Subject: Recommendation made by Departmental Officers Committee regarding application of guidelines for the scrutiny of applications pertaining to setting up of filling stations and filling-cum- service stations in the state of Punjab.

The Departmental Officers Committee met on 13.8.04 (list of officers placed below at flag "A") and deliberated upon the applicability of various guidelines issued by the different organizations/agencies for the scrutiny of application pertaining to the setting up of filling stations/filling-cum-service stations received from the District Magistrates in the state of Punjab. The following are the guidelines issued by the different agencies/organizations:-

1. The Location of Gasoline (Motor Fuel) filling stations and filling-cum-service stations in urban areas by Town & Country Planning Organization, Ministry of Works and Housing, Government of India.
2. Recommended practice for location and layout of roadside motor fuel filling and motor fuel filling-cum-service station by I.R.C.
3. Norms for location, layout and access to fuel stations along national highways by Ministry of Road Transport & Highways letter No.RW/NH-330323/19/99-DOIII dated 25.09.2003
4. Guidelines for setting up of Retail Outlets for 2/3 wheelers issued by the Department of Town & Country Planning Punjab.
5. Guidelines for setting up of filling stations/filling-cum-service station along National Highways/Schedule Roads in Urban Estates and colonies approved by PUDA issued by the Competent Authority, Punjab Urban Planning and Development Authority.

This department is already scrutinizing the building applications of Filling Stations and Filling-cum-Service Stations in light of the above guidelines. However, the officers felt and recommended that clear-cut area of application/operation of these guidelines should be made clear and gave the following suggestions:-

1. The Location of Gasoline (Motor Fuel) filling stations and filing-cum-service stations in urban areas by Town & Country Planning Organization, Ministry of Works and Housing, Government of India(T.C.P.O)

These guidelines be applied as per prevailing practice within limits of Urban Local Bodies where there is no Master Plan and in case of those Urban Local Bodies for which Master Plans have been prepared, these guidelines be made applicable with in urbanisable limits of the said Master Plans.

In these guidelines. Para-4.2.7 provides that minimum distance of property lines of filling stations from the central line of the road must not be less than 15 meters or ½ of the proposed right of the way of the roads whichever is more. Variation can be approved in special case if allowed by the Competent Authority after complete investigation.

Above issue was threadbare discussed by the Officers and observed that approval of variation by the Competent Authority becomes very subjective and sometimes it is not possible to recommend or to reject any application on this very ground as different officers of the Department take different views being a subjective issue. In order to bring a unanimity, the minimum road width needs to be prescribed and only after that the variation by the competent authority may be allowed, so that subjectivity is omitted. Thus officers recommended that minimum road width of 20 meters on which the Petrol Pump is proposed to be located be considered for giving relaxation on merit under this para.

Under Para 4.2.2 it has been provided that a Filling or Filling–cum-Service Station should not be located opposite a break or opening in the central verge on dual carriageway, as this will encourage traffic to cross the road while entering the Filling or Filling-cum-Service Station. This para was also discussed in detail by the officers and observed that status of an intersection has not been defined in this para. It has been observed by the officers that in most of the cases number of lanes/streets/roads are making intersections on the major roads

on which retail out let is being setup. To facilitate the General population it has been decided that an intersection of lane/street/road up to the width of 22' shall not be considered as an intersection.

2. Recommended practice for location and layout of roadside motor fuel filling and motor fuel filling –cum-service station by I.R.C.

These guidelines be applied outside the urban areas on roads except the NHWs. The officers deliberated the applicability of these guidelines and the difficulties being faced in the application/interpretation of the following para and made suggestions:-

Para 4.3 " Fuel filling station should be well distributed on both sides of the road so that vehicles do not have to cut across the traffic to reach a fuel filling station. The fuel filling station on opposite sides shall be staggered."

This para does not suggest any distance for staggering the fuel filling station on opposite sides of the road where central verge is not provided. In the subsequent paras distance between tangent point of the curve has been mentioned as 13 meters of curve of filling station and the curves of the side road (as shown in the plate attached to these guidelines) measured in direction parallel to central line of the road. Keeping in view the safety of the vehicles moving one behind other, officers were of the view that this distance should be double of the SST which works out of be 26 meters. Thus total distance comes to 52 mt. on this basis officers recommended that the **staggering distance on opposite side to be kept as 52 mt. measured from site to site**. In addition to above, officers also recommended that if the sites of the petrol pumps, fall opposite to each other on the road without the central verge, then one of the site which comes later shall have acceleration and deceleration lane of 52 meters measured from the overlapping side boundary of two sites on any side of the road. And width of the metal portion of these acceleration and deceleration lanes shall not be less than 5.5 meters and these acceleration and deceleration lanes (service lane) will be within the land of the applicant.
Para 4.7 "The distance between the tangent point of the curves of the side road and that of the fuel filling station as shown in plate, measured in a direction parallel to the center line of the road, should not be less than 100 meters and the filling station should be located only in the outbound direction as shown in the plate However, on expressway and arterial road having dual carriageway, the distance from a junction should not be less than 300 metres."

The officers deliberated this point in detail because Punjab being an agraian state and fully covered under Land Consolidation where a number of revenue rastas/village roads/phirnies/approaches to farm houses make junctions with the major roads i.e. State Highways/National Highways. For this very reason in many cases road length up to 10 Kms. or even more than 10 Kms, does not qualify for setting up of a fuel station. To find out the solution and to come up with solid recommendation a detailed study was carried out by the field officers and observed that numbers of junctions were made at the time of consolidation.

After analyzing the picture brought out from the study the members recommended that all rastas/phirnies village roads and village link roads which take off or are emerging with main road up to width of 4 karms (22'-0") may not be considered as roads making Junctions within 100 metres from the tangent point of the fuel filling station to the tangent of such road.

As far as the junction within 300 metres the committee suggested that all intersections of National Highways State Highways and major district roads to be considered as major junctions up to distance of 300 metres measured from the tangent point up to curves of filing station and that of the road.

Para 6 : The para 6 relates to the provision of buffer strip under which sub- para 6.3 provides that the outer edge of buffer strip should be along the outer edge of road land boundary for rural sections and that of footpath or cycle track of service road, if any, for urban sections. However, the future widening of the road should be kept in mind so that there is no obstruction to the improvements to the roads in all such cases. The distance from the outer edge of buffer strip from the central line of the edge of buffer strip from the central line of the carriage way should not be less than 7 metres for national highways and state highways and 6 metres for other roads where no cycle tracks exist or may be require in future. In case of dual carriage way, these distances should be measured from the centre line of the nearest two lanes of the carriage way.

The officers deliberated this issue in detail that in case of rural areas where most of the link roads are of the width 3 to 5 karms i.e 16'-6" to 27'-6" and have been made pucca and are termed as roads. Thus to meet with the fuel demand of agriculture sector it is essential to provide retail outlets in the remote areas (but normally the village link roads are maximum up to 5 karms) wide where the requirement of para 6 can not be met with. With a view to facilitate the setting up of retail outlets on rural link roads, the officers recommended the provision of set backs to achieve prescribed distance of 6 metres from outer edge of the buffer strip to the central line of the carriage way up to 2 metres. With this provision the retail outlet facility can be extended to the remote rural areas. However it is suggested that this provision only be made on 5 karms i.e 27'-6"wide roads to rule out the subjectivity of set back.

3. Norms for location, layout and access to fuel stations along national highways by Ministry of Road Transport & Highways letter No. RW/NH-330323/19/99-DOIII dated 25.09.2003.

The committee has recommended that these guidelines may be made applicable on all the National Highways passing through the state of Punjab whether National Highways are falling outside the limit of urban local bodies or within the limit of urban local bodies. The committee has also recommended that in any case if the road authority gives any relaxation to any applicant from these guidelines this department will not object to that.

4. Guidelines for setting up of Retail Outlets for 2/3 wheelers issued by the Department of Town & Country Planning, Punjab.

These guidelines are primarily prepared for the cities of Ludhiana, Jalandhar and Amritsar. The Committee has recommended the applicability of these guidelines in all urban as well as rural areas.

In addition to earlier circulated guidelines by the department the committee has suggested the following minimum requirements for ingress and egress:-

(i) Maximum width of drive way should be 2.25 metres.
(ii) Maximum angle of intersection to drive way with strip pavement should not be less than 60 degree.
(iii) Maximum distance from any drive way from exterior property line should not be less than 6 metres.
(iv) Maximum distance from any driveway to any exterior outlet should not be less than 3 meters.
(v) The maximum distance between curves should not be less than 6.37 metres out of which 3.62 metres and 2.75 metres ingress and egress should be observed.
(vi) The provision of buffer strip 2.5 x 9.0 metres.

Committee has suggested the above norms on the basis of which retail outlet of the 2/3 wheeler has to be designed by the concerned applicant/company. The committee

has also recommended that while assessing the traffic volume the following requirements should be observed:-

i) A filling station should not be sited too close to an intersection or a traffic island or a bridge or a culvert or a railway level crossing on the main road.

ii) In case of main road provided along with a service road or a marginal access road, the access to the station should be provided from the service or marginal access road and not from the main road.

iii) The minimum distance between two 2/3 wheelers fuel stations should be as under:-

Non-urban (Rural) Areas

a) Undivided carriageway (for both side of carriage way)	300 Mts
b) Divided carriageway (with No gap in median at this location and stretch)	1000 Mts

Urban stretches

a) Undivided carriageway (for both sides of carriage way)	300 Mts
b) Divided carriageway (with no gap in median at this location and stretch)	300 Mts

Minor and major junctions/intersections

Junctions/ intersections made by22' to 40' wide road/ streets with the road on which 2/3 wheelers fuel filling station is proposed will be considered as minor junction/intersection, all other junctions/intersections made by more than 40' wide road/street with the road on which 2/3 wheeler fuel filling station is proposed, will be treated as major junction/intersection.

5. Guidelines for setting up of Filling Stations/Filling-cum-Service Stations along National Highways/Scheduled Roads in Urban Estates and colonies approved by PUDA issued by the Competent Authority, Punjab Urban Planning & Development Authority.

Committee recommended the applicability of these guidelines in PUDA schemes and on scheduled roads along with the above referred 1 to 4 guidelines applicable in the particular areas.

(Approved by the Govt. vide SHUD No. 2016 dt. 29.9.04)
DEPTT. OF TOWN & COUNTRY PLANNING PUNJAB
Endst .No. 2719-41 CTP (Pb)/SP-25 Dt. Chandigarh. The 1-10-2004

A copy is forwarded to the following for information and necessary action:

1. Senior Town Planner, Amritsar/ Jalandhar/ Ludhaina/ Patiala/SAS Nagar/HQ-I & II
2. District Town Planner Amritsar/ Gurdaspur/Jalandhar/ Hoshiarpur/Ludhiana/ Ferozepur/Faridkot/Patiala/Sangrur/Bathinda/SAS Nagar/ Fatehgarh Sahib/Mandi Div HQ.
3. Dy.Distt. Town Planner, Kapurthala/Ropar.

Dharam Singh

Chief Town Planner.
Punjab, Chandigarh.

Endst.No. 2742 CTP (Pb)/SP-25 Date:1-10-2004

A copy is forwarded to Secretary to Minister for Housing & Urban Development w.r. to their No. 476 dt. 29.9.2004 for kind information of Housing Minister.

Dharam Singh
Chief Town Planner.
Punjab, Chandigarh.

Endst.No.2743 CTP (Pb)/SP- 25 dt.1-10-2004

A copy is forwarded to PA/Secretary Housing & Urban Dev. Deptt. w.r.t their No.2016 dt. 29.9.04 for information of Hon'ble Secretary.

Dharam Singh
Chief Town Planner.
Punjab, Chandigarh.