCTURAL DRAWINGS.
3. CLAYS OR SILTS (BASED ON Φ=20° AND Cu=20kPa) OR SANDS (BASED ON Φ=32° MIN.) CAN BE USED AS FILL MATERIAL. MINIMUM SOIL PROPERTIES ARE AS STATED ABOVE UNLESS A GEOTECHNICAL REPORT IS PROVIDED IN WHICH CASE SPECIFIC SELECT FILL PARTICLES SIZE AND SHAPE IS TO SUIT COMPACTED LAYER THICKNESS AS PER THE GEOTECHNICAL REPORT SPECIFICATIONS.
4. ACHIEVE ADEQUATE COMPACTION BY PROVIDING A COMPACTED DENSITY EQUAL TO A CONTROLLED FILL CLASSIFICATION AS DEFINED IN AS2870. PLACE FILL IN LAYERS NO GREATER THAN 150mm WHEN COMPACTED. ACHIEVE REQUIRED COMPACTION BY MECHANICAL TAMPING SUCH AS COMPACTION BY RODDING, VIBRATING PLATE, SMOOTH DRUM ROLLER ATTACHED TO A BACKHOE/EXCAVATOR, OR WALK BEHIND WHACKER PACKER.
5. ANGLE OF ANCHOR ROD SHOWN ON GUY ANCHOR FOOTING SCHEDULE REFERS TO PRETENSION FORCE BEING APPLIED TO GUY-WIRES AND RE-COMPACTION OF LOOSE SOIL FOLLOWING PRETENSION.

CONCRETE

1. ALL WORKMANSHIP PREFORMED AND MATERIALS USED ARE AS PER AS3600.
2. PLACE CONCRETE WITH COMPRESSIVE STRENGTH F'C 32MPa AS DEFINED IN AS1379.
3. MAST BASE FOUNDATION: CONCRETE COVER OF 75mm MIN. TOP, BOTTOM AND SIDES.
4. GUY ANCHOR FOUNDATION: MIN. 50mm CONCRETE COVER AROUND THE STEEL ANCHOR BEAM; FOR TOTAL CONCRETE DEPTH REFER TO GUY ANCHOR FOOTING SCHEDULE.
5. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS MADE IN CONCRETE MEMBERS WITHOUT THE WRITTEN APPROVAL FROM THE STRUCTURAL ENGINEER.
6. REINFORCEMENT SYMBOLS:
   N - GRADE 500 NORMAL DUCTILITY DEFORMED BAR. THE NUMBER FOLLOWING THESE SYMBOLS INDICATES BAR DIAMETER IN MILLIMETRES U.N.O.
   REINFORCEMENT TO COMPLY WITH AS4671.

STEEL WORK

1. ALL WORKMANSHIP PREFORMED AND MATERIALS USED ARE AS PER AS4100 AND AS1554. EXCEPTION MAY BE PERMITTED ONLY WHERE AS VARIED BY APPROVED CONTRACT DOCUMENTS.
2. UNLESS NOTED OTHERWISE, THE FOLLOWING STEEL GRADES APPLY TO MAST SECTIONS:
   - MAST CORD (LEGS) 500 MPa
   - MAST WEBBING 300 MPa
   - PLATES 250 MPa
3. WELDED CONNECTIONS BETWEEN STRUCTURAL MEMBERS ARE 6mm CONTINUOUS FILLET WELD (OR SIZE EQUIVALENT TO THE MINIMUM THICKNESS OF CONNECTION MEMBERS IF LESS THAN 6mm) U.N.O. WELDED CONNECTIONS BETWEEN LATTICE & CHORDS ARE 6mm MIN. COMPLETE AND INCOMPLETE PENETRATION BUTT WELDS CLASS SP U.N.O.
4. BOLT TYPES AND DESIGNATIONS WHERE USED ARE AS FOLLOWS:
   4.6/S COMMERCIAL BOLTS TO AS1111 SNUG TIGHTENED 8.8/S HIGH STRENGTH STRUCTURAL ASSEMBLY (BOLTS, NUTS AND HARDENED WASHERS) TO AS1252 SNUG TIGHTENED ONLY FOR ALL MAST SECTIONS U.N.O.
5. M16 HIGH STRENGTH (8.8/S) BOLTS USED TYPICALLY IN ALL CONNECTIONS U.N.O. NOTWITHSTANDING THIS, NO STEEL-TO-STEEL CONNECTIONS ASSEMBLED WITH LESS THAN 2/ M16 (8.8/S) BOLTS U.N.O. U-BOLTS (4.6/S) USED FOR ANCILLARIES INSTALLATION U.N.O.
6. BOLT HOLES IN STEEL-TO-STEEL AND STEEL-TO-CONCRETE CONNECTIONS WITH BOLT DIAMETER +2mm AND +3mm RESPECTIVELY. BASE PLATES MUST HAVE A BOLT DIAMETER +6mm U.N.O.
7. ALL NUTS, BOLTS AND WASHERS ARE GALVANIZED U.N.O.
8. WELD MATERIAL REQUIRES A NOMINAL TENSILE STRENGTH OF 490MPa AS PER AS4100 AMENDMENT 1, 2012, TABLE 9.7.3.10(1).
9. ALL WELDS REQUIRE CATEGORY SP AS PER AS1554 PART 1 U.N.O.
10. PROTECTIVE SURFACE TREATMENT APPLIED TO STRUCTURAL STEELWORK AS FOLLOWS:

    GENERAL MAST FINISH:
    HOT-DIP GALVANIZE "HDG600" (AS2312).

    GUY ANCHOR BEAMS & ANCHOR RODS FINISH:
    HOT-DIP GALVANIZE "HDG600" (AS2312).
    BLACK STEEL MAY BE USED WHERE ANCHOR BEAM IS ENCASED IN CONCRETE.

MAST GUY WIRE SPECIFICATIONS

GUY WIRES: AS APPLICABLE

- Ø8.25 (7/2.75) G1320
  TENSILE STRENGTH 1320 MPa
  PRE-TENSION 3.5 kN

MAST DESIGN LOADS	
WIND PARAMETERS (AS1170.2:2021)	
WIND REGION	A3
TERRAIN CATEGORY	2
IMPORTANCE LEVEL (AS1170.0:2011)	1
TOPOGRAPHIC MULTIPLIER Mt	1
DIRECTIONAL MULTIPLIER Md	1
CLIMATE CHANGE MULTIPLIER Mc	1
REGIONAL WIND SPEED Vr (m/s) (2)	38
SERVICE WIND Vs (m/s) (3)	27
DEPLOYMENT TYPE (4)	TEMPORARY
STRUCTURE SERVICE LIFE (5)	5 YEARS
MAST STEELWORK INFORMATION	
MAST HUB HEIGHT	160000
MAST HEIGHT	157700
STANDARD MAST SECTION HEIGHT (GL55)	2880
MAST BASE HEIGHT (GL55)	565
MAST BASE RL.	100
MAST FOOTING & SOIL PROPERTIES	
SOIL ALLOWABLE BEARING CAPACITY (kPa)	100 kPa
DENSITY OF SOIL (kN/m³)	17 kN/m³
INTERNAL ANGLE OF FRICTION (DEGREES°)	30°
MAST FOUNDATION	CONCRETE IN SITU
FOUNDATION DIMENSIONS (WxLxD)	1800x1800x700

NOTES: (Δ)

1. REGIONAL WIND SPEED FOR AS1170.2:2021 CALCULATIONS OF WIND PRESSURE DETERMINED VIA AS1170.0:2011 ANNEX F TAKING INTO ACCOUNT THE DESIGN WORKING LIFE OF THE DEPLOYMENT TYPE AND ANNUAL PROBABILITY OF WIND EVENT EXCEEDANCE IN ACCORDANCE WITH THE IMPORTANCE LEVEL. THE DESIGN WORKING LIFE IS CONSIDERED AS 5 YEARS FOR TEMPORARY MASTS AND 25 YEARS FOR PERMANENT MASTS.
2. SERVICE WIND SPEED BASED ON CRITERION OF SERVICEABILITY OF COMMUNICATION LATTICE TOWERS WHICH TAKES INTO CONSIDERATION OUTAGES IN BROADCASTING OR LOSS OF SIGNAL IN MICROWAVE RADIO LINKS. A 27 m/s WIND SPEED IS THE REFERENCE SPEED ANNOTATED IN AS3995-1994 ANNEX A AND OTHER INTERNATIONAL STANDARDS THAT REGULATES THIS TYPE OF STRUCTURAL DESIGN.
3. AS DEFINED IN THE PROJECT SCOPE OF WORKS.
4. MINIMUM SERVICE LIFE EXPECTED FOR STEEL MEMBERS, PROTECTIVE COATINGS AND CONCRETE ELEMENTS WITHOUT COMPROMISED TO STRUCTURAL INTEGRITY WITH STANDARD LEVEL OF MAINTENANCE.
5. MAINTENANCE LOAD CONSIDERED AS 2 PERSONNEL AT A TIME OR EQUIVALENT.
6. THE ULTIMATE SOIL CAPACITY IS TAKEN AS AT LEAST 1.5 TIMES THE REFERRED ALLOWABLE CAPACITY.

NOTES

		DATE

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CLIENT

PROJECT

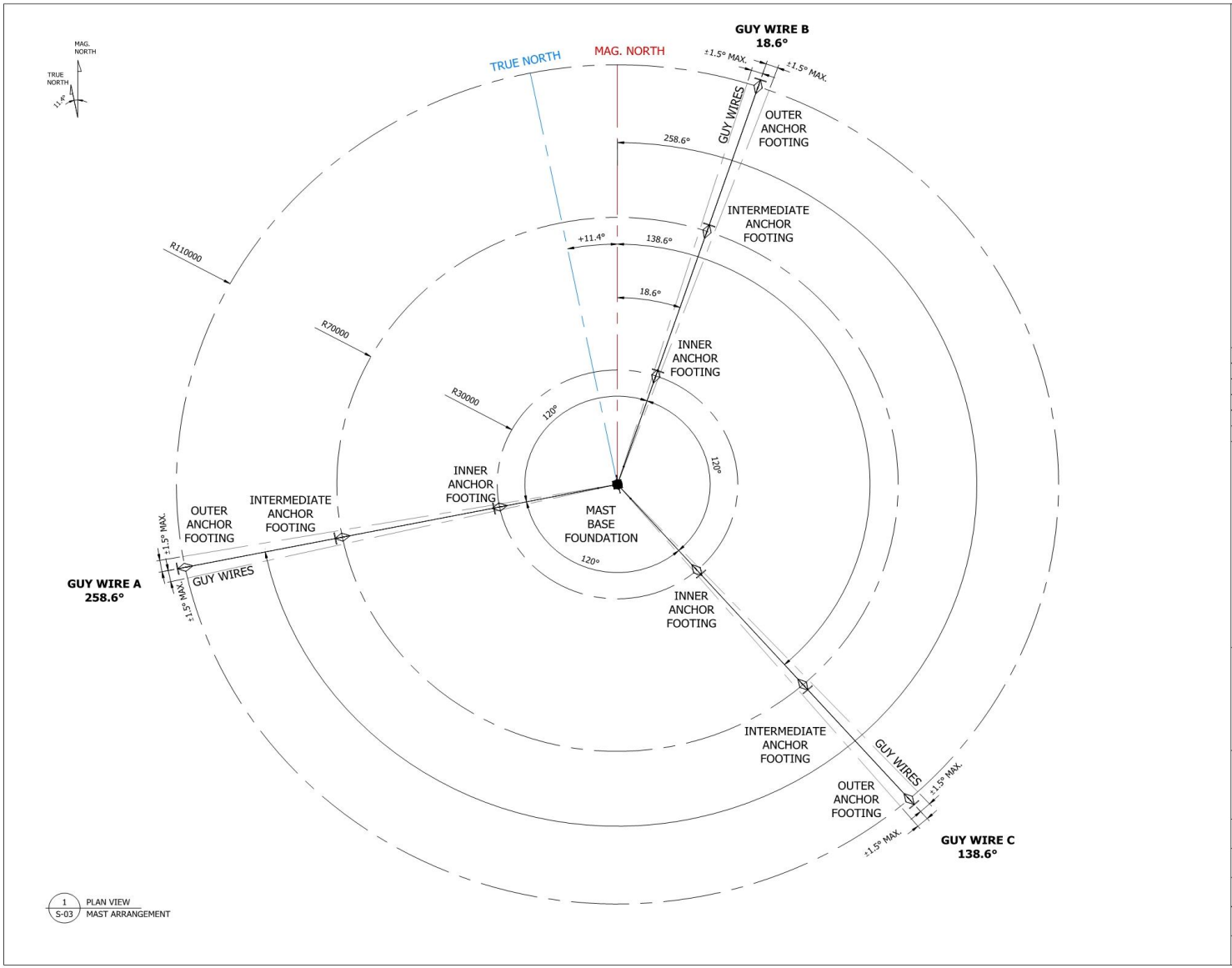
SHEET TITLE: GENERAL NOTES

STATUS

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION
N/A	

DRAWN	CHECKED	APPROVED	CO-ORDINATED
VG	HY	AT	AT

DRAWING NUMBER	SHEET	ISSUE
ART-22599-DRG-0002	2 / 10	01



NOTES

DATE

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CLIENT

PROJECT

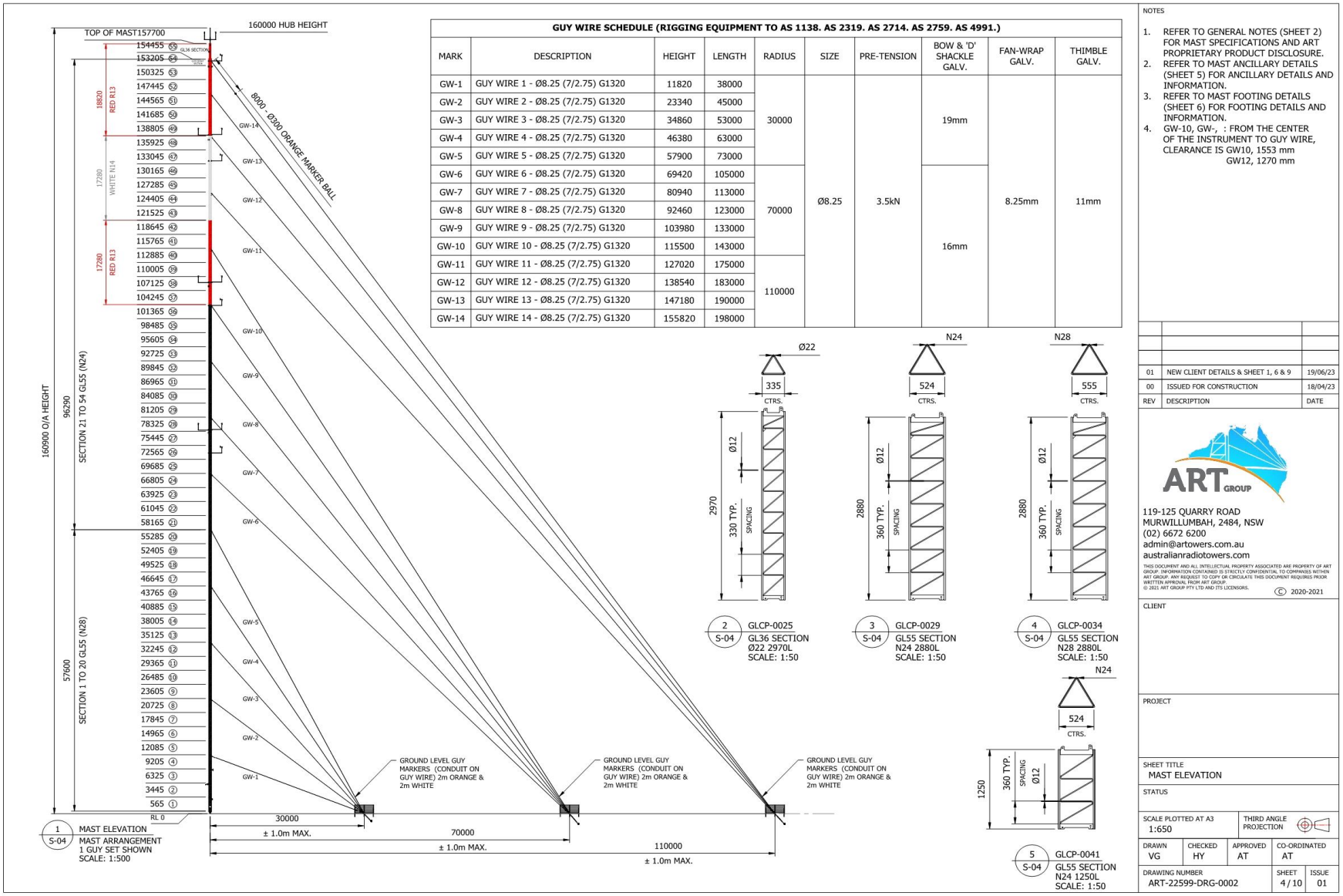
SHEET TITLE
MAST PLAN

STATUS

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION
1:900	

DRAWN	CHECKED	APPROVED	CO-ORDINATED
VG	HY	AT	AT

DRAWING NUMBER	SHEET	ISSUE
ART-22599-DRG-0002	3 / 10	01



GUY WIRE SCHEDULE (RIGGING EQUIPMENT TO AS 1138. AS 2319. AS 2714. AS 2759. AS 4991.)

MARK	DESCRIPTION	HEIGHT	LENGTH	RADIUS	SIZE	PRE-TENSION	BOW & 'D' SHACKLE GALV.	FAN-WRAP GALV.	THIMBLE GALV.
GW-1	GUY WIRE 1 - Ø8.25 (7/2.75) G1320	11820	38000	30000	Ø8.25	3.5kN	19mm	8.25mm	11mm
GW-2	GUY WIRE 2 - Ø8.25 (7/2.75) G1320	23340	45000						
GW-3	GUY WIRE 3 - Ø8.25 (7/2.75) G1320	34860	53000						
GW-4	GUY WIRE 4 - Ø8.25 (7/2.75) G1320	46380	63000						
GW-5	GUY WIRE 5 - Ø8.25 (7/2.75) G1320	57900	73000						
GW-6	GUY WIRE 6 - Ø8.25 (7/2.75) G1320	69420	105000	70000			16mm		
GW-7	GUY WIRE 7 - Ø8.25 (7/2.75) G1320	80940	113000						
GW-8	GUY WIRE 8 - Ø8.25 (7/2.75) G1320	92460	123000						
GW-9	GUY WIRE 9 - Ø8.25 (7/2.75) G1320	103980	133000						
GW-10	GUY WIRE 10 - Ø8.25 (7/2.75) G1320	115500	143000						
GW-11	GUY WIRE 11 - Ø8.25 (7/2.75) G1320	127020	175000	110000					
GW-12	GUY WIRE 12 - Ø8.25 (7/2.75) G1320	138540	183000						
GW-13	GUY WIRE 13 - Ø8.25 (7/2.75) G1320	147180	190000						
GW-14	GUY WIRE 14 - Ø8.25 (7/2.75) G1320	155820	198000						

NOTES

1. REFER TO GENERAL NOTES (SHEET 2) FOR MAST SPECIFICATIONS AND ART PROPRIETARY PRODUCT DISCLOSURE.
2. REFER TO MAST ANCILLARY DETAILS (SHEET 5) FOR ANCILLARY DETAILS AND INFORMATION.
3. REFER TO MAST FOOTING DETAILS (SHEET 6) FOR FOOTING DETAILS AND INFORMATION.
4. GW-10, GW-, : FROM THE CENTER OF THE INSTRUMENT TO GUY WIRE, CLEARANCE IS GW10, 1553 mm
   GW12, 1270 mm

REV	DESCRIPTION	DATE
01	NEW CLIENT DETAILS & SHEET 1, 6 & 9	19/06/23
00	ISSUED FOR CONSTRUCTION	18/04/23

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PROJECT

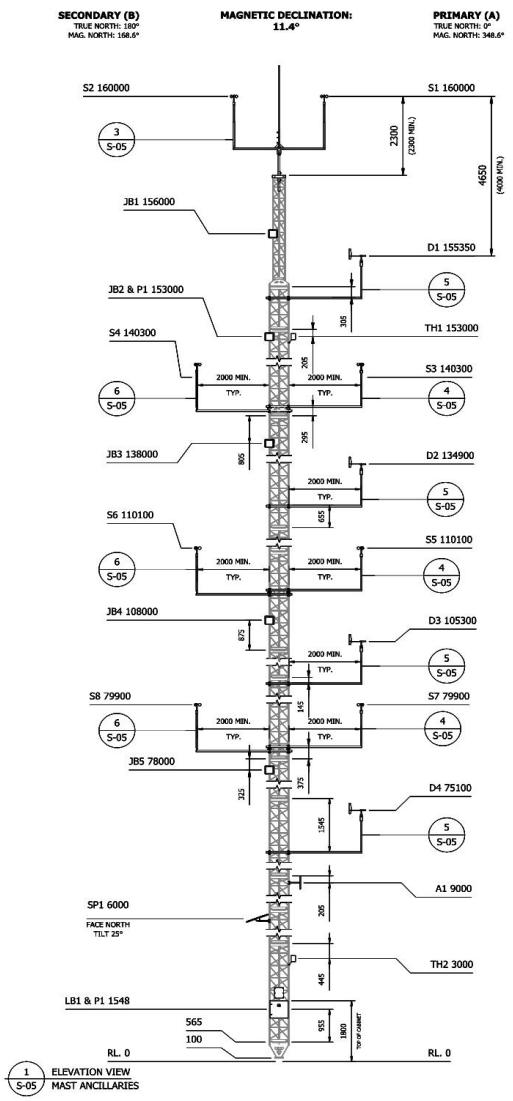
SHEET TITLE
MAST ELEVATION

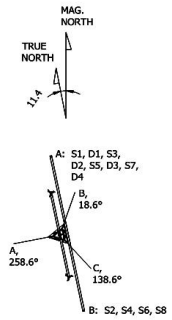
STATUS

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION
1:650	

DRAWN	CHECKED	APPROVED	CO-ORDINATED
VG	HY	AT	AT

DRAWING NUMBER	SHEET	ISSUE
ART-22599-DRG-0002	4 / 10	01

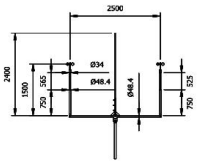


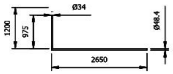


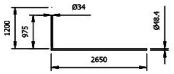
MAST ANCILLARY LOADING

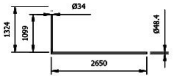
MARK	DESCRIPTION	HEIGHT	SECTION	ESA m²
LR1	LIGHTNING ROD	160900	TOP	0.56
S1	ANEMOMETER FCA2	160000		
S2	ANEMOMETER FCA2			
JB1	JUNCTION BOX	156000	55	0.06
D1	WIND VANE THIES FIRST CLASS	155350		0.2
TH1	TEMP. & HUMIDITY GALTEC MELA KPC	153000	53	0.02
JB2	JUNCTION BOX		53	0.06
P1	PRESSURE VAISALA PTB 110		53	
S3	ANEMOMETER FCA2	140300	49	0.2
S4	ANEMOMETER FCA2			0.2
JB3	JUNCTION BOX	138000	48	0.06
D2	WIND VANE THIES FIRST CLASS	134900	47	0.2
S5	ANEMOMETER FCA2	110100	39	0.2
S6	ANEMOMETER FCA2			0.2
JB4	JUNCTION BOX	108000	38	0.06
D3	WIND VANE THIES FIRST CLASS	105300	37	0.2
S7	ANEMOMETER FCA2	79900	28	0.2
S8	ANEMOMETER FCA2			0.2
JB5	JUNCTION BOX	78000	27	0.06
D4	WIND VANE THIES FIRST CLASS	75100	26	0.2
A1	ANTENNA OMNI COL7195	9000	3	0.02
SP1	SOLAR PANEL SOLAWAT 50w	6000	2	0.33
TH2	TEMP. & HUMIDITY GALTEC MELA KPC	3000	1	0.02
LB1	CAMPBELL SCIENTIFIC DATA LOGGER CR1000X	1500		0.27
		TOTAL ESA m²		3.52

NOTES:
1. STRUCTURAL ALLOWANCE FOR BUNDLED CABLES DOWN MAST LEG(S).
2. ESA VALUES INCLUDE BOOM ARMS, BRACKETS AND INSTRUMENTS.









NOTES

		DATE

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CLIENT

PROJECT

SHEET TITLE
MAST ANCILLARY DETAILS

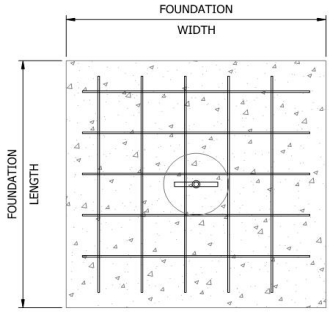
STATUS

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION		
1:100			
DRAWN	CHECKED	APPROVED	CO-ORDINATED
VG	PFB	AT	AT
DRAWING NUMBER		SHEET	ISSUE
ART-22599-DRG-0002		5 / 10	01

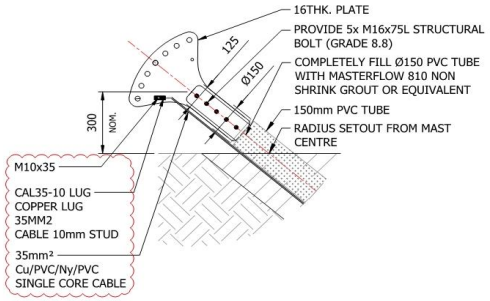
MAST BASE FOUNDATION			
WIDTH	LENGTH	DEPTH	VOL. OF CONCRETE
1800	1800	700	2.268m³

GUY ANCHOR FOOTING SCHEDULE

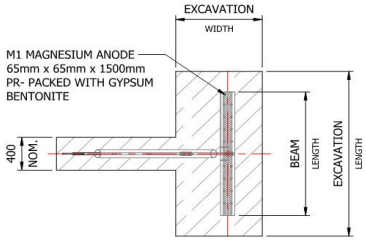
FOOTING	RADIUS	No. GUYS	EXCAV. WIDTH	EXCAV. LENGTH	EXCAV. DEPTH	ANCHOR BEAM	ANCHOR TYPE	ANGLE	DIM A	DIM B	DIM C	GROUT WEIGHT (kg)	PIPE LENGTH	ANCHOR HEAD	TURNBUCKLE GALV.
INNER	30000	5	800	3400	1600	3000	BURIED	48°	1454	400	2380	56	2000	7 HOLE	5/8"
INTERMEDIATE	70000	5	800	3400	2200	3000	BURIED	51°	1762	400	3026	75	2700	7 HOLE	5/8"
OUTER	110000	4	800	3400	2200	3000	BURIED	49°	1884	400	3111	77	2700	7 HOLE	5/8"



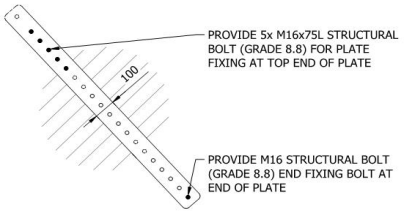
1 / S-06 PLAN VIEW
CONCRETE IN-SITU MAST BASE
TYPICAL DETAIL



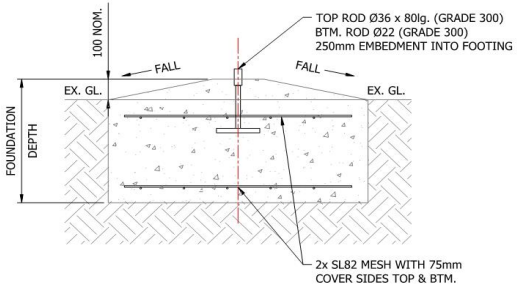
A / S-06 DETAIL VIEW
ANCHOR HEAD ASSEMBLY
TYPICAL DETAIL



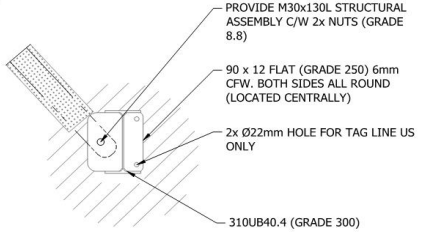
3 / S-06 PLAN VIEW
GUY ANCHOR FOOTING
TYPICAL DETAIL



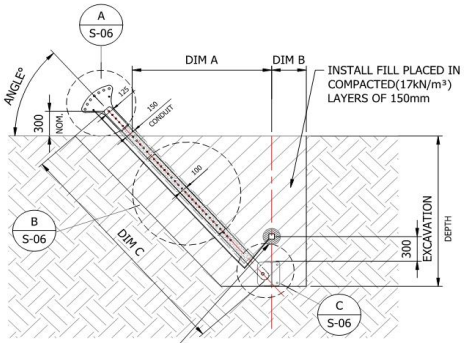
B / S-06 DETAIL VIEW
ANCHOR ROD CONNECTION
PVC TUBE & EARTH NOT SHOWN FOR CLARITY
TYPICAL DETAIL



2 / S-06 SECTION VIEW
CONCRETE IN-SITU MAST BASE
TYPICAL DETAIL



C / S-06 DETAIL VIEW
ANCHOR BEAM ASSEMBLY
TYPICAL DETAIL



4 / S-06 SECTION VIEW
GUY ANCHOR FOOTING
TYPICAL DETAIL

NOTES
1. REFER TO GENERAL NOTES (SHEET 2) GUY ANCHOR COMPACTION SPECIFICATIONS.

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SHEET TITLE
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STATUS

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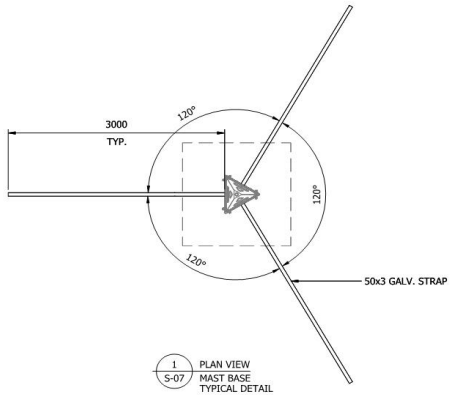
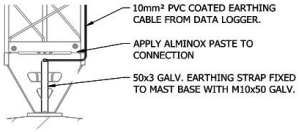
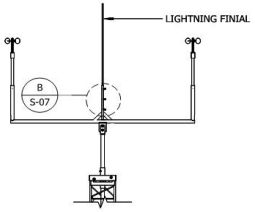
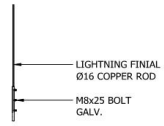


1 S-07 PLAN VIEW
MAST BASE
TYPICAL DETAIL

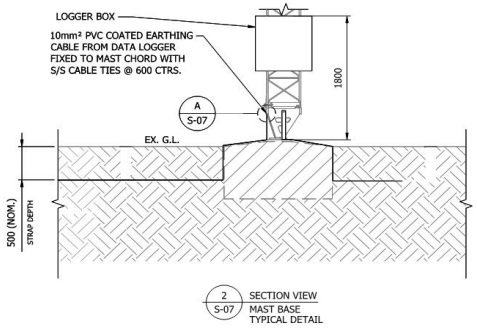


A S-07 DETAIL VIEW
MAST BASE
EARTHING CONNECTION
TYPICAL DETAIL





B S-07 DETAIL VIEW
GOAL POST / LIGHTNING FINIAL
TYPICAL DETAIL



2 S-07 SECTION VIEW
MAST BASE
TYPICAL DETAIL

NOTES

1. REFER TO GENERAL NOTES (SHEET 2) FOR EARTHING SPECIFICATIONS.

		DATE

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SHEET TITLE

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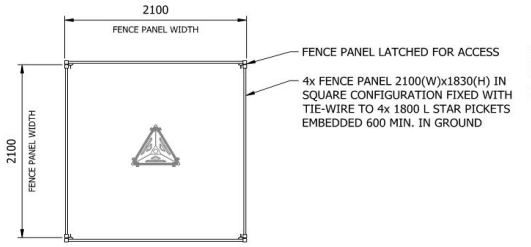
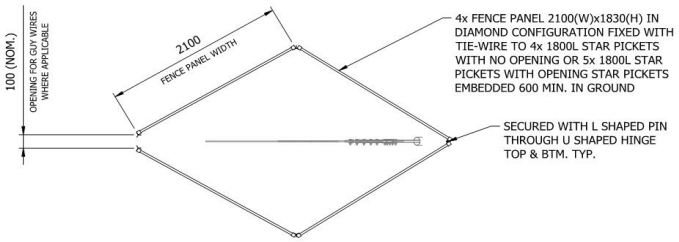
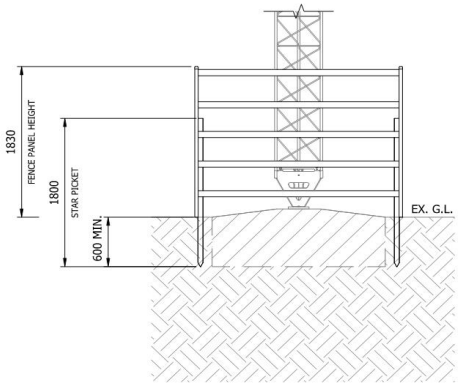
NOTES:
1. POSITION STAR PICKETS BEHIND FENCE PANELS.
2. NO SHARP EDGES ON THE OUTSIDE OF FENCE PANELS.
3. INNER ANCHOR - 4 PANELS & 5 STAR PICKETS (OPENING).
4. OTHER ANCHOR(S) - 4 PANELS & 4 STAR PICKETS.
5. FOOTINGS SHOWN FOR INDICATIVE PURPOSE ONLY REFER TO MAST FOOTING AND FOUNDATION DETAILS (SHEET 6).



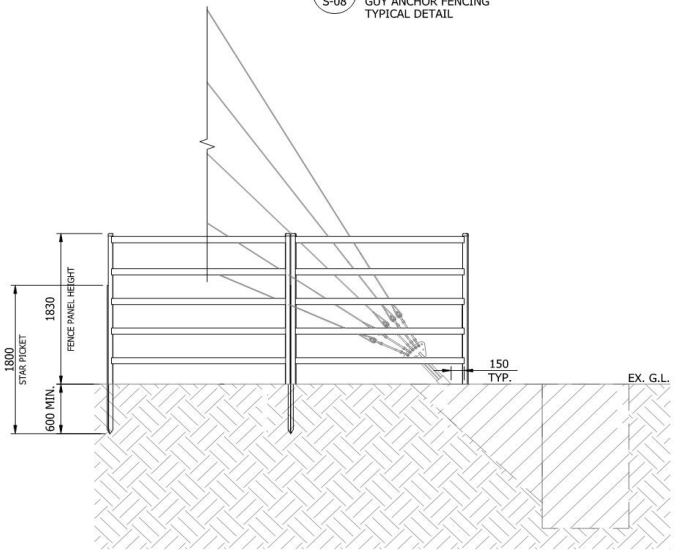
1 S-08 PLAN VIEW MAST BASE FENCING TYPICAL DETAIL



3 S-08 PLAN VIEW GUY ANCHOR FENCING TYPICAL DETAIL



2 S-08 SECTION VIEW MAST BASE FENCING TYPICAL DETAIL



4 S-08 SECTION VIEW GUY ANCHOR FENCING TYPICAL DETAIL

NOTES

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SHEET TITLE: FENCING DETAILS

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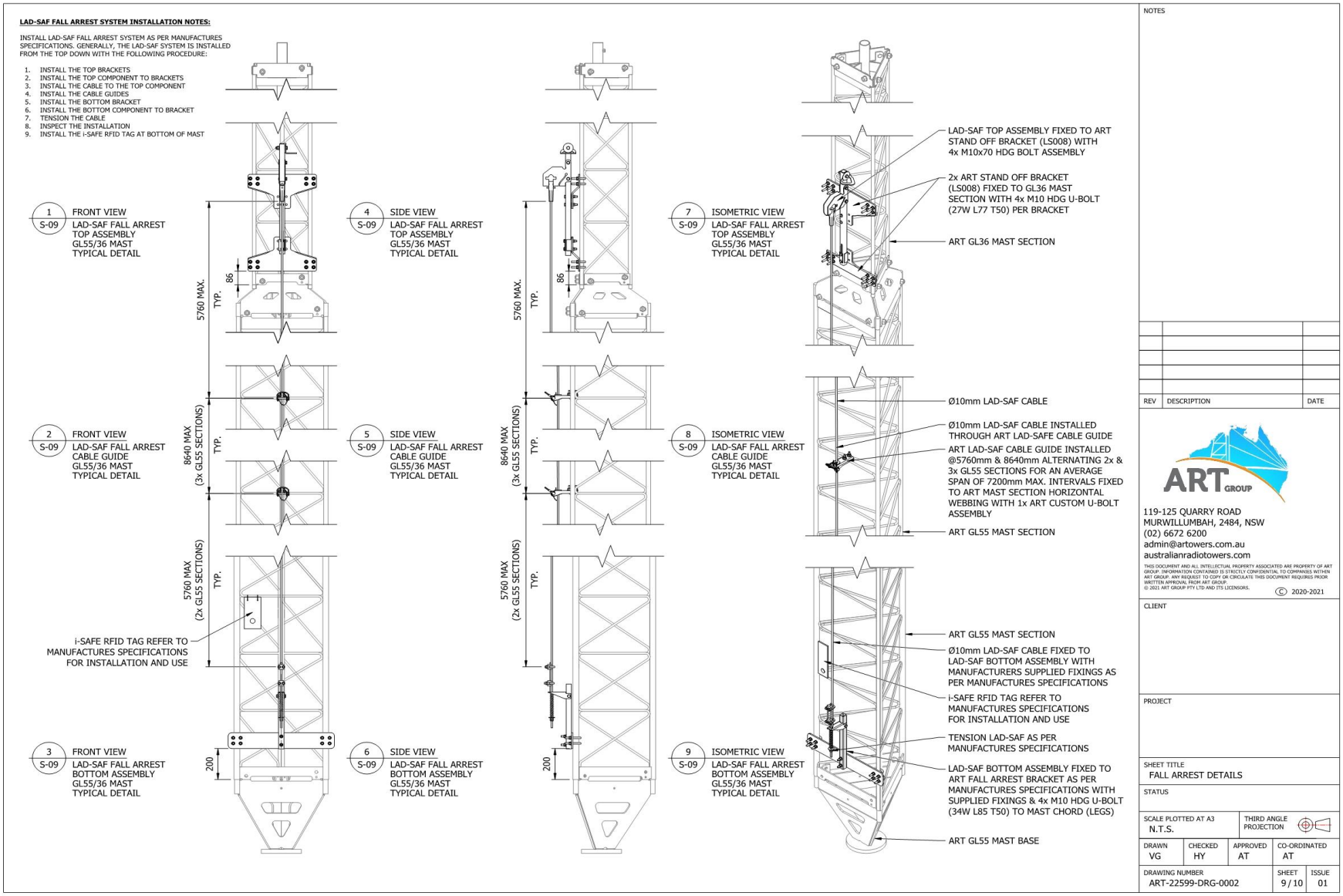
LAD-SAF FALL ARREST SYSTEM INSTALLATION NOTES:
INSTALL LAD-SAF FALL ARREST SYSTEM AS PER MANUFACTURES SPECIFICATIONS. GENERALLY, THE LAD-SAF SYSTEM IS INSTALLED FROM THE TOP DOWN WITH THE FOLLOWING PROCEDURE:
1. INSTALL THE TOP BRACKETS
2. INSTALL THE TOP COMPONENT TO BRACKETS
3. INSTALL THE CABLE TO THE TOP COMPONENT
4. INSTALL THE CABLE GUIDES
5. INSTALL THE BOTTOM BRACKET
6. INSTALL THE BOTTOM COMPONENT TO BRACKET
7. TENSION THE CABLE
8. INSPECT THE INSTALLATION
9. INSTALL THE i-SAFE RFID TAG AT BOTTOM OF MAST
1 S-09 FRONT VIEW LAD-SAF FALL ARREST TOP ASSEMBLY GL55/36 MAST TYPICAL DETAIL
2 S-09 FRONT VIEW LAD-SAF FALL ARREST CABLE GUIDE GL55/36 MAST TYPICAL DETAIL
3 S-09 FRONT VIEW LAD-SAF FALL ARREST BOTTOM ASSEMBLY GL55/36 MAST TYPICAL DETAIL
4 S-09 SIDE VIEW LAD-SAF FALL ARREST TOP ASSEMBLY GL55/36 MAST TYPICAL DETAIL
5 S-09 SIDE VIEW LAD-SAF FALL ARREST CABLE GUIDE GL55/36 MAST TYPICAL DETAIL
6 S-09 SIDE VIEW LAD-SAF FALL ARREST BOTTOM ASSEMBLY GL55/36 MAST TYPICAL DETAIL
7 S-09 ISOMETRIC VIEW LAD-SAF FALL ARREST TOP ASSEMBLY GL55/36 MAST TYPICAL DETAIL
8 S-09 ISOMETRIC VIEW LAD-SAF FALL ARREST CABLE GUIDE GL55/36 MAST TYPICAL DETAIL
9 S-09 ISOMETRIC VIEW LAD-SAF FALL ARREST BOTTOM ASSEMBLY GL55/36 MAST TYPICAL DETAIL
5760 MAX. TYP.
8640 MAX (3x GL55 SECTIONS) TYP.
5760 MAX (2x GL55 SECTIONS) TYP.
86
200
i-SAFE RFID TAG REFER TO MANUFACTURES SPECIFICATIONS FOR INSTALLATION AND USE
LAD-SAF TOP ASSEMBLY FIXED TO ART STAND OFF BRACKET (LS008) WITH 4x M10x70 HDG BOLT ASSEMBLY
2x ART STAND OFF BRACKET (LS008) FIXED TO GL36 MAST SECTION WITH 4x M10 HDG U-BOLT (27W L77 T50) PER BRACKET
ART GL36 MAST SECTION
Ø10mm LAD-SAF CABLE
Ø10mm LAD-SAF CABLE INSTALLED THROUGH ART LAD-SAFE CABLE GUIDE
ART LAD-SAF CABLE GUIDE INSTALLED @5760mm & 8640mm ALTERNATING 2x & 3x GL55 SECTIONS FOR AN AVERAGE SPAN OF 7200mm MAX. INTERVALS FIXED TO ART MAST SECTION HORIZONTAL WEBBING WITH 1x ART CUSTOM U-BOLT ASSEMBLY
ART GL55 MAST SECTION
ART GL55 MAST SECTION
Ø10mm LAD-SAF CABLE FIXED TO LAD-SAF BOTTOM ASSEMBLY WITH MANUFACTURERS SUPPLIED FIXINGS AS PER MANUFACTURES SPECIFICATIONS
i-SAFE RFID TAG REFER TO MANUFACTURES SPECIFICATIONS FOR INSTALLATION AND USE
TENSION LAD-SAF AS PER MANUFACTURES SPECIFICATIONS
LAD-SAF BOTTOM ASSEMBLY FIXED TO ART FALL ARREST BRACKET AS PER MANUFACTURES SPECIFICATIONS WITH SUPPLIED FIXINGS & 4x M10 HDG U-BOLT (34W L85 T50) TO MAST CHORD (LEGS)
ART GL55 MAST BASE
NOTES
REV DESCRIPTION DATE
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DRAWING NUMBER ART-22599-DRG-0002
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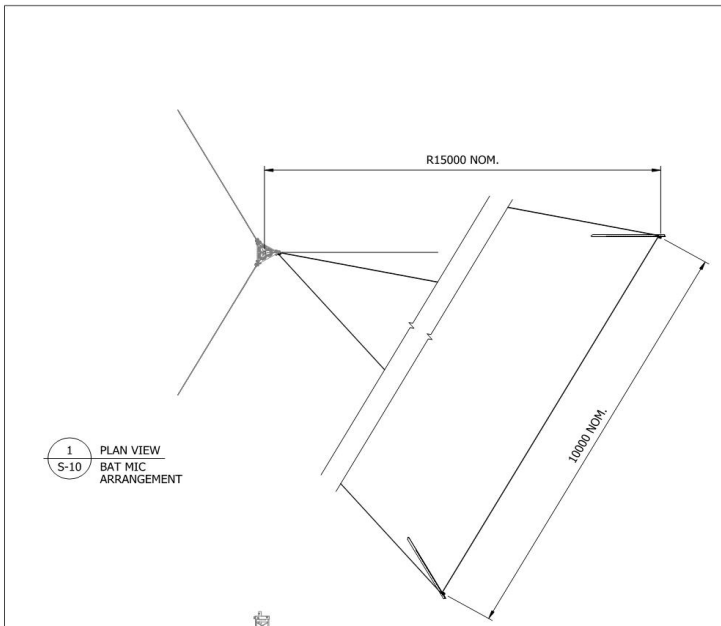
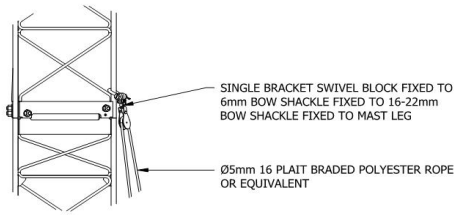
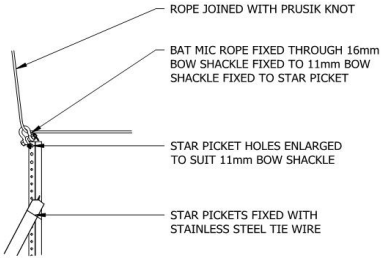
ISSUE 01



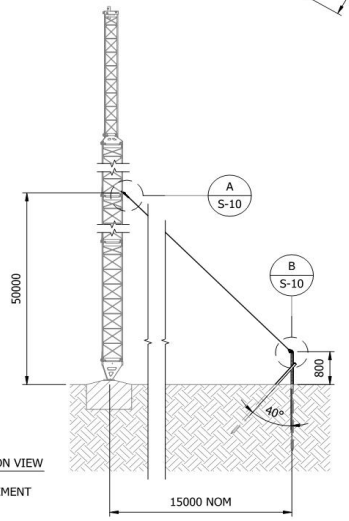
1 / S-10 PLAN VIEW
BAT MIC
ARRANGEMENT



A / S-10 DETAIL VIEW
BAT MIC
TOP MOUNT ARRANGEMENT
SCALE: 1:20



B / S-10 DETAIL VIEW
BAT MIC
BOTTOM MOUNT ARRANGEMENT
SCALE: 1:20



2 / S-10 ELEVATION VIEW
BAT MIC
ARRANGEMENT

NOTES

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SHEET TITLE
BAT MIC DETAILS

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AVIATION PROJECTS

James Townsend
Director
Lacour Energy Developments Pty Ltd

By email: james@lacour.com.au

October 2025

Our reference: 101704-01

Dear James

Re: West Arthur Wind Farm Wind Monitoring Tower – Aviation Impact Assessment

Lacour Energy Developments Pty Ltd (Lacour) is developing the proposed West Arthur Wind Farm in the Shire of West Arthur Local Government Area (LGA), Western Australia. Lacour is pursuing up to one (1) Meteorological Mast installed within the Project Site.

Aviation Projects has prepared an Aviation Impact Assessment (AIA) for the WMT 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 27 November 2025.
  - Designated Airspace Handbook (DAH), effective 27 November 2025.
- Civil Aviation Safety Authority (CASA)
  - Civil Aviation Regulations 1988 (CAR).
  - 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 v1.6: *Operations in the vicinity of non-controlled aerodromes*, dated September 2025.
  - CASR Part 173 Manual of Standards (MOS) – *Standards Applicable to Instrument Flight Procedure Design*, version 1.8, dated August 2022.
  - CASR Part 139 MOS– *Aerodromes*, F2025L00663 compilation date 12 June 2025.
  - 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).

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- 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 October 2025.
- Planning Position Statement – Renewable energy facilities (14 Dec 2022).
- Shire of West Arthur's draft Planning Policy No 5 – Wind Farms.
- Other references as noted.

1.2. Project description

The proposed WMT is within the Shire of West Arthur LGA. The WMT's height is 161.5 m (530 ft) above ground level (AGL), and the ground elevation of the WMT is approximately 338 m Australian Height Datum (AHD) (Based on data provided by Lacour, who used Google Earth data). Considering the accuracy of the Google Earth database, a 5 m buffer error has been applied to the ground elevation. This results in a maximum height of approximately 504.5 m AHD (1655.2 ft above mean sea level (AMSL)).

Figure 1 Shows the location of the proposed WMT (Source: Lacour, Google Earth).

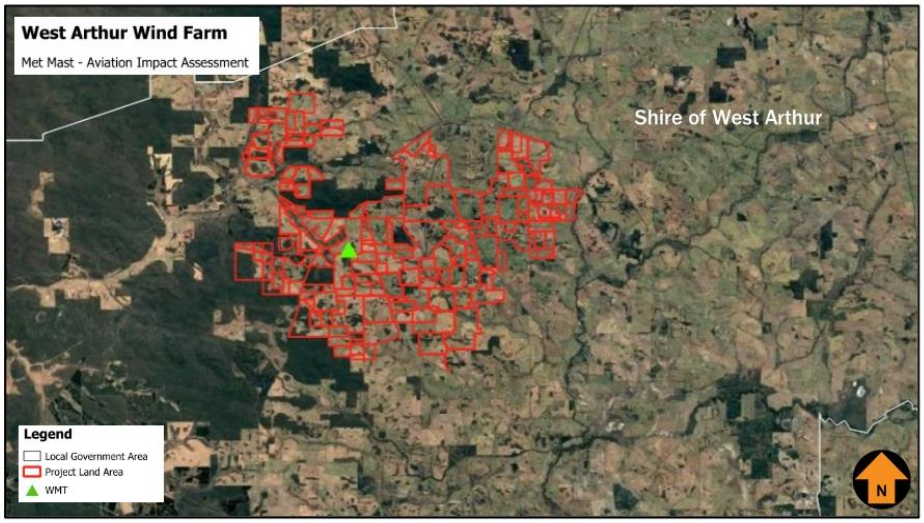

Figure 1 WMT's location

Figure 2 Shows a typical steel lattice and guy wire construction.

AVIATION PROJECTS

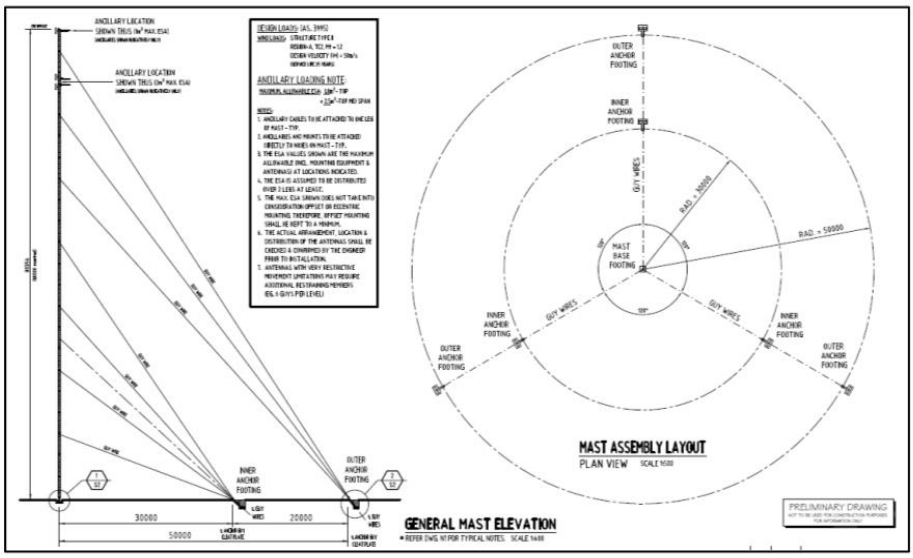

Figure 2 Typical Guyed Lattice Mast - general elevation

1.3. Western Australia Government, Department of Planning, Lands and Heritage

The Western Australian Planning Commission administers responsibility for approving renewable energy facilities through local councils. The Department of Planning, Lands and Heritage has published *Position Statement: Renewable energy facilities* (December 2022) on behalf the Western Australia Planning Commission. These guidelines provide advice to inform planning decisions about a wind energy facility proposal.

The intent of this position statement is to:

- Outline the Western Australian Planning Commission (WAPC) requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia
- Identify assessment measures to facilitate appropriate development of renewable energy facilities.

The position statement applies to the preparation and assessment of planning instruments including regional and local planning schemes and strategies.

The position statement supersedes Planning Bulletin 67 Guidelines for Wind Farm Development (2004).

Section 5.3.1 *Community Consultation* and Section 5.3.5 *Public and Aviation safety* are relevant to this assessment and are extracted below:

> ***Section 5.3.1 Community Consultation***
>
> *Early consultation with the community and stakeholders by the proponents is encouraged to ensure that the proposal is compatible with existing land uses on and near the site. The local government should be consulted with respect to the community consultation program. Relevant stakeholders may include:*
>
> • *Air Services Australia*

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- *Australian Wind Alliance*
- *Civil Aviation Safety Authority*

5.3.5 Public and aviation safety

Proponents of wind turbine proposals should refer to the National Airports Safeguarding Framework (NASF) Guideline D: Managing the Risk to Aviation Safety of Wind Turbine Installation (Wind Farms) / Wind Monitoring Towers to determine any potential aviation safety risks and possible mitigation measures.

Any potential aviation safety risks identified require consultation with Civil Aviation Safety Authority (CASA), Air Services Australia and/or the Commonwealth Department of Defence.

The position paper defines Renewable energy facility as premises used to generate energy from a renewable energy source and includes any building or other structure used in, or relating to, the generation of energy by a renewable resource. It does not include renewable energy electricity generation where the energy produced principally supplies a domestic and/or business premises and any on selling to the grid is secondary.

An AIA would include consultation with relevant aviation stakeholders and address aviation-related matters included in the Position Statemen

1.4. Shire of West Arthur

The Shire of West Arthur prepared the Shire of West Arthur's draft Planning Policy No 5 – Wind Farms, which included:

Hillman Airfield

Multiple submissions object to references that must not be located within the vicinity of Hillman Airfield as being too vague. Several of these recommend that an Aviation Impact Assessment should be required.

There are two distinct issues associated with of Hillman Airfield being the potential impact on:

- *The aircraft landing and take-off operations; and*
- *The sky diving and parachute training activities.*

Both of these issues have a greater impact because of the RAAF operations noting that:

- *RAAF transport aircraft require a 7nm (13km) buffer along the North / South axis of Hillman Farm airfield for approaches and take-offs, both in day and night.*
- *The military paratroopers require a min distance of 5nm (9kms) East / West of the axis of Hillman Farm airfield, due to long transit's, under canopy, from height both day and night.*

This area is shown below, and again, it is emphasised that this is not a prohibition, but any development in this area will have to consider the potential impacts on these operations.

AVIATION PROJECTS

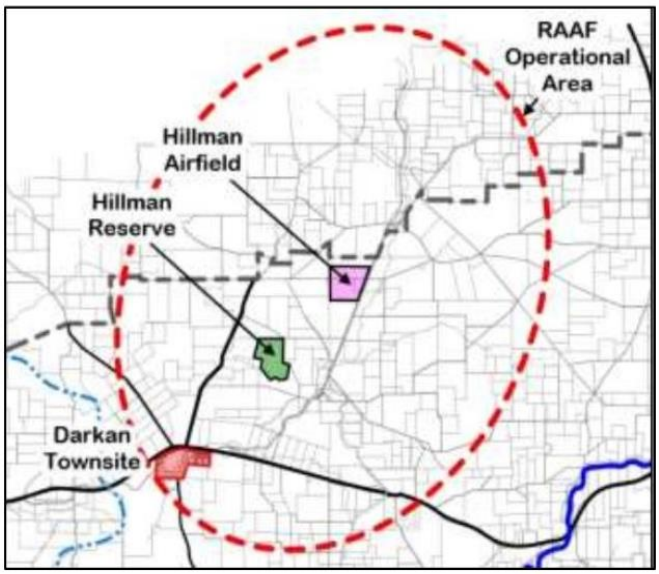

Figure 3 RAAF Operational Area

1.5. 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 Part 139 (Aerodromes) Manual of Standards (MOS) 2019.

Figure 4 Location of certified airport in relation to the proposed WMT

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There are no certified aerodromes located within 30 nm of the proposed site. The closest certified aerodrome is Bunbury Airport (YBUN), approximately 85 km/46 nm west of the Project Site.

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 the WMT's site relative to Bunbury Airport (YBUN), Busselton Airport (YBLN) and Katanning Airport (YKNG) is shown in Figure 4 (Source: Lacour, Google Earth). The orange circle represents a 30 nm radius from the airport's aerodrome reference point (ARP).

1.6. 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 27 November 2025
- OzRunways - which sources its data from Airservices Australia (AIP). The aeronautical data provided by OzRunways is approved under CASA CASR Part 175

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.

Figure 5 Aerodromes in the vicinity of the WMT' site.

Figure 5 Shows the location of nearby aerodromes relative to the WMT's site and a nominal 3 nm buffer from the closer aerodromes (source: Lacour, Google Earth).

Hillman Farm Airstrip (YHLM) is the closest to the Project. The Project is located outside a radius of 3 nm of the YHLM.

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1.6.1. Shire of West Arthur's draft Planning Policy No 5 – Wind Farms

As detailed in Section 1.4, 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. The buffer area in relation to the project area is shown in Figure 6 (Source: Lacour, Google Earth, Shire of West Arthur draft panning policy No.5).

The WMT will not be within the buffer areas. The WMT will not create a hazard to any uncertified aerodromes.

There is no detailed information regarding the buffer, except the West Arthur draft planning policy No.5. Aviation Projects only traced the area based on the No 5 policy to identify the potential impact. Liaison with Defence will provide the exact protection that military operations of this kind require or are recommended.

Figure 6 The 5 nm and 7 nm buffer areas in relation to the project area

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 WMT is within the airspace grid LSALT of 2900 ft AMSL, which has a protection surface of 1900 ft AMSL.

Figure 7 shows the Grid LSALT in proximity to the WMT (source: ERC Low National, OzRunways, Google Earth).

The WMT's height is 504.5 m AHD (1655.2 ft AMSL), below the 1900 ft protection surface.

Therefore, the WMT will not impact the 2900 ft Grid LSALT.

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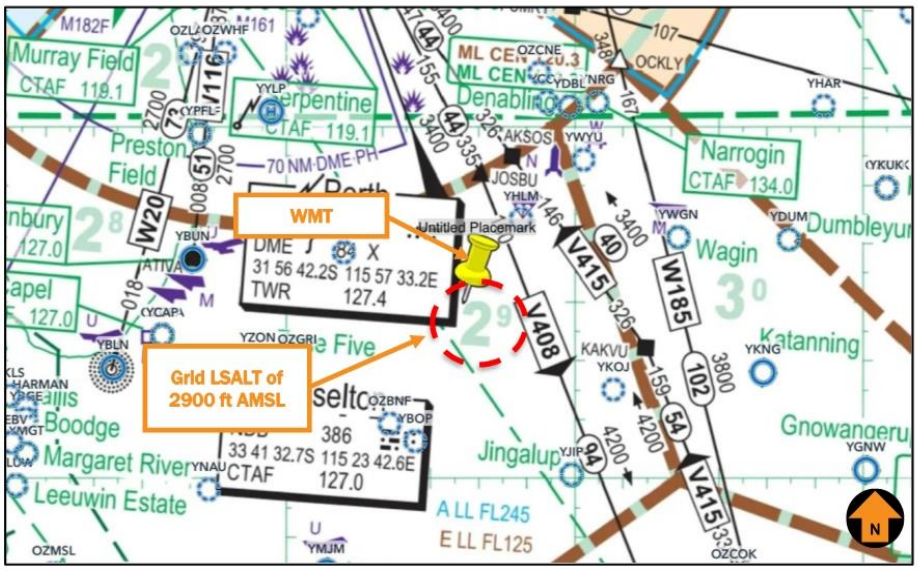

Figure 7 Grid LSALT in proximity to the WMT's site.

1.7.2. Air Route LSALTs

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

There is one (1) air route within the protection area of the Project Site. An impact analysis of the air routes is provided in Table 1.

The WMT is 504.5 m AHD (1655.2 ft AMSL), lower than the air route's protection surface. Therefore, the WMT will not impact any Air route LSALT.

Table 1 Air route impact analysis

Air route	*Waypoint pair*	*Route LSALT*	*Protection Surface*	*Impact on airspace design*	*Potential solution*	*Impact on aircraft ops*
V408	JOSBU and ARUMI	4200	3200	Nil	Nil	N/A

1.8. Airspace

The WMT is located outside of controlled airspace (wholly within Class G airspace) and is not located in any Prohibited, Restricted and Danger areas.

The WMT will not have an impact on controlled or designated airspace.

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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.

The WMT is located 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 for wind farms to affect radar lines of sight.

The open lattice construction of slim wind monitoring towers 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 WMT is required to report the WMT 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.

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.

> *2.2.1 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*

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

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 wind farms and other tall structures in submissions to planning authorities who are considering a wind farm or 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.

2.5 Aviation hazard lighting - International best practice

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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.

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There is no regulatory requirement to provide obstacle lighting on the proposed WMT that is not within the vicinity of an aerodrome. Generally, the voluntary provision of obstacle lighting should be considered to ensure visibility in low light and deteriorating atmospheric conditions. CASA will review the proposed WMT for potential hazards to aircraft operations and may recommend lighting the proposed WMT.

1.12. National Airport Safeguarding Framework Guideline D

NASF Guideline D: *Managing the Risk to Aviation Safety of Wind Turbine Installation (Wind Farms)/Wind Monitoring Towers* 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

The following list of stakeholders was identified as requiring consultation:

- Airservices Australia

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- Department of Defence

Details and results of the consultation activities has been provided in Table 2.

1.14. Summary

The following list of findings summarises the outcome of this assessment, based on the maximum height of the 161.5 m AGL WMT of 504.5 m AHD (1655.2 ft AMSL):

- There are no certified aerodromes located within 30 nm (55.6 km) of the WMT
- There are no uncertified aerodromes identified within 3 nm of the WMT's site.
- 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, WMT is outside the RAAF operation buffer area. However, liaison with Defence will provide the exact protection or recommendations for military operations
- The WMT will not affect any Grid or airway route segment LSALT
- The WMT will not have an impact on controlled or designated airspace.
- Marking the WMT is not mandatory, but 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. However, 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 8 (Source: Part 139 MOS 2019):
    - 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.

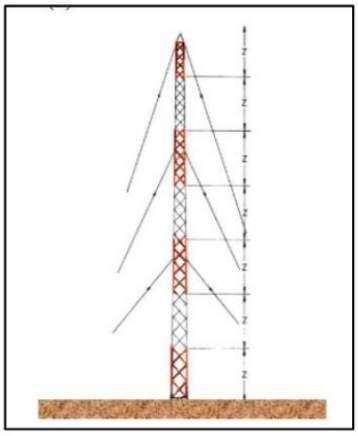

Figure 8 CASA Figure 8.110 (5) Markings

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- CASA recommends that in addition to the above marking, low intensity obstacle lighting is recommended due to the potential for day time low level aerial agricultural flying, and during poor light and/or dusk. Consideration will need to be given to potential community impacts from the obstacle lighting during the hours of darkness.
- Due to exceeding 100 m AGL, details of the WMT 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).
- 'As constructed' details of the proposed WMT coordinates and elevation should be provided to Airservices Australia at least two weeks before the installation, 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: VOD@airservicesaustralia.com

If you wish to clarify or discuss the contents of this correspondence, please get in touch with me on 0433 747 835.

Kind regards

Lyn Wang

Aviation Specialist Consultant

2 October 2025

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Table 2 Stakeholder consultation details

Agency/Contact	*Activity/Date*	*Response/ Date*	*Issues Raised During Consultation*	*Action Proposed*
Airservices Australia	Email sent on 06 August 2025	Response received on 09 September 2025 from AIS Data & Airspace Development Protection	**Airspace Procedures** With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, at a height of 504.5m (1656ft) AHD the met mast will not affect any sector or circling altitude, nor any instrument approach or departure procedure at Bunbury and Busselton aerodromes, nor any air routes. Note: procedures not designed by Airservices at Bunbury or Busselton aerodromes were not considered in this assessment. **Communications/Navigation/Surveillance (CNS) Facilities** We have assessed the proposed activity to the above specified height for any impacts to Airservices Precision/Non-Precision Navigation Aids, Anemometers, HF/VHF/UHF Communications, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links and have no objections to it proceeding. Note: Meteorological instruments not owned by Airservices were not considered in this assessment. In accordance with Part 139 (Aerodromes) Manual of Standards, Chapter 19, we recommend consulting with the Bureau of Meteorology (the Bureau) to ensure that the proposed activity does not adversely affect their equipment. The Bureau can be contacted at airport.developments@bom.gov.au **Air Traffic Control (ATC) Operations**	As this proposed activity is more than 30m (99ft) AGL, please follow the below notification process: 1. Complete the Vertical Obstacle Notification Form: ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf (airservicesaustralia.com) 2. Submit completed form to: VOD@airservicesaustralia.com as soon as the development reaches the maximum height. For further information regarding the reporting of tall structures, please contact the VOD team: • Email - VOD@airservicesaustralia.com • Or refer to: Civil Aviation Safety Regulation Part 175 — Airservices and You - Airservices (airservicesaustralia.com)

AVIATION PROJECTS PTY LTD | ABN 88 127 760 267

E: enquiries@aviationprojects.com.au | P: +61 (7) 3371 0788

PO BOX 116, TOOWONG DC, TOOWONG QLD 4066 | 19/200 MOGGILL ROAD, TARINGA QLD 4068

WWW.AVIATIONPROJECTS.COM.AU

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			There are no additional instructions/concerns from ATC. **Summary** The proposed activity does not impact Airservices operations or facilities at Bunbury and Busselton aerodromes, nor any air routes. **Vertical Obstacle Notification** As this proposed activity is more than 30m (99ft) AGL, please follow the below notification process: 1. Complete the Vertical Obstacle Notification Form: ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf (airservicesaustralia.com) 2. Submit completed form to: VOD@airservicesaustralia.com as soon as the development reaches the maximum height. For further information regarding the reporting of tall structures, please contact the VOD team: • Email - VOD@airservicesaustralia.com • Or refer to: Civil Aviation Safety Regulation Part 175 — Airservices and You - Airservices (airservicesaustralia.com)	
Department of Defence	Email sent on 06 August 2025		Ongoing, will provide feedback once I receive a response.	

Indicative view of Meteorological Mast

View looking South East from Gibbs Road - Viewing distance is around 1.7 km

Plan showing photo location on Gibbs Road and Mast Location

Indicative Meteorological Mast Arrangement

(photo of similar mast located in WA)

ATTACHMENT 2

From:
To: Vin Fordham Lamont <ceo@westarthur.wa.gov.au>
Subject: DWER ref: REQ-0001264 ; Shire ref: A221 - Temp Meteorological Mast - Lot 8, Lot 1710 on DP 114867 Cordering Rd North, Darkan

1st October 2025
Our Reference: REQ-0001264
Your Reference: A221
To: Shire of West Arthur
From: Department of Water and Environmental Regulation
Attention: Vin Fordham Lamont

Dear Vin,

RE: Temporary Meteorological Mast - Lot 8, Lot 1710 on DP 114867 Cordering Rd North, Darkan

Thank you for providing the above proposal for the Department of Water and Environmental Regulation (Department) to consider.

This proposal is for a new temporary meteorological mast for the purposes of collating meteorological data to ascertain the suitability of the locality for a possible future wind farm.

CAWS advice

- Part IIA of the *Country Areas Water Supply Act 1947* and the *Country Areas Water Supply (Clearing Licence) Regulations 1981* are designed to protect water resources from increased salinity by reducing land clearing in the catchment.
- The western portion of subject Lot 8 is within the 1 November 1976 *Country Areas Water Supply Act 1947* (CAWS Act) gazetted Wellington Dam Catchment Area clearing-controlled land.
- As no clearing is proposed with this development, the Department has no comments to offer from a CAWS perspective.

Other advice
In view of the small scale development, no clearing of native vegetation, and minimal ground disturbance away from watercourses/wetlands (see Screenshot 1 below) – the environmental impacts would be negligible.

As such, we have no comment or objection to this proposal.

General
In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.

Should you require any further information on the comments please contact the undersigned.

Thank you.

Yours sincerely

Daniel Wong
Environmental Officer
Department of Water and Environmental Regulation
Planning Advice South West Region

Email: daniel.wong@dwer.wa.gov.au
Phone: 08 9726 4113
Fax: 08 9726 4100
Postal: PO Box 261, Bunbury, WA 6231
Location: 71 McCombe Road, Bunbury, WA 6230

Screenshot 1

From: Airspace Protection <Airspace.Protection@casa.gov.au>
Sent: Monday, 1 September 2025 1:11 PM
To: Shire of West Arthur <Shire@westarthur.wa.gov.au>
Cc: Airspace Protection <Airspace.Protection@casa.gov.au>
Subject: F25/26651-1 - CASA Assessment Response - Wind Monitoring Mast, Lot 8 on Plan 16470 Gibbs Rd & Lot 1710 on Deposited Plan 114867 Cordering Rd North, Darkan, WA [SEC=OFFICIAL]

OFFICIAL

Good afternoon Vin,

Thank you for notifying CASA with regards to the construction of a Wind Monitoring Tower (WMT) in the Shire of West Arthur in WA, at Lot 8 on Plan 16470 Gibbs Rd & Lot 1710 on Deposited Plan 114867 Cordering Rd North, Darkan.

From the information provided to CASA and with particular reference to the *West Arthur Wind Farm Wind Monitoring Tower - Aviation Impact Assessment (AIA)* (*Aviation Projects, July 2025*), CASA is not aware of any civil certified aerodrome in the vicinity of the proposed WMT site for which there would be an Obstacle Limitation Surface (OLS) that would require protection; therefore, it is outside CASA's formal regulatory framework for aerodromes. The nearest identified certified aerodrome is Bunbury Airport, approximately 85 km to the west of the wind farm project site.

CASA is also unaware of any unregulated aerodrome such as an 'Aeroplane Landing Area' (ALA) which is not published in the Aeronautical Information Publications (AIP) being within 2.5km of the proposed WMT site. Should there be an unregulated aerodrome within 2.5km of the proposed meteorological mast site, the *CASA Advisory Circular 91-02 Guidelines for aeroplanes with MTOW not exceeding 5 700 kg - suitable places to take off and land* enclosed, makes recommendations with regard to enabling the safe take-off and landing of aircraft. Enquiries regarding whether there are any ALA's in close proximity to the proposed WMT site, should be directed to the local council officers.

From the information provided, the structure of the WMT is a guyed mast structure with alternating markings for at least the top third of the mast; and recommended to have marker balls or high visibility flags or high visibility sleeves placed on the upper third of the outside guy wires to assist with its visibility to aircraft. Obstacle marking and lighting information can be found in chapter 8, section 8.110 and chapter 9, division 4 of *Part 139 (Aerodromes) - Manual of Standards*. A copy of these *Manual of Standards* is available from the following link: Part 139 (Aerodromes) Manual of Standards 2019 (legislation.gov.au).

Given the WMT will be approximately 161.5 m Above Ground Level (AGL) or approximately 504.3 m AHD (as indicated in the *Aviation Projects AIA*) and the surrounding land use appearing to be mostly agricultural, CASA recommends that in addition to the above marking, low intensity obstacle lighting is recommended due to the potential for day time low level aerial agricultural flying, and during poor light and/or dusk. Consideration will need to be given to potential community impacts from the obstacle lighting during the hours of darkness.

CASA is not aware that Airservices has completed an assessment of this WMT and confirmed no impact to airspace procedures, air traffic control or communications/navigation/surveillance {CNS} facilities. Therefore, CASA also recommends that Airservices (airport.developments@airservicesaustralia.com) be advised and an assessment carried out to confirm that there are no impacts - as suggested in the *Aviation Projects AIA*.

Kind regards,

Tony Aiezza
Aerodromes Specialist - Geospatial Assessments
Office of Airspace Regulation
Air Navigation, Airspace and Aerodromes Branch
CASA \ Air Navigation, Transformation and Risk Division
t: 03 9518 2794
Level 13, 720 Bourke St, Melbourne VIC 3008
PO Box 2005, Canberra ACT 2601
www.casa.gov.au

METERROROLOGICAL MAST DEVELOPMENT APPLICATION
WEST ARTHUR WIND FARM (LACOUR ENERGY WA PTY LTD) – DARKAN
PUBLIC COMMENT

Names:	Philip and Margaret Scott
Address:	1081 Stewart Road, Moodiarrup WA 6393
Mobiles:	0428 631 065 and 0429 937 985
Interest:	Owners / Occupiers of 1081 Stewart Road – 3kms from GWR Met Mast
Submission:	Expression of concern regarding Fire Protocol Awareness by all Energy Developers, their employees and their contractors across West Arthur Shire

Lacour's DA makes minimal mention of fire and only on page 9:

State Planning Policy 3.7 – Bushfire *They key objective of SPP 3.7 is to implement risk-based planning that will avoid and/or mitigate the risk of bushfires through resilience in order to retain native vegetation, biodiversity conservation, and landscape amenity.*	The subject site is located within a bushfire prone area. The proposed met mast is not considered a habitable building and will not adversely impact or increase the bushfire risk to the subject or surrounding site. Therefore, State Planning Policy 3.7 Bushfire and its associated Planning for Bushfire Guidelines do not apply.

It is the manner of actual construction of the Met Mast by contractors that is of concern.

The Shire Council and CEO will recall the example set in December 2024 by contractors working for Green Wind Resources on the Moodiarrup Met Mast when two fire bans were ignored. Two petrol driven winches were located on or close to the ground, in stubble, at the rear of the contractor's vehicles. The fire-fighting resources on hand were inappropriate and inadequate.

The first page of the DFES website states:

- ***Total Fire Bans affect everyone***
  Every Western Australian is affected including farmers, campers, ***construction workers*** *and residents in both urban and rural areas.*

We understand that structures like Met Masts are 'not habitable buildings' - however, we would argue that neither are combine harvesters 'habitable' yet every farmer observes fire bans because their vehicle has the potential to create a fire – just as combustion engines used by contractors to winch guy lines in high fire risk areas also have the potential to create a fire.

We encourage West Arthur Shire Council (with adjoining Shires) to formulate a one-page **Fire Protocol Awareness** that asks every company seeking a Development Approval to email it to all their employees and contractors working across this Shire: eg. Acciona stated at the last Forum in Darkan that their workforce would number 400 during construction years.

By way of example, the Protocol might include:

- DFES **Total Fire Bans** and Shire **Movement of Vehicles in Paddocks Fire Bans** must always be observed - THERE ARE NO EXEMPTIONS.
- Construction sites must be clear of pasture and stubble - as for a BAL and BMP – eg. a 10m x 10m bare gravel winch area pad.

- A dedicated, self-propelled fire-fighting water supply unit must remain permanently on-site during construction with tested and filled tanks – not on a trailer and not hand-held 9-litre fire extinguishers.
- Developers and contractors should attend a DFES approved firefighting course and be prepared to help defend the Shire as needed.

The Shire might even provide training - for a fee!
Just a thought.

December 13, 2024 – GWR Met Mast site