

कार्यालय प्रमुख अभियन्ता, लोक निर्माण विभाग, लखनऊ

सूचना

उत्तर प्रदेश में लोक निर्माण विभाग के मार्गों के किनारे ईंधन स्टेशनों की स्थापना हेतु अनापत्ति निर्गत किये जाने विषयक, उत्तर प्रदेश शासन, लोक निर्माण अनुभाग-12 के शासनादेश 1882/23-12-19-1365/17टी0सी0 दिनांक 04.012.2019 द्वारा नीति/मार्गदर्शक सिद्धान्त (Guidelines) -2019 निर्गत की गयी थी।

उत्तर प्रदेश शासन, लोक निर्माण अनुभाग-12 के पत्रांक 511/23-12-2021 दिनांक 11.08.2021 के द्वारा संशोधित/नवीन नीति/मार्गदर्शक सिद्धान्त (Guidelines) का ड्रफ्ट उपलब्ध कराये जाने के निर्देश दिये गये हैं। उक्त के क्रम में संशोधित/नीति/मार्गदर्शक सिद्धान्त (Guidelines) का ड्रफ्ट लोक निर्माण विभाग की विभागीय वेबसाईट (<http://uppwd.gov.in>) पर उपलब्ध है।

उक्त ड्रफ्ट नीति / मार्गदर्शक सिद्धान्त (Guidelines) के सम्बन्ध में आपत्तियाँ, विलम्बतम दिनांक 15.09.2021 तक ई-मेल (pwdfuelstationnoc@gmail.com) पर प्रेषित की जा सकती हैं।

संजय
24/09/21
(संजय कुमार श्रीवास्तव)
मुख्य अभियन्ता (मु0-1)
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The Government of Uttar Pradesh formulates the revised Guidelines for issuing the NOC for the locations, layout and access to fuel stations along roads under Uttar Pradesh Public Works Departments called "The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2021" exercising the power under section-17 read with section-5 of "Uttar Pradesh Road Side Land Control Act-1945".

"The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2021"

1. Short title and commencement:
 - (i) These guidelines may be called "The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2021".
 - (ii) These guidelines shall come into force at once.
 - (iii) These guideline shall be applicable to all new fuel stations along roads of various categories i.e. SH/MDR/ODR/VR referred to as "State Roads" in these guidelines and mean the roads declared as notified roads under section 3(i) of the Act or mentioned in Directory of Roads (Register of D to I) of Uttar Pradesh Public Works Department.
2. In these guidelines:-
 - (a) "Act" means the Uttar Pradesh Road Side Land Control Act-1945"
 - (b) "Government "means the Government of Uttar Pradesh.
 - (c) "Fuel Stations" means Petrol/Diesel/CNG/Bio-Diesel fuel /CNG retail outlets and service stations with or without Rest Area Amenities etc.
3. These guidelines are applicable to all Fuel Stations with or without other user facilities of rest areas, along un-divided carriageway and divided carriageway sections of State Roads in plain, rolling and hilly terrain and passing through urban stretches. For this purpose hilly or mountainous terrain would be, when the cross slope of the country is more than 25%. The urban stretches would be, passes through a town of population of 20,000 and more (Census 2011 will apply)

4.0 General Conditions of Siting

4.1 The fuel stations shall generally be a part of the rest area complex along the roads. Rest areas should have various amenities for users e.g. places for parking, toilets, restaurants, rest rooms, kiosks for selling sundry items, bathing facilities, repair facilities, crèche etc. These aspects should be incorporated while planning for improvement and up-gradation of roads and/or planning for new fuel stations along the State Roads. The rest area complex can be planned subject to their commercial viability.

4.2 It should be ensured that the location of the proposed fuel station does not interfere with future improvements of the State Roads and the nearby intersections/junctions.

4.3 The fuel stations would be located where the State Roads alignment and profile are favorable i.e. where the grounds are practically level, there are no sharp curves not less than those specified for minimum design speed or steep grades (more than 5%) and where sight distances would be adequate for safe traffic operations. The location would not interfere with placement and proper functioning of State Roads signs, signals, lighting or other devices that affect traffic operation.

4.4 While considering the proposal for new fuel stations it would be ensured that the fuel stations on a corridor are well distributed on both sides of the roads so that vehicles normally do not have to cut across the traffic to reach them.

4.5 In order to provide safe length for weaving of traffic, fuel stations along State Roads shall be located at the minimum distance from an intersection (gap in the central median be treated as intersection) as given below. For single carriageway section, these minimum distances would be applicable for both sides. All the distances shall be measured between the tangent points of the curves of the side roads at intersections, the median openings and the access / egress roads of the fuel stations, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the State Roads.

4.5.1 Non-Urban (Rural) Stretches

1.	Plain and Rolling Terrain	Distance (m)
(i)	Intersection with NHs/SHs/MDR/ODR	
	- Proposed fuel stations to be located at : SH/MDR	200m
	Proposed fuel stations to be located at : ODR/VR	100m
(ii)	Intersection with VR/Rural Road/Approach roads to private and public property having a straight length of more than 300m and width painted /cc roads having width of 3.50 mts and above	
	- Proposed fuel stations to be located at; (a) SH/MDR	200m
	(b) ODR/VR	100m
2.	Hilly and Mountainous terrain	
(i)	Intersection with NH/SH/MDR/ODR	200m
(ii)	Intersection with roads other than 2(i) and tracks	100m

4.5.2 Urban Stretches

1.	Plain and Rolling Terrain	Distance
A	Urban area with population more than 20,000 and less than 1 lakh	70m
B	Intersection with any category of roads other than I(A) having a straight length of 300 mts and above and carriage-way width of 3.5 m and above	
II	Hilly and mountain Terrain	
	Intersection with any category of road (irrespective of carriageway width)	100m

4.5.3 In case of distance from any intersection with any category of road means paved carriageway (Bituminous/Concrete) of minimum 3.50 m width and having a minimum straight length of 300m irrespective of category of road.

4.6 The minimum distance between two fuel stations along the State Roads would be as given below:

4.6.1	Plain and Rolling Terrain in Non-Urban (Rural) Area	Distance
(i)	Undivided carriageway (for both side of carriageway)	150m (Including deceleration and acceleration lanes)
(ii)	Divided carriageway	200m (Including deceleration and acceleration lanes)
4.6.2	Hilly / Mountainous Terrain and Urban Stretches	
(i)	Undivided carriageway (for both side of carriageway)	150m (clear)
(ii)	Divided carriageway	200m (clear)

Note:- (i) The minimum distance of 150 m between two fuel stations on both sides of the State Roads is applicable for undivided carriageway only. In case of divided carriageway, with no gap in medians, the distance restriction is not applicable on the opposite side of the fuel station and the minimum distance between two fuel stations on the same side shall be 200 m unless the access is through service road. Any deviation will be considered as clustering. In such a case, service road shall be provided and entry/exit point of the service road shall meet the requirements specified for acceleration/deceleration lanes.

(ii) The distances between the fuel stations shall be measured between the tangent points of the access / egress roads of the fuel stations, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the State Roads.

4.6.3 If two or more fuel stations are to be sited in close proximity for some reasons these would be grouped together to have a common access through a service road of 7.0m width and connected to the State Roads through acceleration, deceleration lanes. From these considerations, the permission for the new fuel would be considered only if it is either in proximity to the existing one so that the common access can be provided or the new one located at a distance of more than 200m. Any objection from the existing fuel station owner against granting of access permission for the proposed new fuel station are to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists which may itself act as deceleration / acceleration lane, no separate deceleration / acceleration lane is required.

4.6.4 For installation of new fuel station within the 200 m distance of existing fuel station in plain/rolling terrain and 150 m in hilly/mountainous terrain and urban stretch, new entrant would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control devices. Wherever, available ROW is inadequate to accommodate such service roads, deceleration / acceleration lanes, etc. the additional land by the side of ROW to accommodate such service roads shall also be acquired by the new entrant Oil Company. In case of hilly / mountainous terrain, common service roads at all such locations may not be possible as per the site conditions and, therefore, common access through service roads would not be a pre-condition.

4.6.5 The fuel station would not be located within the distance of 500 m from any barrier including that of toll plaza and railway level crossing. No check barrier/toll plaza should be located within 500 m distance of a fuel station. However if such barriers are located on service roads only and are separated from the main carriageway, then this requirement shall not apply. Fuel Stations should be located at a minimum distance of 200 m and 300 m from the start of an approach road of a Road Over Bridge (ROB) and the start of a grade separator or a ramp respectively.

5.0 Plot Size for Fuel Station

5.1 The minimum size and shape of the plot for the fuel station would need to be such that it suitably accommodates fuel pumps, offices, stores, compressor room, air pump and kiosks without causing any hindrance to the movement of vehicles of expected maximum dimensions, within fuel stations and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill on to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting for refueling.

5.2 From these considerations, The Oil Companies shall fix the minimum size of the plot for fuel stations along State Roads

5.3 For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities, shops etc. would be extra but there would be a single access/egress.

6.0 Access layout

6.1 Access for New Fuel Stations along Un-divided Carriageway Sections

6.1.1 The access to the fuel stations along un-divided carriageway sections of State Roads shall be through deceleration and acceleration lanes. The deceleration and acceleration lanes may be dispensed with for the fuel stations located along urban roads and roads in hilly and mountainous terrain. The access to the fuel stations located on State Roads with service road shall be only through that service road.

6.1.2 The deceleration lane would take off from the edge of the paved shoulder taken up to the edge of the Right of Way (ROW) of State Roads, beyond which, the boundary of fuel station shall start. Its minimum length would be 70 m measured along the travelled direction of State Roads. Its width would be minimum 5.5 m. The shoulder of 2.25 m would be provided towards the outer side of the access / egress (i.e, on the side farthest from the carriageway) for this deceleration lane.

6.1.3 The acceleration lane would take off from the edge of the fuel station on exit side having minimum length of 100 m with parallel type layout. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650 m and the remaining 30 m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner. Wherever, available ROW is inadequate to accommodate the service roads and / or deceleration / acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration / acceleration lanes shall be acquired by the owner of the fuel station. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.

6.1.4 A separator island would be provided in front of the fuel station so that no right turning takes place. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in **Fig 1 and 2** of these norms. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5m.

6.1.5 There would be buffer strip from the edge of the ROW and would extend minimum 3 m inside the fuel station plot. Its minimum length would be 12 m. In urban/hilly or mountainous areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole would be permitted, which may be provided outside the ROW. The buffer strip as well as the separator island would be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitable shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

6.1.6 The radius for turning curve would be 13 m and that for non-turning curve be from 1.5 to 3 m so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.

6.1.7 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient strength for the expected traffic for the designed period. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by 250 mm thick Wet Mix Macadam (WMM) topped by 50 mm thick Dense Bituminous Macadam (DBM) and 30 mm thick Bituminous Concrete(BC). Interlocking Concrete Block Pavement as per latest IRC:SP:63 can also be considered.

6.1.8 A typical access layout for the new fuel station with relevant details for deceleration and acceleration lanes, connecting approaches, Separator Island, buffer strip, drainage, signs and marking on un-divided carriageway section of state Roads would be as shown in **Figure 1** of these norms.

6.1.9 The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in **Figure 2** of these Norms.

6.2 Access for New Fuel Stations on Divided Carriageway Sections.

6.2.1 The access to the fuel station on divided carriageway sections of State Roads shall be through deceleration and acceleration lanes.

6.2.2 The deceleration lane would take off from the edge of the paved shoulder and taken upto the edge of ROW, from where the boundary of fuel station would start. Its length would be 70 m, measured along the travel direction on the State Roads. The acceleration lane would be of 100 m length. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650 m and the remaining 30 m tapered so as to facilitate vehicles coming out of fuel stations, merging with fast moving through traffic on main carriageway in a safe manner. The width of deceleration and acceleration lane shall be 5.5 m with shoulder of 2.25 m. The shoulder shall be provided towards the outer side of the access / egress (i.e. on the side farthest from the carriageway). Wherever, available ROW is inadequate to accommodate the service roads and / or deceleration / acceleration lanes in plain and rolling terrain of non urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration / acceleration lanes shall be acquired by the owner of the fuel station. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.

6.2.3 A separator island would be provided in front of the fuel station. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings. The width of approaches connecting deceleration and acceleration lanes along Separator Island should be 5.5 m.

6.2.4 There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12 m. In urban/hilly or mountainous areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole, would be permitted which may be provided outside the ROW. The buffer strip as well as the separator island should be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitably shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

6.2.5 The radius for turning curves should be 13 m and that for non-turning curves should be from 1.5 to 3 m, so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.

6.2.6 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient strength for the expected traffic for the designed period. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by 250 mm thick Wet Mix Macadam (WMM) topped by 50 mm thick Dense Bituminous Macadam (DBM) and 30 mm thick Bituminous Concrete(BC). Interlocking Concrete Block Pavement as per latest IRC:SP:63 can also be considered.

6.2.7 The typical access layout for the new fuel station with relevant details for deceleration/acceleration lanes connecting approaches, separator island buffer strip, drainage, signs and marking on divided carriageway sections of State Roads would be as shown in **Fig. 3** of these Norms.

6.2.8 The access for cluster of Fuel Stations situated in close proximity shall be through acceleration lane, service road and acceleration lane as shown in **Fig. 4** of these norms.

6.3 The typical layout for fuel station and signs and markings along State Roads in hilly / mountainous terrains and in urban stretches is given in **Figure 5** of these norms.

7.0 Drainage

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the State Roads or any water logging takes place. For this purpose, the fuel station and access area would be at least 300 mm below the level at the edge of the shoulder on the State Roads. The surface water from fuel station and access road would need to be collected in a suitable underground drainage system and led away to a natural course through culvert. Only slab culvert with iron grating of adequate strength shall be constructed in the approaches so that surface water is drained through the openings in the grating. Construction of Pipe culverts shall not be permissible for this purpose. The drainage arrangement would be either by the method mentioned above or as per the satisfaction of the Engineer-in-charge of State Road not below the rank of Executive Engineer. The applicant has to prepare separate detailed drawings indicating the drainage arrangements and to be submitted along with the application for permission.

8.0 Enforcement of Right of Way and Building Line

While planning the layout for various facilities inside the fuel stations, it has to be ensured that fuel pumps are located beyond the Building Lines as prescribed in Rule 7(ii) of Uttar Pradesh Roadside Land Control Rules 1964, Geometric Design Standards for Rural (Non-Urban) Highways' and Fuel Station office building etc. at a safe distance as prescribed by Fire Department or other authorities. The buffer strip would extend minimum 3 m inside the Fuel Station plot, beyond the available ROW. The future widening of the highway shall also be kept in view while setting up and preparing the layout plan of the proposed fuel station. The ROW for this purpose shall be the maximum of the actual available ROW at site at the proposed. The owner of the fuel station shall acquire additional land, if required, to accommodate access/egress roads for fuel stations, service roads, acceleration/deceleration lanes, etc.

9.0 System for Signs and Markings

9.1 An adequate system for signs and marking would be provided at the locations of fuel stations for the guidance of the State Roads users. The pavement markings would be in the form of chevron at entry and exit locations, give way for the exit from the fuel station. Informatory sign for fuel station would be provided at 1km ahead, 500 m ahead and at the entry point.

9.2 On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel Station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at a location of about 200 m ahead of the opposite side fuel station

9.3 The pavement markings would conform to latest IRC:35, Code of Practice for Road Markings' and the Road Signs to latest IRC:67, Code of Practice for Road Signs' and latest IRC:SP:55, 'Guidelines on Safety in Road Construction Zones'.

9.4 These should be as per Sections 801 and 803 of Specifications for Road and Bridge Works, as updated from time to time.

9.5 The system for signs and markings with their type and locations would be as shown in Figures 1,2,3 and 4 for the chosen access layout.

10.0 Land Use Deed

10.1. A land use deed would be required to be signed between the Oil Company wanting to install the Fuel Station (User) and State Government of UP through their designated officer (Executive Engineer of concerned Division). The specimen copy of the land use deed is enclosed at Annex-III to Appendix-I. The original copy of the land use deed shall be kept in Zonal Chief Engineer Office with a certified copy in Divisional Office.

10.2 The land use deed would be drawn on a non-judicial stamp paper and all expenses in this regard be borne by the user.

10.3 The validity of the land use for the use of Government land for access to fuel station would be for a period of ten years and on the expiry of lease after which the same would be required to be renewed which could be for a similar period. During this validity period, the owner shall maintain in good condition the deceleration acceleration lanes, service roads (free from any potholes/patches), toilet & drinking water facilities, drainage arrangement (clean conditions to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).

11.0 Payment

11.1 A payment of land use fee to the **Government of UP** at the rate specified in Para 11.2 below would be payable by the user to the Government in consideration of this Agreement for the land for which the land use is issued. The land use deed is not required to be registered. This fee amount would be paid through a Demand Draft in favor of the concerned Executive Engineer of UPPWD. This fee amount shall be debitable to State Government revenue head *1054-सड़क तथा सेतु-800-अन्य प्राप्तियां-06-अन्य प्राप्तियां*

11.2. The land use shall be issued to the Oil Company on payment of Rs. 3,00,000/- as one-time land use fee in case of SH/MDR & Rs 2,00,000/- as one-time land use fee in case of ODR/VR. A non-refundable processing fee of Rs. 10,000/- per application shall also be deposited with the application. On the expiry of lease, the access permission may be renewed by the State Government on payment of Rs. 10,000/- as renewal fee, if it conforms to the stipulated norms of this circular.

11.3 In case of existing fuel stations constructed as per State Government norms but for which prior approval has not been obtained from the State Government, a penalty of Rs.20,00,000/- in case of SH/MDR and Rs.10,00,000/-in case of ODR/VR shall be imposed on the Oil Company to regularize such fuel stations. However, in case of fuel stations existing on newly declared/up-graded SH/MDR/ODR, there shall be no penalty but such Oil Companies shall have to pay the processing fee of Rs. 10,000/- to the State Government and will be granted 6 months time to comply with the norms stipulated in this circular. In case of deviation from the norms in such cases it shall be dealt in by the Competent Authority on case to case basis.

12.0 Responsibilities of Oil Companies/owner

12.1 Oil Companies while entertaining any application for the installation of Fuel Station, would supply a copy of these norms to the applicant so that he may assess his position to fulfill the requirements of these norms. Oil Companies would ensure that the plot identified by the applicant conforms to the requirement of these norms in terms of its location, access layout and signs and markings. It shall also be the responsibility of the applicant / owner of Fuel Station to provide the prescribed layout for access as given in figs 1/2/3/4/5 as the case may be while preparing the layout.

12.2 After obtaining 'In-principle' approval, Oil Companies / Owner shall be responsible for the construction and maintenance of deceleration / acceleration lanes, service roads, channelizes, drainage arrangement, drinking water & toilet facilities, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. On completion of the construction in accordance with checklist and conforming to the approvals, a Completion Certificate would be issued by the Executive Engineer of PWD for getting approval of Competent Authority. The concerned Oil Company would be allowed to energize the fuel station only after the final approval by Competent Authority.

12.3 If the approach roads for access to fuel stations cannot be constructed owing to 4/6/8 laning of State Roads being in progress or even in award stage, permission for constructing temporary access, satisfying the norms, from the State Roads shall be accorded by the Competent Authority. There shall, however, be no deviations from the approved plan while approving the layout for temporary access and safe & smooth flow of traffic shall be ensured. The Oil Company/Owner shall furnish an undertaking for not hindering the construction work of 4/6/8 laning of the State Roads and that the temporary access shall be replaced by permanent access on completion of the work of State Roads. The dismantling of temporary access shall be borne by the Oil Company/Owner of fuel station.

12.4 Inspections for determining the deviations from prescribed Norms shall be done any time, even after signing of the Land Use Deed, by the Zonal Chief Engineer of concerned zone or his/her authorized representative. In cases of defaults/deviations found during inspections, each deficiency shall be immediately rectified, which in no case should exceed 30 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by Zonal Chief Engineer of concerned zone.

13.0 Procedure of Permission

13.1 The applicant shall submit a self-certified proposal for seeking access permission and will be responsible for all the documents submitted with the application. The Oil Companies shall engage registered Architects/Consultants, empanelled with the Ministry of Petroleum and Natural Gas, GOI / Ministry of Road Transport and Highways, GOI / Government of Uttar Pradesh, in preparation of drawings/layouts of the proposed locations and other features of Fuel Stations, Private Properties, Rest Area Complexes and such other facilities so that these are in conformity with the Norms. The Architects/Consultants will also ensure video recordings (before & after completion of the construction work) and that the work is executed as per the approved drawings, failing which action will be recommended to blacklist such Architects/Consultants and to de-energize the fuel station.

13.2 After the payment of the processing fee, the application may be processed subject to submission of complete set of documents including the land use fee and approved 'in-principle and Provisional NOC may be issued by Competent Authority to the applicant. The date of '*in-principle*' approval may be put on the website & the applicant may be informed within 30 days of the receipt of the application along with the prescribed fee.

13.3 The Oil Company may construct the Fuel Station along with its access as per approved drawings at their own cost within 6 months of the issue of Provisional NOC. After the construction as per approved drawings and to the satisfaction of the Competent Authority, the final approval may be given within 30 days of the receipt of communication from the applicant about the completion of construction work and land use deed may be signed by the Competent Authority . In case, the construction is not done in one year, the provisional approval shall be deemed to be cancelled, unless renewed by the competent Authority.

13.4 The Competent Authority to grant NOC/access permission to oil Company/ Applicant shall be Zonal Chief Engineer of UPPWD.

ANNEX-1

(To Appendix-1)

List of documents to be submitted for getting approval for installation of new Fuel Station along roads under UPPWD

1. Signed copy of land use deed. The draft is at Annex III.
2. Certified copy of location plan of the Fuel Station along the State Roads showing details of Right of Way (ROW) of State Roads, existing intersections and the intersecting roads including existing public roads and other developments falling within a reach of 1.5 km in each side of the Fuel Station and carriageway.
3. Certified copy of plan of the proposed Fuel Station showing details of deceleration, acceleration lanes, service road(if provided), buffer strip, fuel pump, office, kiosk, lubritorium, air and water supply, toilet & drinking water facilities, drainage details, signs and markings conforming to applicable figures enclosed with these Norms.
4. Certified copy of sectional view showing elevation of Fuel Station with respect to State Roads and slopes to be provided for adequate drainage and preventing water logging on State Roads.
5. Drainage plan of the Fuel Station.
6. Detail of the material for pavement composition for deceleration lane, service road and acceleration lane.
7. Undertaking from the oil company/owner that the oil company/owner would pay necessary fee for the use of the State Roads land whenever the fee is asked by the State Government in future.
8. Undertaking from Oil Company that necessary alteration including complete removal/shifting of the approach roads at its own cost if so required by State Government, for the development of State Roads or in the interest of safety in this section.
9. Undertaking from Oil Company that they shall take all the action as prescribed in Appendix I to ensure conformity of these Norms.
10. Undertaking from the Oil Company that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced.
11. Documentary evidence of additional Land Acquisition details (if required) beyond the available ROW (to accommodate service roads, deceleration / acceleration lanes, turning radius etc.) done by the owner of the fuel station.
[NOTE- It needs to be specifically mentioned if the same is not applicable/required.
12. Check list as stipulated in Annexure-II shall be adopted in line with norms stipulated in Appendix-I as above.
13. Certificate from oil companies that the plot on which fuel station is being proposed fulfills the norms of fire & road safety as per fire and traffic police department.
14. The Certificate from oil companies that in case of upgradation of category of road, the new norms as applicable to upgraded category of road shall be applicable and acceptable to oil company even if it involves relocation of retail outlet to another place on a different state road.

CHECK LIST-1

Check List for getting approval for installation of new fuel station along State Roads

1. General Information
- 1.1 SH/MDR/ODR/VR :
- Name & Number :
- 1.2 District :
- 1.3 Location :
- 1.3.1 Chainage in km) :
- 1.3.2 Side of Road Left or right side towards
 increasing chainage/km/direction :
- 1.4 Zone of PWD :
- 1.5 Division of PWD :
- 1.6 Name of Oil Company :
- (As applicable)

CHECK LIST- 2

Check List for getting approval for installation of new fuel station along State Roads

Sl. No.	Item	Measurement at site	Norms	Whether complying With Norms **
1	Distance from intersection:			
	1.1 Non-Urban (Rural) stretch (Cl 4.5.1)			
	1.1.1 Plain and Rolling Terrain			
	(i) Intersection with NHs/SHs/MDRs			
	For SH and MDR		200m	Yes/No
	For ODR & VR		100m	Yes/No
	(ii) Intersection with VR/Rural Road/Approach roads to private and public property having a straight length of more than 300m and width painted /cc roads having width of 3.50 mts and above			
	- Proposed fuel stations to be located at;		200m	Yes/No
	(a) SH/MDR			
	(b) ODR/ VR		100m	Yes/No
	1.2 Urban Stretches (Cl 4.5.2)			
	1.2.1 Plain and Rolling Terrain			
	Urban area with population more than 20,000		70	Yes/No
	Intersection with any category of roads other than mentioned in Clause 4.5.2 1(A) having a straight length of 300 mts and above and carriage-way width of 3.5 m and above			
Intersection with category of roads (irrespective of carriageway width)				
1.2.2 Hilly and Mountainous Terrain				
(i) Intersection with any category of road (irrespective of carriageway width).		100m	Yes/No.	
2	Is it a part of rest Area complex			Yes/No
3	Distance from nearest fuel station			
	(a) Plain and rolling terrain in non urban (rural) areas.			
	(i) Undivided carriageway (for both sides of carriageway)		Minimum 150m	Yes/No
	(ii) Divided carriageway (with no gap in median at this location)		Minimum 200m	Yes/No
(b) Hilly terrain and urban stretches (for both divided and undivided carriageways)		Minimum 200m	Yes/No	
4	(a) Distance from check barrier/ Toll Plaza /Railway level crossing		Minimum 500m	Yes/No
	Mention whether the check barrier is located on main carriageway or on service road separated from main carriageway			
	(b) (i) Distance from start of approach road of road over bridge		Minimum 200m	Yes/No
	(ii) Distance from start of grade separator/Ramp		Minimum 300m	Yes/No

5	Provision of 7.0m/5.5m wide service/connecting road		Necessary at clustering of fuel station	Yes/No
	(i) length of the service road including declaration and acceleration lanes for regulating entry to/exit from proposed fuel station.		<u>Mention the lengths in m</u>	
	(ii) whether additional land acquisition is required beyond the available ROW (to accommodate service roads. deceleration / acceleration lanes, etc.) by the owner of the fuel station.			Yes/No
	(iii) If Yes, mention the additional L.A required to be done by the owner of the fuel station		(Mention Area sqm)	
	(iv) Whether additional land Acquisition as above beyond the available ROW (to accommodate such service roads. deceleration / acceleration lanes, etc.) has been done by the owner of the fuel station.			Yes/No/Not cable Applicable
	(v) If Yes, whether the documentary evidence of the L.A. details are attached		-	Yes/No
6	Gradient of road section		Maximum 5%	Yes/No.
7	Slope of fuel station premises/Services Area for drainage purpose		Minimum 2%	Yes/No.
8	(a) Width of Frontage of plot		From these considerations, The Oil Companies shall decide about the minimum size of the plot for fuel stations along State Roads.	Yes/No.
	(b) Depth of plot			Yes/No.
9	Length of Buffer strip		Minimum 12m (Minimum 5m in Urban/hilly Area keeping minimum width of opening at entry and exit to 7.5m)	Yes/No.
10	Width of Buffer Strip extending inside ROW		Minimum 3m	Yes/No.
11	Is there only one structure of approved standard identification sign on pole with existing on buffer strip		No Structure of hoarding except approved standard identification sign on pole is allowed on buffer strip.	Yes/No.
12	Height of kerb for buffer strip		Minimum 275m	Yes/No.
13	Is the space from outer edge of buffer strip to the edge of road turfed and raised with no other structure		No structure or hoarding or parking space is allowed in the space in front of buffer strip.	Yes/No.

14	Radius of Turning curve		Minimum 13m	Yes/No.
15	Radius of Non-turning curve		Minimum 1.5m Maximum 3m	Yes/No.
	(i) Whether additional Land acquisition is required by the side of ROW (to Provide prescribed turning radius) by the owner of the fuel station.			Yes/No
	(ii) If Yes, mention the additional L.A required to be done by the owner of the fuel station.		Mention Area sqm	
	(iii) Whether additional land acquisition as above is required by the side of ROW (to provide prescribed turning radius) has been done by the owner of the fuel station			Yes/No/Not Applicable
	(iv) If Yes, whether the documentary evidence of the L.A details are attached			Yes/No/Not Applicable
16	Minimum downward slope of access roads towards the fuel station.		Minimum 2%	Yes/No.
17	Difference in level between the road and fuel station and access area measured at the edge of the shoulder in the road.		Minimum 300mm	Yes/No.
18	Provision of culvert, designed for drainage according to LATEST IRC:SP-13		Slab culvert with iron grating of adequate strength	Yes/No.
19	(i) Provision of drinking water and toilet facilities along with proper display board at the entry to fuel station		Drawing showing these	Yes/no.
	(ii) Provision of proper drainage arrangement for fuel station premises		Arrangements As per satisfaction of highway authorities to be submitted	
20	Provision of adequate signs and markings as per the drawings		Minimum requirement as shown in the drawing	Yes/No.
21	Whether the oil company has certified that fuel station is neither in operation nor energized and that construction of the station has not been commenced		-	Yes/No.
22	Certificate from oil company as per clause 13 of annex-1			Yes/No.
23	Certificate from oil company as per clause 14 of annex-1			Yes/No.

LICENSE FOR THE USE OF STATE GOVT LAND LAND

AGREEMENT TO construct an approach/access road with necessary provisions for drainage, Signage and markings, toabutting on theboundaryof..... in kilometer..... in survey no.of the villagein the Taluka ofof the District.....

AN AGREEMENT made thisday of Year Two thousand..... between the Governor of Uttar Pradesh (*hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns*) of the one part and name and address of Oil Company hereinafter called "the User" "the Users" (which expression shall, unless excluded by or repugnant to the context, include the said User successor/Users successors, heirs, executors, administrators and assigns) of the other part.

2. WHEREAS THE User has/Users have applied to the Government for permission to construct on the Government land approach road with necessary provisions for drainage, signs and markings to his/their property abutting on the boundary of in Kilometerthe Talukaof the District..... more particularly described in the Schedule annexed hereto and shown in the drawing attached hereto (hereinafter referred to as the said premises").
3. AND WHEREAS THE GOVERNMENT have agreed to grant such permission on the terms and conditions hereinafter mentioned.
4. Now, this Agreement witness that, in consideration of the terms and conditions hereinafter contained and on the part of the user/users to be observed and performed, the Government hereby grants to the user/users permission to construct an access/approach road with necessary provisions for drinking water and toilet facilities, drainage works, signs and markings to the said premises as per approved drawings attached subject to the following terms and conditions, namely:
 - i) That the user/users shall within three months from date of receipt of the permission, but without interfering in any way with the State Roads traffic, complete the construction of the approach road (including deceleration/acceleration lanes) and shall make provisions for drinking water and toilet facilities, drainage, signs and markings at his own cost and to the full satisfaction of the State Roads Administration according to the approved drawings and specifications. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. The said

approach road shall not be brought into use after its completion until the Government gives a completion certificate after satisfying himself that it has been completed as per the sanctioned drawings and specifications. The Fuel Station would be energized by the concerned oil company only after completion certificate has been issued by the competent authority.

- ii. That on the completion of the said work, that part of the approach road, which lies within the limits of Government road land together with any culvert or drain therein constructed shall become the absolute property of the Government subject to the rights of the user/users to use the same for ingress and egress.
- iii. The user/users shall at his/their own cost keep the said approach road, and any culvert or drain therein, in proper repair and condition to the satisfaction of the competent authority. The approach roads would be considered in proper conditions when they are free from potholes and patches. The culverts and drains would be kept in clean conditions to allow full discharge of the storm water, signs and markings to be kept at their respective locations and in clean condition for visibility at all times.
- iv. That within Six months of a notice duly given to the user/users in this behalf, the user/users shall at his/their own cost remove the said approach road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorized on its behalf. The user/users shall not be entitled to any compensation on account of such removal and restoration.
- V. That the approach road shall not be used for any purpose other than that of access to and egress from the premises of the user/users on to the Government road.
- Vi. That the user/users shall not, without the prior permission in writing of the Government in any way extend or alter the said approach road or any culvert or drainage therein.
- vii. That the user/users shall at all times permit any duly authorized officer of the Government to inspect the said approach road including any culvert or drainage therein. He shall keep the said approach road clear and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.
- viii. That the user/users shall be liable for any loss or damage caused to the Government by drain obstruction or any other like cause due to the said approach road or the drainage work.
- ix. That the permission granted by this land use shall not in any way be deemed to convey to the user/users any right into or over or any interest in Government land other than that herein expressly granted.
- X. That in case the said approach road is destroyed, this land use shall determine and the user/users shall not be entitled to claim any right to construct another approach road in lieu of that so destroyed.

- xi. That during the subsistence of this land use, the said approach road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the user/users to use the same shall not become absolute and indefeasible by lapse of time.
 - xii. In cases of defaults/deviations found during inspections by Competent authority, each deficiency shall be immediately rectified, which in no case should exceed 30 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by competent authority.
 - xiii. That the user/users shall not sell, transfer or otherwise dispose of the premises without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions herein before.
 - xiv. The Oil Company shall have to enter into an Agreement for signing the land use deed for TEN years with the authorized authority i.e. Executive Engineer PWD of concerned division, for the use of Government land. The land use shall be issued to the Oil Company on payment of Rs. 3,00,000/- for SH,MDR and Rs 2,00,000/- for ODR&VR as one-time land use fee along with the application. A non-refundable processing fee of Rs. 10,000/- per application shall also be deposited with the application.
5. On the expiry of lease, the access permission may be renewed by the competent authority on payment of Rs. 10,000/- as renewal fee, if it conforms to the stipulated norms of the Ministry. In case of existing fuel stations constructed as per stipulated norms but for which prior approval has not been obtained from the competent authority, a penalty of Rs. 20,00,000/-in case of SH&MDR and Rs 10,00,000/- in case of ODR&VR shall be imposed on the Oil Company to regularize such fuel stations. However, in case of fuel stations existing on newly declared ODR or transferred from other department,, there shall be no penalty but, such Oil Companies shall have to pay the processing fee of Rs. 10,000/- to the competent authority and will be granted 6 months' time to comply with the stipulated norms.
- i. That if and when parallel service roads are constructed the access to fuel station shall be from the service road alone and no claim/compensation shall be entertained on that account.
 - ii. That this Agreement shall remain in force for TEN years from the date of execution in the first instance and be terminable by a notice of 6 months and the permission may be renewed after expiry of the said period.
 - iii. That the land use hereby granted shall not be transferable.
 - iv. That the user/users shall bear the cost of Stamp and attestation of this Agreement.
6. Situations given below would be treated as violations of the land use deed agreement and the Government would be within its right to ask the concerned Oil Company to de-energize the Fuel Station;
- i. Non-maintenance of deceleration lane, acceleration lane, service road, drinking water and toilet facilities, drainage system, channelisers, markings, signs and

other traffic control devices in good operating conditions (as specified in Para 4(iii)), during the period of land use deed and not rectifying the short comings within the specified period.

ii. Non-compliance for revising the layout of access as directed by the State Roads Administration in writing within specified period.

7. Notwithstanding anything contained in clause 4, this land use can be cancelled at any time by the competent authority for breach of any of the terms and conditions of land use and the user/users shall not be entitled to any compensation for loss caused to him/them by such cancellation nor shall be absolved from any liability already incurred by him/them under this Agreement. The user/users shall at his/their own cost remove approach road lying within the boundary of the Government land and restore the Government land to its original condition. In the event of user/users refusing to do so, the restoration of the Government land to its original condition shall be done by the in-charge Executive Engineer/Divisional Engineer, at the cost of user/users and the expenditure incurred shall be recoverable from the user/users as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.

8. Notwithstanding anything contained in this agreement above “the user” agrees to abide by road safety norms for traffic as per Traffic Police Department and or any other statutory body empowered by state to formulate and promulgate, the norms of road safety for traffic.

“The user” also agrees to relocate the retail outlet in case of upgradation of category of road, if required as per prevailing norms for upgraded category of road”.

(Certificate from oil companies as per clause 13 & 14 of Annex-I of Act shall be the binding part of this agreement)

9. This Agreement may be executed in two counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

IN WITNESS WHEREOF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by Shri (Name in full) the user/users

Signed by Shri (Name in full) for and behalf of the Governor of Uttar Pradesh

In the presence of

1. Name in full (signature) with designation

1. Name in full(signature) with designation

2.Name in full(signature) with designation

2.Name in full(signature) with designation

N.B. Wherever alternatives such as his/their user/users has/have etc, are given, only applicable portions should be typed in the fair land use deed.

SCHEDULE

(here type the schedule referred to in clause 2)

The Government of Uttar Pradesh formulates the revised Guidelines for issuing the NOC for the locations, layout and access to fuel stations along roads under Uttar Pradesh Public Works Departments called "The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2021" exercising the power under section-17 read with section-5 of "Uttar Pradesh Road Side Land Control Act-1945"