

**SHIRE OF VICTORIA PLAINS  
APPROVED DEVELOPMENT  
APPLICATION**

This is a final complete copy of a development application approved by the Shire of Victoria Plains on 28 November 2024.

**Sean Fletcher**  
**Chief Executive Officer**  
29 November 2024

# **METEOROLOGICAL MAST DEVELOPMENT APPLICATION**

Grevillea Wind Farm

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Report Number	Amendment 1 – 16 September 2024

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**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

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# 1. INTRODUCTION

This report has been prepared by Urbis on behalf of Grevillea Wind Farm Pty Ltd to support a development application for the installation of a meteorological mast ('**met mast**') for the future Grevillea Wind Farm located within the Shire of Victoria Plains, approximately 20km south of the Moora townsite.

The Grevillea Wind Farm is being developed in partnership between Green Wind Renewables (**GWR**) and Aula Energy, a portfolio company of Macquarie Asset Management. This partnership is seeking to develop, finance and construct a portfolio of large-scale onshore wind farms in Western Australia that includes Grevillea Wind Farm, which encompasses rural land located within both the Shire of Moora, and the Shire of Victoria Plains.

This application seeks approval for the construction and installation of one met mast which will be a temporary structure in place for a period of 5-7 years, at which point the met mast will be deconstructed and removed. The proposed met mast will measure approximately 151.2 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.

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

## 2. SITE CONTEXT

### 2.1. LOCATION AND CONTEXT

The proposed met mast is located within the Shire of Victoria Plains (**Shire**), approximately 128km north of the Perth CBD, 91km northeast of Yanchep, 114km southeast of Jurien Bay, and 20km south of Moora. It is highlighted that the future wind farm will encompass areas both within the Shire of Moora and the Shire of Victoria Plains.

Locally, the proposed met mast is located on rural land. The area is characterised by its rural setting, surrounded by farmland and natural bushland. The site forms part of land within the 'Central Midlands' area of the Wheatbelt region with agriculture and construction/manufacturing being significant industries in the region.

The regional context of the site is shown at **Figure 1** below and the subject site is shown at **Figure 2**.

Figure 1 - Regional Context Plan

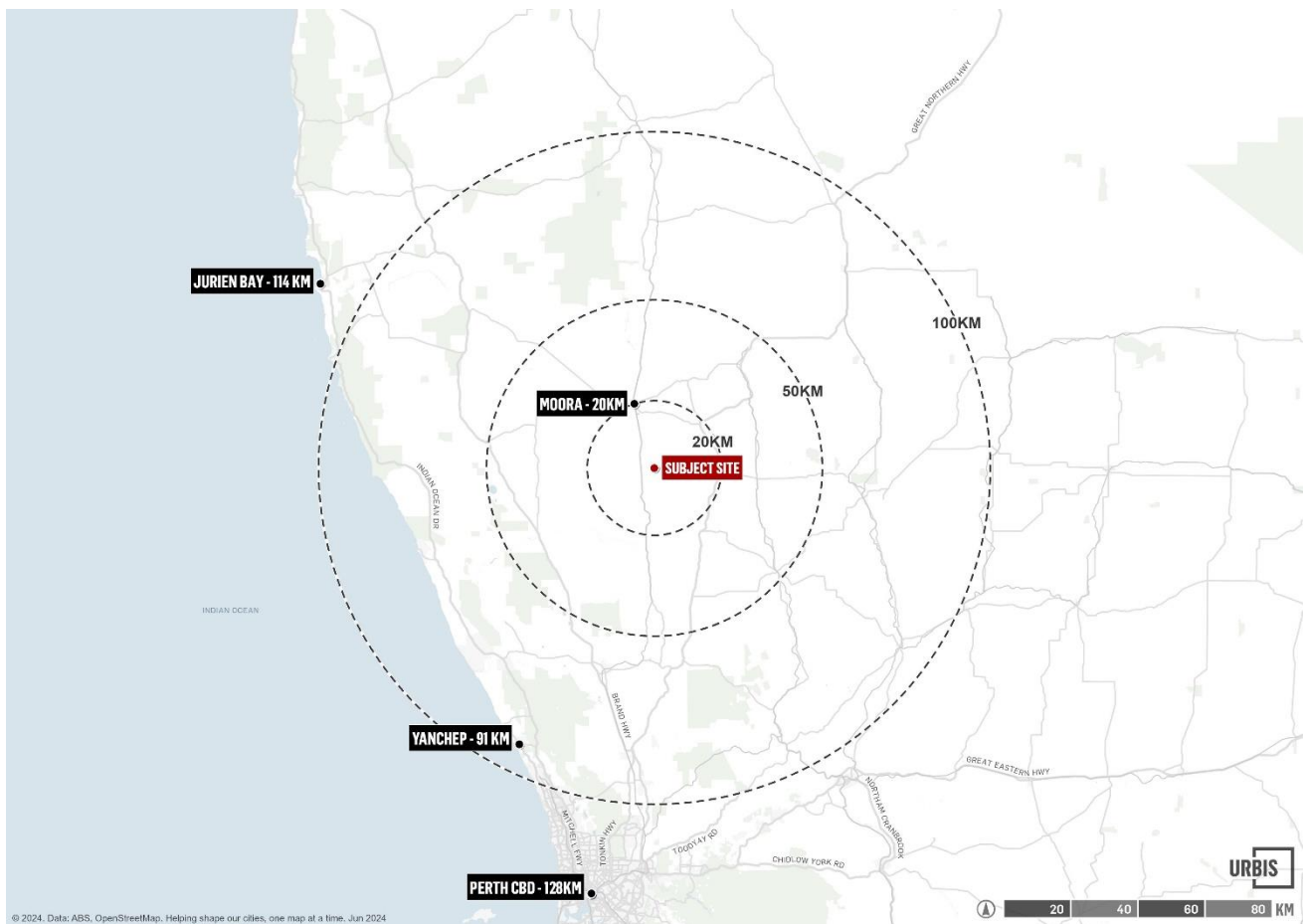
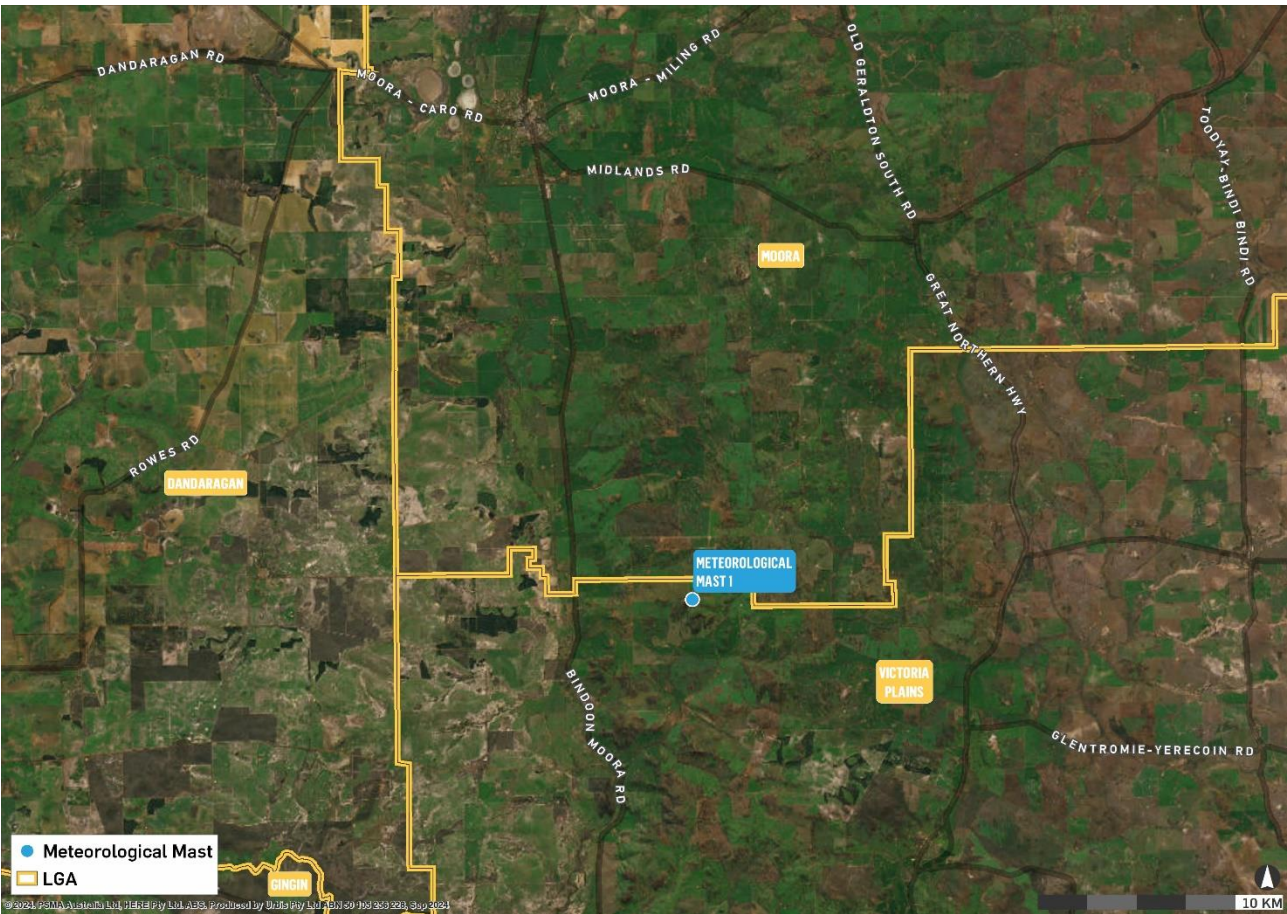


Figure 2 - Aerial Plan



## 2.2. LOT PARTICULARS

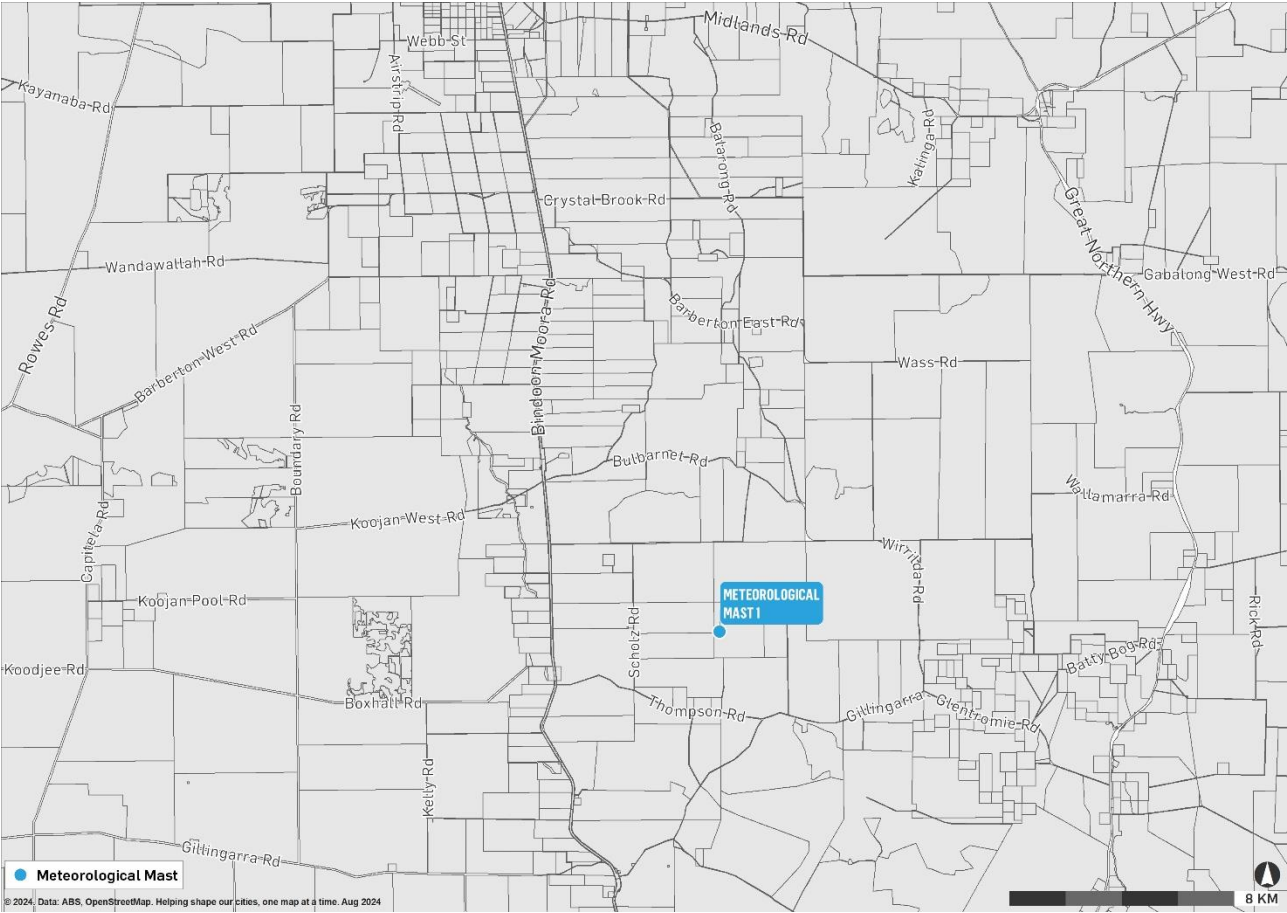
The met mast is proposed to be developed on a private landholding. **Table 1** presents the relevant lot subject to this development application, with **Figure 3** providing a cadastral plan of the subject site. While lot M1407 is where the proposed met mast is to be sited (**subject site**), access through lot M1421 from Scholz Road is necessary to facilitate development. Access through lot M1421 will be required for the life of the development (Refer to **Appendix B**).

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

Table 1 – Lot Particulars

Lot No.	Plan / Diagram	Volume	Folio	Street Address	Area (ha)	Proprietor(s)	Encumbrances / Other
M1407	D006129	1214	38	N/A	359.1079	Junex Nominees Pty Ltd	See Certificate of Title
M1421	D006179	1214	38	N/A	312.3161	Junex Nominees Pty Ltd	See Certificate of Title

Figure 3 - Cadastral Plan





### 3. PRE-LODGE MENT CONSULTATION

GWR on behalf of Grevillea Wind Farm Pty Ltd has undertaken consultation with nearby landholders and relevant government stakeholders over the past six months, informing this application and the broader wind farm development.

Importantly, GWR has maintained close engagement with the private 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 Summary

Stakeholder	Consultation Outcomes
Shire of Victoria Plains	The Shire has been consulted on the details of this met mast proposal as well as the broader wind farm project.
Subject Landowner:	The landowner is a signatory to and support this Development Application with the understanding that the meteorological mast is temporary, with the subject site to be remediated post-decommissioning.
Adjacent landowners	Consultation with key landowners surrounding the met mast (within 3km) has been undertaken) in addition to a broader engagement process for the wind farm. No issues have been raised in relation to the met mast.
Yued - Aboriginal Corporation ( <b>YAC</b> )	Consultation has commenced with YAC regarding the execution of a Yued Heritage Protection Agreement ( <b>YHPA</b> ) with the Activity Notice for the met mast to be submitted once the YHPA is signed.
Civil Aviation Safety Authority ( <b>CASA</b> )	Consultation was undertaken in relation to aviation safety. Notification of the proposal to CASA will be provided before construction commences.
Wider Community within Shire of Moora and Shire of Victoria Plains	Community Engagement has been ongoing for both the Met Mast and the Wind Farm with the current focus being on neighbours. A more detailed community engagement strategy is currently under preparation and will be implemented with the Shire of Moora and Victoria Plains communities regarding the broader wind farm proposal.

## 4. PROPOSED DEVELOPMENT

### 4.1. OVERVIEW

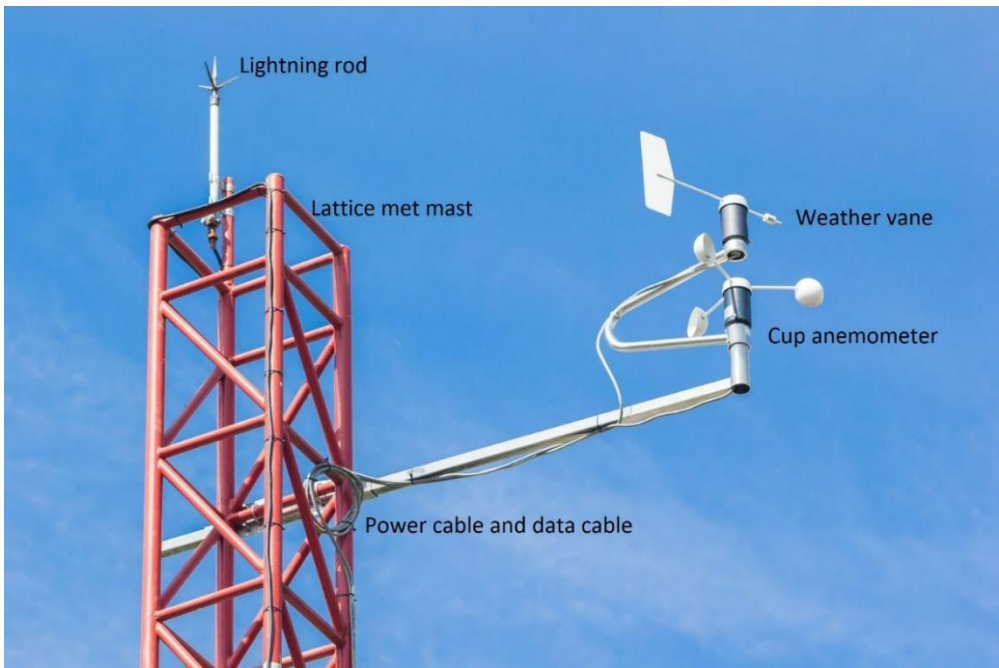
This application seeks development approval for the development of a met mast, the key elements of which can be summarised as follows:

- The met mast will be approximately 151.2 metres tall. 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 delivered to site in sections on a flatbed truck. Installation of the met mast will take approximately 7 weeks which includes a period of 3 to 4 weeks for concrete to cure. A construction workforce of 5 to 7 people will be present for the installation, as well as an excavator and small crane.
- 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 Scholz Road via lot M1421 (under the same landownership).
- The erection of the mast only takes a few days depending on weather conditions. The crane is used only to erect the first few sections of the mast. Following a gin pole is used to continue building up to the desired height.
- The met mast is locked in place through a square tower foundation which comprises a concrete structure and measures approximately 60.0cm wide and 1.0 metre deep with provision of key anchor points which stabilise the met mast at the height proposed.
- 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.
- The met mast will be a temporary structure in place for a period of 5-7 years, 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**, with example imagery of the met mast provided at **Figure 4**.

Figures 4 - Met Mast Example Imagery



## 4.2. TECHNICAL CONSIDERATIONS

A number of technical considerations will inform the proposed layout of Grevillea Wind Farm – including ecology, heritage, bushfire, shadow flicker, aviation, landscape and visual assessment and other technical elements. These investigations have commenced and where relevant, have been utilised to inform this met mast development application.

A summary of the key relevant considerations is provided below, from an environmental, heritage, aviation, bushfire and landscape/visual impact perspective.

### 4.2.1. Environmental

Existing environmental studies for the Grevillea Wind Farm identify that there are no limiting environmental issues applicable to this development, with the sites not located near any major waterbodies.

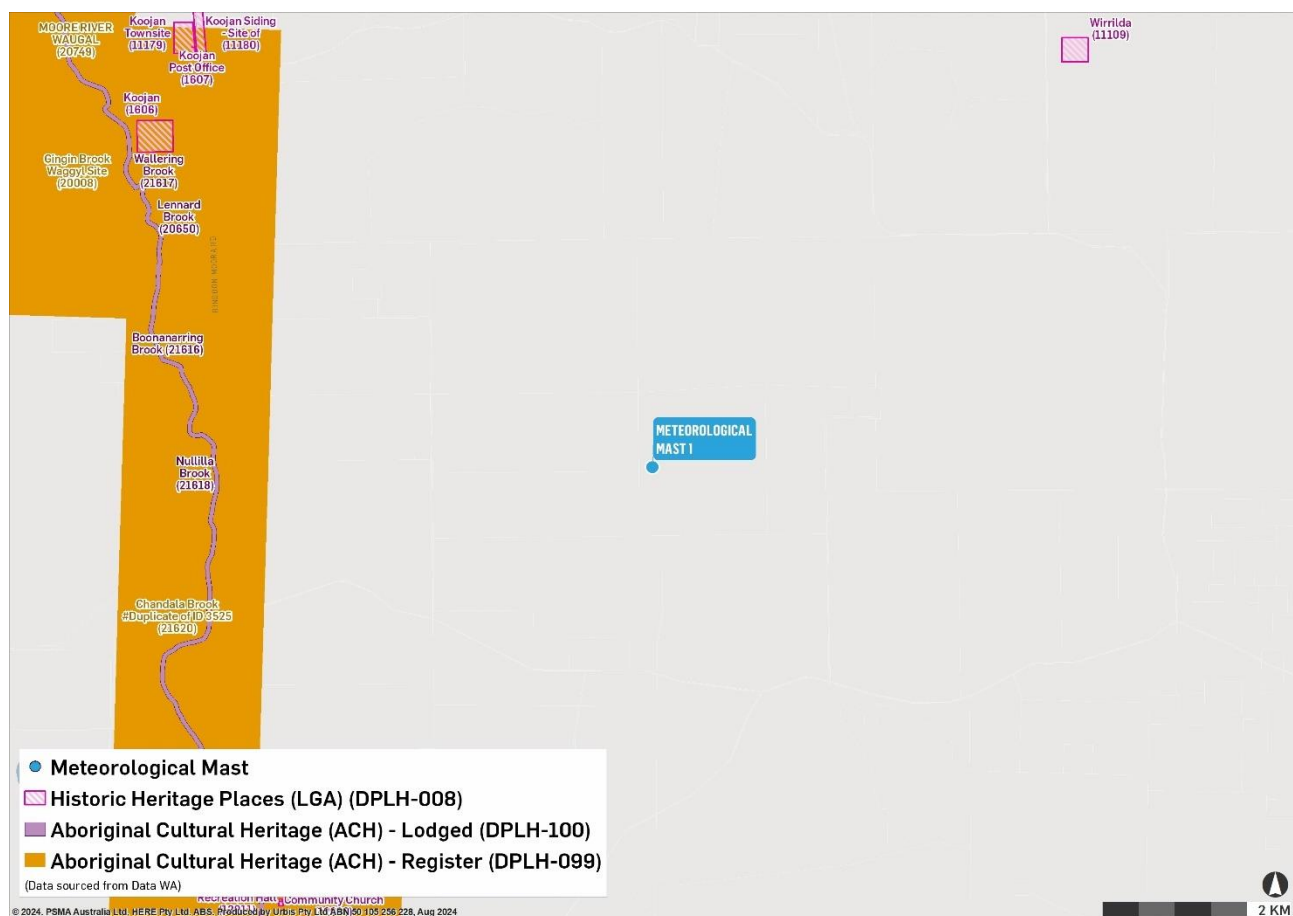
In addition, the subject site is located on land utilised for agrarian cropping and pasturing purposes and exist in a state that is cleared from remnant vegetation. Therefore, the clearing of native vegetation, and subsequent approvals under the *Environmental Protection Act 1986* is not required.

### 4.2.2. Heritage

An Aboriginal and Historical Due Diligence Assessment is being prepared by Urbis to inform the broader wind farm proposal including the proposed met mast. This assessment considers the potential impact of the subject area, including 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. The heritage context of the site and surrounds is shown at **Figure 5**.

Figure 5 - Heritage Context Plan



#### 4.2.2.1. Aboriginal Cultural Heritage

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

The Aboriginal Cultural Heritage Inquiry System (**ACHIS**) identifies three Registered, and five Lodged ACH sites intersected by the subject site. However, none of them are impacted by the proposed met mast location.

The sites are presented in the **Tables 3** and **4** below:

Table 3 - Registered ACH within the Project Area

ID	Place Name	Site Type	Location	Status
20008	Gingin Brook Waggyl Site	Camp Creation / Dreaming Narrative Historical Hunting Place Plant Resource Water Source	Within Project Area	Registered Site
20749	Moore River Waugal	Creation / Dreaming Narrative	Within Project Area	Registered Site
21620	Chandala Brook #Duplicate of ID 3525	Creation / Dreaming Narrative	Within Project Area	Registered Site

Table 4 – Lodged ACH within the Project Area.

ID	Place Name	Site Type	Location	Status
21616	Boonanarring Brook	Creation / Dreaming Narrative	Within Project Area	Lodged
21617	Wallerling Brook	Creation / Dreaming Narrative	Within Project Area	Lodged
21618	Nullilla Brook	Creation / Dreaming Narrative	Within Project Area	Lodged
21619	Breera Brook	Creation / Dreaming Narrative	Within Project Area	Lodged
20650	Lennard Brook	Creation / Dreaming Narrative; Landscape / Seascape Feature; Other; Water Source	Within Project Area	Lodged

The registered and lodged ACH sites are mostly located on the western boundary of the proposed wind farm boundary, approximately 5km away from the met mast location, therefore the probabilities of impacting the values of those site by the proposed met mast is minimal. Most of these sites have a heavy ethnographic component (Creation / Dreaming Narrative) that is related to the Moore River and its associated brooks and creeklets. This means that there are intangible values associated with waterways and the general landscape. It should be noted that the ACH boundaries available through ACHIS are not exhaustive of all possible ACH in Western Australia do not include sites that have not previously been identified, recorded, and registered. A detailed survey will be undertaken to inform the broader wind farm application.

There are no previous heritage surveys over the Subject area or five kilometres of its boundary according to ACHIS database. As such, an archaeological and ethnographic site inspection will be undertaken prior to construction to confirm the potential impact on the intangible values of the Registered and Lodged sites by the proposed met mast. On August 28<sup>th</sup>, Yued Aboriginal Corporation provided a copy of the Yued Heritage Protection Agreement (YHPA) to Green Wind Renewables for their review on behalf of Grevillea Wind Farm Pty Ltd. This document effectively replaces the Noongar Standard Heritage Agreement (NSHA). Once an agreement is executed by both parties, an Activity Notice for the proposed works associated to the installation of the met mast will be submitted and the site inspections completed in compliance with the YHPA.

At this point, it is anticipated that no impacts on the cultural values of any of the mentioned sites, therefore, a Section 18 consent under the *Aboriginal Heritage Act 1972* will not be required.

#### 4.2.2.2. Historic Heritage

There is only one historic heritage place listed under the Shire of Moora Local Heritage Survey also exist within and in proximity to the subject site. As these are not Heritage Listed (registered) places on the Shire's Municipal Heritage Inventory, there are no statutory requirements that apply. This place has been assigned a level 3 or 4 of significance and a category 5 (a site with built features), and it is recommended that the site is recognised by a plaque, place name, or similar. The places which are included within the subject site include:

- Site of Koojan Siding (11180)

A summary of the key heritage place and a broad assessment of impact of the proposed met mast is provided in **Table 5** below.

Table 5 - Historic Heritage

Heritage Place	Statement of Significance	Potential for Impact
11180 Site of Koojan Siding	<i>The site represents an association with the railway.</i>	This place is located a minimum of 8 km from the proposed met mast location. This is sufficient distance from the proposed location of works that the met mast will not impact the construction typology or ability to interpret the age of this heritage place.

#### 4.2.3. Aviation Impact

An Aviation Impact Assessment has been prepared by Aviation Projects for the proposed met mast. The assessment concludes that the proposed location will have little notable impact to aviation operations in the area, specifically noting that:

- It will provide adequate clearance into the lowest safe altitude;
- Is not within controlled airspace;
- There are no verified uncertified aerodromes (aircraft landing areas) located within 3 nautical miles of the proposed met mast site and there will be no impact to any verified aeroplane landing areas caused by the met mast.

- While located laterally within restricted airspace (controlled by RAAF Base Pearce), it is within vertical limits and will not affect the function of the restricted area; and
- It will not affect communication, navigation, or surveillance facilities.

However, the Assessment notes that there may be some low-level aircraft operations in the area related to the associated activities in the area (e.g. relating to surrounding rural uses) and Danger Area D193 (Low-flying military aircraft). On this note, the assessment recommended several actions to be undertaken:

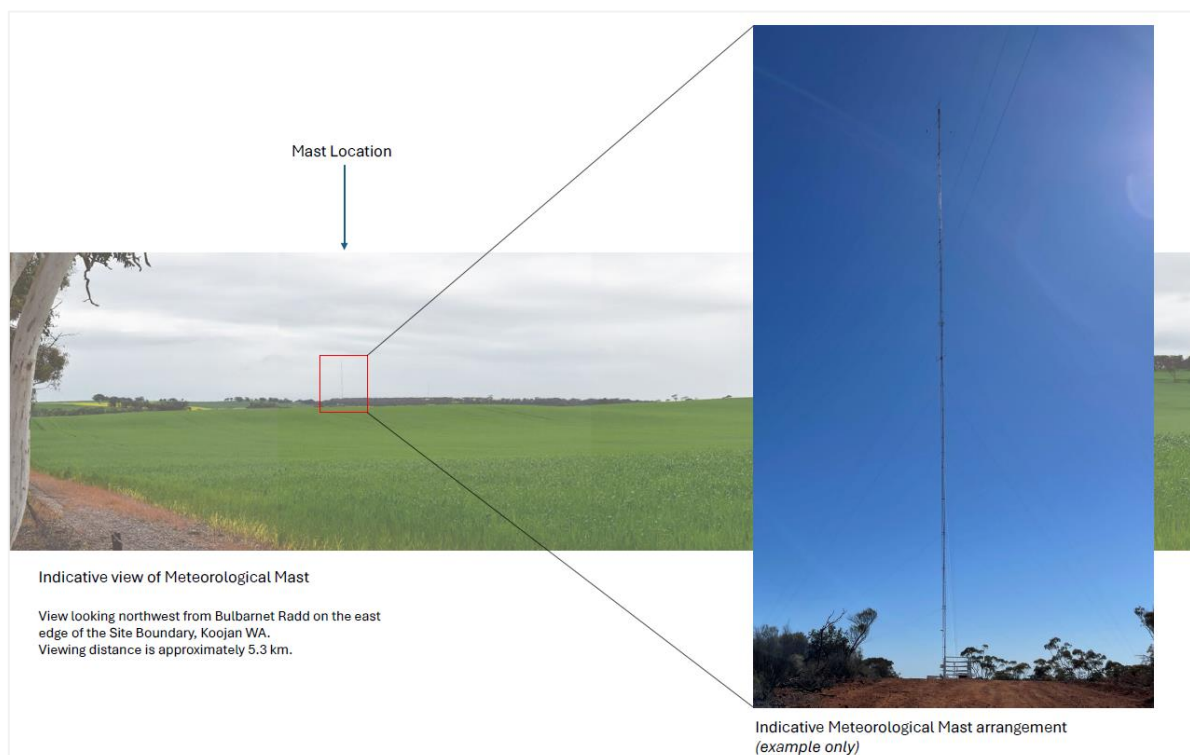
- While not mandatory, the assessment recommends marking the meteorological towers with:
  - Contrasting flags or balls on the guy wires;
  - Alternating contrasting bands painted to the upper third of the mast frame; and
  - Relative to the surrounding vegetation, contrasting guy wire attachment points.
- Obstacle lighting is not a regulatory requirement on the met mast however may be considered as additional mitigation. CASA will review the WMT and provided a recommendation for obstacle lighting if they determine the met mast will be hazardous to aircraft operations. At 151.2 m AGL, it is possible that CASA may recommend the met mast be lit, however this would not be mandatory.
- Report the construction details of the meteorological mast as soon as reasonably possible to the CASA after development approval is achieved and the location of the mast is confirmed. This is required under the Civil Aviation Safety Regulations 1998; and
- Details and location of the mast should be provided to Air Services Australia. This will be done concurrently with the reporting to CASA.

Refer to **Appendix C** for a copy of the Aviation Impact Assessment.

#### 4.2.4. 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 6** (full copies and location plan included at **Appendix D**). The view is taken looking north-west from Bulbarnet Road, with an approximate viewing distance of 5.3km. **Figure 6** demonstrates that the proposed met mast will not be a dominant feature in the rural landscape. A more detailed landscape and visual impact assessment will be undertaken in the future to support the broader wind farm application.

Figure 6 - Viewshed Image





## 4.2.5. Bushfire

A large portion of the broader area is designated bushfire prone under the Department of Fire Emergency Service mapping, as shown at **Figure 7**. State Planning Policy 3.7 – Planning in Bushfire Prone Areas (**SPP 3.7**) directs how land use should address bushfire risk management in Western Australia. It applies to all land which has been designated as bushfire prone by the Fire and Emergency Services (**FES**) Commissioner. However, the subject site where the met mast is being erected is not identified as being bushfire prone.

Given the proposed met mast is non-habitable and not within a bushfire prone area, an assessment was not considered warranted to support this application.

Figure 7 - Bushfire Prone Mapping





## 5. STATE PLANNING FRAMEWORK

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

Table 4 – State Planning Assessment

State Planning Policy	Comment
<p><b>State Planning Policy 2.5 – Rural Planning</b></p> <p><i>The key objectives set out by SPP 2.5 is to protect and preserve Western Australia’s rural land assets for their economic, ecological, and landscape values. Thus, requiring broad compatibility between land uses in the delivery of this policy.</i></p>	<p>The subject site is located on lands zoned ‘Rural’ under the Shire of Victoria Plains Planning Scheme and therefore SPP 2.5 is applicable for consideration. The construction of the proposed met mast will not result in a land use conflict with the rural uses of the site, impact on environmental or water assets, or result in a notable reduction of usable rural land, and therefore the proposal meets the requirements of this policy.</p>
<p><b>State Planning Policy 3.5 – Historic Heritage Conservation</b></p> <p><i>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.</i></p>	<p>An Aboriginal and Historical Due Diligence Assessment has been prepared by Urbis to inform the broader wind farm proposal including the proposed met mast. The assessment concludes that the proposed location and design of the met mast will have limited to no impact on sites of heritage significance, as detailed in <b>Section 4.2.2</b> of this report.</p>
<p><b>State Planning Policy 3.7 – Planning in Bushfire Prone Areas</b></p> <p><i>The key objective of SPP 3.7 is to implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.</i></p>	<p>Given the proposal for the met mast is minor in scale and is located in an area not identified as being bushfire prone, this level of assessment under SPP 3.7 was not considered warranted. A detailed Bushfire Attack Level Assessment/Bushfire Management Plan will be prepared to accompany the broader wind farm application.</p>
<p><b>Position Statement – Renewable Energy Facilities</b></p> <p>This position statement outlines the WA Planning Commissions requirements to support the consistent consideration and provision of renewable energy facilities within WA.</p>	<p>Consistent with this Position Statement, the proposed met mast have been informed by considerable technical inputs, from an ecological, heritage, bushfire, landscape and aviation perspective.</p>

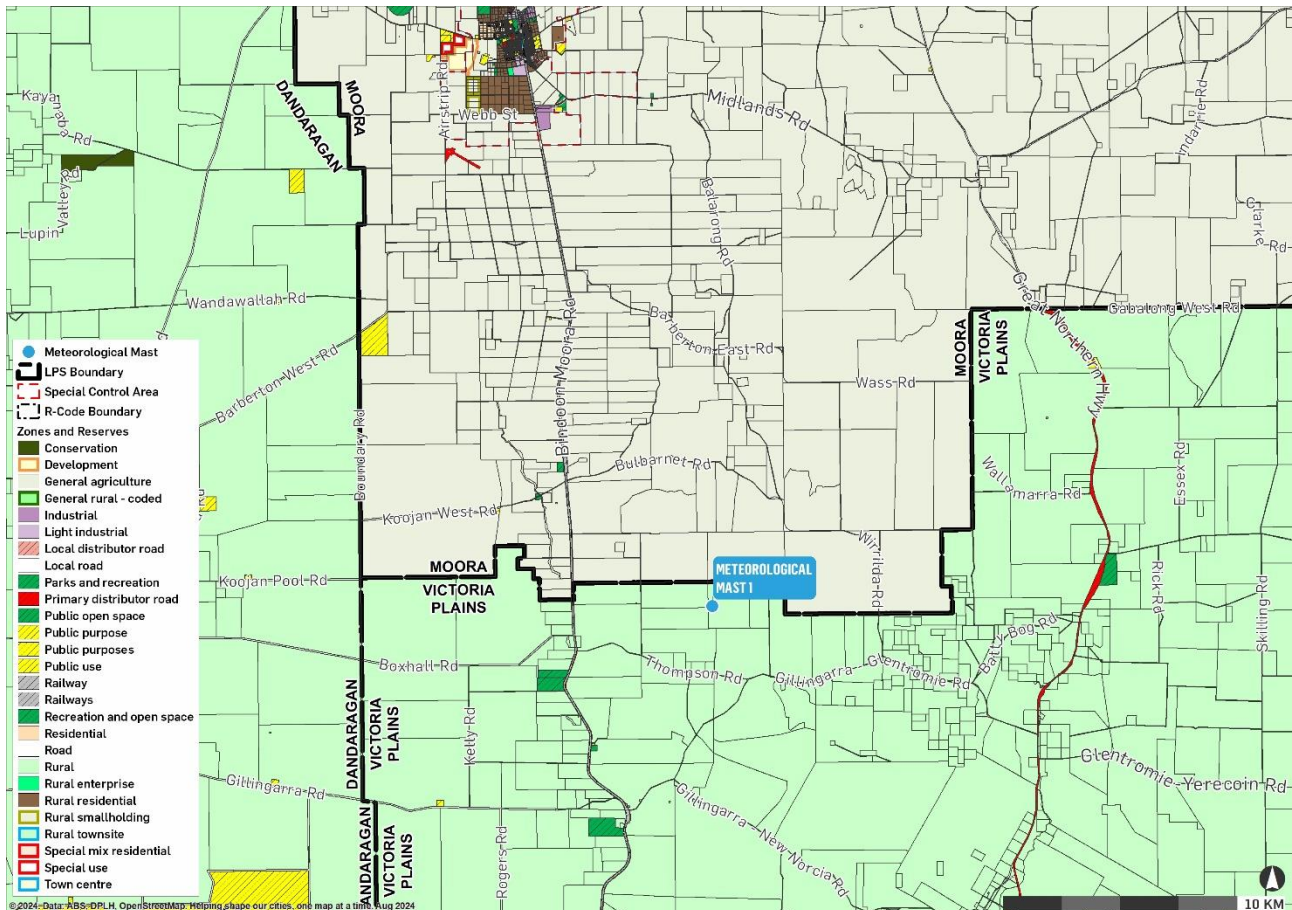
## 6. LOCAL PLANNING FRAMEWORKS

This section assesses the development application against the relevant local planning framework.

### 6.1. SHIRE OF VICTORIA PLAINS LOCAL PLANNING SCHEME NO. 5

The met mast location is located within a Rural zone under the Shire of Victoria Plains Local Planning Scheme No.5 (LPS 5) as shown in **Figure 8** below.

Figure 8 - Scheme Map Extract



As set out in Clause 16 of LPS 5, the objectives of the Rural Zone are as follows:

- To provide for the maintenance or enhancement of specific local rural character;
- To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use;
- To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage;
- To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone; and
- To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.

Consistent with the above objectives, and mentioned prior, the proposed met mast is being installed for the primary purpose of measuring wind speed to assist in determining the wind conditions and future layout of the turbines. It will not impede on surrounding rural pursuits, or the associated rural amenity and character.

As demonstrated in **Section 4.2.4**, the met mast will have minimal visual impact to the surrounding residential developments or the overall rural character. Further, the met mast will avoid impacts on areas of sensitivity such as ecological areas (including areas of remnant vegetation) and water courses/bodies and would not have any impacts to soils of the area.

As stated, the proposed met mast (in facilitating a future large scale renewable proposal) is considered to have ‘demonstrated benefit’ to the Shire of Victoria Plains, Shire of Moora, Wheatbelt region and the broader State while being compatible with surrounding rural uses.

### 6.1.1. Land Use Permissibility

Under the ‘Zoning Table’ of the LPS 5, a ‘meteorological mast’ is not specified. While the closest use would be ‘telecommunications infrastructure’, by virtue of the proposed design, given the purpose of the met mast is for wind monitoring purposes (and not telecommunication), this use class is not considered suitable.

On this basis, the proposed met mast is considered a use not listed. In accordance with Clause 18(4) of LPS 5, where a use is carried out that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type or class of activity of any other land use the local government may:

*determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by the local government; or*

*determine that the use may be consistent with the objectives of a particular zone and advertise under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or*

*determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.*

For the reasons articulated in **Section 6.1** above, given the alignment with the Rural zone objectives and its purpose in informing a future wind farm application (which will be subject to a separate planning process), it is considered that the proposed use shall be permitted, consistent with objective (a) above.

### 6.1.2. General Development Requirements

This section provides an assessment against relevant general development requirements dictated by LPS 5.

#### 6.1.2.1. Amenity Of Non-Residential Development

**Table 6** provides comment against the relevant provisions of Clause 31 of LPS 5:

*The amenity of non-residential development shall be determined in the context of each proposed development and site conditions, but shall generally be in accordance with these principles:*

Table 6 – LPS 5 Clause 31 Principles

Principle	Comment	Compliance
1. <i>the form and scale of the development is to be compatible with surrounding land uses</i>	The view shed and amenity impacts have been considered. It has been determined that due to the slender form, the scale of the development will not adversely affect the visual amenity of the surrounding land uses.	✓
2. <i>the impacts of the development are to be contained on site and/or suitably managed off-site</i>	There are no relevant external impacts (other than visual) and minor impacts associated with construction.	✓

Principle	Comment	Compliance
3. <i>the impact of the development on the road network and traffic management is to be consistent with the road function and hierarchy</i>	<p>Only minor impacts associated with the delivery of the met mast structure to the subject site is expected. The met mast is a non-habitable structure with visitation to the development only to be for maintenance purposes. In future, the met mast will be deconstructed to enable construction of the wind farm.</p> <p>It is anticipated that a construction traffic management plan will be prepared as a condition of development approval.</p>	✓
4. <i>adequate provision is to be made for parking for staff and visitors, with separation between staff / visitor parking and service / haulage vehicles</i>	N/A – As the development is to be unattended, the provision of permanent parking is not deemed warranted.	✓
5. <i>buildings are to have screening of services and areas for waste management and essential services</i>	As the development is to be unattended and unvisited (other than for construction and maintenance purposes), the provision of waste facilities is unnecessary. The screening of services is not deemed necessary as the nearest habitable structure/sensitive land-use is located over 2.5km from the met mast, with services not visible at a distance.	✓
6. <i>visual impacts to be minimised by the use of vegetation screening, tree retention and building orientation</i>	Due to the nature of the development being a met mast, it is crucial that screening does not occur so the sensitive instruments can conduct measurements. The slender form of the met mast minimises external visual impacts as demonstrated by the viewshed analysis.	✓
7. <i>minimise the use of front fencing, and where required, fencing to be set back to the building line and behind the landscaped area where feasible</i>	<p>Fencing immediately surrounding the met-mast tower will be utilised. The fencing will not be visually obtrusive or notable due to it being setback from sensitive land uses and roads.</p> <p>While subject to detailed design, the construction of fences will be in accordance with the Shires <i>Fencing Local Law 2018</i>. It is requested that this is placed as a condition of development approval.</p>	✓

Principle	Comment	Compliance
8. <i>external lighting designed to minimise light spill and glare on adjoining properties</i>	N/A – No lighting is proposed However, subject to discussions with CASA post-approval, aviation lighting may be recommended (not mandatory).  If aviation lighting is included in the final design, such lighting is not expected to cause light spill or glare.	✓
9. <i>storage of plant and equipment to be screened or remote from public areas, particularly from the street, and provision made on site for a loading bay where the land use requires it</i>	N/A – Plant equipment not proposed.	✓
10. <i>use of 'on building' signage where the building addresses the street, and where 'freestanding' signage is necessary it should either be affixed to a front fence, or located adjacent to it at a height that is compatible with the setting</i>	N/A – No signage proposed.	✓

### 6.1.2.2. Environmental Protection

The following **Table 7** provides comment against the relevant provisions of Clause 35 of LPS 5:

Table 7 – LPS 5 Clause 35

Principle	Comment	Compliance
1. <i>Development shall ensure that potential impacts on environmental values will be addressed including potential impact on land degradation (e.g. salinity) and waterway protection (and their buffers) to the satisfaction of the responsible authority and relevant public agency.</i>	The proposed met mast will not result or notably contribute to, the degradation of soils or waterways.	✓
2. <i>The responsible authority may impose conditions on any development approval requiring the retention and protection of existing vegetation (e.g. through fencing) and/or the planting of additional vegetation.</i>	The siting of the proposed met mast will not result in any significant (local or regional) vegetation being removed. Fencing or planting is not necessary.	✓
3. <i>If, in the opinion of the local government, over-grazing by livestock on any land classified 'Rural' zone is causing degradation to the landscape or land degradation that may lead to soil erosion, the local government may issue an order to the property owner requiring a reduction in the number, or total removal, of the</i>	N/A – no livestock proposed.	✓

Principle	Comment	Compliance
<i>livestock. Prior to forming an opinion and issuing an order pursuant to this clause the local government shall seek and obtain advice from the Department of Primary Industries and Regional Development and any other government agency with a potential interest in the matter</i>		

### 6.1.2.3. Vehicle Access and Road Construction

The following **Table 8** provides comment against the relevant provisions of Clause 36 of LPS 5:

Table 8 – LPS 5 Clause 36

Principle	Comment	Compliance
1. <i>The responsible authority shall be satisfied arrangements for vehicle access are acceptable including the location of access points and construction, with regard to the impact of the proposed land use and expected traffic volume and composition on traffic flow and safety, the character and function of the road, the volume and the width of the carriageway and visibility; and the ultimate volume and type of traffic generated by the development.</i>	<p>The primary road access point during the construction phase of the development will be from Scholz Road, through an existing gate access point between lots M1421 and M1417.</p> <p>Access for the duration of the met mast's lifespan will be required through lot M1421.</p> <p>Refer to the location plan located in <b>Appendix B.</b></p>	✓
2. <i>The responsible authority may not allow more than one vehicular entrance or exit to or from any lot or may require separate entrances and exits, and/or require that entrances and exits be placed in positions nominated by it, to avoid or to reduce traffic hazards.</i>	Access to the proposed met mast will be facilitated via the existing road and access network and will only be utilised for construction and maintenance purposes.	✓
3. <i>Development shall have direct access to a constructed road or arrangements shall be put in place to the satisfaction of the responsibility authority to provide permanent access to a constructed road which may include conditions to require an application to construct and maintain or contribute towards road construction, pay a sum of money to the local government towards road construction, and/or place a notification on title that alternative access arrangements must be maintained legally and physically.</i>	As the proposed met mast is a primarily unattended structure, there is a lack of nexus between any condition emplaced to construct road(s), maintain road(s), or contribute toward road(s).	✓

Principle	Comment	Compliance
4. <i>The responsible authority may require the forming, sealing and draining of any unconstructed public road, public right-of-way, private right-of-way, laneway or private road servicing a development for which development approval is given at the cost of the developer in proportion to the extent of the use of the public road, public right-of-way, private right-of-way, laneway or private road by the development in respect to other users as assessed by the responsible authority.</i>		✓

#### 6.1.2.4. Parking

As stated in LPS 5 Clause 38(1):

*Land and buildings shall not be used or developed for any use mentioned in Table 7 unless off street parking is provided in accordance with the requirements set out therein; or for any use not mentioned in Table 7 unless off street parking is provided, as determined by the responsible authority.*

As the met mast will be typically unattended or visited, the need to provide formalised parking is not deemed warranted. It is requested that the Shire not place any condition on requiring carparking.

#### 6.1.2.5. Servicing Requirements

As stated in LPS 5 Clause 39(1):

*Development is to be serviced with power, water supply, wastewater and effluent disposal to a level commensurate with the intended land use, with arrangements in place to the satisfaction of the responsible authority and relevant agencies and in accordance with subclauses 40-42 and any other clauses for servicing requirements in this Scheme.*

The proposed met mast is serviced with power through a singular photovoltaic solar panel and will not require a water supply or disposal point. Therefore, servicing arrangements for water, wastewater and effluent disposal are not warranted.

#### 6.1.2.6. Rural Zone

The following **Table 9** provides comment against the relevant rural zone provisions of Clause 44 of LPS 5:

Table 9 – LPS 5 Clause 44

Principle	Comment	Compliance
<i>Within the Rural zone all dwellings and associated outbuildings, external fixtures, patios, pergolas, verandas, garages, carports or swimming pools as well as all non-residential developments such as farm outbuildings and dams shall have a minimum setback of 20 metres from the</i>	The proposed met mast is setback approximately 190 metres from the nearest property boundary.	✓

Principle	Comment	Compliance
<i>land's primary street frontage and 10 metres from all side and rear boundaries.</i>		
<i>Tourist and workforce accommodation proposals in the Rural zone shall comply with clauses (a) and (b):</i>  ....	N/A – tourist or workforce accommodation is not proposed.	✓
<i>Development in the Rural zone shall address both on-site and off-site impacts and, where deemed necessary by the responsible authority, such proposals shall be accompanied by information to address and identify:</i>  A) <i>environmental values and any environmental risks;</i>  B) <i>the potential for land use conflict including impacts and restrictions on approved uses on adjacent or nearby locations; and</i>  C) <i>the separation distances and/or buffers relating to a potentially incompatible land use which need to be provided on-site.</i>	There are no proposed environmental risks associated with the met mast.  The met mast is setback approximately 2.5km from the nearest residence and will not result in land use conflict. A viewshed analysis has also be undertaken to demonstrate that the met mast will have minimal impact on the visual amenity of surrounding properties and rural character.  The proposed met mast is appropriately separated from nearby sensitive uses.	✓
<i>Where an industrial type or other use is permissible in the 'Rural' zone and requires a buffer as prescribed in the Environmental Protection Authority's Buffer Distance Guidelines, the buffer area is not to impact upon existing or proposed residential development.</i>	N/A – a buffer prescribed by the Environmental Protection Authority is not required.	✓
<i>An ancillary dwelling in the Rural zone must be no greater than 100m<sup>2</sup>, be co-located with the single house, must allow for the continued use of the lot for rural purposes and shall be constructed to a standard that ensures the visual amenity of the area is not adversely impacted.</i>	N/A – no dwelling proposed.	✓



## **6.2. SHIRE OF VICTORIA PLAINS LOCAL PLANNING STRATEGY 2012**

The Local Planning Strategy 2012 (**the Strategy**) sets out the Shires general aims and intentions for future long-term growth and change. The Strategy recognises the need to diversify rural activities to ensure non-reliance on a single output and acknowledges the social and economic importance of its local agrarian industries. The proposal for the met mast, to facilitate delivery of a broader renewable energy proposal, aligns with this intent.

## **6.3. SHIRE OF VICTORIA PLAINS LOCAL PLANNING POLICES**

There are no relevant local planning policies which are applicable to the proposed met mast.

## 7. CONCLUSION

The proposed met mast will be installed to monitor wind speeds to inform the turbine layout of the future Grevillea Wind Farm. This application seeks approval for the construction and installation of one met mast which will be a temporary structure in place for a period of 5-7 years, at which point the met mast will be deconstructed and removed.

This report demonstrates the proposal is consistent with the Rural zone objectives and is generally aligned with the broader planning framework as well as relevant technical requirements. On the basis, it is respectfully requested this application be approved, subject to any suitable conditions. In this regard, it is anticipated that conditions should be limited to the preparation of a management plan (addressing construction and traffic) to ensure suitable management practices are implemented during the construction phase.

## 8. DISCLAIMER

This report is dated 16 September 2024 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 Green Wind Renewables (**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**

# **CERTIFICATES OF TITLE**

28119/58

19002/63

Transfer 7655/1958 (51454)

From Vol. Fol.

1018 845



WESTERN AUSTRALIA.

REGISTER BOOK.

Vol. 1214 Fol. No. 038

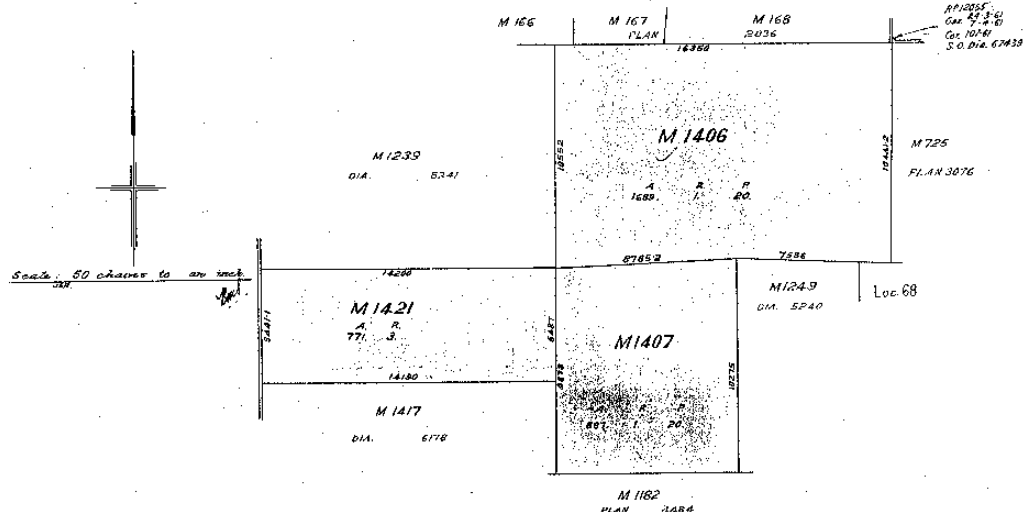
# Certificate of Title

CT 1214 0038 F



under "The Transfer of Land Act, 1893" (56 Vic. 14, Sec. 5).

Dallas Vernon Waters of Yericoin, Farmer, is now the proprietor of an estate in fee simple subject to the easements and encumbrances notified hereunder in all those pieces of land delineated and coloured green on the map hereon containing in the aggregate three thousand three hundred and forty-eight acres and two roods or thereabouts, being portion of Melbourne Location 234 and being Lot M1406 the subject of Diagram 6128, Lot M1407 the subject of Diagram 6129 and Lot M 1421 the subject of Diagram 6179, except and reserving metals, minerals, gems and mineral oil specified in Transfer 7655/1958.



Dated the twenty-third day of May One thousand nine hundred and fifty-eight.

*Ann J. Abbott*  
Registrar of Titles.

Transfer 12212/1958 to York Pastoral Co. Pty. Ltd. of 42 Hector Street, Osborne Park. Registered 12th August 1958 at 9.50 o'clock.

*J. Abbott*  
REGISTRAR OF TITLES

Transfer 6334/66 to Christopher Frank Chopping, Farmer and Valerie Margaret Chopping, Married Woman, both of 22 Lawler Road, Attadale, as joint tenants. Registered 2nd February 1966 at 9.36 o'clock.

*John Chopping*  
Asst. Registrar of Titles

Transfer 8516761 to Junex Nominees Pty. Ltd., of care of Downing & Downing, 21 Howard Street, Perth. Registered 4th April 1978 at 9.14 o'clock.

5339/9/57-24,491-116

For encumbrances and other matters affecting the land see back.

# EASEMENTS AND ENCUMBRANCES REFERRED TO

Instrument stamped 18-15-1963  
Mortgage 20693/63 York Pastoral Co. Pty Ltd. to Bank of New South Wales Registered 18th April 1963  
at 9.50.20 o'clock.

Discharge 6333/66 of mortgage 20693/63 Registered 2nd February 1966 at 9.36 o'clock  
W. Blackmore  
Assistant Registrar of Titles

Mortgage 47840/66 to THE COMMONWEALTH DEVELOPMENT BANK AND INDUSTRIES BANK OF WESTERN AUSTRALIA Registered 15th July 1966 at 9.31 o'clock  
W. Blackmore  
Assistant Registrar of Titles

Mortgage A101560 to THE COMMONWEALTH DEVELOPMENT BANK AND INDUSTRIES BANK OF WESTERN AUSTRALIA Registered 11th November 1968 at 9.19.00 o'clock  
W. Blackmore  
Assistant Registrar of Titles

Mortgage A101561 to Commonwealth Development Bank of Australia Registered 11th November 1968 at 9.19.00 o'clock  
W. Blackmore  
Assistant Registrar of Titles

Caveat A528503. Lodged 1972 at 11.49 o'clock  
W. Blackmore  
Assistant Registrar of Titles

Discharge 8516757 of Mortgages 47840/66 & A101560. Registered 4th May 1978 at 9.14 o'clock

Discharge 8516758 of Mortgage A101561. Registered 4th May 1978 at 9.14 o'clock

Withdrawal 8516759 of caveat A528503 lodged 4-5-1978 at 9.14 o'clock

Mortgage 8516762 to Bank of New South Wales. Registered 4th May 1978 at 9.15 o'clock

Mortgage 8516763 to Commonwealth Development Bank of Australia. Registered 4th May 1978 at 9.15 o'clock

Discharge D981767 of Mortgage 8516763 Registered 4th January, 1989 at 9.56 o'clock

Dup. C/T not prod.

Mortgage E872041 to Westpac Banking Corporation. Registered 4th May, 1992 at 9.24 hrs.

CT 1214 0038 B



## CERTIFICATE OF TITLE

Vol. 1214 Fol.

28119/58

19002/63

Transfer 7655/1958 (51454)

From Vol. Fol.

1018 845



WESTERN AUSTRALIA.

REGISTER BOOK.

Vol. 1214 Fol. No. 038

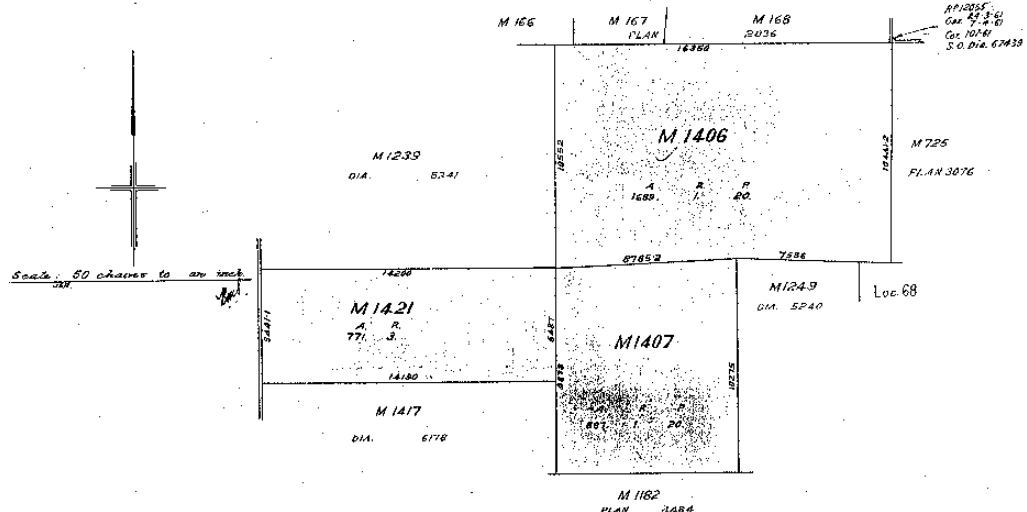
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Dallas Vernon Waters of Yericoin, Farmer, is now the proprietor of an estate in fee simple subject to the easements and encumbrances notified hereunder in all those pieces of land delineated and coloured green on the map hereon containing in the aggregate three thousand three hundred and forty-eight acres and two roods or thereabouts, being portion of Melbourne Location 234 and being Lot M1406 the subject of Diagram 6128, Lot M1407 the subject of Diagram 6129 and Lot M 1421 the subject of Diagram 6179, except and reserving metals, minerals, gems and mineral oil specified in Transfer 7655/1958.



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CT 1214 0038 B

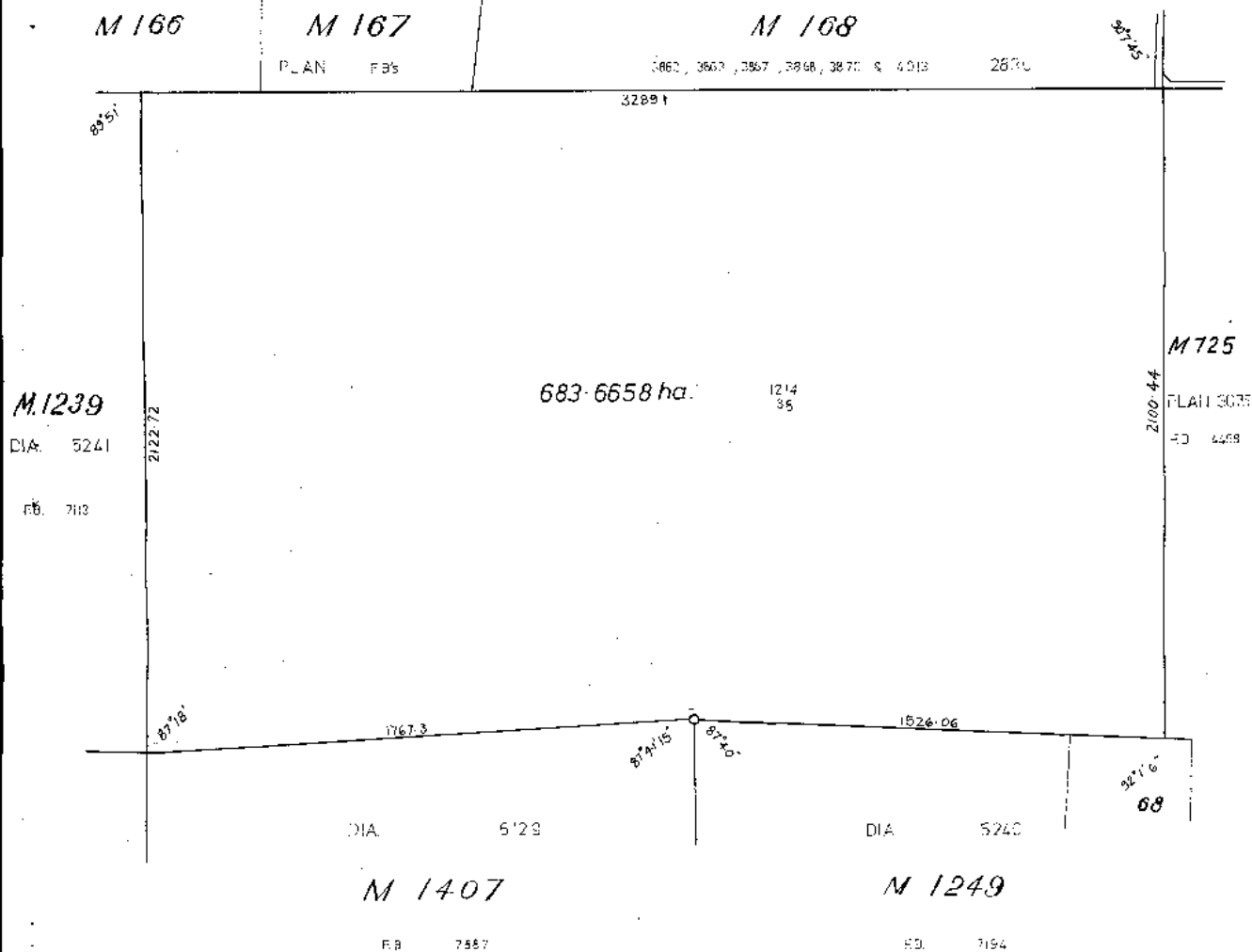


## CERTIFICATE OF TITLE

Vol. 1214 Fol.



Form or District	Number of Lot or Location	On	Surveyor	Field Book	Scale	Vol	Ed	11-4-27
Melbourne	M 1406 Part of Loc: 934	Plan 2323 Diag Index Plan 15013(1)	E Manning	7887	1:15840	215 1018	152 845	Passed 19-6-23



DIA 6128



DUPLICATE

6128

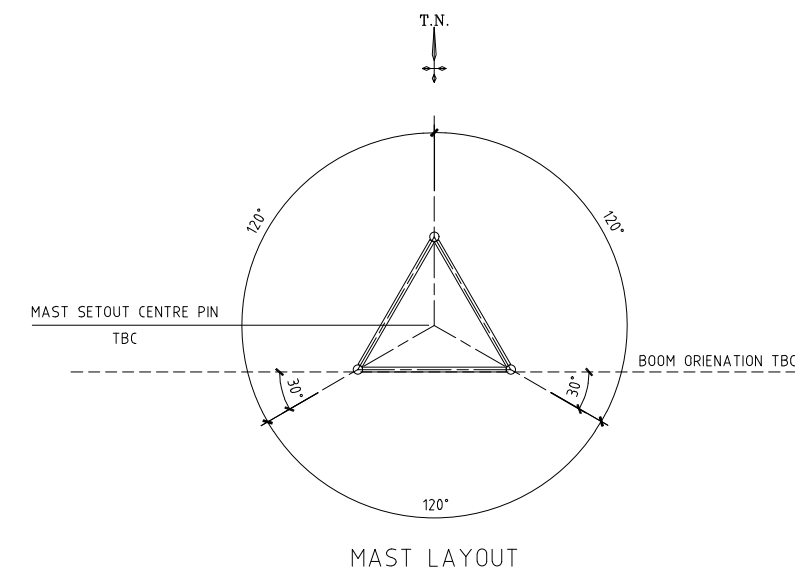
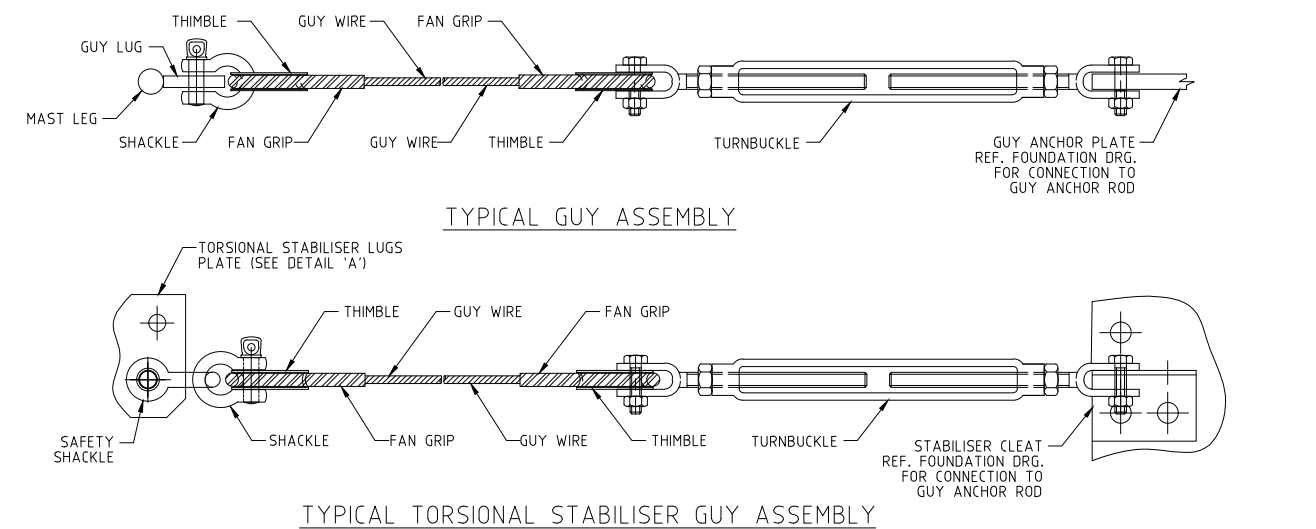
# Diagram 6128

Lot	Certificate of Title	Lot Status	Part Lot
1406	1214/38	Registered	

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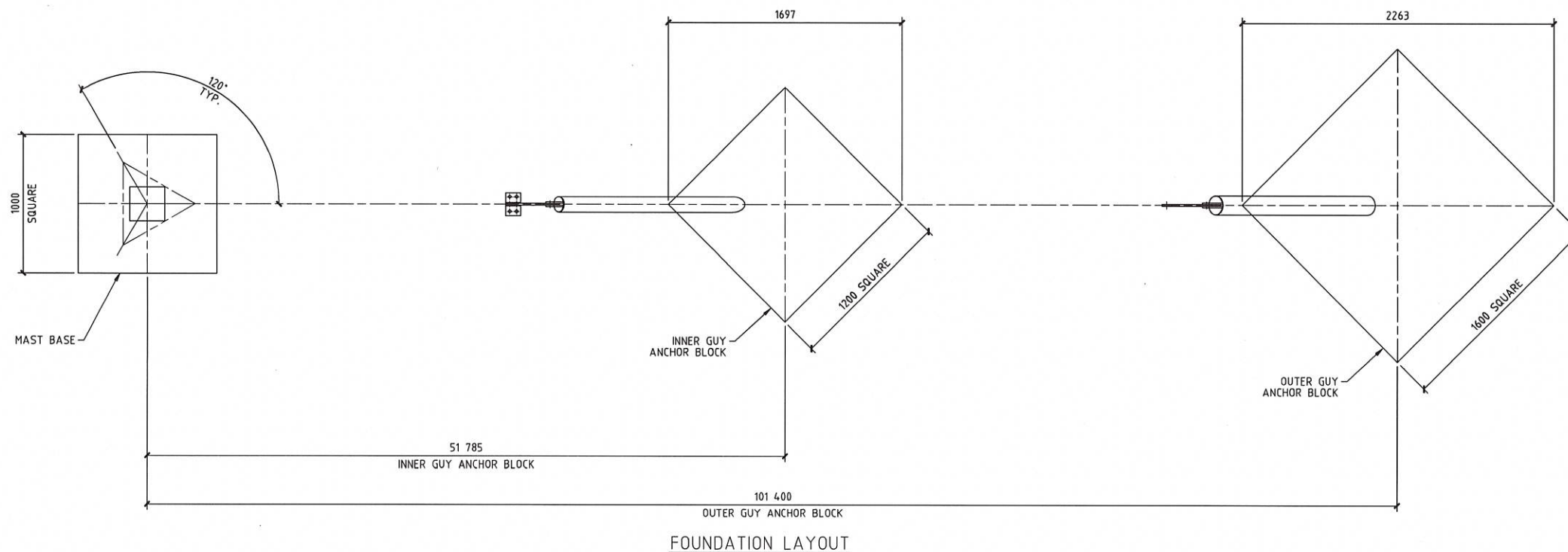
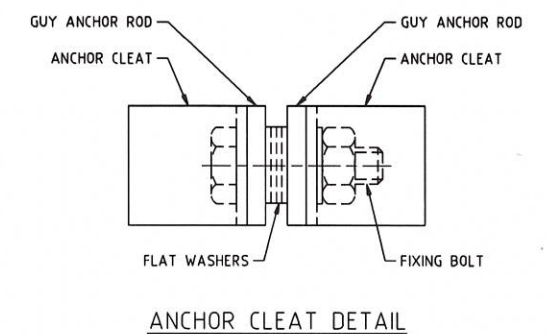
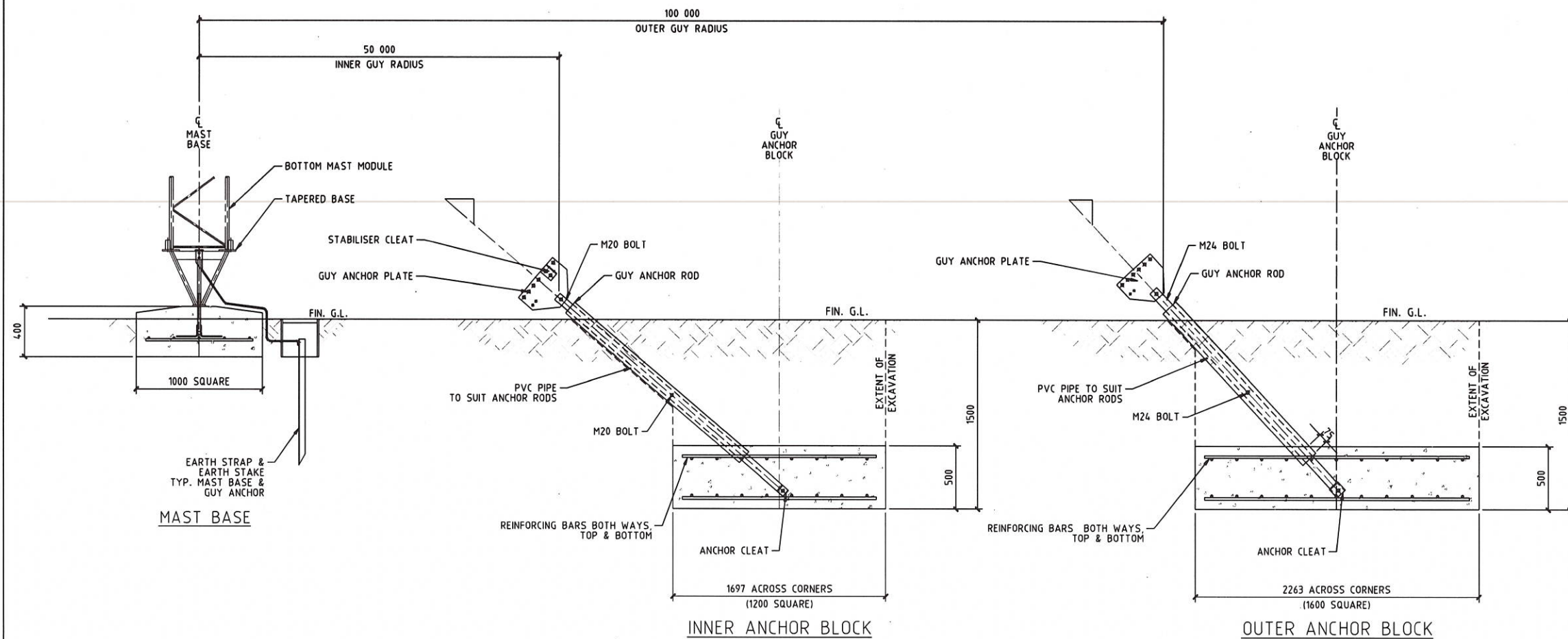
## **APPENDIX B**

## **METEOROLOGICAL MAST PLANS/SPECIFICATIONS**



INFORMATION ONLY  
NOT TO BE USED  
FOR CONSTRUCTION

[illegible]



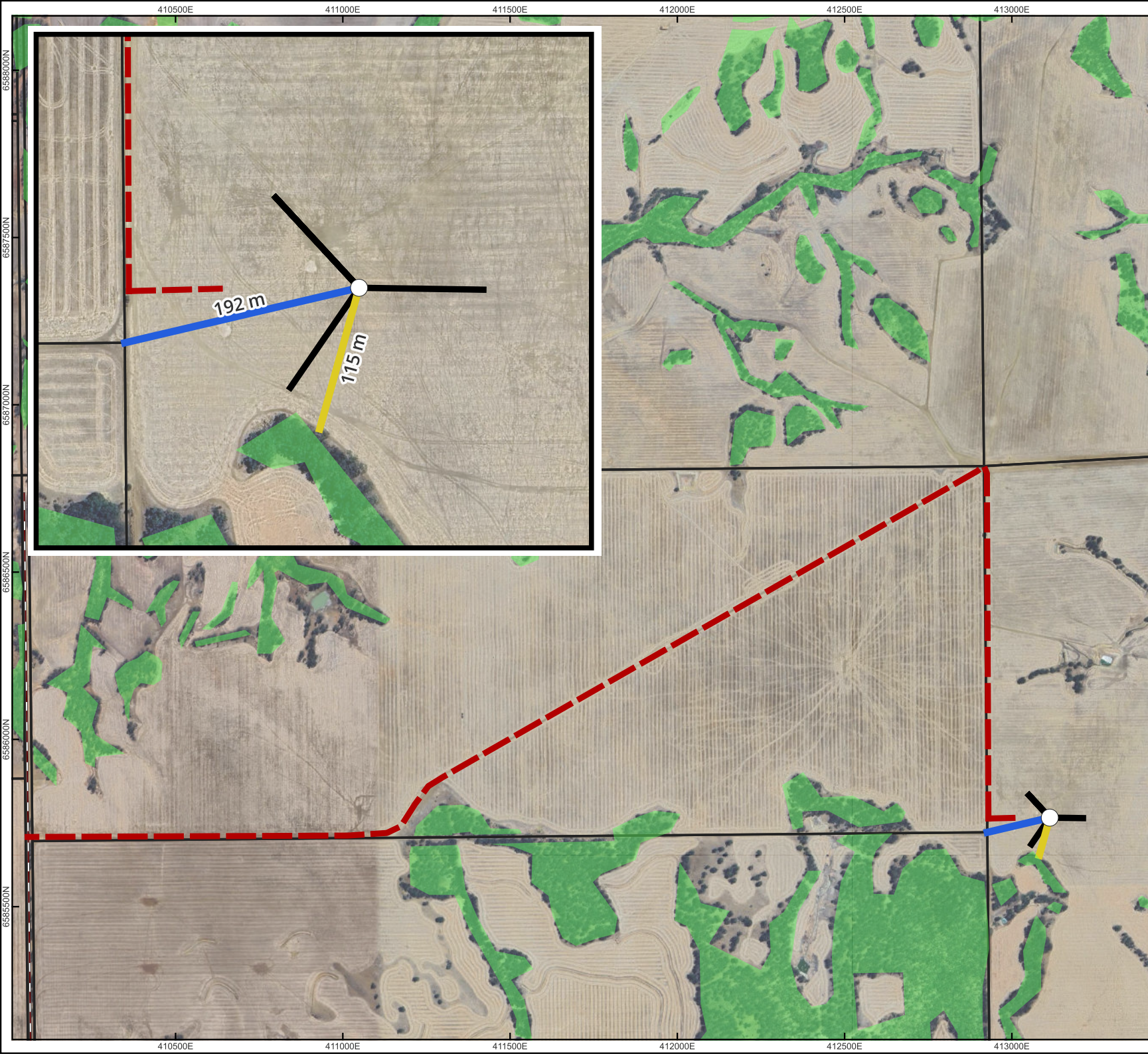
#### GENERAL NOTES

1. REFER FEC STANDARD NOTES, DWG F1/1/SN.
2. CONCRETE DESIGNED TO A53600.  
MINIMUM COMPRESSIVE STRENGTH = 32 MPa  
COVER = 75mm U.O.N.
3. ASSUMED SOIL PARAMETERS:  
 $\phi = 30^\circ$ , SOIL DENSITY =  $18 \text{ kN/m}^3$ , COHESION = 0 kPa.  
MINIMUM REQUIRED ALLOWABLE BEARING CAPACITY = 150 kPa.
4. FOUNDATION BASES TO BE LEVELLED AND COMPACTED.
5. GROUT TO BE 3:1 SAND CEMENT DRY PACK MORTAR OR NON-SHRINK GROUT.
6. GUY RADII GIVEN ARE BASED ON LEVEL GROUND. FOR EACH 100mm RISE/FALL IN GROUND LEVEL ADJUST RADII BY: INNER GUY RADIUS  $\pm 117\text{mm}$ .  
OUTER GUY RADIUS  $\pm 93\text{mm}$ .
7. EXTENT OF EXCAVATION TO BE MINIMIZED. BACKFILL TO BE FULLY COMPACTED GRANULAR FILL IN MAX LAYERS OF 300mm.







F1/1/SN	FEC STANDARD NOTES								
DRAWING No.	DESCRIPTION	DRAWING No.	DESCRIPTION	DRAWING No.	DESCRIPTION	REF	DESCRIPTION	DATE	APPV.
REFERENCE DRAWINGS					REVISIONS				

DRAWN: MP	ENG:	STEVENSONS / YOORLING			REV:
CHECKED:	APPV:	BADGINGARRA WIND FARM			
DATE: 27-04-24		150m HUB F450 METEOROLOGY MAST			
SHEET: A1		FOUNDATION DETAILS			
SCALE: NTS		DWG No.: J4276/3/1			





## LEGEND

-  Native Vegetation
-  Met Mast Location
-  Distance to Vegetation
-  Distance to Boundary
-  Indicative Guy Wires
-  Met Mast Site Access

## Grevillea Wind Farm

### Met Mast Location



0 250 500 750 m

Scale: 1:15000  
Coordinate System: GDA2020 / MGA zone 50  
Universal Transverse Mercator (UTM)  
Date: 21/08/2024

AWF-J06-13-M0015-RevA

## **APPENDIX C**

## **AVIATION IMPACT ASSESSMENT**



Alix Chinnery  
Associate Director - Project Management, Environment WA  
AECOM

August 2024

By email: [alix.chinnery@aecom.com](mailto:alix.chinnery@aecom.com)

Our reference: 101605-01

Dear Alix

**Re: Grevillea Wind Farm Wind Monitoring Tower – Aviation Impact Assessment**

Please find in this correspondence a summary overview of the Aviation Impact Assessment (AIA) of possible constraints to developing a wind monitoring tower (WMT) for the purposes of obtaining meteorological data to support the proposed Grevillea wind farm.

**1.1. Project Background**

Macquarie Asset Management Green Investments (MAM Green Investments) and Green Wind Renewables (GWR) have agreed to partner to deliver a portfolio of large-scale wind farm projects in Western Australia. AECOM has been engaged by the proponent to prepare project development plans for each project, including a separate development plan for the installation of a WMT to be installed in each wind farm project area.

The proposed Grevillea wind farm WMT is located approximately 26 km (14 nm) south-southeast of the town of Moora, 17 km (9 nm) northwest of the town of New Norcia, and 57 km (31 nm) northeast of the town of Gingin, in the Shire of Victoria Plains local government area (LGA). The maximum height of the WMT will be up to 151.2 m AGL.

AECOM wishes to understand the potential aviation impacts and the need for aviation hazard marking and lighting of the WMT and has engaged Aviation Projects to undertake an aviation impact assessment to support the development application for the installation of a WMT.

**1.2. References**

References used or consulted in the preparation of this report included:

- Airservices Australia, Aeronautical Information Package; including AIP Book, Departure and Approach Procedures and En Route Supplement Australia, dated 13 June 2024
- Airservices Australia, *Designated Airspace Handbook*, effective 13 June 2024
- Civil Aviation Safety Authority, *Civil Aviation Safety Regulations 1998* (CASR)
- Civil Aviation Safety Authority, Part 139 (Aerodromes) Manual of Standards 2019, F2024C00161 registered 16/02/2024
- Civil Aviation Safety Authority, Advisory Circular (AC) 139.E-05 v1.1 Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome (October 2022)
- Civil Aviation Safety Authority, Advisory Circular (AC) 139.E-01v1.0 Reporting of tall structures, December 2021



- Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Australian Government, National Airport Safeguarding Framework, Guideline D Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation, dated June 2013
- International Civil Aviation Organization (ICAO), Doc 8168 Procedures for Air Navigation Services—Aircraft Operations (PANS-OPS)
- ICAO Standards and Recommended Practices, Annex 14—Aerodromes
- Shire of Victoria Plains planning scheme No. 5

### 1.3. Client material

AECOM provided the following material for the purposes of this analysis in the SharePoint project material library:

- WMT specification, *Indicative 150m Mast.pdf*, received 24 July 2024
- Project layout, *AECOM – GWF.2.kml*, received 06 June 2024

Figure 1 shows the proposed location of the WMT site relative to the nearby towns and roads (source: AECOM , Google Earth).

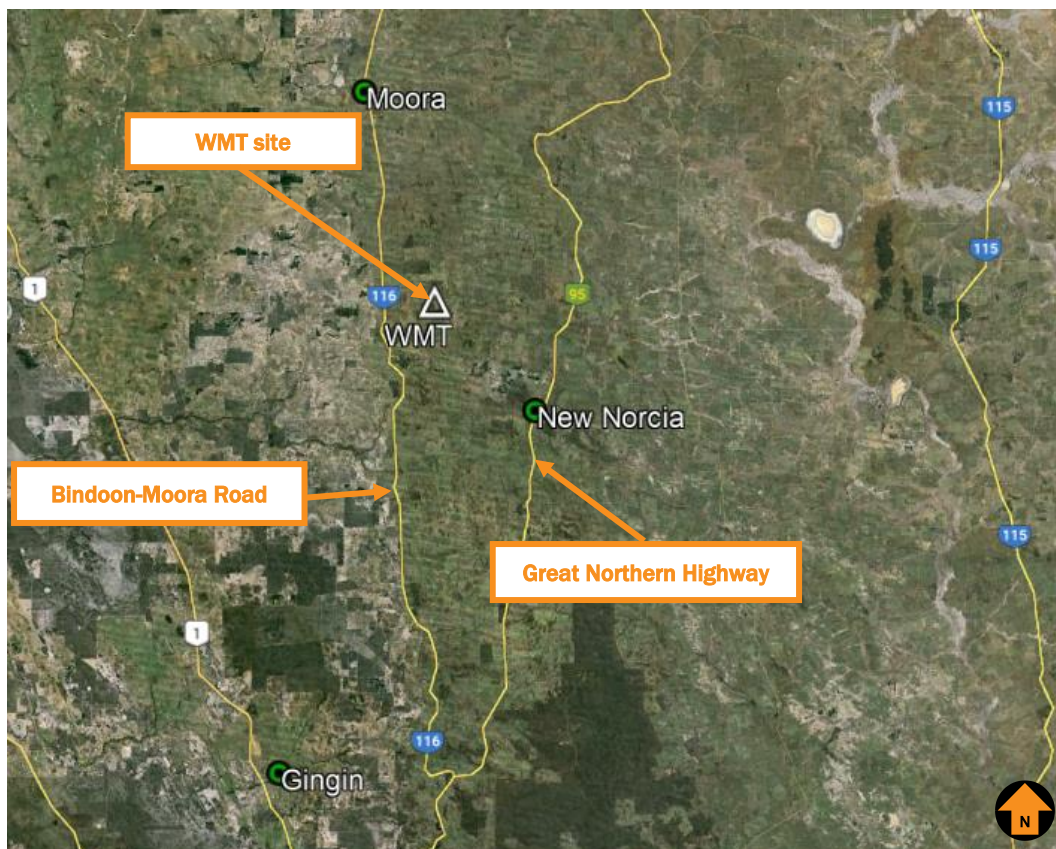


Figure 1 WMT site overview

#### 1.4. Wind monitoring tower description

The proposed wind monitoring tower will be of steel lattice construction and a maximum of 151.2 m in height above ground level (AGL) and will be guyed in 3 directions.

For the purpose of this assessment, the maximum WMT height applied for the aviation analysis is based on the maximum elevation observed in Google Earth within 100 m of the WMT site, plus a 5 m error margin.

Table 1 provides the details of the WMT height applied for this assessment.

Table 1 WMT details

<i>Parameter</i>	<i>WM1</i>
Error budget (m)	5 m
Location	30° 51' 29.03"S 116° 5' 28.47"E
Ground elevation (within 100 m of WMT site)	309 m AHD
Height of tower AGL	151.2 m (496.1 ft)
WMT tip height (with 5 m buffer)	460.2 m AHD (1509.9 ft AMSL)

#### 1.5. Aviation Impact Assessment

This analysis considers the aeronautical impact of the WMT on the following:

- The operation of nearby certified aerodromes
- The operation of nearby aircraft landing areas (uncertified aerodromes)
- Grid and air route Lowest Safe Altitudes (LSALTs)
- Airspace protection
- Aviation facilities
- Radar installations
- Local aircraft operations.

### **1.6. Shire of Victoria Plains**

Development of the WMT will be subject to Shire of Victoria Plains' planning scheme No. 5, amended 01/04/2022. Section 1.8 of the scheme provides the purpose of the scheme, including to:

- (a) set out the local government's planning aims and intentions for the Scheme area; and*
- (b) set aside land as local reserves for public purposes; and*
- (c) zone land within the Scheme area for the purposes defined in this Scheme; and*
- (d) control and guide development including processes for the preparation of structure plans, and*
- (e) set out procedures for the assessment and determination of planning applications; and*
- (f) set out procedures for contributions to be made for the costs of providing infrastructure in connection with development through development contribution plans; and*
- (g) make provision for the administration and enforcement of this Scheme; and (h) address other matters referred to in Schedule 7 of the Act.*

There is no specific aerodrome safeguarding policy or framework established in the planning scheme or strategy. There is no certified aerodrome located within the LGA. This assessment considers that the development of the WMT is not specifically affected by the Shire of Victoria Plains planning framework in relation to aviation impacts.

### **1.7. Nearby certified aerodromes**

There are no certified aerodromes located within 30 nm of the proposed WMT location.

A certified aerodrome means 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 2 shows a 30 nm radius from the WMT location in relation to the nearest certified aerodromes (source: AECOM, Airservices Australia, Google Earth).

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



Figure 2 WMT relative to the closest certified aerodromes

The WMT will not affect any certified aerodrome.

## 1.8. Nearby aeroplane landing areas (uncertified aerodrome)

As a guide, an area of interest within a 3 nm radius of an aeroplane landing area (ALA) is used to assess the potential impacts of proposed developments on aircraft operations at or near the ALA. There are no formal airspace safeguarding specifications established for ALAs.

A search on OzRunways, which sources its data from Airservices Australia (AIP), did not identify any uncertified aerodromes within 3 nm of the WMT site. The aeronautical data provided by OzRunways is approved under CASA CASR Part 175.

A review of NationalMap (an online map-based tool allowing access to spatial data from Australian government agencies) was also undertaken. No ALAs were identified within 3 nm of the proposed WMT site.



## 1.9. Air routes and grid LSALT

MOS 173 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.

The proposed WMT will be in a grid identified in the EnRoute Chart – Low. (ERCL 8) The grid LSALT applicable to the proposed WMT location is 2900 ft AMSL, with a minimum obstacle clearance surface of 1900 ft AMSL.

The WMT is not located laterally within 7 nm of any low-level air route.

Figure 3 shows the air routes and grid LSALT in proximity to the proposed WMT location (source: AECOM, ERC Low 8).

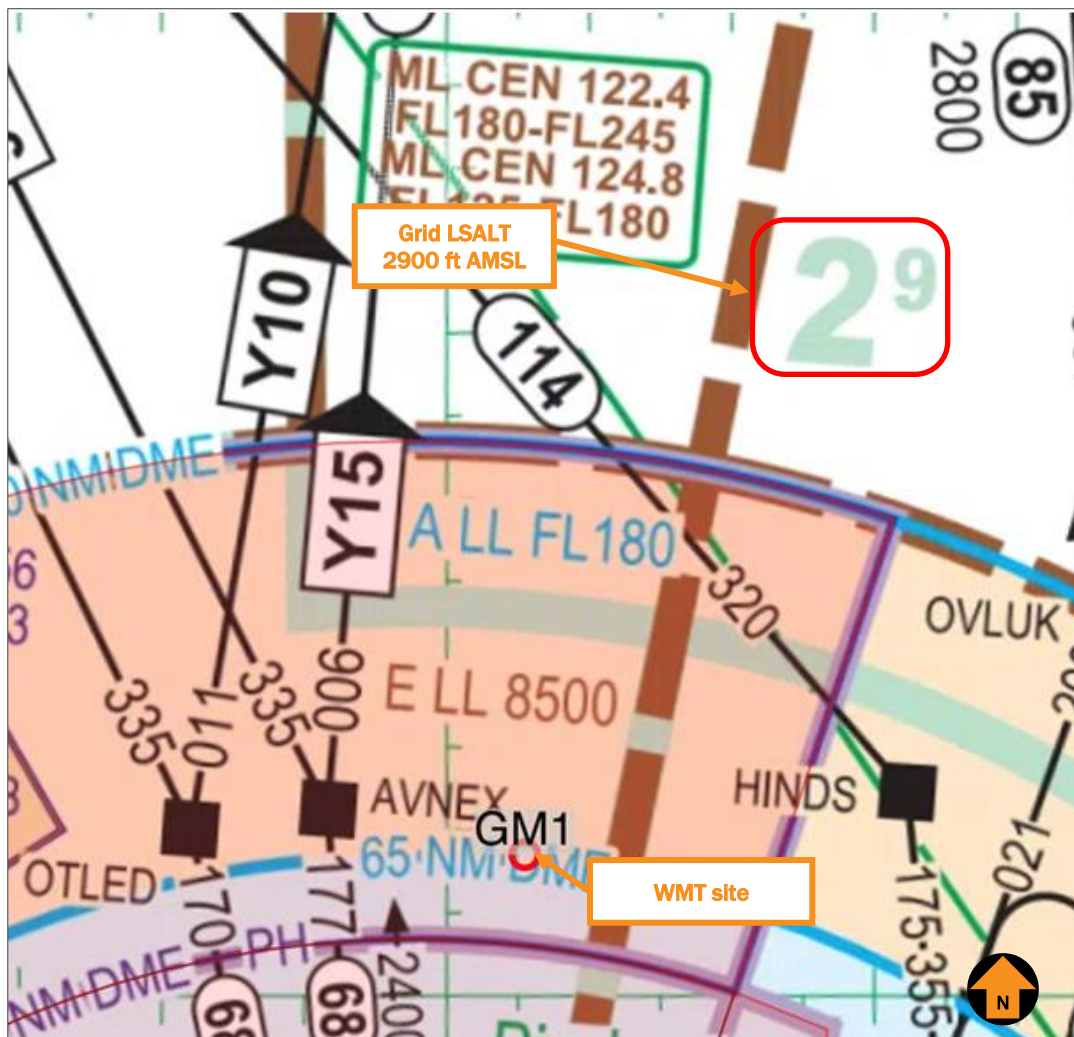


Figure 3 WMT in relation to LSALT

An impact analysis of the LSALT for the grid and surrounding air routes is provided in Table 2 based on the maximum WMT height of 460.2 m AHD (1509.9 ft AMSL).

Table 2 Air route and grid LSALT impact analysis

<i>Air route</i>	<i>Waypoint pair</i>	<i>LSALT ft AMSL</i>	<i>Minimum Obstacle Clearance height ft AMSL</i>	<i>Impact on airspace design WMT</i>	<i>Potential solution</i>	<i>Impact on aircraft ops</i>
<b>Grid</b>	N/A	2900	1900	No impact – below protection surface by 390 ft	N/A	N/A

The WMT will not impact the grid LSALT or LSALT of the nearest air routes.

#### **1.10. Airspace**

The WMT will be located outside of controlled airspace (wholly within Class G airspace).

The WMT will be located laterally within Restricted Area R156, which is associated with military flying, and controlled by the Flight Commander of 453 Squadron Pearce. R156 has a minimum vertical limit of 4,000 ft AMSL.

Development of the WMT anywhere within the Project Area will not affect the function of the restricted area.

The Project Area is also located laterally within Danger Area D193, which is associated with military flying. The vertical limits of D193 are from the surface to 4,000 ft AMSL, meaning the WMT would be located within the limits of the Danger Area. The Danger Area does not specifically limit the development of the WMT, however consideration should be given to the likelihood of low-level military flying that may be conducted in the vicinity of the WMT.

Refer to the reporting and notifications section later in the report for further information relating to the tall object database maintained by Airservices Australia for the RAAF.

#### **1.11. Aviation facilities**

Part 139 MOS 2019 specifies the protection of Communication, Navigation and Surveillance Systems (CNS) from development which may affect the function of these systems.

The WMT sites are not within the prescribed clearance zones or areas of interest for any CNS facilities as specified in Part 139 MOS 2019 Chapter 19.

#### **1.12. ATC Surveillance Radar Systems**

Airservices Australia currently requires assessment of the potential for wind farms to affect radar lines of sight.

The open lattice construction of slim wind monitoring towers does not have any impact upon ATC Surveillance Radar Systems.

#### **1.13. Aircraft Operations in the vicinity of the WMT**

There is likely to be aerial application operations conducted in the vicinity of the WMT associated with broad acre cropping operations. These operations would be conducted in Day visual flight rules (VFR) conditions. Operations conducted under the VFR must remain in visual meteorological conditions (VMC) and clear of the highest point of the terrain by 500 ft vertical distance and 300 m horizontal distance, except as otherwise approved for operators with low-level approvals.

There may also be private and recreational aircraft operations in the vicinity of the WMT, which would normally be conducted under the VFR.

Military flying training is likely to occur in the vicinity of the Project Area, associated with the use of Danger Area D193 and Restricted Area R156 for military training aircraft operations.

#### **1.14. Civil Aviation Safety Authority - regulatory context**

The Civil Aviation Safety Authority (CASA) regulates aviation activities in Australia. Applicable requirements include the Civil Aviation Regulations 1988 (CAR), Civil Aviation Safety Regulations 1998 (CASR) and associated Manual of Standards (MOS) and other guidance material. Standards for Certified Aerodromes are established in Part 139 MOS 2019.

A certified aerodrome means an aerodrome certified under Part 139 (Aerodromes) Civil Aviation Safety Regulations 1998. An aerodrome must be certified if there is a terminal instrument flight procedure implemented at the aerodrome, except for specialised helicopter operations. The standards for the operation and maintenance of a certified aerodrome are provided in Part 139 Manual of Standards 2019 (Part 139 MOS 2019).

Standards relevant to developing WMT's in proximity to a certified aerodrome include the control of tall and hazardous objects (as defined) located in the vicinity of an aerodrome and terminal instrument flight procedures and specifications for lighting and marking obstacles.

##### **Civil Aviation Safety Regulations 1998, 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, even if the object is not in the vicinity of a certified aerodrome. 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. This would generally be regarded as when the final location of the WMT sites have been confirmed, prior to construction, noting that CASA may recommend lighting or marking of the WMTs which should be considered during the fabrication of the WMTs.

The notification should be provided to CASA via email to [Aerodromes@casa.gov.au](mailto:Aerodromes@casa.gov.au) and [Airspace.Protection@casa.gov.au](mailto:Airspace.Protection@casa.gov.au).

This notification to CASA is a requirement irrespective of whether the object is infringing an aerodrome's obstacle limitation surface or not.

##### **Manual of Standards Part 139—Aerodromes**

Part 139 MOS 2019 Chapter 8.109 specifies when obstacles must be marked:

*(1) The following objects or structures at an aerodrome are obstacles and must be marked in accordance with this Division unless CASA determines otherwise under subsections (3) and (5):*

- a) *any fixed object or structure, whether temporary or permanent in nature, extending above the obstacle limitation surfaces;*
  - o *Note An ILS building is an example of a fixed object.*

- a) (b) any object or structure on or above the movement area that is removable and is not immediately removed.

Chapter 8.110 sets the requirement for marking hazardous obstacles:

As illustrated in Figure 8.110 (5), long, narrow structures like masts, poles and towers which are hazardous obstacles must be marked in contrasting colour bands so that:

- a) the darker colour is at the top; and (b) the bands:
- are, as far as physically possible, marked at right angles along the length of the long, narrow structure; and
  - have a length ("z" in Figure 8.110 (5)) that is, approximately, the lesser of:
    - $1/7$  of the height of the structure; or
    - 30 m.

Figure 4 provides a diagram of the marking specification for masts, poles and towers as specified by CASA in Part 139 MOS 2019 figure 8.110 (5).

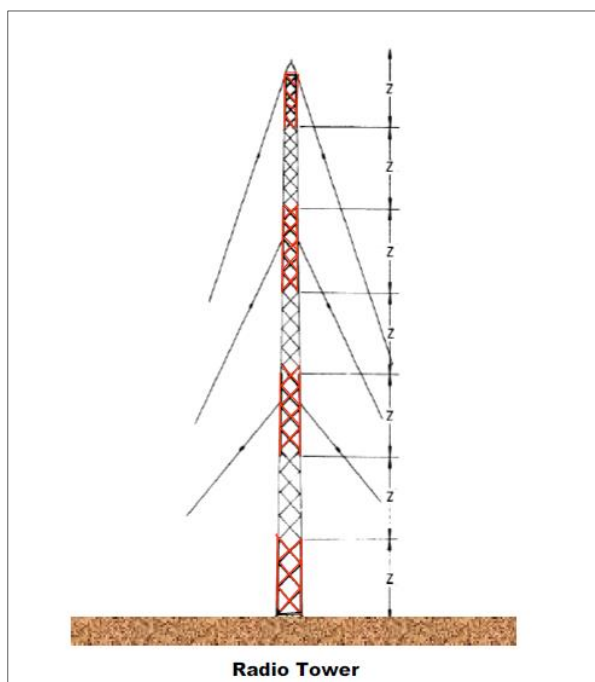


Figure 4 Part 139 MOS 2019 8.110 marking specification

The Part 139 MOS 2019 requirements relating to obstacle marking do not strictly apply to the proposed WMTs because they are not located within the OLS of any certified aerodrome or above an aircraft movement area.

Part 139 MOS 2019 Chapter 8.110 (7) specifies markers for hazardous obstacles in the form of wires or cables:

- (7) Hazardous obstacles in the form of wires or cables must be marked using 3-dimensional coloured objects attached to the wire or cables.



**Note** Spheres and pyramids are examples of 3-dimensional objects.

- (8) The objects mentioned in subsection (7) must:
- (a) be approximately equivalent in size to a cube with 600 mm sides; and
  - (b) be spaced 30 m apart along the length of the wire or cable.

The proponent should consider marking the WMT in accordance with the specifications provided, noting there is no regulatory requirement to do so. Marking the WMT in accordance with these specifications will increase the visibility of the WMT during the day and may reduce the risk of a collision by an aircraft, particularly any low-level aerial application or military aircraft operations which may occur in the vicinity. (**Note** – refer to guidance contained within the National Airports Safeguarding Framework (NASF) Guideline D, provided later in this report.)

### **Obstacle Lighting**

Part 139 MOS 2019 specifies when obstacle lights are required in Chapter 9.27(1):

*(1) Subject to subsection (2), for a runway intended to be used at night, the following artificial objects or structures are hazardous obstacles and must be provided with obstacle lighting:*

- a) an object or structure that extends above the take-off climb surface within 3 000 m of the inner edge of the take-off climb surface;*
- b) an object or structure that extends above the approach or transitional surface within 3 000 m of the inner edge of the approach surface;*
- c) an object or structure that extends above the applicable inner, conical or outer horizontal surfaces;*
- d) an object or structure that extends above the obstacle assessment surface of a T-VASIS or PAPI;*
- e) an object or structure in the vicinity of a taxiway, an apron taxiway or a taxilane, that is a hazard to aircraft using the taxiway, apron taxiway or taxilane, except that obstacle lights must not be installed on elevated ground lights or MAGS.*

Part 139 MOS 2019 Chapter 9.27(4) specifies that:

*(4) Despite subsection (1), CASA may determine in writing, following an assessment:*

- a) that an object or structure on, or within the immediate vicinity of, the aerodrome is a hazardous obstacle; and*
- b) what, if any, lighting is required for that hazardous obstacle.*

The requirements for obstacle lighting do not strictly apply to the proposed WMT locations as they will not infringe on any certified aerodrome's OLS or other surfaces as specified. CASA will review the WMT for potential hazards to aircraft operations and may recommend lighting the WMT.

At 151.2 m (496.1 ft) AGL the WMT is just below what is considered as normally navigable airspace (500 ft AGL), and it would normally be considered that obstacle lighting should not be required. CASA may provide a recommendation for the WMT to be lit, noting they can't mandate lighting in this case.

### 1.15. National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG) was established by Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts to develop a national land use planning framework called the National Airports Safeguarding Framework (NASF).

NASF Guideline D: *Managing the Risk to Aviation Safety of Wind Turbine Installations (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 WMTs.

Section 39 of NASF Guideline D provides guidance for the marking and lighting of WMTs, with consideration of the risks associated with WMTs for aircraft in the vicinity due to their slender construction and guy wires, primarily for aerial agriculture and aerial firefighting operations.

NASF Guideline D recommends the following markings for WMTs:

- a) 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;*
- b) marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires;*
- c) ensuring the guy wire ground attachment points have contrasting colours to the surrounding ground/vegetation; or*
- d) a flashing strobe light during daylight hours.*

The NASF guidelines differ slightly from the specifications of Part 139 MOS 2019 (which are only strictly applicable to objects infringing the OLS of a certified aerodrome, or otherwise directed by CASA).

### 1.16. Summary

The following list of findings summarises the outcomes of this assessment, based on the installation of a WMT at 151.2 m AGL in the proposed Grevillea wind farm project area with a maximum height of 460.2 m AHD (1509.9 ft AMSL):

- There are no certified aerodromes located within 30 nm of the proposed WMT site, and the WMT(s) will not affect any certified aerodrome's obstacle limitation surface or terminal instrument flight procedures.
- There are no verified uncertified aerodromes (aircraft landing areas) located within 3 nm of the WMT site and there will be no impact to any verified ALA caused by the WMT.
- The WMT will not impact the grid LSALT of 2900 ft AMSL.
- The WMT will not impact the LSALT of low-level air routes.
- The WMT will be located outside of controlled airspace (wholly within Class G airspace). The WMT is located within the lateral limits but below the vertical limit of Restricted Area R156, and within the lateral and vertical limits of Danger Area D193. The location of the Project Area within D193 does not specifically affect the development of the WMT, however consideration for reporting, lighting and marking of the WMT is required in relation to the possibility of low-flying military aircraft in the vicinity of the WMT.

- The WMT will not impact any communication, navigation or surveillance facilities.
- Some low-level aircraft operations related to aerial application activities and military flying training are likely within the vicinity of the WMT site.
- It is not mandatory to mark the WMT, however, the following markings are recommended to be implemented in consideration of potential low-level day VFR aerial work operations in the vicinity:
  - Marker balls or high visibility flags or sleeves should be placed on the outside guy wires (noting NASF guidelines don't specify the size or number of markers)
  - Guy wire ground attachment points should be in contrasting colours to the surrounding ground/vegetation and
  - Paint markings should be applied in alternating contrasting bands of colour to at least the top 1/3 of the mast, with the darker colour at the top and the widths of the bands of approximately 1/7 of the longest dimension.
- Obstacle lighting is not a regulatory requirement on the WMT however may be considered as additional mitigation. CASA will review the WMT and provided a recommendation for obstacle lighting if they determine the WMT will be hazardous to aircraft operations. At 151.2 m AGL, it is possible that CASA may recommend the WMT be lit, however this would not be mandatory.
- 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 WMT coordinates and elevation should be provided to Airservices Australia, by submitting the form at this webpage: [https://www.airservicesaustralia.com/wp-content/uploads/ATS-FORM-0085\\_Vertical\\_Obstruction\\_Data\\_Form.pdf](https://www.airservicesaustralia.com/wp-content/uploads/ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf) to the following email address: [airport.developments@airservicesaustralia.com](mailto:airport.developments@airservicesaustralia.com)

The development of the WMT in the proposed location is feasible in respect to aviation impacts.

If you wish to clarify or discuss the contents of this correspondence, please contact me on 0419 666 733

Kind regards



Brad O'Connor

Specialist Consultant – Aviation Safeguarding

22 August 2024

## **APPENDIX D**

## **VIEW SHED IMAGES**

Mast Location



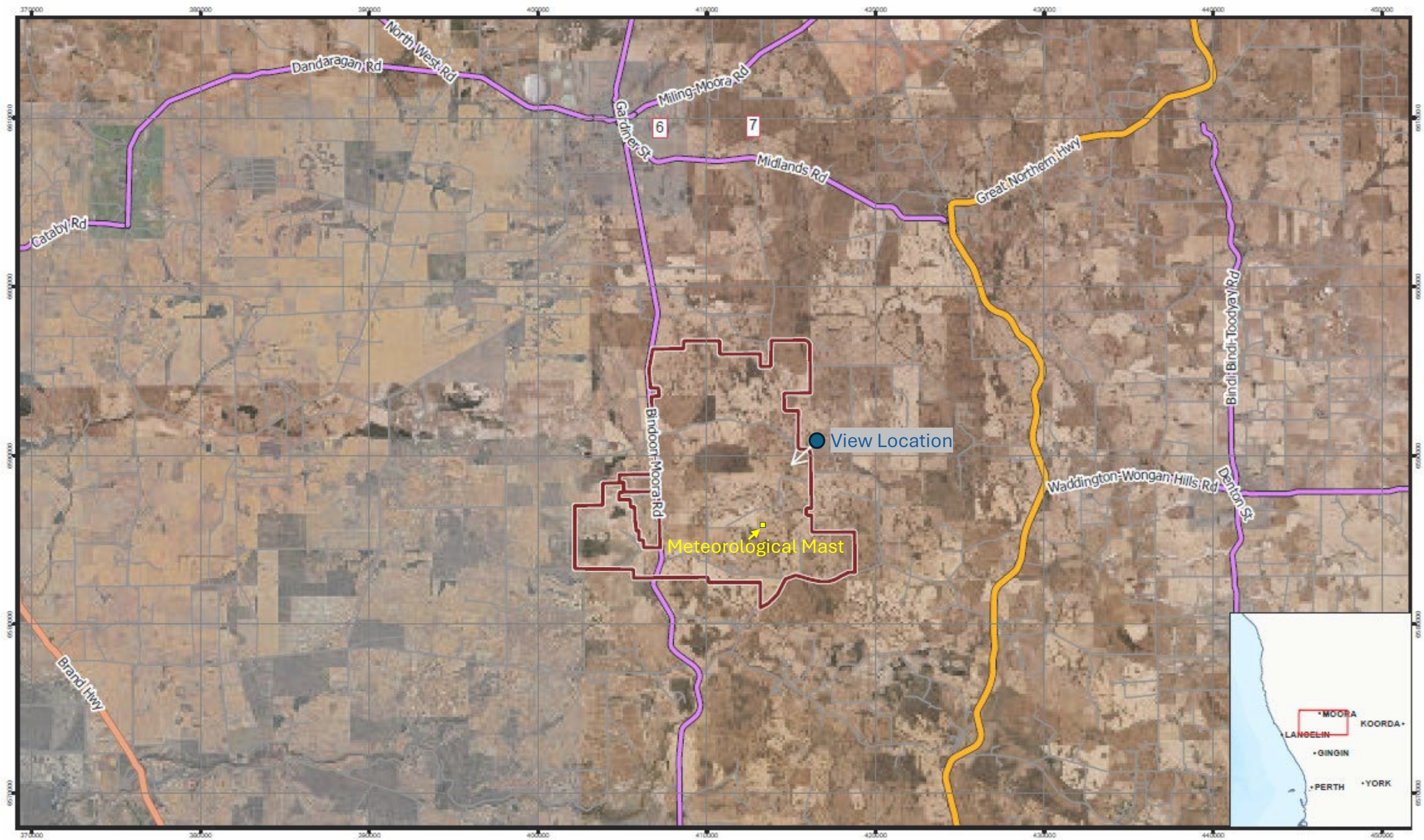
### Indicative view of Meteorological Mast

View looking northwest from Bulbarnet Radd on the east edge of the Site Boundary, Koojan WA.  
Viewing distance is approximately 5.3 km.



Indicative Meteorological Mast arrangement  
(*example only*)







# SHIRE OF VICTORIA PLAINS LOCAL PLANNING SCHEME NO.5



## FORM 1 - APPLICATION FOR DEVELOPMENT APPROVAL

### Owner Details

Name/s: Junex Nominees Pty Ltd

JADEN OWEN COCKING

OWEN CHARLES COCKING

ABN (if applicable): ACN: 008 851 447

Postal Address: PO BOX 1202, CLOVERDALE

Postcode: WA 6985

Work Phone:

Fax:

E-mail: annadalefarm@bigpond.com

Home Phone:

Mobile Phone: 0400 200 715

Contact Person for Correspondence:

Signature:  
JADEN OWEN COCKING

Date: 10-9-24

Signature:  
OWEN CHARLES COCKING

Date: 7-10-24

### NOTES:

- i) Use and attach a separate copy of this page where there are more than two (2) landowners.
- ii) The signature/s of all registered owner(s) as listed on the land's Certificate of Title is required. This application cannot proceed without the required signature/s. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2). Land owned by an incorporated body (i.e. a company) must be signed by:
  - 1 director of the company, accompanied by the company seal; or
  - 2 directors of the company; or
  - 1 director and 1 secretary of the company; or
  - 1 director if a sole proprietorship company.

Print the full names and positions of company signatories underneath the signatures.
- iii) A copy of the Certificate of Title for all land the subject of this application must be provided and can be purchased through Landgate directly if required.
- iv) Development Applications relating to Unallocated Crown Land, Unmanaged Crown Reserves, land under management order to the Shire of Victoria Plains where the development is not consistent with the reserve's purpose, or is used for commercial purposes, or land which is subject to a lease issued under the Land Administration Act 1997 need to be referred to the Lands Division of the Department of Planning, Lands and Heritage for consideration and signing.


### Applicant Details (if different from owner)

Name/s:

Grevillea Wind Farm Pty Ltd c/o Urbis Ltd

Address: Level 8, 1 William Street, Perth

Postcode: 6000

Work Phone: 8 9346 0517 Home Phone: Mobile Phone: 0401 342 750	Fax:	E-mail: mgammon@urbis.com.au
Contact Person for Correspondence: Megan Gammon		
Signature: 		Date: 27/08/2024
<b>NOTES:</b> i) Failure to provide a suitably completed development application form, a copy of the relevant Certificate/s of Title, sufficient plans and other supporting information and/or the correct application fee may result in the application being returned or placed on hold. ii) The application fee payable will be confirmed by the local government following receipt of the application. Processing of the application will not commence until the fee is paid in full. iii) As per Schedule 2 clause 64 of the Planning and Development (Local Planning Schemes) Regulations 2015 the information and plans provided with this application may be made available by the local government for public viewing in connection with the application. iv) If public advertising of the application is required by the local government an additional fee in accordance with the local government's adopted schedule of fees and charges will be payable by the applicant. Further processing of the application following completion of public advertising will not proceed until the additional fee is paid in full. v) The original of this application and supporting information and plans will be retained by the local government for its records and will not be returned to the applicant/landowner following final determination.		
<b>Property Details</b>		
NOTE: The details provided must match those shown on the relevant Certificate/s of Title.		
Lot No: M1407	House/Street No: N/A	Location No: N/A
Survey Diagram or Plan No: D006129	Certificate of Title Volume No: 1214	Certificate of Title Folio No: 38
Title encumbrances (e.g. easements, restrictive covenants etc. as listed on the Second Schedule of the relevant Certificate/s of Title):  Refer to Certificate of Title		
Street name: Not stated on Title	Suburb: Not Stated on Title. Located within the locality of GILLINGARRA	
Nearest street intersection: Thompson Road x Scholz Road		
<b>Proposed Development:</b>		
Nature of development: <input type="checkbox"/> Works (New construction works with no change of land use) <input type="checkbox"/> Use (Change of use of land with no construction works) <input checked="" type="checkbox"/> Works and Use NOTE: If the proposal involves advertising signage the Additional Information for Development Approval for Advertisements form (i.e. a Form 2) must be completed and submitted with this application.		
Is an exemption from development claimed for part of the development? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, is the exemption for: <input type="checkbox"/> Works <input type="checkbox"/> Use		



Description of proposed works and/or land use: 150 metre meteorological mast
Description of exemption claimed (if relevant):
Nature of any existing buildings and/or land use: Rural agricultural land
Approximate cost of proposed development (excluding GST): \$350,000
<p style="text-align: center;"><b>OFFICE USE ONLY</b></p> Date application received: Received by: Application reference number: Application fee payable: \$ Date of receipt of application fee from applicant: Receipt number for application fee: