Permit to Unload Petrol into Storage at Petrol Stations

Environmental Permitting Regulations (England and Wales) 2007
Pollution Prevention and Control (England and Wales) Regulations 2000 (as amended)

To: Tesco Stores Ltd, Tesco House, Delamare Road, Chesunt, Hertfordshire, EN8 9SL

Address of Authorised Process: Tesco Combe Down Express, 100 Midford Road, Combe Down, Bath, BA2 5RU (Edged in red on attached plan – Appendix i)

The above named company is permitted to operate an installation unloading of petrol into stationary storage tanks at the service station above subject to compliance with the conditions within this permit. The service station has 4 storage tanks.
Introductory note

This introductory note does not form a part of the Permit

<table>
<thead>
<tr>
<th>Superseded Licences/Consents/Authorisations relating to this installation</th>
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<td>Holder</td>
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<tr>
<td>Glasshouse Service Station</td>
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<td>Combe Down Express</td>
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<td>Tesco, Combe Down Express</td>
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Confidentiality

The Permit requires the Operator to provide information to Bath & North East Somerset Council. The Council will place the information onto the public registers in accordance with the requirements of the EP Regulations. If the Operator considers that any information provided is commercially confidential, it may apply to Bath & North East Somerset Council to have such information withheld from the register as provided in the EP Regulations. To enable Bath & North East Somerset Council to determine whether the information is commercially confidential, the Operator should clearly identify the information in question and should specify clear and precise reasons.

Changes to the Operation

If the operator proposes to make a change in operation of the installation, he must, at least 14 days before making the change, notify the regulator in writing. The notification must contain a description of the proposed change in operation. It is not necessary to make such a notification if an application to vary this permit has been made and the application contains a description of the proposed change. In this condition ‘change in operation’ means a change in the nature or functioning, or an extension, of the installation, which may have consequences for the environment.

Variations to the permit

This Permit may be varied in the future. If at any time the activity or any aspect of the activity regulated by the following conditions changes such that the conditions no longer reflect the activity and require alteration, then an application form providing these details shall be submitted to the Regulator. Please contact the regulator for an application to vary the permit conditions.

Surrender of the permit

Where an Operator intends to cease the operation of an installation (in whole or in part), then an application form providing these details shall be submitted to the Regulator. Please contact the regulator for an application to surrender the permit.

Transfer of the permit or part of the permit

Before the Permit can be wholly or partially transferred to another person, a joint application to transfer the Permit has to be made by both the existing and proposed holders, in accordance with Regulation 21 of the EP Regulations. A transfer will be allowed unless the Authority considers
that the proposed holder will not be the person who will have control over the operation of the installation or will not ensure compliance with the conditions of the transferred Permit. Please contact the regulator for an application to transfer the permit.

**Responsibility under workplace health and safety legislation**

This Permit is given in relation to the requirements of the PPC regulations. It must not be taken to replace any responsibilities you may have under Workplace Health and Safety legislation.

**Contact details of the Regulator**

Bath & North East Somerset Council  
Environmental Monitoring and Licensing  
Environmental Services  
9-10 Bath Street  
Bath, BA1 1SN

Tel: 01225 396003  
Fax: 01225 477596

[www.bathnes.gov.uk](http://www.bathnes.gov.uk)  
[environmental_monitoring@bathnes.gov.uk](mailto:environmental_monitoring@bathnes.gov.uk)

End of introductory note
Conditions

1. Vapours displaced by the delivery of petrol into storage installations at service stations shall be returned through a vapour tight connection line to the mobile container delivering the petrol. Unloading operations may not take place unless the arrangements are in place and properly functioning, subject to conditions 3, 4 and 5.

2. The operator shall implement a schedule of preventative maintenance provided as part of the application for authorisation dated 1 April 1998 and as required to maintain the stage 2 vapour recovery system.

3. All reasonably practicable steps shall be taken to prevent uncontrolled leaks of vapour from vents, pipes and connectors from occurring. The regulator shall be advised without delay of the circumstances of such a vapour leak if there is likely to be an effect on the local community, and in all cases such a vapour leak should be recorded in the log book required under condition 24. In this condition and in condition 4 a vapour leak means any leak of vapour excepting those which occur through the vent mentioned in condition 11 during potentially hazardous pressurisation.

4. The operator shall advise the regulator of the corrective measures to be taken and the timescales over which they will be implemented in the event of a vapour leak described in condition 3.

5. Instances of vapour lock shall be recorded in the log book and, under the circumstances detailed in condition 3, be advised to the regulator.

6. The procedures in conditions 2 to 5 inclusive and conditions 24 to 27 inclusive shall be reviewed in light of any modifications which occur to the facilities. The regulator shall be advised of any proposed alteration in operating procedures.

7. The vapour collection systems shall be of a size and design to minimise vapour emission during the maximum petrol and vapour flow in accordance with conditions 1 and 8 (i.e. when most tank compartments are being simultaneously discharged).

8. The number of tanker compartments being discharged simultaneously shall not exceed 3, including the diesel compartments.

9. The connection points on the tank filling pipes and vapour return pipe shall be fitted with secure seals to reduce vapour leaks when not in active use. If apertures are provided on storage tanks for the use of a dipstick, these shall be securely sealed when not in active use.
10. The fittings for delivery and vapour return pipes shall be different to prevent mis-connection.

11. Petrol storage tank vent pipes shall be fitted with a pressure vacuum relief valve to minimise vapour loss during unloading and storage of petrol. The pressure vacuum relief valve shall be sized and weighted to prevent vapour loss, except when the storage tanks are subject to potentially hazardous pressurisation.

12. When connecting hoses prior to delivery, the vapour return hose shall be connected before any delivery hose. The vapour return hose shall be connected by the road tanker end first, and then at the storage tank end.

13. Adjacent to each vapour return connection point for the storage tank, there shall be a clearly legible and durable notice instructing "Connect vapour return line before off-loading" or similar wording. The sign shall also refer to the maximum number of tanker compartments which may be unloaded simultaneously in accordance with condition 8.

14. If dip testing of storage tanks or road tanker compartments is performed before delivery, the dip openings shall be securely sealed prior to the delivery taking place.

15. Road tanker compartment dip testing shall not be performed whilst the vapour hose is connected.

16. A competent person shall remain near the tanker and keep a constant watch on hoses and connections during unloading. A competent person is one who has received appropriate training.

17. All road tanker compartment vent and discharge valves shall be closed on completion of the delivery.

18. On completion of unloading, the vapour hose shall not be disconnected until the delivery hose has been discharged and disconnected. The delivery hose shall be disconnected at the road tanker end first. The vapour return hose shall be disconnected at the storage tank end first.

19. All connection points shall be securely sealed after delivery.

20. If the storage tanks or road tanker compartments are dipped after delivery, the dip openings shall be securely sealed after dip testing.

21. Manhole entry points to storage tanks shall be kept securely sealed except when maintenance and testing are being carried out which require entry to the tank.
22. Petrol delivery and vapour return lines shall be tested in accordance with the best practice as defined by the manufacturer’s instructions.

23. Pressure vacuum relief valves on petrol storage tank vents shall be checked for correct functioning, including extraneous matter, seating and corrosion at least once every three years.

24. Vapours displaced by the filling of petrol into vehicle petrol tanks at service stations shall be recovered through the use of an open active vapour recovery system. Filling of vehicle petrol tanks shall not take place unless such a system is in place and fully functioning.

25. The vapour recovery system referred to in condition 24 shall be certified by the manufacturer to have a hydrocarbon capture efficiency of not less than 85%. Equipment used shall be approved for use under the regulatory regimes of at least one European Union or European Free Trade country.

26. The vapour recovery equipment referred to in condition 24 shall be designed, installed and tested in accordance with the relevant British, European and international standards or national methods in place at the time that the equipment was installed.

27. The installation has in place an automatic monitoring system in accordance with condition 29.

28. Petrol delivery and vapour recovery systems for vehicle petrol tanks shall be tested in accordance with the manufacturer’s specifications prior to commissioning and for:

   ▪ Vapour containment integrity at least once every three years, and always following substantial changes or significant events that lead to the removal or replacement of any of the components required to ensure the integrity of the containment system.

   ▪ Effectiveness of the vapour recovery system at least once every year.

Testing shall be undertaken by measuring the ratio of the volume of vapour recovered to liquid petrol dispensed i.e. vapour/petrol (V/P) ratio. The V/P ratio shall be at least 95% and, where the vapours are recovered into the fuel storage tank, not greater than 105% to avoid excessive pressure build up and consequent release through the pressure relief valves. The V/P ratio shall be determined by simulating the dispensing of petrol using measuring equipment approved for use in any European Union or European Free Trade Association country. The method to be used shall involve measuring the volume of air recovered with fuel flow.
simulated at the dispenser and read electronically using the approved measuring equipment. This provides the ratio of air recovered to liquid dispensed (air/liquid ratio) which should then be corrected to provide the V/P ratio using an appropriate factor to account for the difference in viscosity between petrol vapour and air ('k-factor').

29. The automatic monitoring system referred to in condition 27 shall:

- Automatically detect faults in the proper functioning of the petrol vapour recovery system including the automatic monitoring system itself and indicate faults to the operator. A fault shall be deemed to be present where continuous monitoring during filling of vehicle petrol tanks indicates that the V/P ratio (condition 28) averages over the duration of filling has fallen below 85% or has exceeded 115% for ten consecutive filing operations. This only applies to filling operations of at least 20 seconds duration and where the rate of petrol dispensed reaches at least 25 litres per minute.
- Automatically cut off the flow of fuel on the faulty delivery system if the fault is not rectified within 1 week.
- Be approved for use under the regulatory regime of at least one European Union or European Free Trade Association country.

30. Operators shall be notified without delay if the results from any monitoring or tests mentioned in Conditions 28 or 29 identifies adverse results, vapour recovery equipment failure or leaks if there is likely to be an effect on the local community. The operator should advise the regulator of the corrective measures to be taken and the timescales over which they will be implemented.

31. Effective preventative maintenance shall be employed on all aspects of the installation including all plant, buildings and the equipment concerned with the control of emissions to air. Preventative maintenance for all vapour recovery systems shall be carried out in accordance with the manufacturer’s instructions.

32. Spares and consumables needed shall be held on site, or should be available at short notice from guaranteed suppliers, so that plant breakdowns can be rectified rapidly.

33. The operator shall maintain a log book at the authorised premises incorporating details of all maintenance, examination and testing, inventory checking, installation and repair work carried out, along with details of training given to operating staff at the service station.
The log book shall also detail any suspected vapour leak together with action taken to deal with any leak, in accordance with Conditions 3, 4 and 5.

34. Vent pipes should normally discharge not less than 3 metres above the ground, nor within 3 metres of any opening windows or ventilation inlets.

35. Venting of petrol vapour shall be through the vent pipes marked by a ‘V’ on the attached plan, Appendix i.

36. The activities authorised shall not extend beyond the site shown in red on the attached plan, Appendix i.

Signed:       Date:  15 July 2009

G Egan
Environmental Monitoring Technical Officer
Authorised to sign on behalf of Bath & North East Somerset Council
Explanatory Note

Extract from LAPPC regulations

The definition of Gasification, Liquefaction and Refining Activities is contained in Schedule 1 of the Pollution Prevention and Control (England and Wales) Regulations 2000 SI 1973 as amended.

The processes for local air pollution prevention and control are listed under "Part B". The "Part A1" processes are for national regulatory control. The "Part A2" processes are subject to local authority integrated pollution prevention and control.

SCHEDULE 1: ACTIVITIES, INSTALLATIONS AND MOBILE PLANT

PART 1: ACTIVITIES:

Chapter 1 Energy Industries

Section 1.2 Gasification, Liquefaction and Refining Activities

Part A(1)

(a) Refining gas where this is likely to involve the use of 1,000 tonnes or more of gas in any period of 12 months.

(b) Reforming natural gas.

(c) Operating coke ovens.

(d) Coal or lignite gasification.

(e) Producing gas from oil or other carbonaceous material or from mixtures thereof, other than from sewage, unless the production is carried out as part of an activity which is a combustion activity (whether or not that combustion activity is described in Section 1.1).

(f) Purifying or refining any product of any of the activities falling within paragraphs (a) to (e) or converting it into a different product.

(g) Refining mineral oils.

(h) The loading, unloading or other handling of, the storage of, or the physical, chemical or thermal treatment of -
(i) crude oil;
(ii) stabilised crude petroleum;
(iii) crude shale oil;
(iv) where related to another activity described in this paragraph, any associated
gas or condensate;
(v) emulsified hydrocarbons intended for use as a fuel.

(i) The further refining, conversion or use (otherwise than as a fuel or solvent) of
the product of any activity falling within paragraphs (g) or (h) in the manufacture
of a chemical.

(j) Activities involving the pyrolysis, carbonisation, distillation, liquefaction,
gasification, partial oxidation, or other heat treatment of coal (other than the
drying of coal), lignite, oil, other carbonaceous material or mixtures thereof
otherwise than with a view to making charcoal.

**Interpretation of Part A(1)**

1. Paragraph (j) does not include the use of any substance as a fuel or its
incineration as a waste or any activity for the treatment of sewage.

2. In paragraph (j), the heat treatment of oil, other than distillation, does not
include the heat treatment of waste oil or waste emulsions containing oil in order
to recover the oil from aqueous emulsions.

3. In this Part, "carbonaceous material" includes such materials as charcoal,
coke, peat, rubber and wood.

**Part A(2)**

(a) Refining gas where this activity does not fall within paragraph (a) of Part A(1)
of this Section.

**Part B**

(a) Odorising natural gas or liquefied petroleum gas, except where that activity is
related to a Part A activity.

(b) Blending odorant for use with natural gas or liquefied petroleum gas.
(c) The storage of petrol in stationary storage tanks at a terminal, or the loading
or unloading at a terminal of petrol into or from road tankers, rail tankers or inland
waterway vessels.
(d) The unloading of petrol into stationary storage tanks at a service station, if the total quantity of petrol unloaded into such tanks at the service station in any period of 12 months is likely to be 500m³ or more.

**Interpretation of Part B**

1. In this Part -

“BAT” Best Available Technology. This condition is regarded as covering, among any other matters, the provision of sufficient training and practical instruction for service station operation staff, in order to enable them to carry out their duties in respect or using (or supervising the use of) and maintaining vapour collection controls, and the actions to be taken in the event of leak of vapour.

"petrol" means any petroleum derivative (other than liquefied petroleum gas), with or without additives, having a Reid vapour pressure of 27.6 kilopascals or more which is intended for use as a fuel for motor vehicles;

"service station" means any premises where petrol is dispensed to motor vehicle fuel tanks from stationary storage tanks;

"terminal" means any premises which are used for the storage and loading of petrol into road tankers, rail tankers or inland waterway vessels.

“throughput” means the largest total annual quantity of petrol loaded into storage tanks at a service station from mobile containers, during the three preceding years.

2. Any other expressions used in this Part which are also used in Directive 94/63/EC on the control of volatile organic compound (VOC) emissions resulting from the storage of petrol and its distribution from terminals to service stations have the same meaning as in that Directive.
APPEAL AGAINST PERMIT CONDITIONS

Anyone who is aggrieved by the conditions attached to a Permit can appeal to the Secretary of State for the Environment, Transport and the Regions. Appeals must be received by the Secretary of State no later than 6 months from the date of the decision (the date on the bottom of the Permit).

Appeals relating to processes in England should be received by the Secretary of State for the Environment, Transport and the Regions. The address is as follows:

The Planning Inspectorate
Room 4/19 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

The appeal must be in the form of a written notice or letter stating that the person wishes to appeal and listing the condition(s) which is/are being appealed against. The following five items must be included:

(a) a statement of the grounds of appeal;
(b) a copy of any relevant application;
(c) a copy of any relevant Permit;
(d) a copy of any relevant correspondence between the person making the appeal ("the appellant") and the Council;
(e) a statement indicating whether the appellant wishes the appeal to be dealt with
   - by a hearing attended by both parties and conducted by an inspector appointed by the Secretary of State; or
   - by both parties sending the Secretary of State written statements of their case (and having the opportunity to comment on one another's statements).

At the same time, the notice of appeal and documents (a) and (e) must be sent to the Council, and the person making the appeal should inform the appropriate Secretary of State that this has been done.

Please Note

- an appeal will not suspend the effect of the conditions appealed against; the conditions must still be complied with.

- in determining an appeal against one or more conditions, the Act allows the Secretary of State in addition to quash any of the other conditions not subject to the appeal and to direct the local authority either to vary any of these other conditions or to add new conditions.
Appendix i: Glasshouse Service Station
100 Midford Road, Bath, BA2 5RU
Compiled by P Rowland, 04 May 2007
Scale 1:1250

Environmental Services
Bath & North East Somerset Council
9-10 Bath Street
Bath
BA1 1SN
Tel: 01225 477000

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