



View east showing the Wallerawang Rail Bridges over the Coss River.

HISTORIC HERITAGE MANAGEMENT PLAN

MOUNT PIPER TO WALLERAWANG

TRANSMISSION LINE UPGRADE PROJECT

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DOCUMENT CONTROLS

Document roles				
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Technical review	Dr Jodie Benton	OzArk		4/9/2026

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ABBREVIATIONS AND GLOSSARY

ACHMP	Aboriginal Cultural Heritage Management Plan
DPE	Department of Planning and Environment (superseded by DPHI in 2024)
DPHI	Department of Planning, Housing and Infrastructure
CNVMP	Construction Noise and Vibration Management Plan
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environment Impact Statement
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
Heritage Act	<i>Heritage Act 1977</i> . Primary Act governing heritage protections in NSW.
Infrastructure Approval	SSI-70279722 – Mount Piper to Wallerawang Transmission: Development of a new 330 kilovolt (kV) transmission line between Mt Piper 330kV/500kV substation and Wallerawang 330kV Substation
HHAR	Historic Heritage Assessment Report
HHMP	Historic Heritage Management Plan (this Plan)
HNSW	Heritage NSW. Government department tasked with ensuring compliance with the NPW Act
km	kilometres
LEP	Local Environmental Plan
LGA	Local Government Area
m	metres
ha	hectares
NPWS	National Parks and Wildlife Service
NSW	New South Wales
Project footprint	The boundary of the proposed works for Project. All actions referred to within the Plan to take place within the Project footprint.
RAPs	Registered Aboriginal Parties
SHR	State Heritage Register
S170	Section 170 Heritage and Conservation Register
TARP	Trigger Action Response Plan

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1 INTRODUCTION

1.1 PREAMBLE

This Historic Heritage Management Plan (HHMP, the Plan) provides heritage management measures for historic heritage in relation to the Mount Piper to Wallerawang Transmission Line Upgrade Project (the Project). The Project is located within the Central West region of NSW, in the Lithgow City Council Local Government Area (LGA). It is located approximately 14 kilometres (km) north-west of Lithgow, situated on the western fringe of the Blue Mountains.

1.2 BRIEF PROJECT BACKGROUND

Transgrid proposes to deliver a new 330 kilovolt (kV) transmission line of approximately 8 km in length between the Mount Piper and Wallerawang 330 kV substations for the Project. The Project was declared Critical State Significant Infrastructure on 4 July 2024 and is subject to approval by the NSW Minister for Planning and Public Spaces under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The Project was deemed a controlled action on 2 August 2024 under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) and also requires approval from the Commonwealth Minister for the Environment and Water.

Transgrid has appointed Zinfra as the Principal Contractor to construct and deliver this Project. Zinfra is the responsible party for implementing all mitigation measures and complying with all Conditions of Approval during the construction phase of the Project. Zinfra is also responsible for implementing the measures in this Plan following its approval by the Planning Secretary.

The layout of the Project is shown on

Figure 1-1.. **Table 1-1** outlines the key features of the Project. The description of the Project in **Table 1-1** is based on the current concept design.

Table 1-1: The Project

Aspect	Description
Design	
Transmission line and easement	- Approximately 8 km of new 330 kV transmission line between the existing Mount Piper 330 kV and Wallerawang 330 kV substations that would include (from west to east): - widening of approximately 0.5 km of existing easements in the vicinity of the Mount Piper 330 kV substation by up to 40 m to accommodate the new 330 kV transmission line and adjustments to existing 132 kV and 330 kV transmission lines - widening of the existing 132 kV easement from 45 m to 60 m for 4.8 km to accommodate double circuit transmission structures for the existing 132 kV transmission line and the new 330 kV transmission line - installation of two 132 kV pole structures where the existing 132 kV transmission line is restrung onto the new double circuit transmission structures - construction of 1.2 km of new 330 kV transmission line from the existing 132 kV transmission line south-east to the intersection of Main Street and the Castlereagh Highway on a 60 m easement - construction of 1.5 km of new 330 kV transmission line on a 40 m easement running parallel to existing 330 kV transmission lines for approximately 1.1 km and then diverging and widening to 60 m for the remaining 0.4 km to the Wallerawang 330 kV substation.

Aspect	Description
	The standard easement widths for 132 kV and 330 kV transmission lines are 45 m and 60 m respectively. However, easements may vary in width where multiple transmission lines converge/diverge or where they overlap with an existing easement.
Transmission structures	Transmission structures for the Project include approximately 28 new steel lattice towers and four steel and/or concrete pole structures. Transmission structures would range in height from approximately 14 to up to 60 m, however these heights would be subject to detailed design. The image below presents an indicative illustration of the types of structures proposed for the Project and their maximum heights. - The steel transmission structures would generally be spaced between 100 m to 550 m apart and the pole structures about 30 m to 50 m apart. - New conductors, earth wires and optical ground wires (OPGW) would be installed on the new transmission structures for the new 330 kV and existing 132 kV lines. - Local adjustment of existing transmission structures would be required in the vicinity of the Mount Piper 330 kV substation to minimise crossover of transmission lines. - Redundant transmission structures, including the gantry immediately north of the Main Western Rail Line, would be removed and recycled, where possible.
Construction	
Construction hours	Pre-construction minor works, construction, demolition, upgrading or decommissioning activities may only be undertaken between: (a) 7 am to 6 pm Monday to Friday; (b) 8 am to 1 pm Saturdays; and (c) at no time on Sundays and NSW public holidays; unless the Planning Secretary agrees otherwise. Potential exceptions to these hours are described in Condition B1 of the Infrastructure Approval. Outside of hours work may be undertaken following application for and approval as per the protocol in the NVMP in accordance with Condition B11(h).
Construction workforce	Expected to peak at about 150 personnel and contractor, with an average workforce of about 60 personnel.
Construction compounds and laydown areas	The office construction Compound would be located at and near to the Wallerawang Social club on Main Street. adjacent to the former Wallerawang Power Station site. Laydown of materials (e.g. poles, cable drums, other large equipment, etc.) would also occur at specified locations along the easement within the Project footprint, particularly at transmission structure locations, and near to Mt Piper Substation.
Access	To facilitate efficient construction access, the following is required: - upgrading and widening of approximately 20 km of existing access tracks to at least 6 m, with some sections widened up to 10 m due to local topography - construction of approximately 2.5 km of new 6 m wide access tracks. - Use of approximately 12 km of existing track not requiring upgrades In addition to the above, approximately 4.3 km of existing tracks would be used only by light vehicles. The light vehicle tracks may require minor repairs (for example, filling potholes) but would not be graded or widened. The Project footprint would be accessed from public roads at 12 access points, with the majority of these being existing property access points. Existing access tracks would be used in preference to new tracks wherever possible. Access track upgrades and widening would include required drainage.
Construction duration and maintenance	Subject to receiving necessary approvals, construction would commence in September 2026 and be undertaken over a period of approximately 20 months.
Operation and maintenance	
Operational workforce	Managed as part of existing operations with no additional staff requirements.
Design life	About 50 years.
Access	Nine access points used for the construction phase will be retained for maintenance and operation purposes. Access points and access tracks not required for future operation and maintenance activities would be returned to pre-construction conditions, subject to agreement (or as agreed) with landowners.
Maintenance	All Project infrastructure would require regular maintenance to maintain serviceability and maximise its operational life. Maintenance activities would include: - transmission structure monitoring - annual aerial inspection - routine vegetation management on the easement and in the hazard tree zone

Aspect	Description
	access tracks would be maintained in a trafficable condition. Should any irregularities be identified following routine inspections, a work crew would be dispatched from existing Transgrid maintenance depots to rectify any defects found. Periodic inspection and maintenance work would be managed by Transgrid as part of existing operations, with no additional personnel requirements.

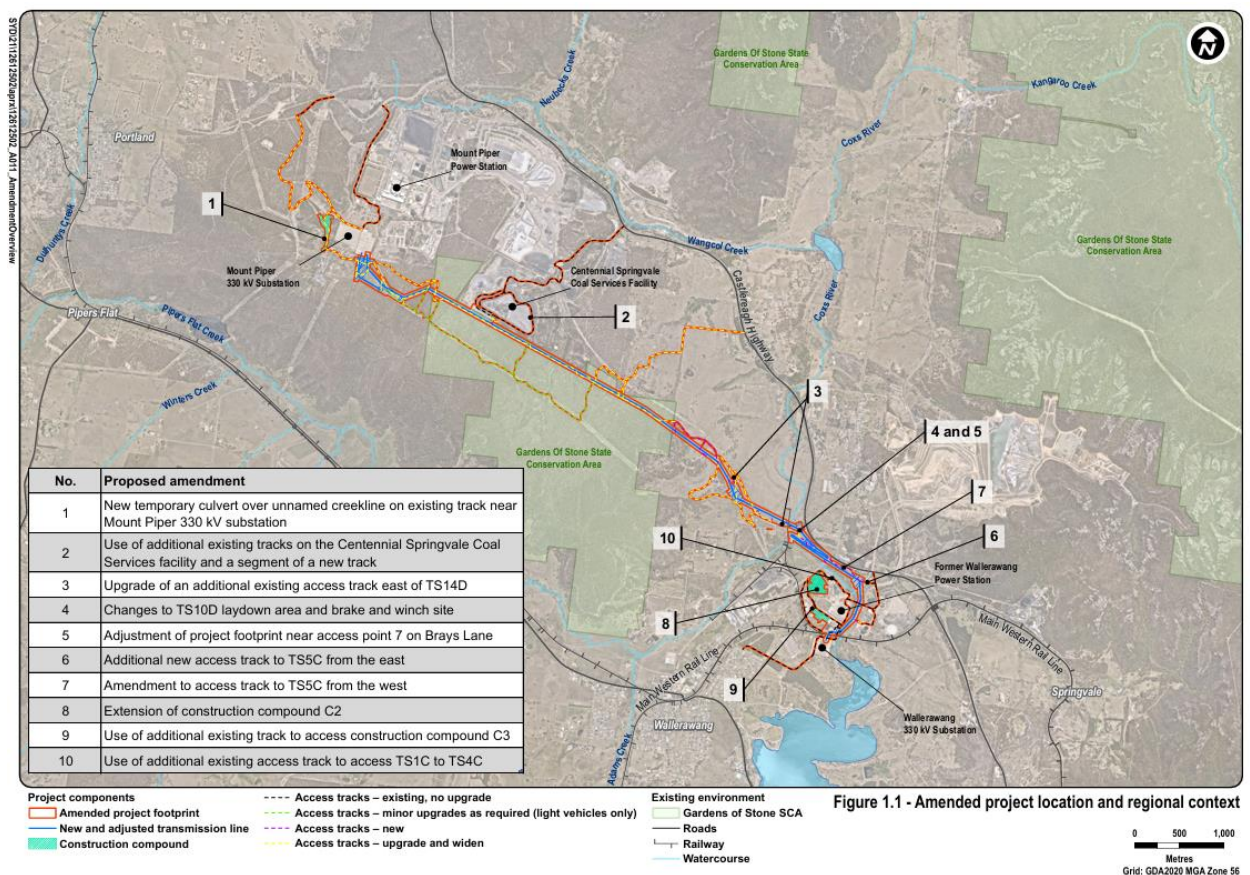
1.3 PROJECT APPROVAL

All actions addressed in this Plan will take place within the approved development footprint for the Project, as shown on

Figure 1-1.

This Plan has been prepared by Harrison Rochford, OzArk Environment & Heritage Senior Archaeologist and Dr Jodie Benton, OzArk Environment & Heritage Director and Principal Archaeologist. The authors were endorsed as suitably qualified and experienced persons per Condition B26(a) of the Infrastructure Approval by DPHI. The endorsement is provided as **Appendix 1**.

Figure 1-1: The Project footprint.



1.4 PURPOSE

This Plan provides a description of the historic heritage management strategies, procedures, controls, and monitoring programs to be implemented within the Project footprint for the construction and operation of the Project.

The Plan is intended for use during the construction phase of the Project, but it is noted that some management actions outlined in this Plan will continue into operation.

1.5 STAGING

A Staging Report has been developed in accordance with Condition C4-C6. Revision 2.1 of the Staging Report was endorsed by the Environmental Representative (ER) on 8 September 2026.

The Staging Report identified 3 stages. These Stages have the same meaning as the terms defined in the Infrastructure Approval. The Stages are;

- Pre-Construction
- Construction
- Operation

Future stages, including upgrading and decommissioning will be addressed through future revisions of the Staging Report, as required. Following endorsement of the Staging Report, Transgrid submitted a Staging Request to the Planning Secretary for staging specific to the HHMP in accordance with Condition C7 which was approved by DPHI on 28 August 2026.

In accordance with the Staging Request, this Management Plan addresses the construction stage only. As such, operational impacts and monitoring do not fall within the scope of this HHMP and are not addressed within the processes contained within this plan. Requirements applicable to the remaining stages, including operation, upgrading and decommissioning, will be addressed in a separate document prior to commencement of the relevant stage.

The Staging Report and Staging Request are subject to update where the project staging arrangements are revised or further stages are progressed.

1.6 OBJECTIVES

This Plan has been developed to satisfy the relevant conditions of the Infrastructure Approval and to ensure that historical heritage items and values are managed in accordance with all relevant legislation and in consultation with Lithgow City Council. The Plan will be reviewed by the Heritage Council of NSW. The Plan also addresses the Revised Mitigation Measures proposed in the Environmental Impact Statement (EIS).

The objectives of this Plan are to set out controls and protocols for management of historic heritage sites and to prevent unapproved impact to any identified and/or unidentified historic cultural heritage sites and values within the Project footprint.

This Plan:

- Details the management procedures for historic heritage within the Project footprint
- Details monitoring and reporting requirements and further heritage assessment requirements

- Outlines the obligations of Project personnel to protect historic sites and values
- Describes the roles and responsibilities of relevant Project personnel in managing historic heritage sites
- Provides for continuous improvement through auditing and plan modification.

1.7 INTERFACE WITH CONSTRUCTION NOISE AND VIBRATION MANAGEMENT PLAN

This Plan interfaces with the Construction Noise and Vibration Management Plan (CNVMP) where construction noise or vibration may affect a historic heritage item.

The HHMP establishes the heritage-specific management requirements, including identification and protection of heritage items, heritage exclusion zones, baseline and periodic condition assessments, engagement of a suitably qualified heritage specialist, and implementation of the Trigger Action Response Plan (TARP) for the Wallerawang Rail Bridges over Coxs River. It also establishes the heritage response, reporting and consultation requirements where actual or potential harm to a heritage item is identified.

The CNVMP establishes the technical framework for assessing and managing construction noise and vibration, including applicable vibration criteria, minimum working distances, construction noise and vibration impact assessments, monitoring methodology, equipment and work-method controls, and the response to monitored exceedances.

Where vibration-generating work is proposed within the applicable minimum working distance of a heritage item:

- the work must be assessed and managed in accordance with the CNVMP;
- the heritage-specific controls and TARP in this HHMP must be implemented;
- monitoring requirements must be developed with input from a suitably qualified heritage specialist where required; and
- work must be paused or ceased where a trigger or vibration criterion is reached, with recommencement subject to completion of the applicable actions under this plan.

The requirements of the HHMP and CNVMP are complementary and must be implemented together. Where an inconsistency is identified, the matter must be referred to the Zinfra Environmental Business Partner and Project Manager, with advice obtained from a suitably qualified heritage specialist and noise or vibration specialist as required. The more conservative requirement will apply until the inconsistency is resolved.

2 REGULATORY REQUIREMENTS OF THIS PLAN

2.1 INFRASTRUCTURE APPROVAL CONDITIONS

The Infrastructure Approval for SSI- 70279722 stipulates requirements related to this Plan. These are summarised in **Table 2-1**. **Table 2-2** summarises the Historic Heritage Assessment Report (HHAR) statement of commitments.

Table 2-1: Historic heritage conditions addressed in this Plan.

Condition	Subsection	Description (NSW DPHI 2026)	Section/s addressed	How addressed
B25	(a)	ensure the development does not cause harm to any historic heritage items (see Table 3-3 of Appendix 3) or Aboriginal cultural heritage items (see Table 3-1 of Appendix 3)	Section 5.1	Management measures to avoid harm to each listed historic heritage item are provided in Section 5.1 and Table 5-1. Aboriginal cultural heritage is managed under the ACHMP.
	(b)	manage the Aboriginal cultural heritage identified in Table 3-2 of Appendix 3 in accordance with the specified mitigation management measures and in accordance with the requirements of the Aboriginal Cultural Heritage Management Plan, as outlined in condition B27, including any subsequent revision of this plan	Addressed in ACHMP	Not applicable to this Plan. Aboriginal cultural heritage management measures are provided in Section 5 of the ACHMP.
	(c)	manage the historic heritage identified in Table 3-3 of Appendix 3 in accordance with the requirements of the Historic Heritage Management Plan, as outlined in condition B26, including any subsequent revision of this plan;	Section 4.1	The three listed heritage items are identified in Table 4-1, with item-specific management measures and timing provided in Section 5.1.
	(d)	salvage and relocate items that would be impacted to a suitable location, in accordance with the Aboriginal Cultural Heritage Management Plan described in condition B27; and	Addressed in ACHMP	Not applicable to this Plan. No salvage of historic heritage items is required as all listed items are avoided. Salvage of Aboriginal objects is addressed in Section 5.2.1 of the ACHMP.
	(e)	develop an Unexpected Finds Procedure including a contingency plan and reporting procedure, in accordance with the guidelines and standards specified by Heritage NSW, to be implemented for the duration of the Project. The procedure must include the requirement to notify Heritage NSW of any identified relics or Aboriginal objects and register any newly identified Aboriginal objects or sites in the AHIMS database.	Section 5.2	An unexpected finds protocol is provided in Section 5.2, including stop work, securing the area, internal notification, specialist assessment and notification of the Heritage Council of NSW and DPHI Compliance.
B26 Prior to carrying out any development that could harm historic heritage items, the Proponent must prepare a Historic Heritage Management Plan for the development to the satisfaction of the	(a)	be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;	Section 1.3	The Plan has been prepared by suitably qualified and experienced authors. Author details are provided in Section 1.3 and the DPHI endorsement is provided in Appendix 1.
	(b)	be prepared in consultation with Lithgow City Council and reviewed by Heritage Council of NSW	Section 3.1	The Plan has been prepared in consultation with Lithgow City Council and reviewed by the Heritage Council of NSW.

Condition	Subsection	Description (NSW DPHI 2026)	Section/s addressed	How addressed
Planning Secretary. The plan must:				Consultation evidence is detailed in Section 3.1 and Table 3-1.
	(c)	identify and map known items of heritage significance within and surrounding the development area;	Section 4.1, Table 4-1 and Figure 4-1	Known heritage items are identified in Table 4-1 and mapped in Figure 4-1, with item curtilages and heritage areas shown in Figures 5-1 and 5-2.
	(d)	include a description of the measures that would be implemented for: (i) protection of heritage items identified in Table 3-3 of Appendix 3 (ii) Wallerawang Rail Bridges over Cops River (SHR no. 01064), including vibration monitoring of the if required, as determined in consultation with a suitably qualified heritage specialist; and a trigger action response plan to identify and implement further mitigation measures to ensure negligible impact; (iii) ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions.	(i) Section 5.1 (ii) Section 5.1.1 (iii) Section 5.1.4	(i) Protection measures and timing for each listed item are provided in Table 5-1. (ii) Section 5.1.1 limits track use beneath the bridges to light vehicles, records the selection of bored piling as a lower-vibration method, and provides a Trigger Action Response Plan at Table 5-2. (iii) Section 5.1.4 requires heritage inductions prior to commencing work, supported by toolbox talks, with training records maintained.
	(e)	include the Unexpected Finds Procedure, and	Section 5.2 and Section 5.3	The unexpected finds protocol is provided in Section 5.2 and the unanticipated human skeletal remains protocol in Section 5.3 and Figure 5-3.
	(f)	include a program to monitor and report on the effectiveness of management measures and any environmental heritage impacts of the Project.	Section 5.4 and 6.1	A monitoring program is provided in Section 5.4, comprising a pre-construction baseline assessment, weekly item inspections, six-monthly and post-construction condition monitoring, and performance measures. Reporting requirements are detailed in Section 6.1.

2.2 STATEMENT OF COMMITMENTS AND EIS MEASURES

Several recommendations were made within the HHAR (OzArk 2025) following an assessment of the potential impacts of the Project. These recommendations were further refined following public exhibition of the HHAR as part of the EIS, and in preparation of the Amendment Report. These are summarised below in the Statement of Commitments based on the EIS measures (**Table 2-2**). Further details of these recommendations can be found in the HHAR and Amendment Report.

Table 2-2: EIS mitigation measures

Reference	Impact category	Environmental measure	Section/s addressed	How addressed
HH1	General	A Historic Heritage Management Plan (HHMP) will be prepared in consultation with Council, the DPHI – Planning and Heritage Council of NSW, as required.	Section 3	This Plan has been prepared in consultation with Lithgow City Council and DPHI and reviewed by the Heritage Council of NSW. Consultation evidence is detailed in Section 3.1 and Table 3-1.
		An unanticipated finds protocol and heritage induction/toolbox requirements.	Section 5.2 Section 5.1.4	An unexpected finds protocol is provided in Section 5.2. Induction and toolbox talk requirements are provided in Section 5.1.4, with training records maintained.
		The location and curtilage extents of Wallerawang Rail Bridges, St. John the Evangelist Church and the Old Wallerawang School House on mapping. This includes details of the exclusion zone over a portion of the Old Wallerawang School House (LEP #1113) curtilage to the south-west of the Project footprint.	Section 4 Section 5.1	All three items are mapped in Figure 4-1. Figure 5-1 shows the curtilage and heritage area for the rail bridges and Figure 5-2 shows the No Go Zones for the Church and the Old Wallerawang School House, which will be marked on construction documents and recorded in Transgrid GIS.
		Consideration of alternative construction methods to avoid impacts to the Wallerawang Rail Bridges over Cocks River (SHR no. 01064) and the requirement for vibration monitoring in consultation with a suitably qualified heritage specialist.	Section 5.1.1	Alternative construction methods were assessed during detailed design, with bored piling adopted as the lowest-vibration option suitable for the floodplain location (Section 5.1.1.3). Vibration monitoring requirements are managed through the Trigger Action Response Plan at Table 5-2.
		Requirements for inductions and toolbox talks to include a summary of the significance of heritage items, legislative responsibilities and appropriate mitigation measures.	Section 5.1.4	Induction content is specified in Section 5.1.4 and includes the legal protection of heritage items, the management measures in this Plan and the unanticipated finds protocols, supported by toolbox talks as required.
HH2	Wallerawang Rail Bridges over Cocks River	Use of the existing access road within the heritage curtilage for Wallerawang rail bridges over Cocks River (SHR #01064) will be limited to light vehicles to avoid impact on the bridge heritage fabric or values of the bridges. Signage will be erected and maintained during construction advising of the height limitations. No upgrades to this track are to occur within the curtilage area of the item.	Section 5.1.1.1	Section 5.1.1.1 confirms no modification to the track and limits its use to light vehicles. Height limitation signage will be installed at the northern and southern track entries and toolbox talks delivered to relevant work teams. Vehicle restrictions are also addressed in the Traffic and Transport Management Plan.

Reference	Impact category	Environmental measure	Section/s addressed	How addressed
NV1	Construction noise and vibration management	A Construction Noise and Vibration Management Plan (CNVMP) will be developed in consultation with NSW EPA and implemented as part of the CEMP. The CNVMP will generally follow the approach outlined in the ICNG and include: • identification of sensitive receivers, including sensitive threatened fauna and their nearby habitats in consultation with a qualified ecologist, and heritage structures (ie Wallerawang Rail Bridges over Coss River (SHR #01064), the St John the Evangelist Church (SHR #01702, LEP#112), and Braemai (LEP #1193)) and underground utilities including the Fish River Water Supply Scheme • an updated construction noise and vibration assessment based on final construction staging, compound locations and details, selected equipment types and proposed OOHV periods • all potentially high noise and vibration generating activities associated with the construction of the project • standard and additional mitigation measures to manage identified impacts as required in accordance with the CNVG Construction Noise and Vibration Guideline (Roads), including safe working distances when working near heritage structures to avoid vibration damage and measures to protect underground utilities including the Fish River Water Supply Scheme • a monitoring program to assess performance against relevant noise and vibration criteria • arrangements for consultation with affected neighbours and sensitive receivers where exceedances are predicted of NMLs, including notification and complaint handling procedures • details of the processes and actions to be taken in the event of non-compliance with noise and vibration criteria	Sections 4.1 and 5.1 as well as the CNVMP	Heritage structures are identified in Section 4.1 and item-specific vibration controls are provided in Section 5.1. The remaining requirements of this measure are addressed in the Project's Construction Noise and Vibration Management Plan.

Reference	Impact category	Environmental measure	Section/s addressed	How addressed
NV6	Construction vibration	Where vibration intensive activities are planned within vibration minimum working distances (including for sensitive or heritage structures and buried infrastructure), reasonable and feasible mitigation measures will be implemented. These measures will include, and not be limited to: • pre- and post-construction condition surveys of vibration sensitive receivers within the recommended safe working distances prior to construction works • alternative construction methods and equipment with lower source vibration levels will be investigated and implemented, where feasible, this will include consultation with a suitably qualified heritage specialist for any potential vibration impacts on heritage structures • schedule the use of vibration-sensitive equipment during the least sensitive times of the day • sequence operations to avoid or minimise concurrent vibration intensive activities • vibration monitoring will be carried out at the start of work to determine actual vibration levels at the receiver • work will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant criteria where potential vibration impacts relate to buried infrastructure, measures to protect the buried infrastructure will be developed in consultation will be undertaken with asset owners. These measures may include traffic management, construction equipment selection, construction bench siting and the placement of additional cover, plating or bog mats. Where vibration intensive activities are proposed in the vicinity of historical mine workings (including but not limited to transmission tower locations 23D to 25D), geotechnical investigations and consultation with mine operators will be undertaken to consider the potential impacts associated with ground vibration generated by equipment during the project's construction.	Sections 5.1 5.1.1, 5.4.1 and 5.4.3 and CNVMP	Works within the minimum working distances require a vibration monitoring plan (Section 5.1.1.2), managed through the Trigger Action Response Plan at Table 5-2 which requires works to pause and specialist assessment where vibration approaches the acceptable limit. Baseline and ongoing condition assessments are provided in Sections 5.4.1 and 5.4.3. Buried infrastructure and mine workings requirements are addressed in the CNVMP.

3 CONSULTATION

3.1 CONSULTATION WITH GOVERNMENT STAKEHOLDERS

3.1.1 Draft plan review

This Plan has been prepared in consultation with Lithgow City Council and will be reviewed by the Heritage Council in of NSW accordance with Condition 26 (b) of the Infrastructure Approval. Consultation with Heritage Council of NSW referenced in Mitigation Measure HH1 (**Table 2-2**). It is noted that this measure would be considered fulfilled by following the review of the Plan by the Heritage Council of NSW which is now represented by the Heritage Advisory as a part of the Development Consent Authority. Input received from the parties will be provided in **Table 3-1**.

Table 3-1: Input from government stakeholders on the draft Plan and where addressed.

Date	Organisation	Correspondence	Relevant CoA	Outcome	Section/s addressed
22.5.26	DPHI	On 22nd May 2026, Transgrid wrote to DPHI seeking the Secretary's endorsement for Dr Jodie Benton and Harrison Rochford to prepare the Plan.	B26a	DPHI provided endorsement for Dr Jodie Benton and Harrison Rochford to prepare the Plan.	Appendix 1
10.6.26	DPHI	Endorsement of authors provided by DPHI	B26b		Appendix 1
14.7.26	Lithgow City Council	Provided with draft Plan for review. Lithgow City Council indicated that they had no comment on the draft Plan.	B26b	No comment provided	Not applicable
5.8.2026	Heritage Council of NSW and Heritage Council of NSW	Provided with draft Plan for review. Heritage Advisory indicated that they had no comment on the draft Plan.	B26b	No comment provided	Not applicable

4 HISTORIC HERITAGE ITEMS

4.1 HISTORIC HERITAGE ITEMS

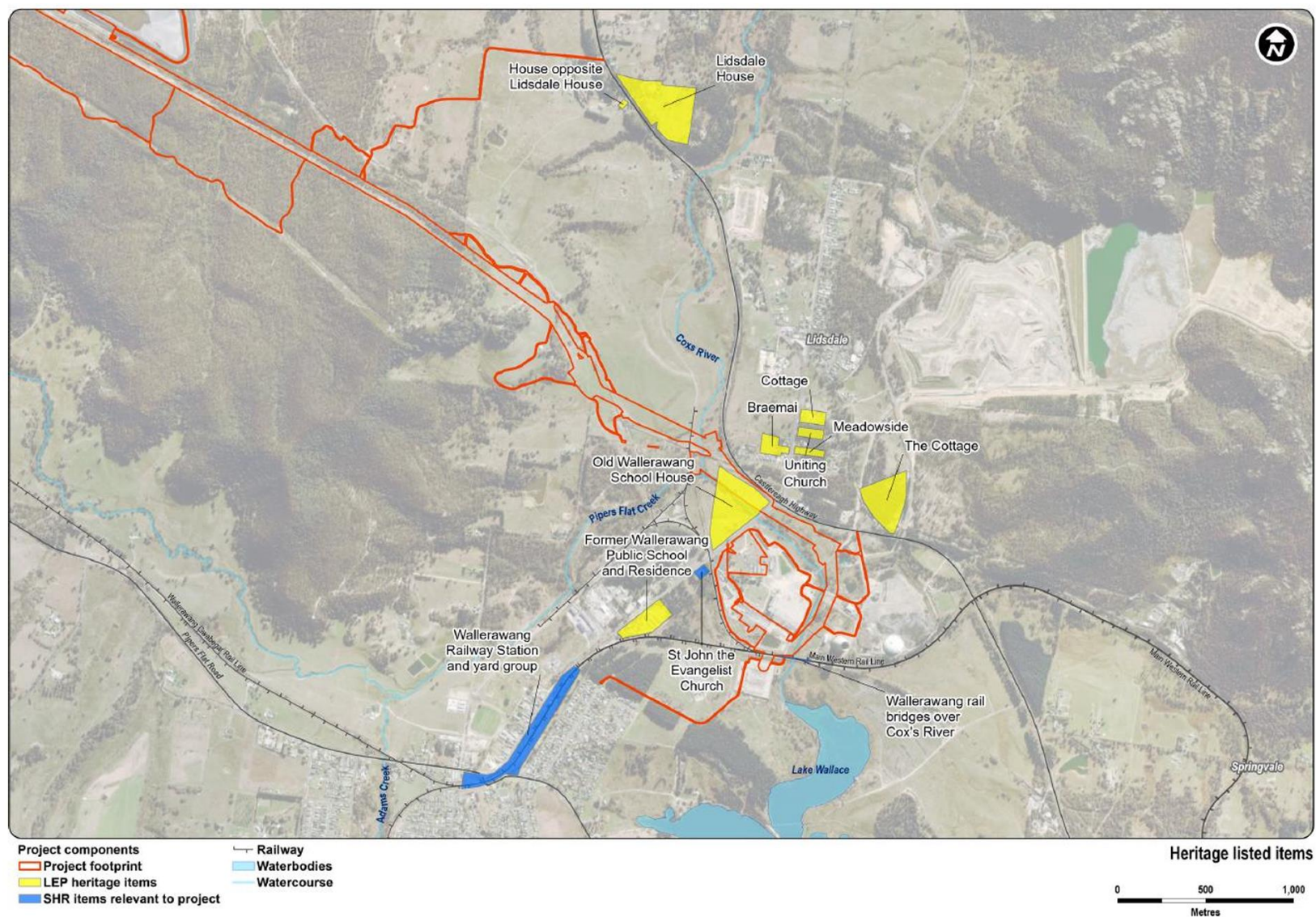
There are three historic heritage items within or in close proximity to the Project footprint as identified in Table 3-3 of Appendix 3 to the Infrastructure Approval as referred to in Condition B26(d)(i). These are the Wallerawang Rail Bridge over the Coxs River (SHR #01064), St. John the Evangelist Church (SHR #01702), and Old Wallerawang School House (LEP #1113). These sites are listed in **Table 4-1** and shown on **Figure 4-1**. Details of the sites are provided in Section 3 of the HHAR (OzArk 2025).

Table 4-1: Historic heritage listed items relevant to the Plan

Item name	Location and proximity to the Project footprint	Listing ID	Coordinates (GDA Zone 56) East	Coordinates (GDA Zone 56) North
Wallerawang Rail Bridges over Coxs River	Within the Project footprint. Located across the Coxs River.	SHR #01064 (also listed on LEP)	228736	6299964
Old Wallerawang School House (former National School)	Within the Project footprint. Located on the corner of Main Street and Castlereagh Highway, Wallerawang. The curtilage of the item is within the Project footprint. The schoolhouse building itself is located outside the Project footprint, about 185 m south-west of the proposed Project footprint (transmission line easement) and about 84 m north-west of compound site 2.	LEP #1113	228349	6300713
St John the Evangelist Church	Approximately 30 m west of the Project footprint. Located on Main Street, Wallerawang.	SHR #01702 (also listed on LEP)	228221	6300455

In addition to the heritage items listed above, Braemai House (LEP#1193) was also identified in the HHAR as being in the vicinity of the project area. It was identified that this item was located outside of the project footprint and the vibration minimum working distance for heritage buildings and as such was unlikely to be impacted by the Project.

Figure 4-1: Heritage items in relation to the Project footprint



5 HISTORIC HERITAGE MANAGEMENT MEASURES

5.1 MANAGEMENT MEASURES FOR KNOWN HISTORIC HERITAGE ITEMS

Table 5-1 outlines the management measures to be enacted to ensure avoidance to the known historic heritage items relevant to the Plan.

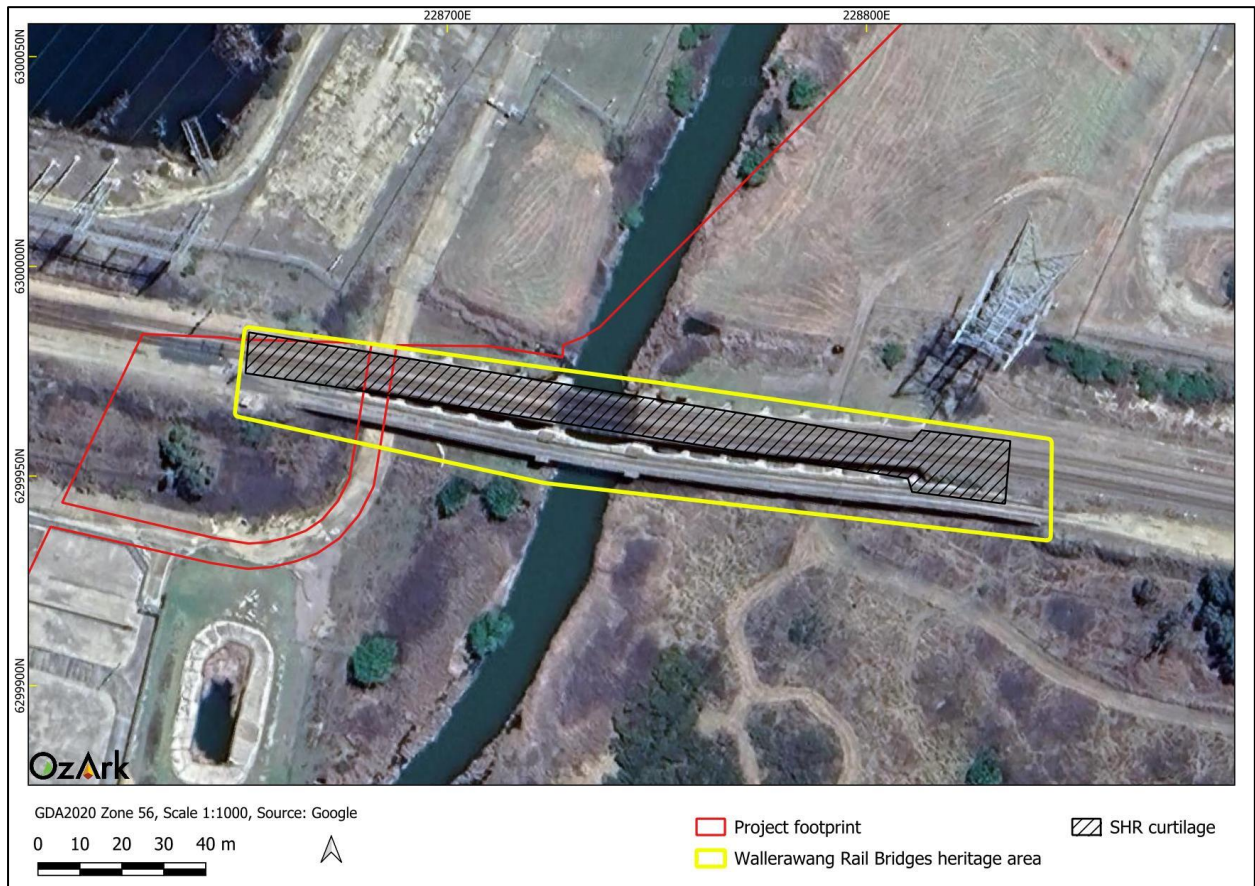
Table 5-1: Management measures for known and listed historic heritage sites

Item name	Management measures	Timing
Wallerawang Rail Bridges over Coxs River	Limitation of access route use Implementation of vibration monitoring in accordance with TARP	Prior to construction, ongoing
Old Wallerawang School House (former National School)	Refined No Go Zone	Prior to construction, ongoing
St John the Evangelist Church	No Go Zone	Prior to construction, ongoing

5.1.1 Wallerawang Rail Bridges over Coxs River

The Wallerawang Rail Bridges over Coxs River (SHR #01064) are within the Project footprint. An existing light vehicle access track beneath the spans of the bridges will be used during the Project.

The formal SHR curtilage for the item (shown in black on **Figure 5-1**) does not include the southern bridge. However, the southern bridge is expressly mentioned in the heritage listing and is part of the SHR item. Following the precautionary principle, a wider area will be used when considering the extent of the heritage item. An appropriate heritage area for mapping on Project plans for the item is provided as the yellow polygon on **Figure 5-1**.

Figure 5-1: SHR curtilage and heritage area for the Wallerawang Rail Bridges over Coss River

5.1.1.1 *Limitation of track use to light vehicles*

The Project does not intend to modify the current access track that passes beneath the bridges. No impact is proposed to the heritage significance of the bridges through the proposed works. Use of the track will be limited to light vehicles to reduce potential vibration impacts, refer **Section 5.1.1.2**.

Restrictions on movement of vehicles at the bridges are also addressed in the Traffic and Transport Management Plan for the Project. At minimum, the Zinfra Environmental Business Partner or a delegate will ensure that:

- Toolbox talks outlining the limitations on vehicle use within the Wallerawang Rail Bridges heritage area are completed with all relevant works teams.
- Signage noting 'light vehicle use only' with the appropriate height limitation is installed on the northern and southern entries to the track beneath the bridges. The signage must not be affixed to the bridges themselves.

5.1.1.2 *Vibration monitoring and Trigger Action Response Plan*

The CNVMP establishes the applicable vibration criteria, minimum working distances, monitoring requirements and construction controls for activities near heritage items. Relevant requirements are provided in Sections 5.8, 6.5.1, 6.5.2, 6.8, 8.1 and 10 of the CNVMP. Works within the

minimum working distances will require a vibration monitoring plan during works. The Trigger Action Response Plan (TARP) in relation to potential vibration impacts to the bridges is provided in **Table 5-2**.

If responses under trigger levels 2 and 3 are required, further engineering advice and input from a suitably qualified heritage specialist regarding vibration monitoring would be sought prior to the commencement or recommencement of construction activities.

Table 5-2: Wallerawang Rail Bridges over Coxs River – Trigger Action Response Plan

Trigger level	Description	Action	Response
1	Routine construction activities outside of the specified minimum working distances.	No vibration monitoring required.	Project Manager to ensure compliance with minimum working distance requirements
2	Construction activities within minimum working distances as specified in the CNVMP	Vibration monitoring protocols to be established	Project Manager to engage suitably qualified heritage specialist and engineers to develop a specific vibration monitoring protocol that complies with acceptable vibration ratings as defined in the CNVMP. This protocol will be implemented prior to commencing work within the minimum working distance specified in the CNVMP.
3	Vibration ratings within defined buffer margin (e.g. 90%) of the maximum acceptable vibration rating are recorded during vibration monitoring.	Works within minimum working distances to pause	Project Manager to engage vibration impact specialist or structural engineer for assessment of impact.
	Vibration levels for Wallerawang Rail Bridge exceeding the level required by DIN 4150-3 (3mm/s) as per Section 6.5.2 of the CNVMP.		Project Manager to engage suitably qualified heritage specialist based on assessment of impact to formulate any rectification actions.
	Visual observance of potential structure movement.		Suitably qualified heritage specialist and engineers to review the implemented vibration monitoring plans, this TARP and this Plan. Updates in response to assessment to be actioned. If it is determined that an incident or non-compliance has occurred, this will be managed in accordance with Section 6.1.2 of this plan.
4	Return to normal operations (Trigger Level 1)	Reset TARP	Project Manager to assess the completion of required responses and reset to appropriate TARP level.

5.1.1.3 *Consideration of alternative construction methods*

EIS commitment HH1 (refer to **Table 2.2** in **Section 2.2**) required that Transgrid consider lower impact construction measures for the structure to the north of the bridges.

During the design phase, Transgrid obtained advice from engineering, environment and community engagement leads. This advice included representatives from Zinfra, Transgrid and their specialist sub-contractors. The aim was assessment of construction methods for the proposed tower located to the north of the bridge.

The result of these workshops was that impact piling was dismissed as an appropriate construction methodology, and that micro-piling would not be suitable owing to engineering challenges related to the floodplain location. A method of bored piling for foundation construction

was decided as the most viable option as it results in less vibration while still being suitable for use in the floodplain location.

Potential vibration impacts related to bored piling will be managed in accordance with the TARP is provided in **Table 5-2**.

5.1.2 St John the Evangelist Church

The curtilage of the item is outside the Project footprint (shown on **Figure 5-1**) and will be clearly marked as a No Go Zone on construction documents and recorded on Transgrid Geographic Information Systems (GIS) to reduce the risk of inadvertent impacts to the site during the construction and operational phase of the Project.

5.1.3 The Old Wallerawang School House

Proposed works within the heritage curtilage for the Old Wallerawang School House (former National School) (LEP #I113) will not adversely affect the integrity of the heritage item. As assessed in the HHAR (OzArk 2025), while the Local Environmental Plan (LEP) heritage curtilage is the lot boundary, the schoolhouse is the significant heritage item and contained within a smaller paddock at the south of the lot.

A suitable No Go Zone that encompasses the significant elements of the item (shown in orange on **Figure 5-2**) which are outside of the approved Project boundary, will be marked on construction documents and recorded on Transgrid Geographic Information Systems (GIS) to reduce the risk of inadvertent impacts to the site during the construction and operational phase of the Project.

Figure 5-2: Curtilage of No Go Zones outside of the Project footprint



5.1.4 Historic heritage awareness training

All employees, contractors, sub-contractors and visitors to the Project area will be made aware of the obligation to avoid harm to historic heritage through a general site induction prior to them commencing work on the Project. The induction will include notifying workers of any historic heritage objects or management requirements relevant to their work areas.

The induction will include the following points expressed in plain language:

- The historic heritage items within the Project footprint are protected by law
- The management measures in this Plan must be adhered to
- Protocols to be followed for unanticipated finds or skeletal remains

A record will be kept of all personnel who have completed the general site induction.

5.2 UNEXPECTED FINDS PROTOCOL

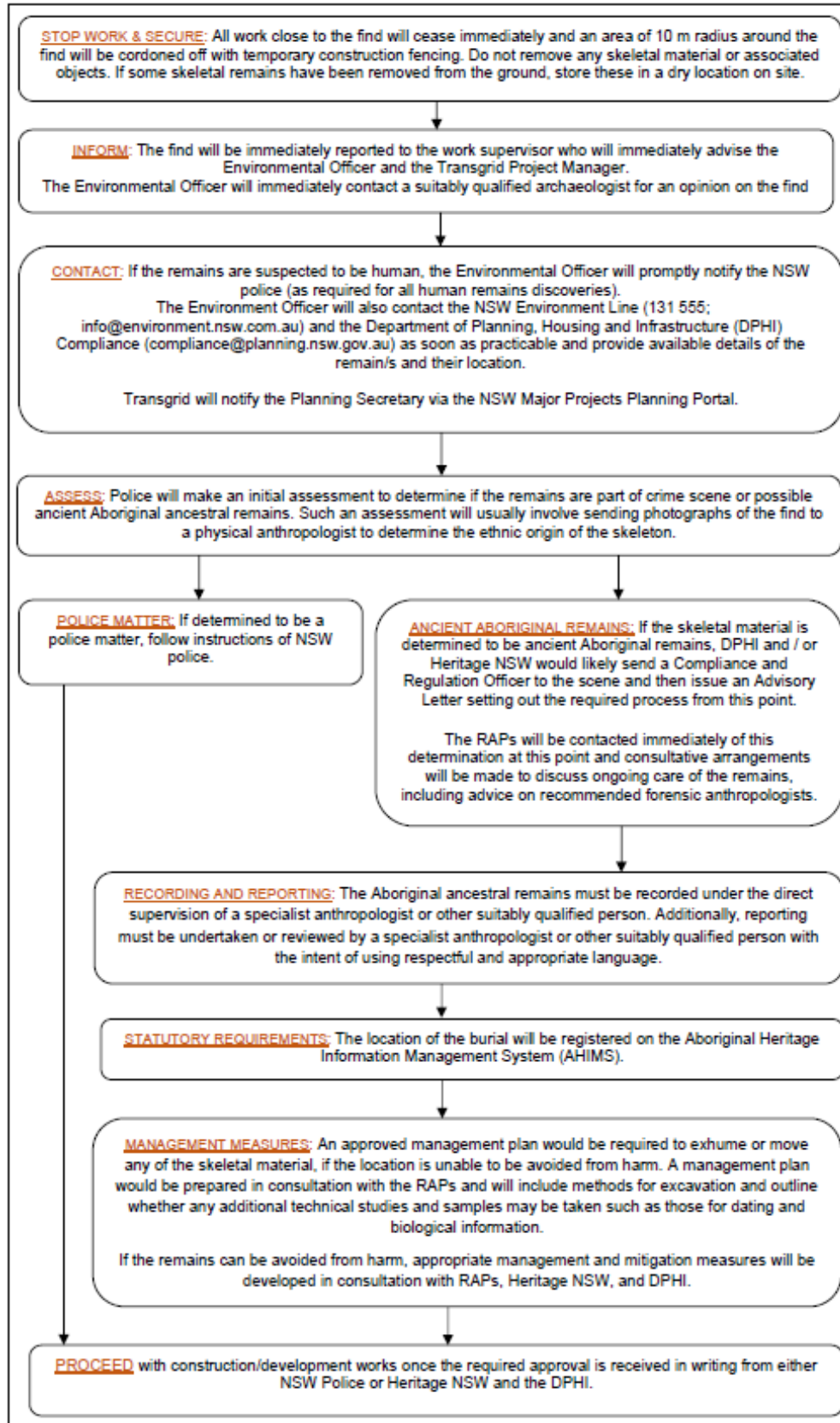
The following protocol will be followed if previously unrecorded or unanticipated historic objects are encountered:

1. If any items of suspected historic heritage significance are discovered and/or harmed while undertaking proposed development activities, the proponent must:
 - a. Not further harm the item
 - b. Immediately cease all work at the location
 - c. Secure the area to avoid further harm to the item
 - d. Ensure Zinfra Project Manager, Environmental Business Partner and Transgrid Project Manager have been notified
2. Engage a suitably heritage specialist to assess the find. Where the specialist determines that the item is not of heritage significance, works may resume without completing the remaining steps of this protocol. If a preliminary assessment cannot be undertaken, or the item is considered likely to be significant, proceed to the next step. .
3. Transgrid Project Manager or delegate to notify Heritage Council of NSW on (02) 9873 8500 (heritagemailbox@environment.nsw.gov.au) and DPHI Compliance (compliance@planning.nsw.gov.au) as soon as practical, providing any details of the historic heritage item and its location. Where the find occurs in Gardens of Stone SCA, NPWS will also be notified.
 - a. Not recommence any work at the particular location unless authorised in writing by Heritage Council of NSW.
4. Cooperate with directions from Heritage Council of NSW and/or DPHI. If the find / feature(s) are determined to be significant historic items (i.e. of local or state significance), any re-commencement of ground surface disturbance may only resume following compliance with any legal requirements and gaining written approval from Heritage Council of NSW and DPHI, if required.

5.3 UNANTICIPATED HUMAN SKELETAL REMAINS PROTOCOL

A flow-chart outlining the protocol to be followed in event suspected human skeletal remains are identified is shown on **Figure 5-3**.

Figure 5-3: Human skeletal remains procedure



5.4 MONITORING

5.4.1 Baseline heritage item condition assessment

Prior to the commencement of construction activities, a baseline assessment of the heritage items listed in **Table 5-1** (which correspond to Table 3-3 of Appendix 3 to the Infrastructure Approval), will be conducted. The baseline assessment will:

- Be completed by a suitably qualified heritage specialist
- Establish the general condition of the heritage item
- Provide a photographic record of the item prior to construction
- Support the installation of physical exclusion zones (i.e. the signs along the track at the Wallerawang Bridges over Cocks River, **Section 5.1.1.1**) to ensure that heritage fabric is not affected

5.4.2 Heritage item inspections

During construction, the Zinfra Environmental Business Partner or a delegate will visit each heritage item listed in **Table 5-1** weekly when any construction works are being performed on the site, recording:

- The condition of the item
- Any visible disturbances to the item
- Opportunities for improvement

A register will be established by the Zinfra Environmental Business Partner to document the completed inspections.

If any disturbances to the excluded area or concerns about the efficacy of the fence (e.g. fencing that has been removed or damaged) are identified, then this will be reported to the Zinfra Project Manager, who would instigate a site condition monitoring inspection as below.

5.4.3 Heritage item condition monitoring

During construction, the heritage items listed in **Table 5-1** will be inspected on a six-monthly basis by a suitably qualified heritage specialist. The condition monitoring would assess the current condition of the items against the baseline assessment report. This condition monitoring would also be undertaken if concerns about the efficacy of the exclusion zones are raised by Zinfra.

5.4.4 Performance measures

Zinfra and Transgrid will manage development-related risks to ensure that the criteria and performance measures are met, in accordance with Condition A1.

1. That this Plan is used and adhered to in relation to the protection and management of historic heritage sites and values

2. That all reasonable care is taken to ensure the conservation of all known historic heritage within the Project area
3. That all new discoveries of historic cultural heritage are appropriately managed
4. That all applicable plans show the location of known historic heritage objects so that harm to the objects is prevented
5. That all workers and contractors engaged in works within the Project are aware of the legislative requirement to avoid harm to historic heritage items and values.

Should any of these performance measures fail, Zinfra and Transgrid will, at the earliest opportunity, will:

1. Take all reasonable measures to ensure that exceedances cease and do not recur
2. Consider all reasonable and feasible options for remediation (where relevant) and submit a report to DPHI within 7 days of identifying the failure describing those options and any preferred remediation measures or another course of action
3. Implement remediation measures as directed by the Planning Secretary, to the satisfaction of the Planning Secretary.

5.5 MANAGEMENT MEASURES

Table 5-3 summarises the historic heritage management measures required to manage impacts to historic heritage values as a result of the construction of the Project.

Table 5-3: Management measures

ID	Measure/requirement	When to implement	Responsibility	Source	Evidence
HH-01	Adopt a precautionary wider heritage area for the Wallerawang Rail Bridges over Coxs River for mapping on Project plans (the yellow polygon on Figure 5-1), recognising that although the formal SHR curtilage for the item does not include the southern bridge, the southern bridge is expressly mentioned in the heritage listing and forms part of the SHR item.	Pre-construction	Heritage specialist (Plan authors); Zinfra Environmental Business Partner	HHMP s5.1.1; Figure 5-1 (elaborates REMM HH1)	Project plans,; Transgrid GIS extract
HH-02	Limit use of the existing access track that passes beneath the Wallerawang Rail Bridges to light vehicles to reduce potential vibration impacts, and do not modify or upgrade the track within the curtilage area of the item. At minimum, the Zinfra Environmental Business Partner or a delegate will ensure that toolbox talks outlining the limitations on vehicle use within the Wallerawang Rail Bridges heritage area are completed with all relevant works teams, and that signage noting 'light vehicle use only' with the appropriate height limitation is installed on the northern and southern entries to the track beneath the bridges. Signage must not be affixed to the bridges themselves, and is to be erected and maintained during construction. Restrictions on movement of vehicles at the bridges are also addressed in the Traffic and Transport Management Plan for the Project.	Pre-construction; Construction	Zinfra Environmental Business Partner or delegate; Construction Manager	HHMP s5.1.1.1 (elaborates REMM HH2)	Toolbox talk records Photographs Inspection records Traffic and Transport Management Plan and Driver Code of Conduct
HH-03	Implement the four-level Trigger Action Response Plan (TARP) for potential vibration impacts to the Wallerawang Rail Bridges: Level 1 (routine construction activities outside the specified minimum working distances) - no vibration monitoring required, Project Manager to ensure compliance with minimum working distance requirements; Level 2 (construction activities within the minimum working distances specified in the CNVMP) - vibration monitoring protocols to be established, Project Manager to engage a suitably qualified heritage specialist and engineers to develop a specific vibration monitoring protocol that complies with acceptable vibration ratings as defined in the CNVMP; Level 3 (vibration ratings recorded within a defined buffer margin, e.g. 90%, of the maximum acceptable vibration rating, or visual observance of potential structure movement) - works within minimum working distances to pause, Project Manager to engage a vibration impact specialist or structural engineer for assessment of impact and a suitably qualified heritage specialist to formulate any rectification actions, with the heritage specialist and engineers to review the implemented vibration monitoring plans, the TARP and the Plan and action any updates in response to the assessment; and Level 4 (return to normal operations) - Project Manager to assess completion of required responses and reset to the appropriate TARP level. Seek further engineering advice and input from a suitably qualified heritage specialist regarding vibration monitoring prior to the commencement or recommencement of construction activities where Level 2 and 3 responses are required.	Pre-construction; Construction	Zinfra Project Manager; suitably qualified heritage specialist; structural/vibration engineer	HHMP s5.1.1.2; Table 5-2 (elaborates CoA B26(d)(ii))	Vibration monitoring protocol Vibration monitoring results and data Structural engineer or vibration impact specialist assessment report Heritage specialist rectification advice; Written engineering and heritage specialist advice obtained prior to commencement or recommencement of works.
HH-04	Clearly mark the curtilage of St John the Evangelist Church as a No Go Zone on construction documents and record it on Transgrid Geographic Information Systems (GIS) to reduce the risk of inadvertent impacts to the site during the construction and operational phases. For the Old Wallerawang School House, mark a suitable No Go Zone encompassing the significant elements of the item	Pre-construction; Construction; Operations	Zinfra Environmental Business Partner; Transgrid	HHMP s5.1.2; s5.1.3; Figure 5-2 (elaborates REMM HH1)	Construction document set Transgrid GIS extract Inspection records

ID	Measure/requirement	When to implement	Responsibility	Source	Evidence
	(shown in orange on Figure 5-2) which are outside the approved Project boundary, on construction documents and on Transgrid GIS, recognising that while the LEP heritage curtilage is the lot boundary, the schoolhouse is the significant heritage item and is contained within a smaller paddock at the south of the lot.				Ground disturbance permits
HH-05	Make all employees, contractors, sub-contractors and visitors to the Project area aware of the obligation to avoid harm to historic heritage through a general site induction prior to commencing work, notifying workers of any historic heritage objects or management requirements relevant to their work areas. Express the following in plain language: the historic heritage items within the Project footprint are protected by law; the management measures in the Plan must be adhered to; and the protocols to be followed for unanticipated finds or skeletal remains. Undertake toolbox talks addressing historic heritage considerations as required, including where site-specific heritage risks or issues are identified during the Project, with inductions and toolbox talks to include a summary of the significance of heritage items, legislative responsibilities and appropriate mitigation measures. Keep a record of all personnel who have completed the general site induction and any other training related to historic heritage.	Pre-construction; Construction	Zinfra Project Manager; Zinfra Environmental Business Partner	HHMP s5.1.4 (elaborates REMM HH1 / CoA B26(d)(iii))	Induction training materials Induction attendance register Toolbox talk records Heritage training records
HH-06	Implement the Unexpected Finds Protocol where previously unrecorded or unanticipated historic objects are encountered: do not further harm the item; immediately cease all work at the location; secure the area to avoid further harm to the item; ensure the Zinfra Project Manager, Environmental Business Partner and Transgrid Project Manager have been notified; and engage a suitably qualified heritage specialist to assess the find. Where the specialist determines that the item is not of heritage significance, works may resume without completing the remaining steps of the protocol. Where a preliminary assessment cannot be undertaken, or the item is considered likely to be significant, the Transgrid Project Manager or delegate is to notify the Heritage Council of NSW and DPHI. Compliance as soon as practical, providing details of the item and its location (and NPWS where the find occurs in Gardens of Stone SCA), with no work to recommence at that location unless authorised in writing by the Heritage Council of NSW. Cooperate with directions from the Heritage Council of NSW and/or DPHI, and where the find is determined to be a significant historic item (of local or state significance), any re-commencement of ground surface disturbance may only resume following compliance with any legal requirements and gaining written approval from the Heritage Council of NSW and DPHI, if required. Follow the flow-chart protocol at Figure 5-3 in the event suspected human skeletal remains are identified.	Construction	Zinfra Project Manager; Environmental Business Partner; Transgrid Project Manager; heritage specialist	HHMP s5.2; s5.3; Figure 5-3 (elaborates REMM HH1 / CoA B25(e), B26(e))	Unexpected find record Photographs Heritage specialist assessment report Authorisation to resume works Copies of notifications Records demonstrating compliance with any regulator directions OMNIA incident entry
HH-07	Complete a baseline condition assessment of the heritage items listed in Table 5-1 prior to the commencement of construction activities. The baseline assessment is to be completed by a suitably qualified heritage specialist; establish the general condition of the heritage item; provide a photographic record of the item prior to construction; and support the installation of physical exclusion zones (including the signs along the track at the Wallerawang Rail Bridges over Cocks River) to ensure that heritage fabric is not affected.	Pre-construction	Suitably qualified heritage specialist; Zinfra Project Manager	HHMP s5.4.1 (monitoring program under CoA B26(f))	Baseline Condition Assessment reports Photographs

ID	Measure/requirement	When to implement	Responsibility	Source	Evidence
HH-08	Undertake weekly heritage item inspections during construction by the Zinfra Environmental Business Partner or a delegate, visiting each heritage item listed in Table 5-1 when any construction works are being performed on the site and recording the condition of the item, any visible disturbances to the item, and opportunities for improvement. Establish a register to document the completed inspections. Report any disturbances to the excluded area, damage to a heritage item, or concerns about the efficacy of the fence (e.g. fencing that has been removed or damaged) to the Zinfra Project Manager, who will instigate a site condition monitoring inspection.	Construction	Zinfra Environmental Business Partner; Zinfra Project Manager	HHMP s5.4.2	Inspection register/ reports Photographs Evidence of site condition monitoring inspection and corrective action close-out.
HH-09	Inspect the heritage items listed in Table 5-1 on a six-monthly basis during construction, with the condition monitoring assessing the current condition of the items against the baseline assessment report. Also undertake this condition monitoring where damage to a heritage item is observed or suspected, or where concerns about the efficacy of the exclusion zones are raised by Zinfra. Undertake a final condition assessment upon finalisation of construction, or when the construction contractor has ceased works within the vicinity of any heritage item. Prepare and keep on file a report for each of the following heritage item condition assessments: Baseline Condition Assessment; Six-monthly Condition Assessment; Ad-hoc Condition Assessment (in response to any damage identified outside of the six-monthly assessment cycle); and Post-construction Assessment.	Construction; Post-construction	Suitably qualified heritage specialist; Zinfra Environmental Business Partner	HHMP s5.4.3	Six-monthly Condition Assessment reports Photographs Condition Assessment reports Post-construction Assessment report Corrective action records arising from any adverse findings.
HH-10	Establish or maintain an existing GIS of the historic heritage sites relevant to the Project to ensure that the location and management requirements for historic heritage items are understood and considered in the assessment and planning of ground disturbance. Supplement and review the GIS as required to include new sites, updates to the Plan, and to reflect the outcomes of any additional investigations or non-compliances/incidents. Check the GIS prior to the issuing of any on-site approval for ground disturbance works.	Pre-construction; Construction	Transgrid; Zinfra Environmental Business Partner	HHMP s6.1.1	Historic heritage GIS layer Plan revisions, additional investigations and incidents or non-compliances; ground disturbance permit or approval records demonstrating a GIS check was completed and signed prior to issue; GIS review records confirming periodic review has occurred.
HH-11	Manage development-related risks to ensure the criteria and performance measures are met: that the Plan is used and adhered to in relation to the protection and management of historic heritage sites and values; that all reasonable care is taken to ensure the conservation of all known historic heritage within the Project area; that all new discoveries of historic cultural heritage are appropriately managed; that all applicable plans show the location of known historic heritage objects so that harm to the objects is prevented; and that all workers and contractors engaged in works are aware of the legislative requirement to avoid harm to historic heritage items and values. Should any	Construction; Operations	Zinfra Project Manager; Transgrid	HHMP s5.4.4; ACHMP s5.7.1 (performance measures under CoA A1)	Heritage item inspection and condition monitoring records Construction plan sets GIS extracts Induction attendance registers

ID	Measure/requirement	When to implement	Responsibility	Source	Evidence
	performance measure fail, at the earliest opportunity take all reasonable measures to ensure that exceedances cease and do not recur; consider all reasonable and feasible options for remediation and submit a report to DPHI describing those options and any preferred remediation measures or other course of action; and implement remediation measures as directed by the Planning Secretary, to the satisfaction of the Planning Secretary. [Shared commitment - also in ACHMP tab]				Where a performance measure fails, records of immediate measures taken to cease and prevent recurrence, report submitted to DPHI and records demonstrating implementation of remediation measures as directed by the Planning Secretary Independent Environmental Audit reports and responses.
HH-12	Report all incidents immediately to Transgrid and enter them into OMNIA (Zinfra's Risk and Compliance Management System) within 24 hours to ensure actions are tracked and completed within the required timeframes. Notify the Heritage Council of NSW within 24 hours where construction activities result in actual or potential damage to a heritage structure. Initiate an investigation promptly following any reported incident, with the scope and depth dependent on the severity and potential impact, following the ICAM (Incident Causation Analysis Method) in alignment with Transgrid's investigation requirements, and including determination of the cause, extent and responsibility; additional monitoring where appropriate; identification and implementation of corrective actions to prevent recurrence; assignment of responsibility for carrying out corrective measures; review and update of controls and procedures as needed; and notification of relevant stakeholders including regulatory authorities. [Shared commitment - also in ACHMP and CNVMP tabs]	Construction	Zinfra Project Manager; Environmental Business Partner; Transgrid	HHMP s6.1.2; CNVMP s8.2, s8.4, s8.5 (elaborates CoA C16, C17)	OMNIA incident records Incident notification Incident report ICAM investigation report Records of notifications to the Heritage Council of NSW and NPWS Non-compliance notifications Records of additional monitoring undertaken.

6 RECORD KEEPING AND REPORTING REQUIREMENTS

6.1 REPORTING REQUIREMENTS

6.1.1 Use of historical heritage sites GIS

To ensure that the location and management requirements for historic heritage items are understood and considered in the assessment and planning of ground disturbance, Transgrid's Spatial Systems Team will establish or maintain an existing GIS of the heritage sites relevant to the Project (**Table 5-1**).

The GIS will be supplemented and reviewed by Transgrid's Spatial Systems Team as required to include new sites, updates to the Plan, and reflect the outcomes of any additional investigations or non-compliances/incidents. The GIS must be checked by the Zinfra Environmental Business Partner prior to the issuing of any on-site approval for ground disturbance works.

6.1.2 Non-compliance and incident requirements

6.1.2.1 *Incident management*

In accordance with the Infrastructure Approval, an incident is an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Material Harm is harm that

- involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or
- results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$50,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).

This definition excludes "harm" that is authorised under either the Approval or any other statutory approval.

All incidents will be reported immediately to the Transgrid Project Manager and must be entered by Zinfra into OMNIA within 24 hours, Zinfra's Risk and Compliance Management System, which serves as the project's incident management database to ensure that actions are tracked and completed within the required timeframes.

OMNIA supports the management of:

- Enterprise- and Business Unit-level risks, including associated controls, causes, and actions
- Compliance obligations and related documentation

Where an incident has occurred, additional monitoring may be required.

6.1.2.2 *Incident Notification*

In accordance with Condition C16, the Zinfra Environmental Business Partner (through Transgrid) will notify the Department and NPWS within 24 hours of becoming aware of an incident. The notification to the Department must be made via the NSW planning portal (Major Projects) and address details of the incident, including:

- a. date, time and location;
- b. a brief description of what occurred and why it has been classified as an incident;
- c. a description of what immediate steps were taken in relation to the incident; and
- d. identifying a contact person for further communication regarding the incident.

In addition to the above, where the construction activities result in actual or potential damage to a heritage structure, Zinfra's Environmental Business Partner (through Transgrid) will also notify the Heritage Council of NSW within 24 hours of becoming aware of an incident.

6.1.2.3 *Incident Report*

In accordance with Co C17, the Zinfra Environmental Business Partner (through Transgrid) will provide the Department and NPWS with a subsequent incident report via the NSW planning portal (Major Projects) within 7 days (or as otherwise agreed by the Planning Secretary) of the incident notification (in accordance with condition C16). The incident report shall

- a. identify how the incident was detected;
- b. identify when the Proponent became aware of the incident;
- c. identify any actual or potential non-compliance with conditions of consent;
- d. identify further action(s) that will be taken in relation to the incident; and
- e. provide a summary of the incident;
- f. provide outcomes of an incident investigation, including identification of the cause of the incident;
- g. detail corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence, including the period for implementing any corrective and/or preventative actions; and
- h. detail any communication with other stakeholders regarding the incident.

Zinfra's Environmental Business Partner (through Transgrid) shall also submit any further reports as directed by the Planning Secretary.

6.1.2.4 *Incident Investigation*

An investigation will be initiated by the Zinfra Project Manager promptly following any reported incident. The scope and depth of the investigation will depend on the severity and potential impact of the incident. Key elements may include:

- Determining the cause, extent, and responsibility of the incident.
- Additional monitoring (where appropriate)
- Identifying and implementing corrective actions to prevent recurrence.
- Assigning responsibility for carrying out corrective measures.
- Reviewing and updating controls and procedures as needed.
- Notifying relevant stakeholders, including regulatory authorities, if significant noise or vibration impacts have occurred.

Investigations will follow the ICAM (Incident Causation Analysis Method), in alignment with Transgrid's investigation requirements. The level of investigation, team composition, and reporting obligations will be determined based on the actual and potential severity of the incident.

6.1.2.5 *Non-Compliances*

An environmental non-compliance occurs when a condition of approval, licence condition, or any other statutory requirement relevant to a Project activity or location is breached.

Non-compliances may include incident-related significant non-compliances, which may result from construction activities.

For any non-compliances that are not classified as incidents and are identified through inspections, audits, or observations, in accordance with Condition C15, Transgrid's Environmental Business Partner will notify the Department via the Major Projects website within seven (7) days of becoming aware of the non-compliance. Zinfra will provide all necessary information to assist Transgrid in preparing this notification.

- The written notification will include the following details:
- The development, including the development application number and Project name.
- The specific Condition of Approval that has not been met.
- The reasons for the non-compliance, if known; and
- Actions that have been undertaken, or are planned, to address the non-compliance, including expected timing for completion.

6.1.3 Access to this Plan and external reporting

Transgrid will make a copy of this Plan available on its website (<https://www.transgrid.com.au/projects-innovation/mount-piper-to-wallerawang/>) as soon as practicable after it is approved by the Planning Secretary and will ensure that this is kept up to date as per Condition C18 of the Infrastructure Approval.

Transgrid must provide regular reporting on the environmental performance of the Project on its website, in accordance with the reporting arrangements of this Plan.

7 REVIEW AND IMPROVEMENT

7.1 REVISION OF STRATEGIES, PLANS AND PROGRAMS

Ongoing monitoring and review of the performance and implementation of this Plan will be undertaken in accordance with Condition C3 of the Infrastructure Approval.

If updates to an environmental management document are required:

- a. to include new information or changes to the development as a result of:
 - i. a modification of Project approval; or
 - ii. a change in the phase of development as notified under condition C10;
- b. to update risk controls or mitigation measures in response to a change in risk level identified by the annual review of the environmental risk assessment required by condition C1(f);
- c. to address the findings of an Independent Environmental Audit under condition C14;
- d. to implement the findings of an incident report required by condition C16;
- e. to comply with a directive by the Planning Secretary;

the relevant environmental management document(s) must be revised and submitted to the Planning Secretary for approval within three months unless otherwise agreed by the Planning Secretary.

It is noted that the review of this Plan as detailed in the Infrastructure Approval will be undertaken by Zinfra during the construction phase and by Transgrid during the operation of the Project. The review must ensure that the Plan remains consistent with the approved operations. If a revision to this Plan is determined to be required, the review of the Plan will be undertaken by a suitably qualified person whose appointment has been approved by the Planning Secretary in accordance with the Infrastructure Approval.

Any revision of this Plan must be approved by the Planning Secretary, unless the revision is purely administrative in nature, in which case, with the agreement of the Planning Secretary and/or the Environmental Representative (per condition A12), a revised strategy, plan or program may be prepared without undertaking consultation with all the parties referred to under the relevant condition of this consent.

7.2 INDEPENDENT ENVIRONMENTAL AUDIT

As per Condition C14 of the Infrastructure Approval, an Independent Audit will be carried out for the Project. The audit will be conducted in accordance with the current *Independent Audit Post Approval Requirements*.

The recommendations of the Independent Environmental Audit will be implemented to the satisfaction of the Planning Secretary, as relevant to this Plan. The proponent's response to any

recommendations of the Independent Environmental Audit would be uploaded to the project website in accordance with Condition C18.

7.3 RESPONSIBILITIES

7.3.1 General

All employees and contractors have a responsibility to act in accordance with this Plan. Zinfra are the principal contractor for the construction phase of the Project and will be the responsible party for implementing this Plan. Roles and responsibilities for personnel are outlined in **Table 7-1** below. These accountabilities will be revisited at the completion of the construction phase in a revision of this Plan.

Table 7-1: Responsibilities

Role	Responsibilities for this document
Zinfra Project Manager	- Accountable for implementation of the measures in this Plan and for ensuring relevant construction activities comply with the Plan. - Prepare, implement and review the Plan; provide adequate resources; and ensure required revisions are completed during construction. - Report incidents, concerns and non-compliances to the Transgrid Project Manager and ensure timely compliance reporting. - Ensure training and inductions are organised for Project employees and contractors and records are maintained. - Engage suitably qualified heritage, engineering, vibration or structural specialists for tasks required by the Plan. - Ensure compliance with minimum working distances and implementation of the Wallerawang Rail Bridges TARP. - For Trigger Level 2, engage specialists to develop and implement the vibration monitoring protocol before work starts within the minimum working distance. - For Trigger Level 3, ensure affected work is paused, obtain specialist assessment and heritage advice, implement rectification actions, and review the monitoring plan, TARP and Plan. - Assess completion of required TARP responses and reset the TARP to the appropriate level. - Instigate heritage item condition monitoring where weekly inspections identify disturbance or concerns with exclusion controls. - Initiate incident investigations promptly and ensure corrective and preventative actions are assigned and implemented. - Support the Zinfra Environmental Business Partner to monitor the Plan's performance measures and implement responses where performance measures fail. - Refer inconsistencies between the HHMP and CNVMP for specialist advice and apply the more conservative requirement until resolved.
Transgrid Project Manager	- Comply with the Plan and support implementation of heritage controls relevant to Transgrid activities. - Receive immediate notification of incidents, concerns, non-compliances and unexpected finds. - Complete reporting that requires access to the Major Projects Planning Portal, including incident and non-compliance notifications and reports. - Notify NPWS where required. - Notify the Heritage Council of NSW and DPHI Compliance of unexpected historic heritage finds as soon as practicable and obtain written authorisation before work recommences where required. - Support incident and non-compliance reporting undertaken by Zinfra and regulatory engagement arising from heritage matters.

Role	Responsibilities for this document
Zinfra Director, Planning Services	• Approve this Plan. • Provide adequate resources for the implementation of this Plan.
Transgrid management team	• Ensure their component of work complies with all requirements of this Plan. • Report incidents, concerns and non-compliances to the Zinfra Project Manager. • Ensure the approved Plan and environmental performance reporting are maintained on the Project website in accordance with the Infrastructure Approval. • Ensure recommendations of Independent Environmental Audits relevant to the Plan are implemented and the Proponent response is uploaded to the Project website. • Ensure construction-stage heritage information and controls are appropriately addressed in documentation prepared for later Project stages.
Transgrid Environmental Business Partner	• Notify the Department via the Major Projects portal of any incidents or non-compliances associated with this Plan and providing subsequent incident reports • Coordinate with Zinfra to obtain the information required for non-compliance notifications, including causes and corrective actions.
Transgrid Spatial Systems Team	• Establish or maintain the GIS of historic heritage items relevant to the Project. • Supplement and review the GIS as required to include new sites, Plan updates, and outcomes of investigations, incidents and non-compliances. • Ensure the GIS is available to be checked before any on-site approval for ground disturbance is issued. • Maintain accurate spatial records of the heritage area and No Go Zones for the Wallerawang Rail Bridges, St John the Evangelist Church and Old Wallerawang School House.
Zinfra Environmental Business Partner	• Comply with the Plan and report incidents, concerns and non-compliances to the Zinfra Project Manager. • Organise historic heritage training and inductions and maintain completion records. • Ensure toolbox talks on the light-vehicle restriction at the Wallerawang Rail Bridges are completed with relevant work teams. • Ensure "light vehicle use only" and height-limit signage is installed at the northern and southern entries to the track beneath the bridges and is not fixed to the bridges. • Implement and maintain heritage exclusion zones and No Go Zones, including their inclusion on construction documents. • Undertake, or appoint a suitable delegate to undertake, weekly inspections of each relevant heritage item while construction work is occurring nearby. • Establish and maintain the heritage item inspection register, recording condition, visible disturbance and opportunities for improvement. • Report disturbance or concerns with exclusion controls to the Zinfra Project Manager. • Assist with engagement of a suitably qualified heritage specialist for baseline assessments, condition monitoring, unexpected finds and TARP responses. • Notify the Department and NPWS through Transgrid within 24 hours of becoming aware of an incident. • Notify the Heritage Council of NSW through Transgrid within 24 hours where construction causes actual or potential damage to a heritage structure. • Provide the subsequent incident report through Transgrid within seven days of the incident notification, and submit further reports directed by the Planning Secretary. • Enter incidents into OMNIA, or ensure entry by Zinfra, within 24 hours. • Undertake routine monitoring of the Plan's performance measures and support corrective actions where measures fail. • Refer inconsistencies between the HHMP and CNVMP to the Project Manager and obtain specialist advice as required.

Role	Responsibilities for this document
Suitably qualified heritage specialist	- Comply with the Plan and provide specialist heritage advice for its implementation and review. - Complete baseline condition assessments of heritage items before construction, including general condition and photographic records. - Undertake six-monthly heritage item condition monitoring during construction and additional monitoring where concerns are raised. - Assess unexpected historic heritage finds and determine whether they are of heritage significance. - Provide advice on vibration monitoring protocols and heritage impacts where Trigger Levels 2 or 3 apply. - Work with engineers or vibration specialists to review vibration monitoring plans, the TARP and this Plan following a Trigger Level 3 event. - Formulate heritage rectification actions based on the assessment of impacts. - Provide input on monitoring requirements where vibration-generating work is proposed within minimum working distances. - Participate in incident investigations and recommend corrective actions where heritage impacts are involved. - Undertake specialist actions required by the unexpected finds protocol and TARP.
Vibration Impact Specialist / Structural Engineer	- Assess potential impact where Trigger Level 3 is reached. - Work with the suitably qualified heritage specialist to review vibration monitoring plans, the TARP and the Plan and identify required updates. - Provide technical advice to resolve inconsistencies between the HHMP and CNVMP where requested.
All Project employees, visitors, and contractors	- Comply with all requirements of this Plan and heritage controls relevant to their work area. - Complete the general site induction before commencing work and participate in relevant toolbox talks. - Comply with heritage exclusion zones, No Go Zones, signage, vehicle restrictions and minimum working distances. - Immediately cease work, avoid further harm, secure the area and notify the Zinfra Project Manager and Environmental Business Partner if a suspected historic heritage item or human skeletal remains are found. - Report all incidents and non-compliances to the Zinfra Project Manager. - Do not recommence work at an unexpected-find location until written authorisation and applicable legal requirements have been satisfied.

7.3.2 Specific Responsibilities as per approval conditions

Table 7-2 provides the responsibilities for implementing the specific tasks required to meet the approval conditions.

Table 7-2: Approval conditions and responsibility.

Condition	Subsection	Description (NSW DPHI 2026)	Timing	Responsibility
B25	(a)	ensure the development does not cause harm to any historic heritage items (see Table 3-3 of Appendix 3) or Aboriginal cultural heritage items (see Table 3-1 of Appendix 3);	Ongoing	All Project staff are responsible for complying with the measures in this Plan. The Zinfra Project Manager has ultimate accountability for the implementation of this Plan.
	(b)	manage the Aboriginal cultural heritage identified in Table 3-2 of Appendix 3 in accordance with the specified mitigation management measures and in accordance with the requirements of the Aboriginal Cultural Heritage Management Plan, as	Ongoing	Addressed in ACHMP

Condition	Subsection	Description (NSW DPHI 2026)	Timing	Responsibility
		outlined in condition B27, including any subsequent revision of this plan		
	(c)	manage the historic heritage identified in Table 3-3 of Appendix 3 in accordance with the requirements of the Historic Heritage Management Plan, as outlined in condition B26, including any subsequent revision of this plan;	Ongoing	Section 4.1
	(d)	salvage and relocate items that would be impacted to a suitable location, in accordance with the Aboriginal Cultural Heritage Management Plan described in condition B27; and	Prior to construction	Addressed in ACHMP
	(e)	develop an Unexpected Finds Procedure including a contingency plan and reporting procedure, in accordance with the guidelines and standards specified by Heritage Council of NSW, to be implemented for the duration of the Project. The procedure must include the requirement to notify Heritage Council of NSW of any identified relics or Aboriginal objects and register any newly identified Aboriginal objects or sites in the AHIMS database.	Prior to construction	Plan authors, Zinfra Project Manager and all project personnel
B26 Prior to carrying out any development that could harm historic heritage items, the Proponent must prepare a Historic Heritage Management Plan for the development to the satisfaction of the Planning Secretary. The plan must:	(a)	be prepared by suitably qualified and experienced person/s whose appointment has been endorsed by the Planning Secretary;	Prior to construction	Plan authors, DPHI
	(b)	be prepared in consultation with Lithgow City Council and reviewed by Heritage Council of NSW	Prior to construction	Plan authors, Lithgow City Council and NSW Heritage Council
	(c)	identify and map known items of heritage significance within and surrounding the development area;	Prior to construction	Plan authors
	(d)	include a description of the measures that would be implemented for: (i) protection of heritage items identified in Table 3-3 of Appendix 3 (ii) Wallerawang Rail Bridges over Coxs River (SHR no. 01064), including vibration monitoring of the if required, as determined in consultation with a suitably qualified heritage specialist; and a trigger action response plan to identify and implement further mitigation measures to ensure negligible impact; (iii) ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions.	Prior to construction	(i) Plan authors; (ii) Plan authors, Zinfra Project Manager (iii) Plan authors
	(e)	include the Unexpected Finds Procedure, and	Prior to construction	Plan authors
	(f)	include a program to monitor and report on the effectiveness of management measures and any environmental heritage impacts of the Project.		Plan authors
C3		Revision of Environmental Management Documents	Ongoing	Zinfra management team, Environmental Representative

Condition	Subsection	Description (NSW DPHI 2026)	Timing	Responsibility
C15		Non-compliance notification	Ongoing	Zinfra management team, Environmental Representative
C16		Incident notification	Ongoing	Zinfra management team, Environmental Representative

8 DOCUMENT INFORMATION

8.1 RELEVANT LEGISLATION

The following legislation is relevant to this Plan:

- *Environmental Planning and Assessment Act 1979*
- *Heritage Act 1977*

8.2 REFERENCE INFORMATION

Reference information, listed in below, is information that is related to the development of this document or referenced from within this document.

OzArk 2025	OzArk EHM 2025. <i>Historic Heritage Assessment Report: Mount Piper to Wallerawang Transmission Line Upgrade Project</i> . Report to Transgrid
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APPENDIX 1: AUTHOR ENDORSEMENT

Department of Planning, Housing & Infrastructure



Our ref: SSI-70279722-PA-2

Dan Owens
Senior Environmental Advisor
NSW Electricity Networks Operations Pty Limited (t/a TransGrid)
Via Email
10 June 2026

Subject: Mount Piper to Wallerawang Transmission – Appointment of Dr Jodie Benton and Harrison Rochford as Historical Heritage specialists

Dear Mr Owens,

I refer to your letter dated 3 June 2026 requesting the Planning Secretary's endorsement of Dr Jodie Benton and Harrison Rochford to prepare a Historic Heritage Management Plan in accordance with Condition B26 of the approval for the Mount Piper to Wallerawang Transmission Project (SSI-70279722; Approval).

The Department notes that Dr Jodie Benton and Harrison Rochford will be co-authors for the Historic Heritage Management Plan.

The Department has reviewed the nominations and information you have provided and is satisfied that Dr Jodie Benton and Harrison Rochford are suitably qualified and experienced. Accordingly, as nominee of the Planning Secretary, I endorse the appointment of Dr Jodie Benton and Harrison Rochford as the Historical Heritage specialists, in accordance with Condition B26 (a) of the Approval.

If you wish to discuss the matter further, please contact me.

Yours sincerely

Thomas Minchin
Team Leader Transmission Post Approval
As nominee of the Planning Secretary