Notification of Transfer of Whole Permit Under The Environmental Permitting (England and Wales) Regulations 2010 (As Amended)

Transfer notice number:
PET/PB/44/WK/201408142

Dudley Metropolitan Borough Council in exercise of its powers under Regulation 21 and Part 1 of Schedule 5 of the Environmental Permitting (England And Wales) Regulations 2010 (As Amended) (SI 2010 No 675) (the regulations) is satisfied that the named transferee will be the operator of the regulated facility formerly known as BP Shortcross Connect and will operate the facility in accordance with the conditions of the Permit and therefore accepts the transfer of permit reference PET/PB/44 issued under the regulations.

Name of transferee:

Malthurst Limited

Whose registered office is:

Vincent House, 4 Grove Lane, Epping, Essex, CM16 4LH

Company registration number:

03445529

Shall operate a regulated facility at:

Shortcross Service Station, 131 Stourbridge Road, Halesowen, West Midlands, B63 3UA

This notice shall take effect from 18th February 2014

Name: Lynda Fawthrop …….. Date: 18th February 2014
Lynda Fawthrop
Principal Environmental Health Officer
Authorised to sign on behalf of Dudley MBC

Amendment to Environmental Permit Status Log

Name of Installation:

Shortcross Service Station, 131 Stourbridge Road, Halesowen, West Midlands, B63 3UA

Permit Reference:

PET/PB/44

The status log of the permit sets out the permitting history, including any changes to the permit reference number. The status log below replaces the status log in permit reference PET/PB/44, issued on 30th November 2009.

Status Log of the Permit		
Detail	**Reference**	**Date**
Initial Permit Issued	PET/PB/44	19th July 2006
Variation Notice and Consolidated Permit Issued	PET/PB/WK/200930477	30th November 2014
Transfer to Malthurst Limited	PET/PB/WK/201408142	18th February 2014

CONSOLIDATED PERMIT

Hereby Permit

BP Oil UK Limited
Chertsey Road
Sunbury on Thames
Middlesex
TW16 7BP

To operate a Part B Installation for the unloading of petrol into stationary storage tanks and the filling of motor vehicles with petrol at

BP Short Cross Connect
131 Stourbridge Road
Halesowen
West Midlands
B63 3UA

Under The Provisions of

THE POLLUTION PREVENTION AND CONTROL ACT 1999

THE ENVIRONMENTAL PERMITTING (ENGLAND AND WALES) REGULATIONS 2007

Permit Reference Number

PET/PB/44

Date Initial Permit Issued

19th July 2006

Variation Notice and Consolidated Permit issued:

30th November 2009

.. **Dated**: 30th November 2009

T Glews, Environmental Protection Manager
(Authorised to sign on behalf of Dudley Metropolitan Borough Council)

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INTRODUCTORY NOTE TO PERMIT

This Environmental Permit (The Permit) is issued by Dudley Metropolitan Borough Council (the Council) under Regulation 13(1) of the Environmental Permitting (England and Wales) Regulations 2007 (S.I. 2007 No.3538), 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 Limited, Chertsey Road, Sunbury on Thames, Middlesex, TW16 7BP.

DESCRIPTION OF THE INSTALLATION

The unloading of petrol from road tankers into stationary underground storage tanks ("Stage I") and the filling of motor vehicles with petrol ("Stage II") at the station within the Installation boundary marked in red on the plan attached to this Permit as Appendix 1 - Site Plan PET/PB/44. For the purposes of this permit "Motor Vehicle" means a mechanically propelled vehicle intended or adapted for use on roads.

The service station has three underground petrol storage tanks and the quantity of petrol unloaded into the storage tanks from road tankers is in excess of 500m^3 per year. The refuelling of motor vehicles at the station results in a throughput of petrol in excess of 3500m^3 per year.

During the filling of a motor vehicle, petrol vapour is recovered through an open active vapour recovery system. Petrol vapour is sucked through the fuel dispensing nozzle by a vacuum pump located in the petrol dispenser. Recovered petrol vapour is sent to an underground petrol storage tank. In order to achieve the required petrol vapour recovery efficiency of at least 85% a computer board located in the dispenser measures the fuel delivery flow rate to the vehicle. The board then sends electronic signals to a proportional valve in a vacuum pump. The opening of the valve is controlled in order to match the vapour recovery flow rate to that of the fuel delivery flow rate.

Each dispenser is fitted with a monitor that detects faults in the system for the recovery of petrol vapour from vehicles. Faults are indicated by a continuous red LED located on the display panel at each dispenser. Activation of a fault LED is identified through weekly checks of the dispenser displays by site staff and is reported to a maintenance engineer.

The Installation falls within the definition of Part 2, Chapter 1, Section 1.2, Part B (d) and (e) of Schedule 1 of the Environmental Permitting (England and Wales) Regulations 2007.

STATUS LOG

DETAIL	REFERENCE	DATE	COMMENTS
Initial Permit	PET/PB/44	19th July 2006	
Environmental Permit	PET/PB/44	6th April 2008	Transfer to Environmental Permit by virtue of Regulation 69 of the Environmental Permitting (England and Wales) Regulations 2007
Variation Notice and consolidated permit issued	WK/200930477	30th November 2009	Variation of permit

1.0 THE PERMITTED INSTALLATION

1.1 The permitted Installation shall be comprised of the activities specified in Table 1.1 below.

Table 1.1	
Activities listed in Part 2 of Schedule 1, of the EP Regulations	Description of specified activity
Section 1.2 Part B (d) -	The unloading of petrol into stationary storage tanks at the service station, where the total quantity of petrol unloaded in 12 months is 500m^3 or more.
Section 1.2 Part B (e) -	The refuelling of motor vehicles at the service station where the petrol refuelling throughput in 12 months is 3500m^3 or more.

1.2 The activities authorised under Condition 1.1 shall not extend beyond the site, being the area shown hatched on the Site Plan PET/PB/44 in Appendix 1 to this permit.

1.3 If the operator proposes to make a change in operation of the installation, the operator must, at least 28 days before making the change, notify the regulator 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.

1.4 The best available techniques shall be used to prevent or, where that is not practicable, reduce emissions to a minimum 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.

2.0 SITE CONSTRUCTION

2.1 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 mobile container delivering the petrol. Unloading operations shall not take place unless these arrangements are in place and properly functioning.

2.2 The vapour collection system(s) shall be of a size and design as approved by the Council, to minimise vapour emissions during the maximum petrol and vapour flow in accordance with Conditions 2.1 and 4.1.

2.3 The connection points on the tank filling pipes and vapour return pipe, and dipstick aperture points 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 use.

2.4 The fittings for delivery and vapour return pipes shall be different to prevent misconnection.

2.5 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 in order to prevent vapour loss when the storage tanks are not subject to potentially hazardous pressurisation.

2.6 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. In the case of direct fill operations where the filling points are underground, the sign may be located nearby above ground providing that it is easily visible from the ground. In addition, either:

(a) the sign shall also refer to the maximum number of tanker compartments which may unloaded simultaneously, or

(b) a clear statement of the maximum tanker compartments which may be unloaded simultaneously shall be included on the Petroleum Delivery Certificate.

2.7 The venting of petrol vapour shall be through the vent pipes serving the vapour balancing system.

3.0 ON-SITE PROCEDURES

3.1 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 immediately of the circumstances of any such 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 6.4.

In this Condition, and in Condition 3.2, a vapour leak means any leak of vapour except those which occur through the pressure vacuum relief valve as described in Condition 2.5 during potentially hazardous pressurisation.

3.2 The operator shall immediately 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 3.1.

3.3 Instances of vapour lock shall be recorded in accordance with Condition 6.4 and under the circumstances detailed in Condition 3.1, be advised to the Council immediately.

3.4 Manhole entry points to storage tanks shall be kept securely sealed expect when maintenance and testing are being carried out which requires entry to the tank.

4.0 STAGE I VAPOUR RECOVERY CONTROLS

4.1 The number of tanker compartments being discharged simultaneously shall not exceed two, excluding the diesel compartment.

4.2 Prior to the unloading of petrol into the storage tanks, the vapour return hose shall be connected before the delivery hoses. The vapour return hose shall be connected by the road tanker end first and then at the storage tank end.

4.3 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.

4.4 Road tanker compartment dip testing shall not be performed whilst the vapour hose is connected, except in the case of split compartment deliveries where dip testing is carried out, which can be safely undertaken to the satisfaction of the Petroleum Licensing Authority.

4.5 A competent person shall remain near the tanker and keep a constant watch on hoses and connections during unloading. The competent person may be an employee of the service station operator, or the tanker driver, who has received the necessary training to ensure compliance with Conditions 4.1 to 4.9 of this permit.

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

4.7 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.

4.8 All connection points shall be securely sealed after delivery.

4.9 If the storage tanks or road tanker compartments are dip tested after delivery, the dip openings shall be securely sealed immediately after dip testing is completed.

4.10 Petrol delivery and vapour return lines shall be tested prior to commissioning and at least every 12 months thereafter for vapour containment integrity. A record of testing shall be kept in accordance with Condition 6.4.

4.11 Pressure vacuum relief valves or other similar devices on fixed tank vents shall be checked for correct functioning, extraneous matter and seating and corrosion at least once every three years. A record of the checks shall be kept in accordance with Condition 6.4.

5.0 STAGE II VAPOUR RECOVERY CONTROLS

5.1 Vapours displaced by the filling of petrol into motor vehicle tanks shall be recovered through the use of an open active vapour recovery system, and discharged into a stationary petrol storage tank. The filling of motor vehicle tanks with petrol shall not take place unless such a system is in place and fully functioning.

5.2 The vapour recovery system required by Condition 5.1 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% determined through a "type approval test" (as defined in Appendix 2 to this permit). A certificate to confirm such compliance shall be retained at the Installation in accordance with condition 6.4.

5.3 The vapour recovery system required by condition 5.1 shall be designed, installed and tested in accordance with British, European and international standards or national methods agreed with the Council.

5.4 The petrol delivery and vapour recovery system for vehicle petrol tanks shall be tested in accordance with the manufacturer's specifications prior to commissioning and for:

a) Vapour containment integrity at least once every three years from the 30th November 2009, 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, and

b) The effectiveness of the vapour recovery system at least once every year from the 30th November 2009. The effectiveness of the vapour recovery system shall be determined in accordance with the requirements of Appendix 3.

Records of testing for vapour containment integrity and the effectiveness of the vapour recovery system shall be kept in accordance with Condition 6.4.

5.5 The operator shall carry out weekly monitoring checks to verify the functionality of the system for the recovery of vapours from motor vehicle petrol tanks. Such monitoring checks shall include:

a) A check of the Stage II LED alarm status on each dispenser display at the end of a petrol sale to determine if the vapour recovery system is drawing petrol vapour back to the stationary storage tank.

b) An inspection for torn, flattened or kinked hoses and damaged seals on vapour return lines.

A record of the above monitoring checks shall be kept in accordance with Condition 6.4.

5.6 Adverse results from any monitoring checks or testing exercise carried out in accordance with the conditions of this permit shall be investigated as soon as they are received. The operator shall:

- Identify the cause and take corrective action
- Record as much detail as possible regarding the cause and extent of the problem, and the action taken by the operator to rectify the situation, and
- Re-test to demonstrate compliance as soon as possible, and record the results in accordance with Condition 6.4.

The council shall be notified without delay if the results from any monitoring or testing exercise carried out in accordance with Conditions 5.4 and 5.5 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.

6.0 MANAGEMENT

6.1 The operator shall maintain and implement written procedures to ensure that regular effective preventative maintenance in accordance with the manufacturer's instructions is employed on all plant and equipment concerned with the capture, transport, control and exhaust of emissions to air. A record of relevant maintenance shall be kept in accordance with Condition 6.4.

6.2 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 given shall be kept in accordance with Condition 6.4.

6.3 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.

6.4 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, or other location agreed by the Council in writing, for a minimum period of 4 years from the date when the records were made, unless otherwise agreed in writing.

APPENDIX 1 – SITE PLAN PET/PB/44

APPENDIX 2- TYPE APPROVAL TEST

A test undertaken to gain approval for use. In the context of this permit, this term is used in relation to approval for use of a vapour recovery system in petrol dispensers for compliance with national regulations. The test will typically include leakage tests and metrology tests as well as tests on hydrocarbon capture efficiency and volumetric efficiency (P/V ratio).

APPENDIX 3- DETERMINING THE EFFECTIVENESS OF THE VAPOUR RECOVERY SYSTEM FOR THE FILLING OF MOTOR VEHICLE PETROL TANKS

The effectiveness of the vapour recovery system for the filling of motor vehicle petrol tanks shall be determined 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 Trade Free 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 shall 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').