Variation Notice

Wolverhampton City Council

Variation Notice No: B/1.2/127/V1
Sheet 1 of 6

POLLUTION PREVENTION AND CONTROL ACT 1999

ENVIRONMENTAL PERMITTING (ENGLAND AND WALES) REGULATIONS 2007, SI 3538.

To: Tesco Stores Limited
Tesco House
Delamare Road
Cheshunt
Herts
EN8 9SL

Wolverhampton City Council ("the Council") in exercise of the powers conferred on it by regulation 20 of the Environmental Permitting (England and Wales) Regulations 2007, [SI 3538] ["the Regulations"] hereby gives you notice as follows.

1. The Council has decided to vary the permit reference B/1.2/127/RO granted under regulation 10(2) of the Pollution Prevention and Control (England and Wales) Regulations 2000 [SI 1973] in respect of the operation of an installation at Tesco Bushbury Express (2185) 729 Cannock Road, Bushbury, Wolverhampton, West Midlands WV10 8PN.

2. The variations and the date on which they shall take effect are specified in Schedule I attached to this notice.

Dated this 25th day of November 2009.

(Signed).....
Chief Regulatory Services Officer.
(the Officer appointed for this purpose)

Schedule I to Variation Notice Reference: B/1.2/127/V1
Tesco Bushbury Express (2185) 729 Cannock Road, Bushbury, Wolverhampton, West Midlands WV10 8PN.

The variations to the Permit which the Council has decided to make are detailed below. All variations shall take effect from the date of issue of the notice.

Permit 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 road tanker 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 dated 19th January 1998 and as part of the application for variation of this permit dated 17th November 2009 (reference: Appendix E Stage II Maintenance Doc).

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, as approved by the regulator, 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 two excluding the diesel compartments unless the diesel compartment is included in the vapour recovery system.

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 or other similarly effective device 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 training in accordance with Section 5 of *PG1/14(06)).

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 dated 19th January 1998 and the application for variation of this permit dated 17th November 2009 (reference: Appendix E Stage II Maintenance Doc).

23. Pressure vacuum relief valves or similar devices 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 the Gilbarco open active stage II vapour recovery system (incorporating active monitoring) with vapour returned to the petrol storage tanks. 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 Association 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 three years. This 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:

i) 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) averaged over the duration of filling has fallen below 85% or has exceeded 115% for ten consecutive filling 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.

ii) Automatically cut off the flow of fuel on the faulty delivery system if the fault is not rectified within 1 week.

iii) Be approved for use under the regulatory regime of at least one European Union or European Free Trade Association country.

30. [No condition]

31. 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.

32. 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

33. 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.

34. 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. The operator shall record in the log book details of all maintenance; examination and testing; installation and repair work carried out on equipment for recovery of vapours during filling of vehicle petrol tanks. The operator shall also hold at the premises the certificate referred to in Condition 25 and the results of testing undertaken in accordance with Condition 28.

35. Venting of the petrol vapour shall be through the vent pipes marked on the attached plan detailed within appendix 2. Vent pipes must not discharge less than 3 metres above the ground, nor within 3 metres of any opening windows or ventilation air inlets.

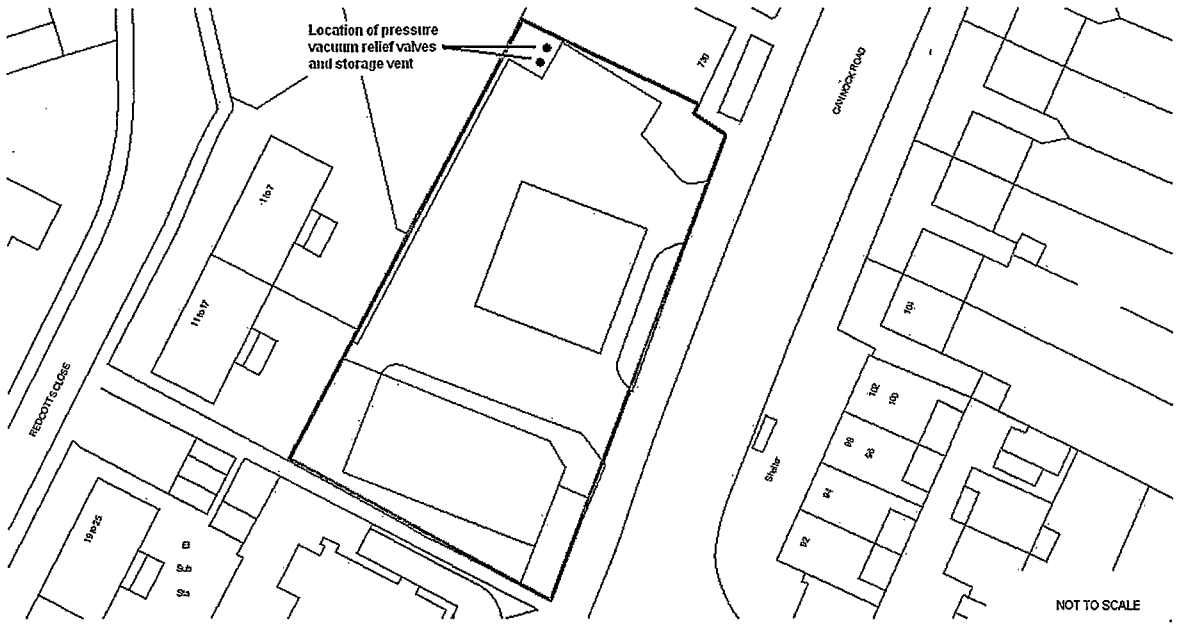
36. The best available techniques shall be used to prevent or, where that is not practicable, reduce emissions from the installation in relation to any aspect of the operation of the installation which is not regulated by any other condition of this permit.

Other Matters Varied By Schedule ref: B/1.2/127/V1.

The description of Best Available Techniques on page 5 of permit ref B/1.2/127/RO is removed from the permit (see condition 36).

Appendix 2.

The following installation location plan is inserted into the permit replacing the previous plan within permit ref: B/1.2/127/RO.



Dated this 25th day of November 2009.

(Signed).....
Chief Regulatory Services Officer.
(the Officer appointed for this purpose)

*PG1/14(06) – Secretary of State's Guidance for Unloading of Petrol into Storage at Petrol Stations