

# POLICY REGISTER

## STOCK GRIDS & PUBLIC GATES

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## DOCUMENT CONTROL

Issue	Prepared/Revised by and Date	Action/Amendment Description	Approved By and Date
1.0		First Edition	Council Minute No. 82.2.98 (26 <sup>th</sup> February 1998)
2.0		Second Edition	Council Minute No. 8.1.99 (28 <sup>th</sup> January 1999)
3.0	Sylvester Otieno, 27 <sup>th</sup> February 2025	Third Edition	Council Minute No. 229.7.25 (24 <sup>th</sup> July 2025)

**1. AIM**

To prohibit the installation of new gates and grids on public roads and promote the removal of existing ones.

**2. OBJECTIVE**

- a. To allow approval of the installation of stock grids or removal of stock grids on public roads under Council's care and control with least possible delay.
- b. To establish a systematic approach for the approval, inspections, maintenance of public gates and grids.
- c. To minimize the risk of litigation for both landowners and the Council associated with public gates and grids.

**3. POLICY STATEMENT**

**a. Delegated Authority**

Council has provided the General Manager with the delegated authority to approve the installation of stock grids or removal of stock grids on public roads under Council's care and control in accordance with this Policy and pursuant to Division 2, Roads Act, 1993 as amended and Roads (General) Regulation, 2000, as amended.

**4. EXISTING GRIDS**

**a) Public Liability Insurance**

- i. An owner of a stock grid on a public road under Council's care and control must provide at least \$20,000,000.00 public liability insurance covering the stock grid.
- ii. Evidence of holding the appropriate public liability insurance coverage as evidenced by the certificate of currency must be submitted to a Council Officer annually, within one month of insurance Policy renewal.
- iii. Failure to provide the appropriate public liability insurance coverage will result in the stock grid being removed and restoration of the road all at the cost of the landowner.

**b) Condition of Stock Grids**

- i. The owner of a stock grid must ensure that it is maintained in structurally sound condition, clear of vegetation and silt at all times all at the owner's cost to the satisfaction of Council.
- ii. The owner is responsible for maintaining all warning signs and grid approaches in a safe and functional condition.
- iii. Upon notification by Council of required repairs on a stock grid the owner of the stock grid will have ninety (90) days to undertake the required work to ensure the stock grid is in a condition that is satisfactory to Council.
- iv. Failure of the owner of a stock grid to undertake all necessary works to ensure the stock grid is in good condition that is satisfactory to Council will necessitate

the removal of the stock grid and restoration of the road by Council all at the owner's cost.

- v. Where Council deems a stock grid is in need of emergency repair all attempts will be made to contact the relevant landowner advising of the need for works to be undertaken. If the landowner is unable to undertake the necessary repair works as a matter of urgency his permission will be sought for Council to undertake immediate repairs at the owner's full cost.
- vi. In the event of failure to contact the landowner or appropriate action being undertaken by the landowner emergency repairs will be undertaken by Council at full cost to the landowner.

**c) Stock Grid Removal**

- i. Following agreement in writing with a landowner Council will remove an existing stock grid and restore the road at no cost to the landowner.
- ii. The number of stock grids removed per year at Council's cost is limited to the total cost of all required works including road restoration to the maximum amount of \$20,000 per annum.
- iii. Removal of stock grids at Council's cost are to be prioritised by the date of finalisation of the agreement with the landowner.
- iv. The removed stock grid will remain the property of the landowner however the landowner must agree in writing before removal of the stock grid by Council that it is understood that Council will take as much care as possible with the stock grid components and structure when removing the stock grid components and structure however Council cannot be held responsible for the final condition of the stock grid components and structure after removal.

**d) Grid Replacement**

Any existing grid that requires replacement will be treated as a new grid, and all provisions outlined in Part 5 of this policy shall apply.

**5. NEW GRIDS**

**a) Preferred Position**

Council's preferred position is the eventual removal of all stock grids from roads under Council's care and control and the fencing of the relevant road reserve.

**b) Conditions of Stock Grid Installation**

New grids will only be approved if deemed necessary to manage biosecurity risks, as advised by the relevant authority – the NSW Local Land Services.

Approval of the erection of stock grids on public roads under Council's care and control is subject to agreement of the landowners to the following conditions:

- i. Approval is subject to the provisions of Division 2, Roads Act, 1993 as amended and Roads (General) Regulation, 2000 together with allowing the installation of

stock grids on fence lines other than boundary fence lines. The applicant must show that fencing the road is not viable alternative to the installation of a grid.

- ii. The person erecting the stock grid shall do so strictly in accordance with the specifications and plan approved by the Council and the work shall be subject to the approval of the Divisional Manager Engineering Services.
- iii. The stock grid shall be erected in the centre of the road formation or in any case where no formation is in existence the stock grid shall be erected in a suitable position approved by the Divisional Manager Engineering Services.
- iv. The public gate in connection with which the stock grid is erected shall be placed within the width of the dedicated road at 15 metres from the stock grid or at 5 metres clear of the road table drain. The gate and approaches must be maintained in accordance with conditions of approval for erection of public gates. The gate shall be a double gate not less than 8 metres in width.
- v. New gates that are not associated with stock grids are not permitted on formed public roads. Existing public gates are excepted but may be removed by the revocation of the public gate permit if required as per the Roads Act.
- vi. The approved dimensions for stock grids on all dedicated public roads shall be in accordance with Clause F of this Policy. In no circumstances shall stock grids be erected at a height exceeding 1 metre above the natural ground level unless the road formation exceeds a height of 1 metre above natural ground level.
- vii. The road and approaches to the stock grid shall be maintained by the landowner all at the landowner's cost to the satisfaction of Council for a distance of 20 metres on each side of the stock grid, and in the case of an elevated stock grid the approaches shall be so constructed and maintained so that a gradient of not less than 1 in 50 is achieved.
- viii. Signs bearing the word "Grid" and conforming to the NSW Roads and Traffic Authority Signs and Markings Code shall be erected in an approved location, not less than 60 metres and not more than 110metres on each side of the stock grid depending on the speed limit of the road and such signs shall be properly maintained at all times. The signs to be erected on 50 mm outside diameter Galvanised posts to that the top of the sign is 1.5 metres above the centreline level of the road.
- ix. All fender posts and guard rails are to be painted white. Stock grid width markers are to be installed in accordance with the drawings.
- x. The owner of the stock grid or his successor in title shall at his own expense, keep the stock grid and notice boards in a state of repair and condition satisfactory to the Council and shall, at the like expense, effect such repairs to the stock grid and notice boards as the Council may from time to time direct. Failure to carry out the said repairs within ninety (90) days of the notice by Council will necessitate Council removing the stock grid in accordance with Clause C of this Policy.
- xi. The owner of the stock grid shall be liable for any damage sustained by reason of the stock grid being deficient to the erection, maintenance or repair of the stock grid or notice boards, or in carrying out of any provision of this Policy.

- xii. The owner of the stock grid is required to carry Public Liability Insurance coverage in accordance with Part 4 (a) of this Policy.

**c) Stock Grid Width**

- i. For any road the width of new stock grids to be installed is to be minimum 8 metres on Arterial and Regional Roads, and 6m on other roads.
- ii. For State Roads the landowner is to be directed to the Roads and Traffic Authority for their consent on stock grid installation.

**d) Standard of Stock Grid**

The standard of stock grid for installation on public roads under Council care and control is to be heavy duty and to the current standard provided by the Roads and Traffic Authority for stock grids on Classified Roads as amended. The grid must meet Transport for NSW standards and be designed to accommodate a live loading equivalent to SM1600.

**6. ENFORCEMENT**

Non-compliance with this Policy will result in the following actions by the Council:

- i. The Council will issue the owner a written notice, granting three months to comply.
- ii. If the non-compliance is not resolved within the specified timeframe, the Council will remove the grid and associated fixtures at the owner's expense.

**7. POLICY REVIEW**

This Policy should be reviewed every 4 years or within 12 months of a Council election. The Policy may be reviewed at any time at Council's discretion (or if legislative changes occur).