



POLLUTION PREVENTION AND CONTROL ACT 1999
 POLLUTION PREVENTION AND CONTROL (ENGLAND AND WALES)
 REGULATIONS 2000

PERMIT OF PROCESS

THIS IS TO CERTIFY THAT THE UNLOADING OF PETROL INTO STORAGE AT SERVICE STATIONS

at: **SANDICLIFFE OF LOUGHBOROUGH, DERBY ROAD,
 LOUGHBOROUGH, LEICESTERSHIRE LE11 5HN**

(The site location is shown on Appendix I/078 which forms part of this Permit)

has been duly permitted in accordance with Regulation 10 of the Pollution Prevention and Control (England and Wales) Regulations 2000 subject to the conditions outlined in this document.

Name of Operator: SANDICLIFFE OF LOUGHBOROUGH
Registered Office SANDICLIFFE OF LEICESTER, 154 WELFORD ROAD
 LEICESTER LE2 6BW

This Permit shall apply only to the premises occupied by the applicant, as specified and described in the Application for Permit submitted to the Borough of Charnwood. This Permit, consisting of eight pages, shall be subject to replacement, variation or amendment, as may be considered appropriate by the Borough of Charnwood at any time, according to provisions of Regulations 10, 11, 15, and 17 of the Pollution Prevention and Control (England and Wales) Regulations 2000

The conditions contained herein shall apply from the date of Permit unless otherwise stated.

.....Dated 21 December 2006
 Helen Mark, Environmental Health Technician
 (Delegated officer for the purpose)

Counter-Signed.....
 Directorate of Housing & Health Environmental Health
 Southfields Road, Loughborough LE11 2TX

**SANDICLIFE OF LOUGHBOROUGH, DERBY ROAD,
LOUGHBOROUGH LE11 5HN**

Description of the Process

The unloading of petrol into stationary storage tanks, at Sandcliffe of Loughborough, Derby Road, Loughborough within the process boundary marked on the attached Appendix I/078

The service station has five storage tanks, including two diesel tanks.

Conditions

1. Vapours displaced by the delivery of petrol into the storage installations at the service station 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 the schedule of preventative maintenance provided as part of the application for authorisation. (See Appendix 2/078).
3. All reasonably practicable steps shall be taken to prevent uncontrolled leaks of vapour from vents, pipes and connectors from occurring. Charnwood Borough Council 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 Charnwood Borough Council of the corrective measures to be taken and the time scales 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 Charnwood Borough Council.
6. The procedures in conditions 2 to 5 inclusive shall be reviewed in light of any modifications which occur to the facilities. Charnwood Borough Council shall be advised of any proposed alteration in operating procedure.
7. The vapour balancing systems shall be of a size and design to minimise vapour emissions 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 simultaneously discharged shall not exceed two, including the diesel compartment.
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. Apertures provided on storage tanks for the use of a dipstick shall be securely sealed when not in active use.
10. The fittings for delivery and vapour return pipes shall be different to prevent misconnection.
11. Petrol storage tank vent pipes shall be fitted with a pressure vacuum valve to minimise vapour loss during unloading and storage of petrol. The pressure vacuum 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 the 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 end to keep a constant watch on hoses and connections during unloading. (For a definition of a competent person, see Appendix 3/078).
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 schedule provided as part of the application for authorisation. (See Appendix 2/078)
23. Pressure vacuum valves on petrol storage tank vents shall be checked for correct functioning, including extraneous matter, seating and corrosion at least once every three years. (See Appendix 2/078)
24. The operator shall maintain a log book at the permitted 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.
25. Venting of the petrol vapour shall be through the vent pipes marked V on the attached Appendix 1/078.

APPENDIX I/078

APPENDIX 2/078

APPENDIX 3/078Competent Person

A competent person is one who has received training in accordance with Section 5 of the Guidance Note PGI/14/06 - Secretary of State's Guidance "Unloading of Petrol into Storage at Service Stations".

Section 5 states:-

" A competent person should remain near the tanker during unloading. A competent person is one who has received training for deliveries in accordance with paragraphs 6.13 -6.21, 6.36 and 6.38. Delivery drivers may be trained as the competent person. Specific responsibilities of the site operator and the tanker driver are set out in the Approved Code of Practice and Guidance on Unloading Petrol from Road Tankers (L133), including responsibilities for preventing a fire through preventing the overfilling of the storage tank; controlling sources of ignition during unloading and dealing with any spillages that may occur during the unloading of a petrol tanker; and preventing falls from petrol tankers. "

EXPLANATORY NOTES

These notes do not comprise part of the attached Permit but contain guidance relevant to the Permit.

1. You should note that Section 3(7) of the Regulations describes the Best Available Techniques 'BAT' as meaning the most effective and advanced stage in the development of activities and their methods of operation which indicates the practical suitability of particular techniques for providing in principle the basis for emission limit values designed to prevent and, where that is not practicable, generally to reduce emissions and the impact on the environment as a whole. In this case BAT is also regarded as including, in addition to technical means and technology, the number, qualification, training and supervision of persons employed in the process and the design, construction, layout and maintenance of the buildings in which the process is carried on. In this case BAT is regarded as including the provision of sufficient training and practical instruction for service station operating staff, in order to enable them to carry out their duties in respect of using (or supervising the use of) and containing vapour balancing controls, and the actions to be taken in the event of leak of vapour.
2. This Permit is issued under the Pollution Prevention and Control (England and Wales) Regulations 2000. The responsibility you have under legislation for Health, Safety and Welfare in the workplace remains in force. In addition, the Permit does not relieve you of your obligations to obtain planning permission, hazardous substances consent, discharge consent from the Environment Agency Building Regulations approval, a Waste Disposal Licence or a Petroleum Licence.
3. Any proposed 'change in operation' in the process (within the meaning of Regulation 2(1)) shall be notified to Charnwood Borough Council as required by Section 16(1) of the Regulations.
4. The Secretary of State has issued a Guidance Note – "Unloading of Petrol in Storage at Services Stations" PGI(1/14/06). This guidance is available free of charge via DEFRA at www.defra.gov.uk . It is a guide to local enforcing authorities on the techniques appropriate for the control of air pollution in relation to this process. It will also be of interest to process operators.