SOUTH NORTHAMPTONSHIRE COUNCIL

Hereby Permit

BP Oil UK Ltd, Witan Gate House, 500-600 Witan Gate, Central Milton Keynes, MK19 1ES

To Operate a Part B Installation for the Unloading of Petrol Into Stationary Tanks and the Filling of Motor Vehicles with Petrol at:

Towcester North SF Connect, A43 North Bound, Brackley Road, Towcester, Northants NN12 8UA

Under the Provisions of

POLLUTION PREVENTION AND CONTROL ACT 1999

ENVIRONMENTAL PERMITTING (ENGLAND AND WALES) REGULATIONS 2010
(as amended)

Permit Reference Number

PS/1.14/05

Date Permit Issued

13th December 2013

Dated: 13th December 2013

Trevor Dixon
Team Leader - Environmental Protection
(Authorised to sign in behalf of South Northamptonshire Council)
INTRODUCTORY NOTE TO PERMIT

This introductory note does not form part of the permit

This Environmental Permit (The Permit) is issued by South Northamptonshire Council (the Council) under Regulation 13(1) of the Environmental Permitting (England and Wales) Regulations 2010 (the EP Regulations) (S.I. 2010 No.675), to operate an installation prescribed in Part 2 to Schedule 1 of those Regulations, to the extent specified in the conditions of this permit.

The requirements of this Permit shall be effective from the date of service unless otherwise specified within the Permit. Where a Variation Notice has been served the conditions contained within that Variation Notice shall be effective from the date that the Notice is served, unless a specific implementation date is allocated to specific conditions.

For the purpose of this permit the legal operator of the installation is BP Oil UK Ltd, Witan Gate House, 500-600 Witan Gate, Central Milton Keynes, MK19 1ES.

STATUS LOG

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<td>Application Duly Made</td>
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DESCRIPTION OF INSTALLATION

The above named company is permitted to operate an installation unloading of petrol from road tankers into underground stationary storage tanks at the station within the installation boundary, being the area shown outlined in red on the site plan PS/1.14/05 in Appendix I to this permit.

The service station has two underground petrol storage tanks and the quantity of petrol unloaded into the storage tanks from road tankers is in excess of 500m³ per year.

Petrol is unloaded from tankers into two underground storage tanks via an off-set filling pipe. Deliveries are driver controlled and take place at any time, including outside normal operating hours. Emissions of petrol vapour displaced by the filling of the tanks are returned to the delivery vehicle via a vapour return system.
The refuelling of vehicle petrol tanks at the installation results in a throughput of petrol in excess of 3000m$^3$. Petrol is delivered to vehicle petrol tanks from eight dispensers and the vapours displaced are transferred to the petrol delivery system.

The key emissions from this process that constitute pollution for the purposes of the Environmental Permitting (England and Wales) Regulations 2010 are petrol vapours including benzene.

This installation falls within the definition of Part 2 Section 1.2 Part B (c) and (d) of Schedule 1 of the Environmental Permitting (England and Wales) Regulations 2010. Table 1.1 identifies the specified activity permitted.

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<th>Activity listed in Part 2 of Schedule 1 of the EP Regulations</th>
<th>Description of specified activity</th>
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<td>Section 1.2 Part B (c) -</td>
<td>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 12-month period is likely to be 500m$^3$ or more.</td>
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<tr>
<td>Section 1.2 Part B (d)</td>
<td>The refuelling of motor vehicles at the service station where the petrol refuelling throughput in any 12 months is or is likely to be in excess of 3000m$^3$.</td>
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CONDITIONS

SITE CONSTRUCTION

1. Vapours displaced by the delivery of petrol into storage tanks at this service station shall be returned through a vapour tight connection line to the road tanker delivering the petrol. Unloading operations shall not take place unless the arrangements are in place and properly functioning subject to Conditions 9, 10 and 11.

2. The vapour collection system shall be sized and designed to minimise vapour emissions occurring during the maximum petrol and vapour flow in accordance with Conditions 1 and 13, when the maximum number of tanker compartments are being simultaneously discharged.

3. The fittings for delivery and vapour return pipes shall be different to prevent mis-connection.

4. 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.

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

6. Adjacent to the vapour return connection point 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 13 of this permit.

7. Venting of the petrol vapour shall be through the vent pipes serving the vapour balancing system identified as “A” on the Site Layout Plan reproduced at Appendix II of this Permit.

8. South Northamptonshire Council shall be informed of any proposed alteration to the facility or in operation procedures in accordance with Condition 32, and the Conditions of this Permit shall be reviewed in light of any modifications which occur to the facilities.

ON-SITE PROCEDURES

9. All reasonably practicable steps shall be taken to prevent uncontrolled leaks of vapour from vents, pipes and connectors from occurring. The 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 details of any vapour leak shall be recorded in accordance with Condition 29.
In this condition, and in condition 10, a vapour leak means any leak of vapour except those which occur through the vent mentioned in Condition 5 during potentially hazardous pressurisation.

10. The operator shall advise the Council 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 9.

11. Instances of vapour lock shall be recorded in accordance with Condition 29, and under the circumstance detailed in Condition 9, be advised to the Council immediately.

12. 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.

**STAGE 1 VAPOUR RECOVERY CONTROLS**

13. The number of tanker compartments being discharged simultaneously shall not exceed two. Where the diesel storage tank utilises the same vent pipe then this shall be included in the maximum number of tanker compartments to be unloaded simultaneously.

14. Prior to the unloading of petrol into the storage tanks, 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.

15. A competent person shall remain near the tanker and maintain a constant watch on hoses and connections during unloading operations. The competent person may be an employee of the service station, or the tanker driver, however, the competent person shall have received the necessary training to ensure compliance with Conditions 13 to 18 of this permit.

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

17. On completion of the delivery the delivery hoses must be discharged and disconnected before the vapour return hose is disconnected. Delivery hoses shall be disconnected at the road tanker end first whilst the vapour return hose shall be disconnected at the storage tank end first.

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

19. Petrol delivery and vapour return lines shall be tested not less than once every five years. A record of the checks shall be kept in accordance with Condition 29.

20. Pressure vacuum relief valves on fixed tank vents shall be checked for correct functioning, including extraneous matter, seating and corrosion at least once
every three years and appropriate repair works undertaken where necessary. A record of the checks shall be kept in accordance with Condition 29.

**STAGE II VAPOUR RECOVERY CONTROLS**

21. Vapours displaced by the filling of petrol into vehicle petrol tanks shall be recovered through the use of a Dresser Wayne vapour recovery system. The filling of vehicle petrol tanks with petrol shall not take place unless such a system is in place and fully functioning.

22. The vapour recovery system required by Condition 21 shall be approved for use under the regulatory regimes of at least one European Union or European Free Trade Association country and shall be certified by the manufacturer to have a hydrocarbon capture efficiency of not less than 85%.

23. The vapour recovery equipment referred to in Condition 21 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.

24. Petrol delivery and vapour recovery systems for vehicle petrol tanks shall be tested in accordance with the manufacturer’s specification 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 components required to ensure the integrity of the containment system. This shall be undertaken in accordance with the manufacturers specification with details of this testing retained with the log book.

25. The operator shall check dispenser displays at least once every week to confirm the correct functioning of the vapour recovery system during filling of vehicle petrol tanks.

26. Operators shall be notified without delay if the results from any monitoring or tests mentioned in Condition 24 and 25 identifies adverse results, vapour recovery equipment failure or leaks if there is likely to be an effect on the local community. The operator shall advise the Council of the corrective measures to be taken and the timescales over which they will be implemented.
MANAGEMENT

27. The operator shall maintain a log book at the installation incorporating details of all maintenance, examination and testing, inventory checking, installation and repair work carried out.

28. All staff shall be fully conversant with those aspects of the Permit conditions, which are relevant to their duties and shall be provided with adequate training and written operating instructions to enable them to carry out their duties. A record of the relevant training shall be kept in accordance with Condition 29.

29. The operator shall ensure that all records required to be made by this Permit and other records made by it in relation to the operation of the Installation shall:

   a) be made available for inspection by the Council at any reasonable time;
   b) be supplied to the Council on demand and without charge;
   c) be legible;
   d) be made as soon as reasonably practicable;
   e) indicate any amendments which have been made and shall include the original record wherever possible; and
   f) be retained at the installation site for a period of not less than two years from the date when the records were made.

30. Essential spares and consumables shall be held on site or shall be available from a guaranteed supplier at short notice so that equipment breakdown can be rectified rapidly.

31. The operator shall implement the Schedule of Preventative Maintenance as reproduced in Appendix III of this Permit and provided as part of the variation application for Stage II vapour recovery dated September 2009.

32. If the operator proposes to make a change in operation of the installation, he must, at least 14 days before making the change, notify South Northamptonshire Council 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.

End of Permit Conditions
ADDITIONAL INFORMATION

This note does not comprise part of permit PS/1.14/05 but contains guidance relevant to the said permit.

DEFRA guidance on the Local Authority Pollution Control regime consists of:

- a statutory General Guidance Manual which sets out the procedures and policy
- statutory process guidance (PG) notes which set out the Secretary of State’s view on what constitutes Best Available Techniques for each of the main sectors regulated to control their air emissions (so-called “Part B” activities)
- a set of additional guidance (AQ) notes covering various other issues

The General Guidance Manual is the principal guidance issued by the Secretary of State for Environment, Food and Rural Affairs and Welsh Ministers on the operation of the following pollution control regimes regulated by local authorities:

- Local Authority Integrated Pollution Prevention and Control (LAIPPC), which covers what are known as A2 installations
- Local Authority Pollution Prevention and Control (LAPPC), which covers what are known as Part B installations.

The detailed legal requirements for installations covered by LA-IPPC and LAPPC are contained in the Environmental Permitting Regulations 2010

The General Guidance Manual, PG notes, AQ notes and the Environmental Permitting Regulations 2010 are available on the DEFRA website: [www.defra.gov.uk](http://www.defra.gov.uk) or by telephoning DEFRA publication on 0870 600 5522.

Inspections

Regular inspections will be made by officers of South Northamptonshire Council (without prior notice), in order to check and ensure full compliance with this permit.

Health and Safety at Work and Other Statutory Requirements

Compliance with this permit does not necessarily infer compliance with any other legislation.

Notification of Operation Changes

The operator will be liable to prosecution if they operate otherwise than in accordance with the conditions and plant described in this permit.

The operator shall contact the regulator to discuss any proposed changes.
BAT (Best Available Techniques)

The IPPC Directive defines “best available techniques” as follows:

"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:

- “best” shall mean most effective in achieving a high general level of protection if the environment as a whole.
- “available” techniques shall mean those developed on a scale which allows implementation in the relevant industrial sector, under economically and technically viable conditions, taking into consideration the costs and advantages, whether or not the techniques are used or produced inside the Member State in question, as long as they are reasonably accessible to the operator,
- “techniques” shall include both the technology used and the way in which the installation is designed, built, maintained, operated and decommissioned,

Specific condition 28 of the Permit makes reference to training and instruction of personnel. The scope and content of such training and instruction is not the subject of a specific condition and it will therefore be necessary for the operator to determine the precise nature of the training and instruction that is appropriate in order to comply with the residual BAT condition.

Moreover it will be necessary in order to demonstrate such compliance for the operator to maintain records detailing the training and instruction received by individual personnel.

In determining BAT, special consideration should be given to the items listed in Annex IV of the Directive.

Enforcement

The operator will be liable to enforcement action where:

a) the operator fails to comply with or contravenes any permit condition;
b) a change is made to the installation operation without prior notification of the change to the regulator;
c) intentional false entries are made in any record required to be kept under the conditions of the permit;
d) false or misleading statement is made.

Any enforcement action is taken in accordance with the regulator’s enforcement policy.

Annual Subsistence Charge

A subsistence charge is payable on the 1st April each year. An invoice will be issued by the regulator providing further details of how to pay. The charges are based on a risk based system. Details of the risk assessment can be found on the DEFRA Web Site.
**Appeal against Regulatory Action**

The operator can appeal against regulatory action by the regulator to the Secretary of State for Environment, Food & Rural Affairs. Appeals must be sent to:

The Planning Inspectorate  
Environment Team, Major & Specialist Casework  
Room 4/04 Kite Wing  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6PN  
Tel: 0117 372 8726  
Fax: 0117 372 8139

Guidance on the appeal procedure is available at: [www.planningportal.gov.uk](http://www.planningportal.gov.uk)

**Enforcing Authority**

The enforcing authority for the purposes of this permit is South Northamptonshire Council. The address of that authority is as follows:

South Northamptonshire Council  
Springfields  
Towcester  
Northants  
NN12 6AE

All correspondence should be marked for the attention of the Environmental Protection Team.

Telephone: 01327 322323  
Email: [environmental.protection@southnorthants.gov.uk](mailto:environmental.protection@southnorthants.gov.uk)
APPENDIX III
Maintenance Schedule for Vapour Recover Installation

a. Pressure/Vacuum/Orifice vent valve - located at top of petrol vents valve to be visually checked annually for correct and free operation, replace if defective. Check and clear flame arrestor gauze as needed, replace if defective, replace valve every 3 years.
   i. Type fitted – Risbridger RIS-VENT with orifice or equivalent

b. Vapour recovery adaptor (for connection of the tanker vapour hose) to be checked for tightness when closed and for correct and free operation, report for replacement / corrective action if defective. Check and clear flame arrestor cartridge (where fitted).
   i. Vapour adaptor type fitted – Risbridger Vapour Retainer ref 3416 or equivalent

c. Check continuity of electrical bonding while progressing other checks (visual only – annual electrical test will confirm proper earthing) report any defects.

d. Pipework – carry out annual tightness test of vapour containment system to include offset fills, vent pipes, vent manifold and vapour return pipes. Report any defects.

e. Carry out visual check of dispenser external hoses, nozzles and associated fittings to confirm no damage which might potentially allow the loss of liquid or vapour. Report any defects for correction.

f. Signage – confirm all appropriate signage is present and complete including tank contents labels identifying tank No., capacity and grade, vent labels identifying which tank they are connected to and all statutory safety signs at vents and fill points.