



MANCHESTER
CITY COUNCIL

Permit with introductory note

Environmental Permitting (England and Wales) Regulations 2007

**Somerfield (CO-OP) Mersey Light Service Station,
849 Princess Road,
West Didsbury,
Manchester,
M20 2ZF**

Permit Number

PPC/PFS/RM/022/06

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) Regulation 2007 (“the EP Regulations”) to operate an installation carrying out one or more of the activities listed in Part 1 to Schedule 1 of those Regulations, to the extent authorised by the Permit.

The Permit includes the conditions that have to be complied with. It should be noted that aspects of the operation of the installation which are not regulated by those conditions are subject to the guidance and recommendations detailed within the Process Guidance notes 1/14 (06) or subsequent guidance. The Operator shall use the best available techniques for preventing or, where that is not practicable, 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.

Brief description of the installation regulated by this Permit

Summary

The main purpose of the activity at the installation is the unloading of petrol into storage at service stations, where the throughput unloaded at a service station is likely to exceed 500 m³ in any 12 month period. The annual throughput presently exceeds 3,500 m³ and therefore the provisions of the Pollution Prevention and Control (Amendment) Regulations, SI 2006 No 2311. Consequently stage 2 vapour recovery must be installed commissioned.

The operator has commissioned for the purpose of stage 2 compliance, a ‘Gilbarco (VapourVac) - ‘Open active’ returning the vapour to the tanks via vacuum pump’ Vapour Recovering System (VRS), with a vapour/petrol recovery of 85 to 105 %. The VRS is an ‘Open Active Vapour Recovery with Return of Vapours to Underground Tank

The installation includes 8 fuel storage tanks.

Tank 1. UL 26480 L
Tank 2. UL 26480 L
Tank 3. UL 26480 L
Tank 4. UL 13900 L
Tank 5. UL 13900 L
Tank 6. UL 13900 L
Tank 7. UL 13900 L
Tank 8. Diesel 26480 L

Confidentiality

The permit requires the Operator to provide information to the Environmental Health Division of the City Council ('the Council'), which it will place onto the public register 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 to 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. If the operator proposes to make a change in operation of the installation, he must, at least 14 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.”

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 21 of the EP Regulations. A transfer will only be allowed when the Council considers that the proposed holder will be the person who will have control over the installation or will ensure compliance with the conditions of the transferred Permit. If the Permit authorises the carrying out of a specified waste management activity, then there is a further requirement that the transferee is considered to be a “fit and proper person” to carry out that activity.

Status log

Detail	Date	Comment
Request for Commercial Confidentiality	Not applicable	
Authorisation issued under EPA 1990	PFS/30/98,62/99	
Permit Granted	27 March 2006	
Permit Review	27 October 2009	
Permit Variation	27 October 2009	Stage 2

End of introductory Note.



MANCHESTER CITY COUNCIL

PERMIT

**Environmental Permitting
Regulations 2007**

**Manchester City Council
Pollution Control Section
Regulatory & Enforcement Services
1 Hammerstone Road, Gorton,
Manchester M18 8EQ**

Permit Number
PPC/PFS/RM/022/06

The Pollution Control Section, Regulatory and Enforcement Services at Manchester City Council in exercise of its powers under Regulation 13 of the Environmental Permitting (England and Wales) Regulations 2007, SI 2007 No 3538, hereby permits

Somerfield Mersey Light Service Station

Whose Registered Office is:-

**Somerfield Stores, Somerfield House, Whitchurch Lane, Bristol, BS14
0TJ**

To operate an installation at

**Somerfield Mersey Light Service Station, 849 Princess Road, West
Didsbury, M20 2ZF**

to the extent permitted by and subject to the schedule of this Permit.

Signed

Dated:

Fiona Sharkey
Head of Regulatory and Enforcement Services

Conditions

The above named company is permitted to operate an installation unloading of petrol into stationary storage tanks at the service station above subject to compliance with the following conditions. The service station has 8 storage tanks.

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. (referenced document provided as part of the application for permit dated 2 December 1998 and any variations.
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 36. 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 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). In the case of existing vapour collection systems, an assessment shall be made of the maximum number of tanks which can be discharged whilst still maintaining the integrity of the vapour collection system.
8. The number of tanker compartments being discharged simultaneously shall not exceed 2, including 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 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 pipe[s] shall be fitted with a pressure vacuum relief valve, or named other 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. The pressure vacuum relief valve shall be inspected visually daily, and fully serviced and maintained at least every three years. A copy of certification of such maintenance must be held on site.

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 (See paragraph **6.16** of Process Guidance Note 1/14 (06) – Secretary of State's Guidance for unloading of petrol into storage at petrol stations).

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 paragraph **5.8** of the Guidance note 1/14 (06) – Secretary of State's Guidance for unloading petrol into storage at petrol stations.

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 2 December 1998 and any variations, [or such other schedule as may be agreed by the regulator].
23. Pressure vacuum relief valves, or named other 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 a 'Gilbarco (VapourVac) - 'Open active' returning the vapour to the tanks via vacuum pump', vapour recovery system to the Somerfield PFS installation. 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% [see paragraph 5.16 and Section 8 of PG1/14(06)]. 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. Appendix A "Vapour Recovery Alarm Indicators)
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 where an automatic monitoring system is in place and every year in other cases].

a. 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:

- 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.
- Automatically cut off the flow of fuel on the faulty delivery system if the fault is not rectified within 1 week.
- Be approved for use under the regulatory regime of at least one European Union or European Free Trade Association country.

30. The operator shall also undertake a weekly check to verify functionality of the system for recovery of vapours during filling of vehicle petrol tanks, including:

- A test of functionality of the vapour recovery system using appropriate equipment;
- An inspection for torn, flattened or kinked hoses and damaged seals on vapour return lines;

31. Operators shall be notified without delay if the results from any monitoring or tests mentioned in Conditions 28, 29 or 30 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, 'Gilbarco (VapourVac) - 'Open active' system

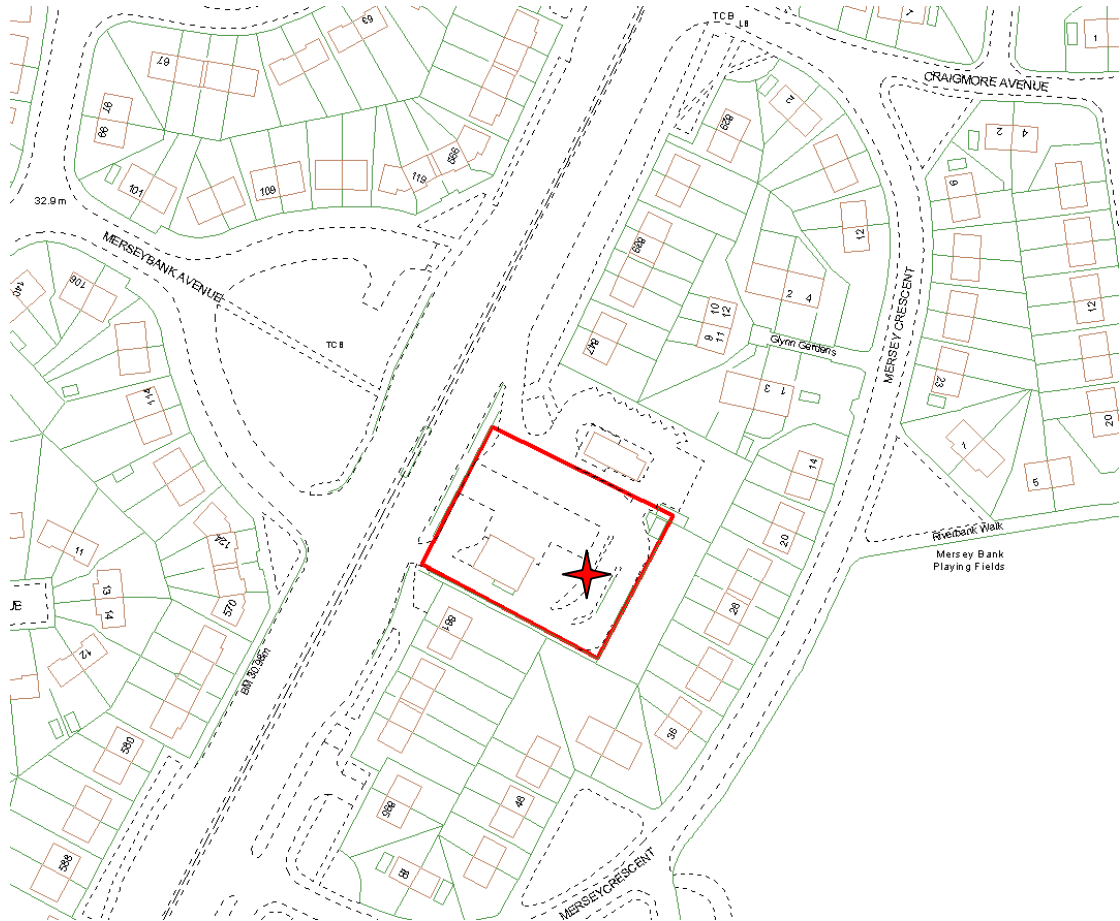
33. Spares and consumables needed shall be held on site, or should be available at short notice from guaranteed suppliers, so that plant breakdowns can be rectified rapidly.

34. The operator shall maintain a log book at the 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 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 'x' on the attached plan reference

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

**Map 1: Somerfield Mersey Light Service Station,
849 Princess Road,
West Didsbury,
Manchester,
M20 2ZF**



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2 Interpretation

In this Permit, the following expressions shall have the following meanings:

“Service Station”

means any installation where petrol is dispensed to motor vehicle fuel tanks from stationary storage tanks. This includes both retail and non-retail sites.

“Permit”

means the written permission to operate an installation prescribed for EPR – Environmental Permitting Regulations (the replacement for authorisation under (LAPPC and LAPC – Local Air Pollution Control).

“EP Regulations”

means the environmental Permitting (England and Wales) Regulations 2007 and words and expressions defined in the EP Regulations shall have the same meanings when used in this Permit.

“Daily”

means a 24 hour period commencing at 00.00 hours.

“Monitoring”

includes the taking and analysis of samples, instrumental measurements (periodic and continual), calibrations, examinations, tests and surveys.

“Staff”

includes employees, directors or other officers of the Operator, and any other person under the Operator’s direct or indirect control, including contractors.

“Vapour”

means any gaseous compound which evaporates from petrol.

“Throughput”

means the largest total annual quantity of petrol loaded into stationary storage tanks at a service station from mobile containers.

“year”

means calendar year ending 31 December.

“the Operator”

The person who has control over the operation of the installation regulated facility (EP regulation 7 and Defra General Guidance manual para 2.38-9.

3 Written agreement to changes

When the qualification “or as otherwise agreed in writing” is used in a condition of this Permit, the Operator shall seek such agreement in the following manner:

- a the Operator shall give the Council written notice of the details of the proposed change, indicating the relevant part(s) of this Permit; and
- b such notice shall include an assessment of the possible effects of the proposed change (including waste production) on risks to the environment from the Permitted Installation.

Any change proposed and agreed in writing by the Council shall not be implemented until the Operator has given the Council prior written notice of the implementation date for the change. As from that date, the Operator shall operate the Permitted Installation in accordance with that change, and any relevant documentation referred to in this Permit shall be deemed as amended.

The address for writing to the Council shall be as follows,

Manchester City Council
Pollution Control Section
Regulatory & Enforcement Services
1 Hammerstone Road, Gorton,
Manchester M18 8EQ

Contact Officer: Rob Macdonald
Telephone Number: 0161 234 4931
Fax Number: 0161 274 7245
e-mail r.macdonald@manchester.gov.uk

or as otherwise notified by the Council

End of Permit

Appeal Against Permit Conditions

Anyone who is aggrieved by the conditions attached to a Permit can appeal to the Secretary of State for the Environment, Food and Rural Affairs. Written appeals must be sent to the Secretary of State's delegate (the Planning Inspectorate) no later than six months from the date of issue of the Permit to the following address:

The Planning Inspectorate
Environment Appeals Administration
Room 4/19 – Eagle Wing
Temple Quay House
3 The Square
Temple Quay
Bristol BS1 6PN

The letter of appeal must include the following:

- A statement of the grounds of appeal;
- A statement indicating whether the appellant wishes the appeal to be dealt with by written representations or at a hearing;
- A copy of the relevant application;
- A copy of any relevant Permit;
- A copy of any relevant correspondence between the appellant and the regulator

At the same time, a copy of the appeal document including the first two items above must be sent to the Council at the following address

Manchester City Council
Pollution Control Section
Regulatory & Enforcement Services
1 Hammerstone Road, Gorton,
Manchester M18 8EQ

Contact Officer:	Rob Macdonald
Telephone Number:	0161 234 4931
Fax Number:	0161 274 7245
e-mail	<i>r.macdonald@manchester.gov.uk</i>

Note:

An appeal will not suspend the conditions of the Permit from coming into effect.

In determining the appeal the Secretary of State, or the Planning Inspector, may direct the Local Authority to vary, remove or add conditions to the Permit and not solely make comment on those conditions that are the subject of the appeal itself.