



10 October 2024

Middlebrook Solar Farm Pty Ltd  
Level 30, 80 Collins Street  
Melbourne VIC 3000

Attention: Raj Geddam | Senior Project Manager

**RE: Goonoo Goonoo Bridge, Middlebrook Rd Loomberah NSW 2340 - Assessment and Load Rating**

Dear Raj,

This letter is to confirm the structural adequacy of the Goonoo Goonoo Bridge on Middlebrook Road to support the temporary vehicle configurations required for the delivery of solar farm and battery storage equipment to the Middlebrook Project Site.

Following a detailed assessment of the bridge including visual inspection and structural analysis, it has been determined that the major structural components of the bridge are in sound condition and capable of safely supporting the proposed vehicle loads. The evaluation was conducted in accordance with the following standards and procedures: **RTA/RMS Bridge Inspection Procedure Manual** and **AS5100.7 Bridge Assessment**.

A Level 2 condition assessment conducted on-site during April 2024, revealed that the bridge is generally in sound condition. Only minor and isolated defects were observed, with no impact to the overall structural integrity or load-carrying capacity of the bridge.

Primary structure components including steel girder, concrete deck, piers, and foundations have been assessed for ultimate limit state strength rating factors for the following vehicles supporting 120T transformer load: **RJA 2No. trailers with 10 axles each and support girders, Bollore Logistics 14R8 and 2R8 dolly, and Bollore Logistics SMTP HLP**. Rating factors indicate strengthening or modifications are not required to accommodate the proposed vehicle configurations.

The following "Work as Executed" (WAE) drawings were used as part of the assessment:

- **DR 1233/3 - 1:** General Plan & Elevation (03/07/1967)
- **DR 1233/3 - 2:** Abutments, Piers & Piles (03/07/1967)
- **DR 1233/3 - 3:** Deck and End Post (03/07/1967)
- **DR 1233/3 - 4:** Main Girder & Steel Details (03/07/1967)

**Load Controls**

The following controls shall be implemented with adequate supervision during execution:

- Final vehicle weight is accurately measured, and total/per axle loads confirmed
- Maximum speed on the bridge is limited to 5km per hour
- Traffic management movement plans in place ensuring no co-existing traffic or other loads present on the bridge

Should further information or clarification be required, please do not hesitate to contact the undersigned.

Yours sincerely,

---

**Declan Sherry**  
Principal Engineer, AIE  
M: +  
E: