

16 February 2026

TfNSW reference: REN25/00048/003 | SF2025/030306

Your reference: SSD-10455

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DPIE

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SSD-10455 Middlebrook Solar Farm, Middlebrook Road, Middlebrook - Review of Modification 1

Reference is made to proposed Modification 1 lodged to facilitate changes to the approved project and submitted to Transport for NSW (TfNSW) for consideration in accordance with Notice of Determination SSD-10455 issued 11 November 2025.

TfNSW has reviewed the *Modification Report Middlebrook Solar Farm dated November 2025, Project Number: 230488 prepared by NGH Pty Ltd*, and *Middlebrook Solar Farm - SSD-10455 Traffic and Transport Assessment, Reference No.101 dated 28 October 2025 prepared by Amber Organisation*. and understands the proposed amendments in relation to traffic and transport sought to be as follows:

- An increase in the number of heavy vehicles requiring escort during construction from 6 to 12 because of some on-site components getting smaller but requiring more of them (e.g. the transformer).
- Change the definition of these vehicles.
- A new farm access is proposed from Middlebrook Road.
- Expand the impact area for New England Highway / Middlebrook Road upgrades
- Change to Goonoo Goonoo Bridge assessment and condition of consent:
- No change to the strategic design of the New England Highway / Middlebrook Road intersection.

TfNSW generally raises no objections to the proposed amendments in that there is no increase in maximum vehicle size, no increase in light or heavy vehicle numbers beyond what is already permitted and vehicle dimensions remain within the parameters assessed in the original Traffic Impact Assessment. However, while the content in the supporting information is generally acceptable, TfNSW recommends amendments to applicable conditions as noted within Attachment 1.

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If you have any questions, please contact Alexandra Long, Development Services Case Officer on 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power

Acting Manager of Development Services – West

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Attachment 1

SSD-10455 Middlebrook Solar Farm, Middlebrook Road, Middlebrook - Review of Modification 1

This attachment relates to TfNSW's response dated 12 February 2025

1. Replace Condition B1(a)(iii) with the following:
B1(a)(iii) No more than 12 movements of Heavy Vehicles Requiring Escort are permitted during construction, upgrading or decommissioning of the development.
2. Add the following definition to the conditions of consent (under “Definitions”):
Heavy Vehicle Requiring Escort means any Class 1 oversize overmass (OSOM) vehicle that requires a pilot vehicle and/or police escort in accordance with the National Heavy Vehicle Regulator (NHVR) NSW Class 1 Load Carrying Vehicle Operators Guide, as in force at the time of movement.
This includes any vehicle classified as a “high risk vehicle under escort” in Table 1 (or equivalent successor provision) of the Transport for NSW (TfNSW) Transport Management Plan Fact Sheet.
3. The proposed new farm access from Middlebrook Road is to be included within Appendix 5 – Road Upgrades and Site Access.
4. A new condition is to be included under Site Access identifying that the new farm access is not to be used by Project traffic.
5. Condition B7 is to be amended as follows:
Access Route and Road Upgrades: Heavy Vehicles Requiring Escort
B7 Prior to the use of heavy vehicles requiring escort on the public road network:
 - (a) A Level 3 condition inspection and Level 4 engineering analysis of Goonoo Goonoo Bridge on Middlebrook Road must be undertaken by a suitably qualified and experienced structural engineer to confirm the bridges structural capacity to accommodate construction, upgrading or decommissioning traffic associated with the development.
 - (b) The Proponent must implement all reasonable and feasible recommendations of the Level 4 engineering analysis report.
 - (c) Where construction or other project-related vehicles are required to cross the bridge, the Proponent must implement load management and traffic control measures, including but not limited to:
 - i. Accurate measurement and verification of gross vehicle mass and axle group loads for each relevant vehicle prior to crossing the bridge;

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- ii. Restriction of vehicle speed on the bridge to a maximum of 5 kilometres per hour;
- iii. Preparation and implementation of site-specific Traffic Management and Vehicle Movement Plans to ensure exclusive use of the bridge during each crossing, with no simultaneous traffic or concurrent loading present;
- iv. Engagement of a suitably qualified and experienced structural engineer to provide quality assurance and quality control oversight for bridge loading activities, including attendance during initial crossings or as otherwise recommended by the engineering assessment.
- (d) All assessments, management plans, verification records and monitoring outcomes must be documented and made available to the Planning Secretary and Transport for NSW upon request.
- (e) Nothing in this condition removes the requirement to obtain all necessary permits or approvals under the Heavy Vehicle National Law.
- (f) All relevant approvals must be obtained and implemented (specifically for the use of roads and any road upgrades that may be required, from the point of origin to the New England Highway/Middlebrook Road intersection)

Note:

This Development Consent does not provide consent for the use of the public road network, or any upgrades, for heavy vehicles requiring escort on the route identified in the EIS between the Port of Newcastle to the New England hwy/Middlebrook Road intersection.

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