

Vineeta Lal
Project Developer
Goldwind

March 2025

By email: vineetalal@goldwindaustralia.com

Our ref: 100311-02

Dear Vineeta

Re: Baldon Wind Farm – Wind Turbine Obstacle Lighting

This correspondence responds to a request for an Aviation Obstacle Lighting Plan in accordance with the relevant guidelines and as per CASA's advice on the EIS.

1.1. References

- Advisory Circular (AC)139.E-05 *Obstacles (including wind farms) outside the vicinity of a CASA-certified aerodrome*
- Civil Aviation Safety Regulation (CASR) 1998 Part 139: *Aerodromes, Manual of Standards*
- Department of Planning, Housing and Infrastructure – *Wind Energy Guideline* (November 2024)
- National Airports Safeguarding Framework (NASF) Guideline D: *Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation*

1.2. Background

Aviation Projects prepared an Aviation Impact Assessment (AIA) for the Baldon Wind Farm and concluded that obstacle lighting would not be required to maintain an acceptable level of safety for aircraft.

CASA has reviewed the AIA and agrees with the recommendations in section 11, except recommendation 9, "Lighting of WTGs".

1.2.1. Recommendation 9 of Section 11 in Aviation Impact Assessment

Recommendation 9 in Section 11 of the report 100311-01 Baldon WF_AIA_Final_V1.0_240627 indicated:

Lighting of WTGs

9. Aviation Projects has assessed that the Project will not require obstacle lighting to maintain an acceptable level of safety to aircraft.

1.2.2. CASA advice on the EIS

CASA responded on 13 August 2024, and required obstacle lighting for the Baldon Wind Farm:

Contrary to Recommendation 9, CASA considers the proposed wind farm will be a hazard to aviation safety and recommends that the wind farm is obstacle lit with steady medium-low intensity red obstacle lighting in accordance with the National Airports Safeguarding Framework Guideline D 'Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation' National Airports

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

Safeguarding Framework Principles and Guidelines (infrastructure.gov.au) and section 9.31 of Part 139 Aerodromes Manual of Standards Part 139 (Aerodromes) Manual of Standards 2019 (legislation.gov.au) (lower level lights on the turbine support columns are not essential).

International standards require 2,000 candela lighting intensity on the nacelle (also recommended in the NASF guideline) and 200 candelas at the mid-point of the turbine mast. CASA recommends that 200 candela as a minimum intensity lighting on the nacelle would suffice (due mainly to the lack of background lighting in the vicinity of the turbines). The obstacle lighting should be monitored to alert the wind farm operator of any outage. The lighting system design should ensure that some of the obstacle lights remain on during an outage. CASA is prepared to review a lighting plan that indicates which turbines are proposed to be lit.

As the Aviation Safety regulator, CASA does not consider the visual impact of obstacle lighting on neighbours / homesteads. However, there are mitigations for visual impact such as baffling and intensity control (as described in the Aviation Impact Assessment Table 11 / Pages 59/60 'Effect of obstacle lighting on neighbours'). Also, Section 12.4 of the Landscape and Visual Impact Assessment by Moir describes 'Recommendations to reduce the potential visual impacts from Night Lighting'

1.3. CASR Part 139 (Aerodromes) Manual of Standards 2019 (14 December 2024)

CASR Part 139 (Aerodromes) Manual of Standards 2019 (14 December 2024) Section 9.31, (8) and (9) specifies as follows in relation to obstacle lights for wind farms:

(8) Subject to subsection (9), for wind turbines in a wind farm, medium-intensity obstacle lights must:

- (a) mark the highest point reached by the rotating blades; and
- (b) be provided on a sufficient number of individual wind turbines to indicate the general definition and extent of the wind farm, but such that intervals between lit turbines do not exceed 900 m; and
- (c) all be synchronised to flash simultaneously; and
- (d) be seen from every angle in azimuth.

Note This is to prevent obstacle light shielding by the rotating blades of a wind turbine and may require more than 1 obstacle light to be fitted.

(9) If it is physically impossible to light the rotating blades of a wind turbine:

- (a) the obstacle lights must be placed on top of the generator housing; and
- (b) a note must be published in the AIP-ERSA indicating that the obstacle lights are not at the highest position on the wind turbines.

Section 9.33 specifies the characteristics of medium-intensity obstacle lights

9.33 Characteristics of medium-intensity obstacle lights

(1) Medium-intensity obstacle lights must:

- (a) be visible in all directions in azimuth; and
- (b) if flashing – have a flash frequency of between 20 and 60 flashes per minute.

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

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

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

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

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

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

CASR Part 139 MOS allows for obstacle lights to be provided on a sufficient number of individual wind turbines to indicate the general definition and extent of the wind farm, with intervals between lit turbines not exceeding 900 m.

1.4. AC139.E-05 Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome

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. In AC 139.E-05 Section 2.6 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 (e.g., private operators, flight schools, sport aviation, agricultural, survey, and fire spotting and control) and helicopters (military, police, emergency services, survey, and 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.

1.5. National Airports Safeguarding Framework (NASF) Guideline D

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

Paragraphs 35 to 37 provide guidance in relation to obstacle lighting for wind turbines:

35. When lighting has been recommended by CASA to reduce risk to aviation safety, medium - intensity obstacle lights should be used. Where used, lighting on wind farms should be installed:

- (a) to identify the perimeter of the wind farm;
- (b) respecting a maximum spacing of 900m between lights along the perimeter, unless an aeronautical study shows that a greater spacing can be used;
- (c) where flashing lights are used, they flash simultaneously; and
- (d) within a wind farm, any wind turbines of significantly higher elevation are identified wherever located.

36. To minimise the visual impact on the environment, obstacle lights may be partially shielded, provided it does not compromise their operational effectiveness. Where obstacle lighting is provided, lights should operate at night, and at times of reduced visibility. All obstacle lights on a wind farm should be turned on simultaneously and off simultaneously.

37. Where obstacle lighting is provided, proponents should establish a monitoring, reporting and maintenance procedure to ensure outages, including loss of synchronisation, are detected, reported and rectified. This would include making an arrangement for a recognised responsible person from the wind farm to notify the relevant CASA office, so that CASA can advise pilots of light outages.

1.6. Department of Planning, Housing and Infrastructure – Wind Energy Guideline (November 2024)

This Wind Energy Guideline will help the community, industry, applicants and regulators navigate the planning framework under which we assess wind energy. This guideline identifies key planning considerations relevant to wind energy development and provides policy and technical guidance on key issues of the technology.

5.3.1 Key principles

Aviation safety and lighting principles

- Wind energy projects should be designed to reduce aviation safety risk.
- If turbines are 150 m or more above ground, lighting is required for the most critical turbines (e.g. turbines at highest elevations and/or around the project perimeter).
- Lighting of turbines and ancillary infrastructure should be designed to minimise potential amenity impacts by using the lowest intensity lighting suitable for the site.
- An aviation impact assessment must include a full assessment of the risks to aviation safety in the context of existing flight patterns and airport approach routes.

Lighting

While important from a safety perspective, aviation obstacle lighting has the potential to impact regional and rural areas where other light sources are minimal. Applicants should seek to minimise the effects of lighting on visual amenity while still having regard to the aviation safety risk assessment. The visibility and impact of any lighting depends on the nature and intensity of the lighting required and the potential cumulative effects with other developments.

NSW adopts a risk-based approach assessing the potential risk of wind energy projects to aviation safety. We acknowledge CASA's expectation to recommend some level of aviation obstacle lighting for tall structures, including wind turbines.

For tall structures (including turbines) that are greater than 150 metres above ground level, the most critical structures (turbines at the highest elevations and/or around the project's perimeter) will require lighting.

Lighting turbines and tall structures is intended to improve safety outcomes and alert pilots to the presence of potential obstacles in low-altitude flight paths. Aircraft detection systems can be used to trigger lights only when an approaching aircraft is identified. CASA has also advised that using management systems to regulate obstacle lights and their intensity (such as visibility meters or radar detection systems) is an acceptable option in Australia.

Australia aviation authorities have generally adopted international standards²¹ for lighting intensity, which recommend 2,000 candela medium intensity obstacle lights for structures greater than 150 metres above ground level. However, CASA has accepted the use of 200 candela lighting in circumstances where a lack of back lighting, such as in rural and remote areas, means the lower intensity light is still visible to pilots at an acceptable distance to avoid the obstacle²²

To mitigate negative impacts on visual amenity, consider:

- *minimising the number of turbines that need to be lit to clearly indicate the general height and extent of the development – high-risk turbines at high elevations must be lit*
- *using the lowest intensity turbine light suitable for the site*
- *where fixed lighting is proposed (instead of being controlled through detection systems), turning on all turbine lighting simultaneously, using a steady medium-intensity red light, and to not have flashing lights*
- *directing ancillary lighting below the horizontal to avoid unnecessary impact on residences.*

²¹ ICAO (International Civil Aviation Organization) Annex 14, Volume 1, Chapter 6.2

²² CASA Advisory Circular AC 139.E-05v1.1 Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome, October 2022

1.7. Hay Shire Council

A written letter supporting the low-intensity lighting plan was provided by the Hay Shire Council on 18 February 2025.

Thank you for the meeting with your development team on January 23, 2025.

During our discussion, we addressed the issues and comments raised by the Hay Shire Council (HSC) regarding Council's responses to the Baldon Wind Farm project's EIS Submission to the NSW Department of Planning, Housing, and Infrastructure (DPHI).

I confirm that, in accordance with our discussion, HSC is supportive of the lighting on the wind turbine generating systems (WTGs) and wind turbine meteorological towers (WMTs) as detailed in Version 1.0 of the Baldon WF Obstacle Lighting Report, issued to HSC on 21 January 2025.

Furthermore, HSC supports the installation of low intensity lighting and concurs with the project team that low intensity lighting is preferred over medium intensity lighting to minimise potential visual issues for the surrounding community. The HSC also recommends continued engagement with the Hay Aerodrome users post project approval.

Furthermore, Council acknowledges the responses provided by Baldon Wind Farm, as per the attached document, and supports their inclusion in the project's 'Response to Submissions' report.

Table 1 Baldon Wind Farm – Responses to Hay Shire Council Submissions

Comments or issues raised	Response
Lighting for QTGs and met masts	HSC supports the lighting on WTGs as per the approved lighting plan and has a preference for the low intensity lighting ($\geq 200\text{cd}$), which is consistent with the requirements of a number of other windfarms. Refer to the lightning plan attached for the overall project and stage 1 of the Baldon Project.

1.8. Obstacle lighting arrangements

In applying the requirements of CASR Part 139 MOS or NASF Guideline D in relation to obstacle lighting on wind turbines, and in particular the 900 m interval, it is suggested that the following wind turbines (red dots illustrated in Figure 1 and Table 1) are lit. The Baldon Wind Farm should have 200 cd low intensity steady red obstacle lighting that is fitted and operational.

Light and Shielding Specification:

- *Lights:*
 - 2 low intensity steady red lights (per lit wind turbine):
 - Fixed lights showing red
 - A horizontal beam spread that results in 360° coverage around the obstacle
 - A minimum intensity of 200 candela (cd)
 - A vertical beam spread (to 50% of peak intensity) of 10°
 - A vertical distribution with 50 cd minimum at $+6^\circ$ and $+10^\circ$ above the horizontal
 - Not less than 10 cd at all elevation angles between -3° and $+90^\circ$ above the horizontal.
 - Obstacle lights should operate at night, and at times of reduced visibility.
- *Shielding:*
 - Shielding of the downward component of obstacle lighting is permitted, and if used, must be such that:
 - No more than 5% of the nominal light intensity is emitted at or below 5° below the horizontal
 - No light is emitted at or below 10° below horizontal
 - Two lights must be provided on top of the generator housing in a way that allows at least one of the lights to be seen from every angle in azimuth.
- *Department of Defence obstacle lighting requirement:*
 - The frequency range of the LED light emitted must fall within the range of wavelengths 655 to 930 nanometres.

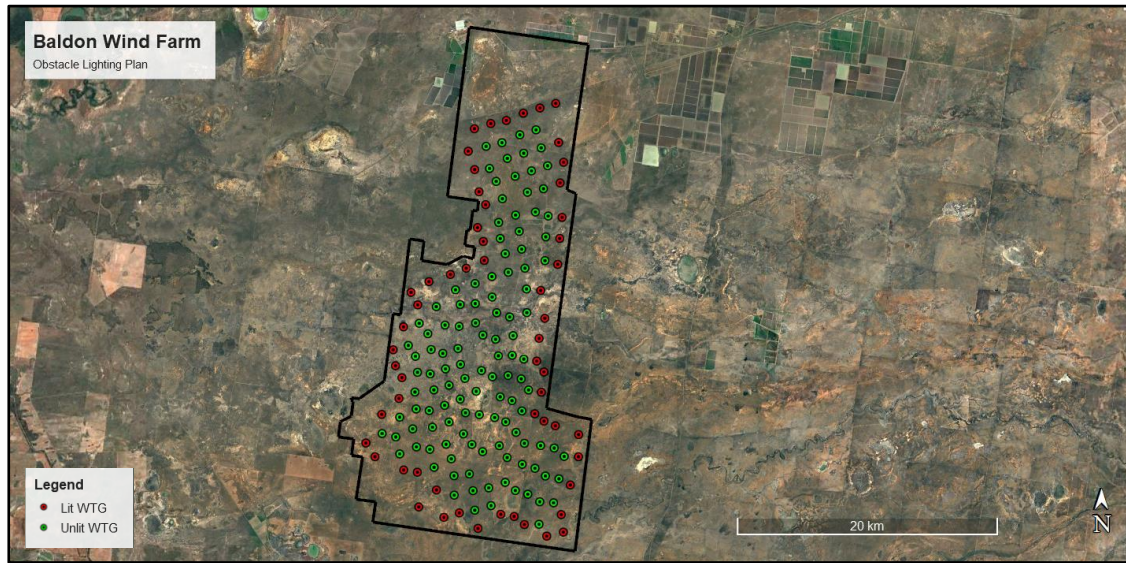


Figure 1 Proposed obstacle lighting layout

Table 1 Wind turbine ID for Proposed obstacle lighting

WTG ID	X coordinates	Y Coordinates
WTG 01	231146.7	6156908
WTG 02	232389.2	6157342
WTG 03	233575.1	6157610
WTG 04	234857.9	6158199
WTG 05	236118.2	6158633
WTG 06	237316.6	6159015
WTG 07	230721.8	6155182
WTG 14	231255.5	6153800
WTG 19	237628.2	6156045
WTG 20	231637	6152115
WTG 25	238052.9	6154554
WTG 26	232173.6	6151153
WTG 30	237828.1	6152971
WTG 31	231601.5	6149388
WTG 36	238056.3	6150353
WTG 37	232078.9	6148344
WTG 40	226651.1	6144309

WTG ID	X coordinates	Y Coordinates
WTG 41	228004.7	6145168
WTG 42	229627.9	6145762
WTG 43	230824.5	6146270
WTG 44	232194.4	6146902
WTG 48	237924.6	6148747
WTG 49	227195	6143371
WTG 53	232812.8	6145688
WTG 57	237827.1	6146764
WTG 62	236582.9	6144745
WTG 65	225414.2	6139897
WTG 74	236952.6	6142633
WTG 82	236564	6141089
WTG 83	225620.1	6138685
WTG 92	236433.1	6139358
WTG 93	226140.7	6137792
WTG 94	225962.4	6136204
WTG 103	237008.4	6138543

WTG ID	X coordinates	Y Coordinates
WTG 104	224673	6134951
WTG 114	236852.6	6136997
WTG 115	223523.3	6132735
WTG 127	237123.3	6134803
WTG 128	237998.3	6134473
WTG 130	239801.7	6133854
WTG 131	224249.4	6131710
WTG 145	239843.4	6132164
WTG 146	226481.4	6130766
WTG 147	227529.7	6130624
WTG 155	239275.4	6129999

WTG ID	X coordinates	Y Coordinates
WTG 158	229034	6129318
WTG 167	238650.7	6127722
WTG 168	227715.5	6127979
WTG 170	229664.2	6127249
WTG 171	230841.1	6127621
WTG 174	232303.5	6126483
WTG 175	234017.7	6127609
WTG 176	235048.3	6127472
WTG 177	235845.7	6126880
WTG 179	237583.8	6126050
WTG 180	238848.5	6126391

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

Kind regards

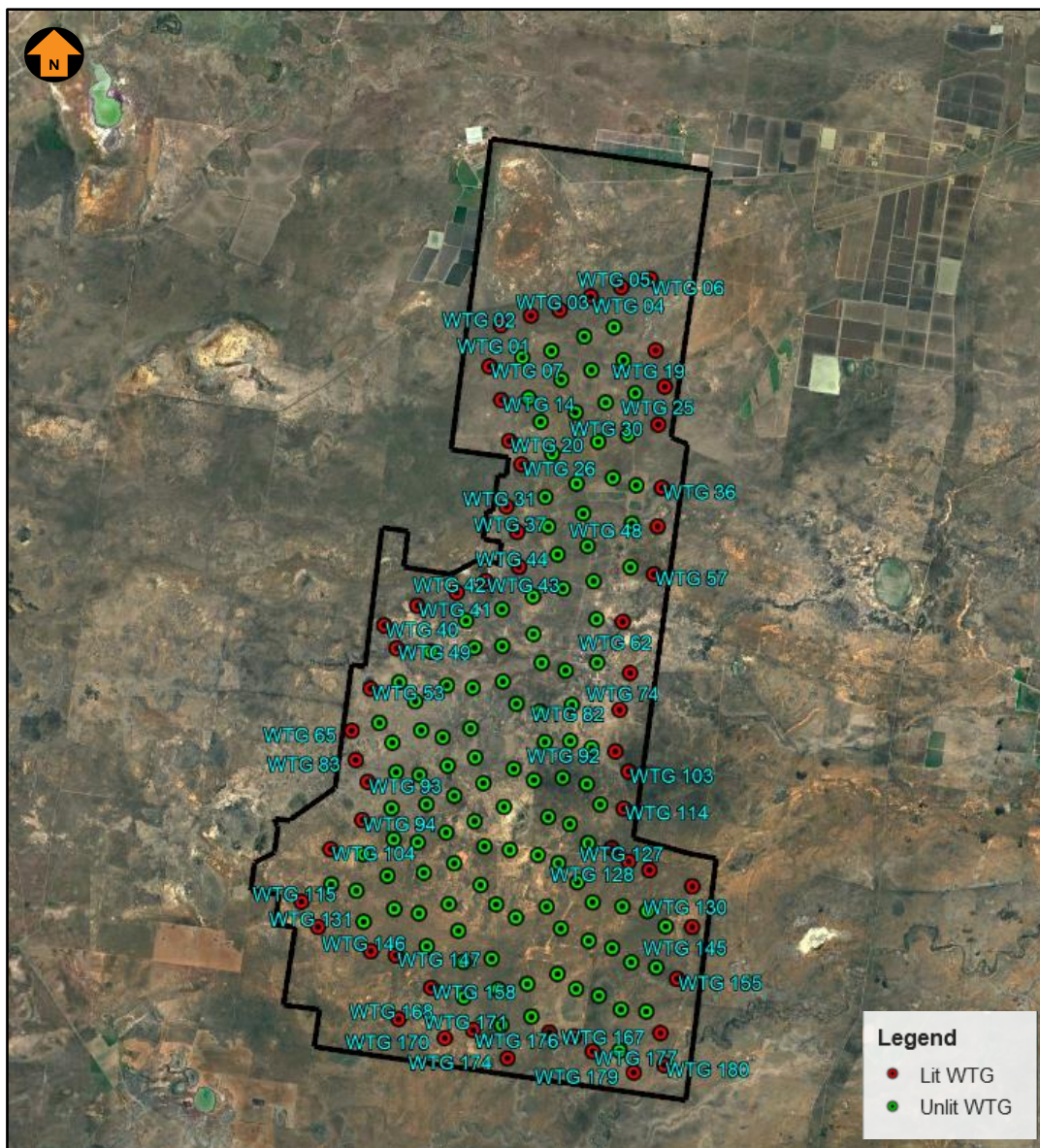


Lyn Wang

Aviation Specialist Consultant

24 March 2025

Enclosure: Obstacle Lighting Plan and Hay Shire Council Letter



1. Light and Shielding Specification:

Lights:

- **2 low intensity** steady red lights:
 - fixed lights showing red
 - a horizontal beam spread that results in 360° coverage around the obstacle
 - a minimum intensity of 200 candela (cd)
 - a vertical beam spread (to 50% of peak intensity) of 10°
 - a vertical distribution with 50 cd minimum at +6° and +10° above the horizontal
 - not less than 10 cd at all elevation angles between -3° and +90° above the horizontal.

Shielding:

- shielding of the downward component of obstacle lighting is permitted, and if used must be such that:
 - no more than 5% of the nominal light intensity is emitted at or below 5° below horizontal
 - no light is emitted at or below 10° below horizontal
- two lights must be provided on top of the generator housing in a way that allows at least one of the lights to be seen from every angle in azimuth.

Department of Defence obstacle lighting requirement:

- the frequency range of the LED light emitted must fall within the range of wavelengths 655 to 930 nanometers.

2. References

- Civil Aviation Safety Authority, *Part 139 (Aerodromes) Manual of Standards* 2019, dated 14 December 2024; Chapter 9 Division 4 Obstacle lighting (Sections 9.31, 9.32 and 9.33)
- 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*, v4.1.3, 15 July 2012, paragraphs 35, 36 and 37



Hay Shire Council

ABN: 84 075 604 155
134 Lachlan Street PO Box 141 HAY NSW 2711
Telephone: 02 6990 1100 Facsimile: 02 6993 1288
Email: mail@hay.nsw.gov.au Website: www.hay.nsw.gov.au

18th February 2025

Baldon Wind Farm Pty Ltd
Goldwind Australia
International Tower One,
Level 25, Tower 1/100 Barangaroo Ave,
Barangaroo NSW 2000

To: Vineeta Lal
Project Developer

Dear Vineeta,

Thank you for the meeting with your development team on January 23, 2025.

During our discussion, we addressed the issues and comments raised by the Hay Shire Council (HSC) regarding Council's responses to the Baldon Wind Farm project's EIS Submission to the NSW Department of Planning, Housing, and Infrastructure (DPHI). I confirm that, in accordance with our discussion, HSC is supportive of the lighting on the wind turbine generating systems (WTGs) and wind turbine meteorological towers (WMTs) as detailed in Version 1.0 of the Baldon WF Obstacle Lighting Report, issued to HSC on 21 January 2025.

Furthermore, HSC supports the installation of low intensity lighting and concurs with the project team that low intensity lighting is preferred over medium intensity lighting to minimise potential visual issues for the surrounding community. The HSC also recommends continued engagement with the Hay Aerodrome users post project approval.

Furthermore, Council acknowledges the responses provided by Baldon Wind Farm, as per the attached document, and supports their inclusion in the project's 'Response to Submissions' report.

We look forward to collaborating with your team at post-approval stage.

Kind Regards

David Webb
General Manager, Hay Shire Council
E: dwebb@hay.nsw.gov.au
M: 0429 693 499

Baldon Wind Farm- Responses to Hay Shire Council Submissions

Comments or issues raised	Response
Council seeks further consultation about damage to local roads (Maude Road) if proposed to be used by heavy vehicles during Project construction.	As per the updated Traffic Impact Assessment (Appendix X) and the Over-Size Over-Mass (OSOM) Route Study (Appendix X), Maude Road is not part of the proposed OSOM route nor a major proposed transport route. As per mitigation measure T1 of the EIS (refer to Table 6-32 of the EIS) a Construction Traffic Management Plan (CTMP) will be prepared and implemented. The TMP will be prepared in consultation with TfNSW and the relevant councils. The TMP would provide additional information regarding: • Traffic volumes, distribution and vehicle types • Identification and confirmation of designated transport routes, access and delivery schedules • Consultation with neighbours and local authorities regarding heavy vehicle and OSOM deliveries • Identification of dilapidation reports to be prepared for roads used frequently by the Project. Dilapidation surveys will be completed for local roads if they are nominated as part of a haulage route (used by heavy vehicles).
Removal of below ground structures to 1.0 m depth.	A Soils, Land and Agriculture Impact Assessment report was prepared as part of the EIS. It is included in Appendix F.7 of the EIS and summarised in Section 6.9 of the EIS. Decommissioning will include removal of all above ground infrastructure or, where infrastructure is unable to be removed, such as wind turbine footings, reinstatement of minimum 0.5 m soil capping (or as agreed otherwise with the landowner). Removal of below ground infrastructure is considered to cause unnecessary ground disturbance after more than 30 years of ground cover establishment and provide marginal benefits to future land use, especially at Baldon which is used for low density sheep grazing.



Hay Shire Council

ABN: 84 075 604 155

134 Lachlan Street PO Box 141 HAY NSW 2711

Telephone: 02 6990 1100 Facsimile: 02 6993 1288

Email: mail@hay.nsw.gov.au Website: www.hay.nsw.gov.au

Hay Shire
COUNCIL

Comments or issues raised	Response
	Areas disturbed during decommissioning will be rehabilitated by replacement of topsoil (or capping material equivalent to surrounding areas) including seeding and soil amelioration if necessary. Either native vegetation or grazing pasture will be reinstated, unless otherwise agreed with the landowner and/or regulatory authorities. A small number of permanent infrastructure may remain in the Project Area, limited to TransGrid assets (electrical substations), any centralised BESS and internal access tracks or hardstand areas that the landholder might wish to retain. In the case of reinstating agriculture land use, soil class and productivity potential would be re-established equivalent to pre-Project levels. These and other rehabilitation provisions for decommissioning are outlined at Table 6-52 of the EIS.
Lighting for WTGs and met masts.	HSC supports the lighting on WTGs as per the approved lighting plan and has a preference for the low intensity lighting ($\geq 200\text{cd}$), which is consistent with the requirements of a number of other windfarms. Refer to the lightning plan attached for the overall project and stage 1 of the Baldon Project.
Local and regional road upgrades to be consulted with Council: Any widening of council roads requires consent from Council and an approved design to the satisfaction of the Council engineer. Tree removal at intersection of Cobb and Sturt Highways – this would not be preferred by Council.	No modifications to Council roads are proposed, however Council advised that a s.138 permit may still be required (in addition to the TfNSW requirements) for the site entry upgrade along the Hume Hwy. This will be sought at the appropriate time. As per Section 3 and Appendix 4 of this report, the Project now proposes to utilise an Over Size Over Mass (OSOM) transport route from Port of Adelaide to the Project site only and is no longer proposing an OSOM route from Port of Newcastle direction. In the unexpected event that Council roads require widening or other modifications in future, Council would first be consulted and the appropriate process would be followed.



Hay Shire Council

ABN: 84 075 604 155

134 Lachlan Street PO Box 141 HAY NSW 2711

Telephone: 02 6990 1100 Facsimile: 02 6993 1288

Email: mail@hay.nsw.gov.au Website: www.hay.nsw.gov.au

Hay Shire
COUNCIL

Comments or issues raised	Response
Any adjustments to PANS-OPS and LSALT is to be undertaken in consultation and agreement with Council as the aerodrome operator.	Feedback from CASA on the additional recommendation for engaging with Airservices Australia and Council as the aerodrome operator regarding the changes to the PANS-OPS and LSALTs will be adopted after the detailed design phase and prior to the relevant WTGs being erected.
Consultation with Hay aerodrome users.	The Aviation Impact Assessment was provided to the Hay Shire Council as the aerodrome operator for feedback in February 2024. Further follow up with the Hay Shire Council on the matter has taken place including a review of the draft Lighting Plan.