THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

PERMIT TO OPERATE UNLOADING OF PETROL INTO STORAGE AT THE SERVICE STATION

Pollution Prevention and Control Act 1999

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

Installation Address

Andrew's Garage
22 St. Mark's Road
London
W11 4BB

Introduction

Kensington and Chelsea Council (the Regulator), in exercise of its powers under Regulation 37 of the Pollution Prevention and Control (England and Wales) Regulations 2000 (as amended) (S.I.2000 No. 1973) ('the PPC Regulations'), hereby permits **Andrew's Garage, 22 St. Mark's Road** to operate an installation for unloading petrol into stationary storage tanks at the service station, as described in Part B of Section 1.2 of Schedule 1 of those Regulations, in accordance with the conditions detailed in this Permit.

Please note that certain aspects of operation of the installation which are not regulated by these conditions are subject to the ethos of ~~the~~ Regulation 12(10) of the Statutory Instrument. This states that in operating the installation, the operator shall use the best available techniques (BAT) for preventing, or, where that is not practical, reducing emissions from the installation; techniques include both the technology used and the way in which the installation is designed, built, maintained, operated and decommissioned.

This permit has, and the operator should, have full regard for the Secretary of States Guidance 1/14(06) *'Unloading of Petrol into Storage at Petrol Stations'*.

Installation Reference Number:

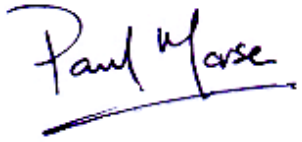
LAPPC/PartB/Petrol Station 4

Registered office address:

G Finley & Co., 75 Hamestock Hill, London, NW3 4FL

Address of installation:

Andrew's Garage, 22 St. Mark's Road, London, W11 4BB



Date 30 March 2007

Director of Environmental Health

Contact details
Environmental Health
Council Offices
37 Pembroke Road
London
W8 6PW

Tel: 020 7361 3002
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Brief description of the installation regulated by this permit

The installation hereby permitted has **4 storage tanks**. Petrol is unloaded from mobile containers (road tankers) into storage at service stations. The unloading of petrol into the tanks may either occur directly via the road tanker or from an off-set filling pipe. Deliveries of petrol can take place at any time, including outside normal operating hours. The deliveries are directly supervised by a service station operator or controlled entirely by the road tanker driver. There are emissions associated with the escape of petrol vapour displaced when storage tanks are filled, and with breathing or ventilating losses from the storage tank. The permit covers emissions from unloading and from storage of petrol, these form part of the same installation.

The key emissions associated with this installation consist of petrol vapours including benzene. The following parts of the process may give rise to petrol vapours:

- Unloading of petrol from road tankers
- Storage of petrol

Conditions

Emission limits, monitoring and other requirements

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 the schedule of preventative maintenance.

3. All reasonably practicable steps shall be taken to prevent uncontrolled leaks of vapour from vents, pipes and connectors from occurring. Kensington and Chelsea 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 26. For this Condition and Condition 4 a vapour leak means any leak of vapour excepting those which occur through the vent mentioned in Condition 12 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 logbook and, under the circumstances detailed in Condition 3, should be reported to the regulator.

6. The procedures in conditions 2 to 5 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.

Control techniques

7. The vapour balancing systems shall be sized and designed 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 compartment(s).

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 fixtures are provided on storage tanks for the use of a dip stick, these shall be securely sealed when not in active use.

10. The fitting for delivery and vapour return pipes shall be different to prevent misconnection.

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

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

Deliveries

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

14. 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.

15. If dip testing of storage tanks is performed before delivery, the dip openings shall be securely sealed prior to the delivery taking place.

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

17. A competent person shall remain near to the tanker and keep a constant watch on hoses and connections during unloading. A competent person is one who has received training for deliveries in accordance with conditions 13-22 and ensures that they are followed. Delivery drivers may be trained as the competent person.

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

19. 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.

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

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

22. 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.

Maintenance

23. Petrol delivery and vapour return lines shall be tested annually for correct functioning.

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

25. Any essential spares and/or consumables, especially those subjected to continual wear, should be available on site, or should be available at short notice from guaranteed local suppliers, so that plant breakdowns can be rectified rapidly.

Record keeping

26. The operator should maintain a logbook 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. The log book should also detail any suspected vapour leak together with corrective action taken, in accordance with conditions 3, 4 and 5.

27. The logbook will;

    - Be maintained at all times
    - Be legible
    - Be completed as soon as reasonably practicable after the observation is made, records shall be retained at the site of the authorised premises for a minimum of three years and made available by the operator for examination by an authorised person from Kensington and Chelsea Council's Environmental Health Department.

Appropriate management systems

28. Effective preventative maintenance should be employed on all aspects of the process including all plant, buildings and the equipment. In particular;

    - A written maintenance programme should be compiled by the operator with respect to pollution control equipment
    - A record of such maintenance should be made available for inspection by the regulator on request.

Training

29. A statement of training requirements for each competent person should be recorded and maintained. Documentation should be made available to the regulator on request.

30. In order to minimise risk of emissions, particular emphasis should be given to control procedures during start-up, shut down and abnormal conditions. Training of all staff with responsibility for operating the process should include;

    - Awareness of their responsibilities under this permit
    - Supervising and performing unloading operations of tankers
    - Action to minimise emissions during abnormal conditions.

Further information

Confidentiality
This permit requires the operator to provide information to Kensington and Chelsea Council. The information provided will be placed on the public register, held and maintained by the Council, as required by the PPC Regulations. If the operator considers that any information provided is commercially confidential, it may apply to the Kensington and Chelsea Council to have such information withheld from the register as provided in the PPC Regulations. To enable the Council to determine whether the information is commercially confidential, the operator should identify the information in question and should specify clear and precise reasons.

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 conditions identified in this permit conditions changes, Kensington and Chelsea Council must be contacted.

Surrender of the permit
Where an operator intends to cease the operation of an installation (in whole or in part) the regulator should be informed in writing, such notification must include the information specified in Regulation 20(3) of the PPC Regulations.

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 18 of the PPC Regulations. A transfer will be allowed unless Kensington and Chelsea Council 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.

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.

Appeal against permit conditions
Anyone who is aggrieved by the conditions attached to this permit can appeal to the Secretary of State for the Environment, Food and Rural Affairs. Appeals must be made in accordance with the requirements of Regulation 27 and Schedule 8 of the PPC regulations.

Appeals should be received by the Secretary of State for Environment, Food and Rural Affairs. The address is as follows:

The Planning Inspectorate
Environmental Pollution Appeals
Room 4/19 Temple Quay House
2 The Square, Temple Quay
BRISTOL
BS1 6PN

Please Note

An appeal brought under paragraph (1) (c) or (d) in relation to the conditions in a permit 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.

Extract from LAPPC regulations

Definition of Gasification, Liquefaction and Refining Activities 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.)

The Pollution Prevention and Control (England and Wales) Regulations 2000 SI 1973 as Amended

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 or, 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 pyrolsis, carbonisation, distillation, liquifaction, gasification, partial oxidation, or other heat treatment or 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 subsistence 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 100m3 or more.

Interpretation of Part B

1. In this Part - "inland waterway vessel" means a vessel, other than a sea-going vessel, having a total dead weight of 15 tonnes or more;

"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.

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[18] have the same meaning as in that Directive.