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To: NSW Government: INLAND RAIL – NORTH START TO NSW / QLD BORDER

FROM: L & G Schofield Partnership – Terenure, 21509 Bruxner Highway

We have been in several discussions with Inland Rail (ARTC) personnel in recent years concerning the thoroughfare of the Melbourne to Brisbane Railway through our abovenamed property.

The property Terenure has remained with the descendants of the family that purchased it in the 1920's as one whole block of land. In the 1940's, the railway corridor was placed through the property after the North Star Road had split a 50-acre paddock. In the 1970's, the Bruxner Highway split the most productive part of the property in half. The original whole block of land is now across 4 sections which has put a strain on the logistical efficiency and the valuation of the land.

There are modifications that Inland Rail are carrying out that are detrimental to our operations. We have discussed changes that they are prepared to install to account for these damages, which are included in this design draft presented.

Provided they are included in the final design and duly constructed at the time of installation and that we receive adequate compensation, we would be considerate to the requirements.

ARTC want to close our northern entrance to the property on the western boundary (Gwydir / Moree Plains Boundary). This creates a significant disruption to the access of the homestead which uses the essential services



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available in North Star. By closing this access, it would create an additional 10km of travel to North Star (5km each way). This would require considerable compensation to the owners for the cost of this travel into the future.

ARTC have agreed to supply a private crossing on the Southern end at Chainage 15350. The crossing is to be a width of 12m which will allow entry for our wide body farm machinery as well as accessibility to move stock across the North Star Road and railway line to our 50 acre block in the South West corner. We request that a gate be installed of at least 4 m to allow for stock and essential access here. We also request that an electronic or Bluetooth lock approved by the owners be installed on the overpass so that only the appropriate people have access.

ARTC have also included an underpass at Chainage 16493 – size 3m x 2.4m so that the livestock can graze over the whole paddock dissected by the railway. The railway is to be fenced so that no livestock are capable of crossing overhead.

We are fortunate to have acreage of low land along forest creek which all floods on average two times per year. It is an integral part of fattening cattle especially in dry periods. Along with the elements in this submission, we would require these essential access points listed in the design to support the future productivity of the land.

At this stage, I believe that the final fencing requirements are still to be discussed with property owners. It is essential that fencing the railway line be carried out professionally and with fencing appropriate to the land and agriculture. The most suitable fencing for this regularly flooded country is for railway iron or equivalent strainers cemented to a depth of 120cm. Placed no further than 200m apart supported by Australian made star pickets no further



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than 3.5m apart. Fencing should include 7 strands of wire – 3 barb and 4 plain. The fence is to be placed within the land of the railway corridor that is controlled by ARTC . The maintenance of the fence will remain the responsibility of ARTC rail on a perennial basis.

Since the proposed design presented in this submission there has been an addition that has not been advised until noticed in the EIS. At Chainage 17300 and running north for 1.8km through this property for 300m and 1.5km through the neighbours land, ARTC plan to run an extra line so that two trains could pass. This would increase the amount of land required drastically and we are still waiting on ARTC to provide details of the total amount of land.

If any aboriginal artifacts are found along the Inland Rail corridor, we request that they be moved to the Aboriginal site known as “Scar Tree” on the Mobinbry TSR Reserve. There is no permission granted for any searching of artifacts outside of the corridor.

We anticipate that some of the land within the property maybe used during construction as a lay-down area. We expect that a suitable area for this is agreed on and that the owners will be compensated for the time that this area is used. The area must be returned to its natural state when use of the area has expired.

Utilities cross the existing corridor and we expect that they will not be interrupted and that any changes made to them by Inland Rail will be safe and compliant.

END OF SUBMISSION