

श्रेणी : I  
SERIES : I

Daman 25<sup>th</sup> June, 2010, 4 Asadha 1932 (Saka)

सं. : 11  
No.

# सरकारी राजपत्र OFFICIAL GAZETTE



भारत सरकार  
Government of India

## संघ प्रदेश दमण एवं दीव प्रशासन

U.T. ADMINISTRATION OF DAMAN & DIU

प्राधिकरण द्वारा प्रकाशित  
PUBLISHED BY AUTHORITY

**Annexure-I**

### **DRAFT RULES**

**U.T Administration Of Daman and Diu  
Town and Country Planning Department  
Daman.**

**No. ATP/DMN/1329/10/210**

**Dated : 23/06 /2010.**

### **NOTIFICATION**

In exercise of the powers conferred in Section 140(2)(y) of the Daman and Diu Town & Country Planning (Amendments) Regulations, 1999 (read with Principle Goa, Daman and Diu Town & Country Planning Act, 1974), Administrator of Daman and Diu and Dadra and Nagar Haveli is hereby framed the following draft rules.

#### **1. Short Title and Commencement :**

- (1) These draft rules may be called as rules for location of Petroleum and its retail out let Rules, 2010 in U.T of Daman and Diu.
- (2) They shall come into force from the date of its notification in the Official Gazette of Daman and Diu.

#### **2. Definitions:**

- (1) " Act means the Daman and Diu Town and Country Planning Amendments Regulations, 1999 (Read with Principal Act of Goa , Daman and Diu Town and Country planning Act, 1974).

Contd./--



- (2) Any other terms and definitions not mentioned here will be referred to as the same meaning in the Town and Country Planning Act and IRC-12-1983 ( Indian Road Congress : 12-1983)

### 3. Applicability:

These rules shall be applicable to the whole U.T of Daman and Diu.

While granting permission of petroleum outlet, the concerned authority, prescribed under the respective building bye-laws of Panchayat areas and Municipal areas , shall follow the rules mentioned herein under:

### 4. General Conditions of Sitting:

- (i) As a general rule, the clear distance between two adjacent fuel filling stations (these also include fuel filling-cum-service stations) should not be less than 300 metres.
- (ii) Clustering of fuel filling stations along the highway should be avoided and successive fuel filling stations should be located sufficiently apart, as indicated in sub-rule(1) if for some reason two or more fuel filling stations are sited in close proximity, these should be grouped together and a parallel service road should be of adequate width and at least two-lane wide.
- (iii) Fuel filling station should be well distributed on both the sides of the road so that vehicles do not have cut across the traffic to reach a fuel filling station. the fuel filling station on opposite sides shall be staggered and would be located at a distance of 300 mt. and above across the road. However, this rule will not be applicable for the Petrol Pump located on a dual carriageway.
- (iv) Sitting of fuel filling station near existing check barriers should be avoided. They should be at least 1 Km away from the check barrier.
- (v) In the case of the new roads or by passes , it will be desirable to plan the position of the fuel stations in advance in conjunction with other infrastructural requirement , such as eating place , arrange land accordingly. This will enable development of a proper complex with a single access.
- (vi) It should be ensured that the location of a fuel filling station does not interface with future improvement to the road and the near by junction. As far as junction is concerned, all internal roads of 15 mts. and above emanating from the main road will be considered as junctions. This rule will be applicable for defining junctions for cases which are located outside urban areas.
- (vii) The distance between the tangent point of the curves of the side road and that of fuel filling station as shown in the plate(sketch) at Annexure-I, measured in a direction parallel to the centre line of the road, should not be less than 100 mts. and the station should be located only in the outbound direction as shown in the plate. However, on express and arterial road having dual carriage way, the distance from the junction should not be than 300 mts.
- (viii) As far as possible in plain and rolling terrain, the fuel filling station should be located where the highway is practically level. However , in hilly terrain the fuel filling station should be cited only along such highway sections which are having gradients not steeper than 5 percent .In all these cases, it should be ensured that the service area is almost level.

Contd./--



**Frontage :**

For easy flow of vehicle into and out of the fuel filling station, the site should permit construction of wide entrance with easy curves. It is therefore, desirable to have the longest possible frontage, the minimum being 30mts.

**5. Buffer Strip:**

- i) A buffer strip of at least 12 mt. long and 3 mt. wide should be provided.
- ii) No structure or hoarding except approved standard identification signs on poles providing a clearance of at least 3 meters above ground level should be erected on the buffer strip. Desirably, 150mm high kerbs should be constructed on the buffer strip to avoid vehicles crossing it.
- iii) The outer edge of the buffer strip should be along the outer edge of road boundary for rural sections and that of footpath or cycle tracks or 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 improvement to the road. In such cases, the distance for the outer edge of buffer strips from the centre line of the carriageway should not be less than 7 mts. for National highways and State highways and 6 mts. for other roads where no cycle tracks are required now or in future, and this distance should be not be less than 12 mts. where cycle tracks exist or may be required in future. In case of dual carriageway, these distance should be measured from the centre line of the nearest two lanes of the carriageway.

**6. Visibility:**

- i) Vehicle entering or leaving the fuel station should be fully visible to the traffic using the main road. This is best done by selecting a site where there are no obstructions to the view between the fuel pump and road.
- ii) No hedges or plants more than 600mm high should be grown on or around the buffer strip.

**7. Layout of Entrance and Exit:**

The entrance and exit should be at least 9 mts. wide, the ruling radius of the curves being 30 mts. and the absolute minimum 13 mts. This is illustrated in the plate (sketch) at Annexure-I.

**Kiosk, Lubratorium and Other Buildings:**

The kiosk, lubratorium and other appurtenances thereto, comprising a small office, store and compressor room should be located not less than 4 mts. away from the fuel pump kerbing.

**8. Distance of the Fuel Pump from the Carriageway:**

The fuel pump shall be outside the road land subject to the provision that the distance from the outer edge of buffer strip to the edge of the strip having the fuel pump should be not be less than 7 mts.

Contd./--



**11. Space Inside the Fuel Filling station :**

There should be sufficient standing space inside the fuel filling station for vehicles to wait for their turn. In order to reduce the number of waiting vehicles, it is desirable to have oil, air etc. installed at some distance from the fuel filling pump so that vehicles which have been refueled can immediately be drawn away from the fuel pump. There should be adequate drainage arrangements in the fuel filling station so that the surface water does not flow over the highway but is collected in suitable drains and led away to a natural course. Culverts should be provided at the approaches to facilitate drainage wherever necessary.

**12. Sign Boards :**

Suitable entry & exit sign boards should be put up to guide vehicles during the day and these should be properly lit to guide them at night.

**13. Typical Plan:**

The rules as above are illustrated in Plate(sketch) at Annexure-I.

**14. Conflict:**

In case of conflict between provision of these rules and that of any other rules framed under this Act , these rules shall prevail.

By order and in the name of the  
Administrator of Daman & Diu  
and Dadra and Nagar Haveli

Sd/-  
Joint Secretary(UD)  
Daman & Diu

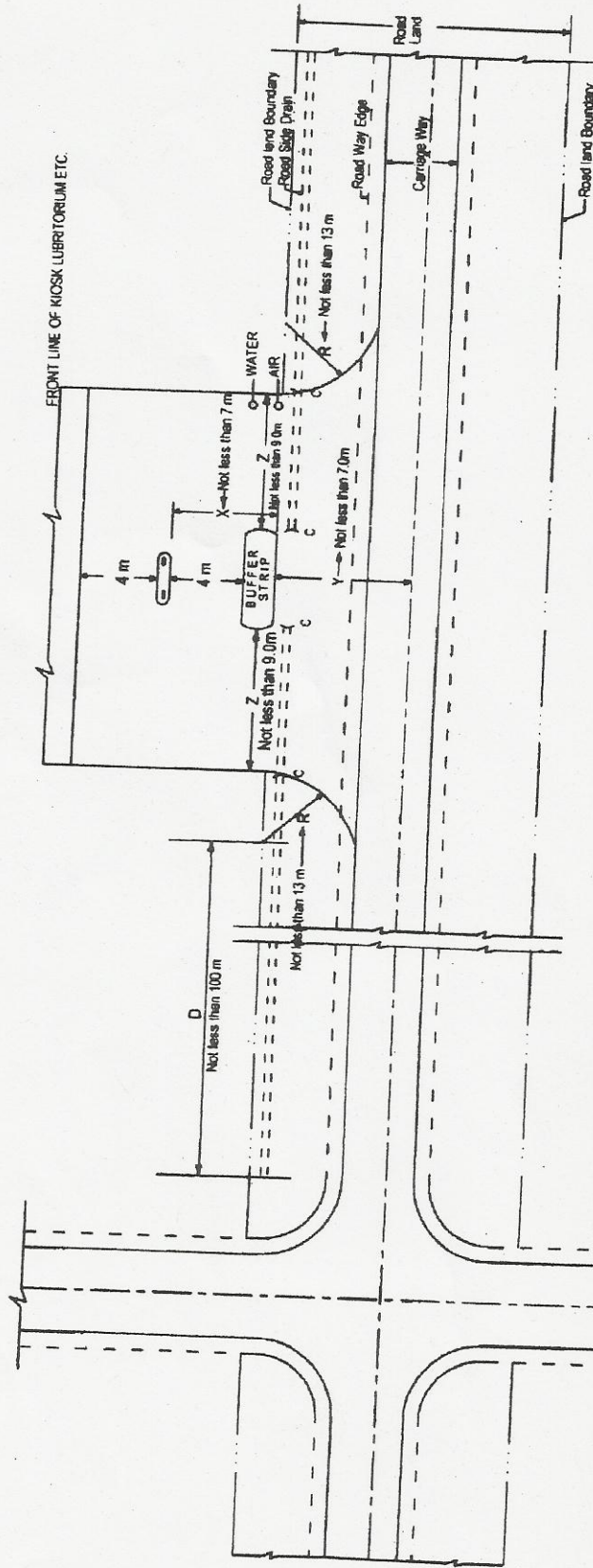
\*\*\*



SERIES - I No. : 11  
DATED : 25<sup>TH</sup> JUNE, 2010.

# Annexure-I

## SKETCH SHOWING LAYOUT OF RETAIL PETROLEUM OUTLET



### LEGEND

- D Not less than 100 m ( See also para 4.7 )
- X Not less than 7 m
- Y Half the width of road land subject to the provision that it is not less than 7 m for national Highways and State Highways and 6 m for other roads where no cycle tracks are required now or in future, and not less than 12 m where cycle tracks exist or may be required in future. In the case of dual carriage way, these distances should be measured from the centre line of the nearest two lanes of the carriage.
- Z Not less than 9 m
- R Radius not less than 13 m (See also para B)
- C Culvert: culverts to be provided both at entrance and exists

NOTE: DRAWING NOT TO THE SCALE

[Government Printing Press, Daman. 06/2010 - 250.]  
[ Price Rs. 2.00 ]