

# **19 GASOLINE (MOTOR FUEL) FILLING STATIONS AND GASOLINE FILLING CUM SERVICE STATIONS**

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## **19.1 DEFINITION**

### **19.1.1**

The term "Filling Station" is place of retail business engaged supplying and dispensing of Gasoline ( Motor - Fuel) and motor oil essential for the normal operation of automobiles.

### **19.1.2**

The term " filling cum Service station" is a place of retail business engaged in supplying goods and service essential for the normal operation of automobiles. These include dispensing Gasoline and motor - oil. the sales and services of tyres, batteries and other automobiles accessories and replacement item and washing and lubrication. They do not include the body of tender work, painting or other majors motors repairs and overhauling.

## **19.2 REQRUMENTS OF FILLING STATIONS AND FILLING CUM SERVICE STATION**

### **19.2.1 SPACE REQUIREMENTS :**

- (1) The minimum size for the location of Filling Station and filling cum Service Station shall be as follows:

filling station 30.00 mts. x 36.50 mts. (In intensely developed areas the minimum frontage may be relaxed by the Authority after complete investigation).

Filling cum service station shall be 2000 sq.mts. having frontage not less then 30.00 mts.

- (2) Except in hilly terrain. the plot should be on level ground.
- (3) Every filling station should provide for one parking space for each four employees with a minimum of two car parking space.
- (4) In the case of filling cum service stations in addition to parking space requirements given above provision should also be made for one car parking space for each service station.
- (5) Common plot shall not be required.

### **19.3 TRAFFIC REQUIREMENTS :**

- (1) A filling station or filling cum service station is a major generator of traffic and as such present a degree of traffic hazard on the road on which it is sited. This potential traffic hazard determines the number of station that can be permitted in any section of the road or the highway or in a section of a city. the objective being to keep the traffic hazard to the minimum.
- (2) A filling station or filling cum service station should not be located opposite a break or opening in the central verge on a dual carriage as this will encourage the traffic to cross the road while entering a filling station or filling cum service station.
- (3) A filling station or filling station preferably may not be sited too closed to an intersection to a traffic island on the main road. To assure satisfactory wearing.

distances. the minimum desirable distance between an access to a station and the tangent point of the traffic island or intersection should be 80.00 mts.

- (4) In the 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 the marginal access road and not from the main road.
- (5) On road having heavy traffic it is desirable to provide one station on either side of the road so that vehicles are not required to cross the road. On roads the traffic can not support two filling station open on either side one may be located on either sides provided the site is not close to a junction and confirm to the requirements of the above.
- (6) Sitting of the stations on road curves or bends are a safety hazard and should be avoided Filling cum service station should not be located adjacent to the residential houses.
- (7) The minimum distance of the property line of the filling station from the central line of the road must not be less than 15.00 mts. or half the proposed right of way of the road. whichever is more. In the case of National Highways. and major road in the urban areas they should be set back so as to be outside the ultimate right of way of the highway along which it is to be located. However. variations can be approved in special cases if allowed by the competent Authority after complete investigation.
- (8) The heaping up of the oil cans and other goods within the premises which tend to create a sort of ugly character to the area should be discouraged. Preferential locations in highly congested highways in urban areas create traffic problems which need proper and careful examination. Similarly the concentration of filling station and service station etc. along traffic or arteries creates problems in maintaining street capacity thereby depriving the community facility for mass and quick transport along the highway in urban.

#### **19.4 ENTRANCE AND EXIT CONSIDERATIONS :**

- (1) In all location of filling stations. The basic principle governing location as well as exit and entrance consideration is to minimize as much as possible interference with normal flow of traffic on the road.
- (2) For easy flow of the station a minimum frontage of 30.00 mts. shall be provided with wide and easy entrance and exit kerbs. vehicles entering and leaving the station should be fully visible to the traffic on the main road and there should not be any obstruction to view between the filling station pumps and the road.
- (3) The following minimum requirements for the ingress should be observed.
  - i) Maximum width of the drive ways at the side walk: 9.00 mt.
  - ii) Minimum angle of intersection of drive way with the street payement 60 (degree)
  - iii) Minimum angle of intersection of drive way with the street payement 60 (degree)
  - iv) Minimum distance from any drive way to any exterior property line: 6.00 mts.
  - v) Minimum distance from any drive way to any interior plot line 3.00 mts.
  - vi) Minimum distance between kerbs sites : 9.00 mts.