



Permit with introductory note

Pollution Prevention and Control Act 1999

Environmental Permitting (England and Wales) Regulations 2016

Part B Permit for: *Shell Folly Tower*
A4042 Roundabout
New Inn
Pontypool
Torfaen
NP4 1XX

Issued By

Torfaen County Borough Council

Contents

Introductory note	3
Brief description of the installation	3
Talking to us	3
Confidentiality	3
Variations of the permit	4
Surrender of the permit	4
Transfer of the permit	4
Offences	4
Enforcement	4
Revocation	4
Suspension	4
Appeals	5
Powers of entry	5
Status Log	6
Permit	7
The permitted installation	8
Conditions	9
<i>Emissions Controls</i>	9
<i>Delivery</i>	10
<i>General</i>	11
<i>Records</i>	11
Definitions	13
Appendix 1 – Site Location Map	14
Appendix 2 – Summary of Best Available Techniques	15

Introductory note

This introductory note does not form a part of the Permit

The following Permit is issued under Regulation 13 of the Environmental Permitting (England and Wales) Regulations 2016 (S.I. 2016 No, 1154) (“the EP Regulations”) to operate an installation carrying out one or more of the activities listed in Part 2 to Schedule 1 of those Regulations, to the extent authorised by the Permit.

The Permit includes conditions that have to be complied with. It should be noted that the Operator is required to use the best available techniques for preventing or, where that is not practicable, reducing emissions from all aspects of the installation, including those which are not subject to a specific condition.

Techniques include both the technology used and the way in which the installation is designed, built, maintained, operated and decommissioned.

Brief description of the installation regulated by this permit

This activity involves the unloading of petrol into storage tanks at a service station (see Appendix 1 – Site Location Plan). The service station has seven storage tanks, three storing diesel and four storing petrol. The manifold pipes are above ground and a ‘dead man’s handle has been fitted. The service station has a throughput of >500m³ per annum and is not located under permanent living quarters or working areas. **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.

Talking to us

To speak to an officer concerned with this permit ring 01633647289 and ask for Stephen Bulpitt. Alternatively, you can email using the following address stephen.bulpitt@torfaen.gov.uk, or write to Torfaen County Borough Council, Ty Blaen Torfaen, Panteg Way, New Inn, Pontypool, Torfaen NP4 0LS.

Confidentiality

The Permit requires the Operator to provide information to the 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 the Council to have such information withheld from the register as provided in the EP Regulations. To enable the 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.

Variations of the permit

This Permit may be varied in the future. The Status Log within the Introductory Note to any such variation will include summary details of this Permit, variations issued up to that point in time and state whether a consolidated version of the Permit has been issued.

Surrender of the permit

Before this Permit can be wholly or partially surrendered, an application to surrender the Permit has to be made in accordance with Regulation 24 of the EP Regulations.

Transfer 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 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.

Any change in the activities covered by this permit must be notified to the Council for approval prior to implementation.

Offences

Regulation 38 of the EP Regulations defines the offences that may arise as a result of non-compliance with the regulations or this permit. You are advised to be familiar with this regulation since a person guilty of an offence could be fined up to £50,000 and/or subject to imprisonment.

Enforcement

If the conditions attached to this Permit are not adhered to, then an enforcement notice may be served upon the operator. This notice will specify the contraventions and the steps to be taken to remedy the situation. It is an offence not to comply with such an Enforcement Notice (see above).

Revocation

The Permit may be revoked at any time by the enforcing Local Authority. This will particularly be considered if fees are not paid or enforcement notices are not complied with.

Suspension

The Regulator has a duty to serve a suspension notice if it is considered that there is an imminent risk of serious pollution to the environment, whether or not there has been a breach of the Permit.

Appeals

Any person who has been refused a Permit, is aggrieved by the conditions attached to the Permit, has been refused a variation of a Permit on application or has had a Permit revoked, may appeal against the decision of the Regulator to the Welsh Ministers.

Powers of entry

Any duly authorised officer of the Regulator may enter premises to inspect an activity at any reasonable time.

On entry of the premises the officer also has powers to take any equipment or materials with him for which the power of entry is being exercised, to make such examination and investigation as may be necessary, to take such photographs, measurements or samples and seek other assistance necessary to assist him in his duties.

Status Log

Detail	Date	Comment
Permit First Authorised	20 th January 1999	
Permit Transferred	10 th August 2011	Transferred from Total to Rontec Watford Ltd
Permit Transferred from	23 rd July 2012	Transferred from Rontec Watford Ltd to Shell Uk Oil Products Ltd
Permit updated	4 October 2017	Permit transferred to Euro Garages Ltd

Permit

Environmental Permitting (England and Wales) Regulations 2016

POLLUTION PREVENTION AND CONTROL ACT 1999

Environmental Permitting (England & Wales)
Regulations 2016

Permit to Operate a Petrol Vapour Recovery Installation

Permit Reference No: TCBC/ PVR 05

Name & Address of Operator: Euro Garages Ltd,
Euro House,
Beehive Trading Park,
Haslingden Road,
Blackburn,
BB1 2EE

Address of Permitted Installation: Shell Folly Tower
A4042 Roundabout
New Inn
Pontypool
Torfaen
NP4 1XX

Date First Authorised: 20th January 1999

Description of Process:

Torfaen County Borough Council (“the Regulator”), in exercise of its powers under Regulation 13 of the Environmental Permitting (England & Wales) Regulations 2016), hereby authorises the above named company to operate an installation for the unloading of petrol into stationary storage tanks at the service station above subject to compliance with the conditions attached to this permit. The service station has 7 storage tanks, 3 storing diesel and 4 storing petrol.

Signed.....

Stephen Bulpitt
Senior Environmental Health Officer
(Authorised Officer for Purposes of Pollution Prevention & Control Act 1999)

Dated: 4 October 2017

The permitted installation

The Operator is authorised to carry out the activities and/or the associated activities specified in Table 1

Table 1

Activity under Schedule 1 of the Regulations	Schedule 1 activity reference	Description of specified activity
Chapter 1 Energy Industries	Section 1.2 Gasification, Liquefaction and Refining Activities	The unloading of petrol into stationary storage tanks at a service station, if the total petrol unloaded into such tanks at the service station in any period of 12 months is likely to be 500m ³ or more

Conditions

Emission Controls

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 following schedule of preventative maintenance must be employed:

ANNUAL visual inspection of:

- a) fill pipe adaptors and caps – replace as required.
- b) vapour connection point, including condition of adaptor, poppet valve and dust cover – replace as required.
- c) position and clarity of safety notice – replace as required.
- d) emission control valve-clean/check flame arresters and gauzes.

EVERY THREE YEARS

- a) annual maintenance visit plus:
- b) replace emission control valve with new certified unit to meet pressure and vacuum settings.

EVERY FIVE YEARS

- a) annual maintenance visits plus:
- b) testing of all fill pipes, vapour return line(s) and vents.
- c) visual inspection of non return ball valves on vapour manifold-clean and check operation.

Inspections and maintenance of vapour recovery systems shall only be carried out by personnel deemed by the Regulator to have attained a satisfactory level of training.

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 leak¹ if there is likely to be an effect on the local community.
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. The regulator shall be advised of any proposed alteration in operating procedures.

6. 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 7 (i.e. when most tank compartments are being simultaneously discharged).
7. The number of tanker compartments being discharged simultaneously shall not exceed the design capability of the installed system in accordance with the signage referred to in Condition 12.
8. 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.
9. The fittings for delivery and vapour return pipes shall be different to prevent mis-connection.
10. Petrol storage tank vent pipe[s] 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.

An additional vent rising from the manifold system with a ball stop valve installed allowing it to be opened to relieve pressure on the system prior to tank dipping or gauge reading is also permissible. The valve shall be of a “dead man’s handle” type, with a locking device, to prevent it being left open at any other time. The valve shall be checked to ensure that it is closed before any hose is connected, and shall not be open during a delivery.

Delivery

11. 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.
12. Adjacent to each vapour return connection point for the storage tank, there shall be a clearly legible and durable notice instructing “Connect vapour return before off-loading” or similar wording. The sign shall also refer to the maximum number of tanker compartments that may be unloaded simultaneously in accordance with Condition 7.
13. 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. Road tanker compartment dip testing shall not be performed whilst the vapour hose is connected.
14. A competent person² shall remain near the tanker and keep a constant watch on hoses and connections during unloading.
15. All road tanker compartment vent and discharge valves shall be closed on completion of the delivery.

16. 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.
17. All connection points shall be securely sealed after delivery.
18. If the storage tanks or road tanker compartments are dipped after delivery, the dip openings shall be securely sealed after dip testing.

General

19. 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.
20. Venting of the petrol vapour shall be through the vent pipes marked on the attached plan detailed in Appendix 2.

Records

21. A log book must be maintained and made available to an officer of the Regulator on request. The log book shall include:
 - a) maintenance, examination, replacement and testing as required by condition 2.
 - b) all cases of vapour leakage.
 - c) instances of vapour lock³.
 - d) remedial action taken and relevant timescales in the event of vapour leakage or vapour lock.
 - e) inventory checking.
 - f) training record of operating staff.

Management

22. Where any aspect of the operation of this installation is not specifically regulated by a condition contained within this permit, then the best available techniques shall be used to prevent or, where that is not practicable, reduce emissions into the air from the installation.
23. In the event that the operator wishes to transfer this Permit as a result of a business transaction then the operator and the proposed transferee shall make a joint application to *Torfaen* County Borough Council for the transfer before the proposed transferee is to operate plant specified in this Permit.

24. Before the 31st December 2010, and within each 12 months thereafter, the operator shall submit a copy of a vapour recovery inspection certificate to Torfaen County Borough Council, detailing the inspection/maintenance works carried out on the vapour recovery system during that 12 month period.

End of Permit

Definitions

1. "Vapour leak" means any leak of vapour excepting those that occur through the vent designated on the attached plan shown in Appendix 2.
2. A "competent person" is one who has received training in procedures for petrol delivery including:
 - Connection of hoses, including proper order in which they should be connected i.e. vapour return end first
 - Dip testing procedures (where appropriate), which should be carried out prior to delivery
 - Closure of tanker and vent discharge valves
 - Disconnection of delivery hoses
 - Sealing of manhole entry points
3. "Vapour lock" means a stage in the process whereby the pressure of the head of the product being delivered is equal to the back-pressure in the storage tank.

Appendix 1 – Site Location Map



Appendix 2 – Summary of best available techniques

Reproduced from Process Guidance Note 1/14(13)

Stage I controls

1 Vapour collection systems should be sized and designed to minimise vapour emission occurring during the maximum petrol and vapour flow (i.e. when the maximum number of tanker compartments are being simultaneously discharged).

2 In the case of existing vapour collection systems, an assessment should be made of the maximum number of tanker compartments which can be discharged whilst still maintaining the integrity of the vapour collection system. The PLA (petroleum licensing authority) may also place restrictions on the number of compartments which are allowed to be discharged at any one time irrespective of the capacity of the vapour recovery systems capacity.

3 The design or assessment should not account for diesel if the storage tank is separately vented, but should be included if it utilises the same vent pipe as the petrol storage tanks.

4 The connection points on the tank filling pipes and vapour return pipe should be fitted with secure seals to reduce vapour leaks when not in active use. Similarly if apertures are provided on storage tanks for the use of a dipstick, these should also be securely sealed when not in active use.

5 The fittings for delivery and vapour return pipes should be different to prevent misconnection.

6 Storage tank vent pipes should be fitted with a pressure vacuum relief valve to reduce vapour loss or a similar device which is at least as effective in minimising emissions during unloading. Pressure vacuum relief valves should be sized and weighted to prevent vapour loss and potentially hazardous pressurisation. Storage tank pressurisation outwith unloading periods should be avoided through the use of a 12mm orifice plate (OVD). Operators should note that the sizing, siting and safety features associated with fitting pressure vacuum relief valves and orifice plates may be subject to health and safety legislation.

7 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.

8 When connecting hoses prior to delivery of petrol or mixed loads of petrol and diesel, the vapour return hose should be connected before the delivery hoses. The vapour return hose should be connected by the road tanker end first, and then at the storage tank end. If diesel only is delivered to storage tanks which are not manifolded with petrol tanks then a vapour recovery line is not required.

9 Adjacent to each vapour return connection point, there should be a clearly legible and durable notice instructing "Connect vapour return line before off - loading" or similar wording. In the case of direct fill operations where the filling points are underground, the sign may be located nearby above ground provided it is easily visible from the fill points. In addition, either:

- a) the sign should also refer to the maximum number of tanker compartments which may be unloaded; or
- b) a clear statement of the maximum number of tanker compartments which may be unloaded simultaneously should be included on the Petroleum Delivery Form, whichever is preferred by the operator.

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

11 Road tanker compartment dip testing should not be performed whilst the vapour hose is connected, except in the case of split compartment deliveries where dip testing is carried out.

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

13 On completion of unloading, the vapour hose should not be disconnected until the delivery hoses have been discharged and disconnected. The delivery hoses should be disconnected at the road tanker end first, whilst the vapour return hose should be disconnected at the storage tank end first.

14 All connection points should be securely sealed after delivery.

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

16 Manhole entry points to storage tanks should be kept securely sealed except when maintenance and testing are being carried out which require entry to the tank.