

CANNOCK CHASE DISTRICT COUNCIL



THE ENVIRONMENTAL PERMITTING (ENGLAND AND WALES) REGULATIONS 2016

**Permit to Operate the Unloading of Petrol into Storage from Mobile
Containers & Motor Refuelling Activities at a Service Station under
Section 1.2 Part B (d) (e)**

**PERMIT REFERENCE:
1.2 Part B(d)(e) EPR 016900**

**ASDA Express PFS
Cannock
Watling Street
Cannock
WS11 9NA**

Regulator Contact Details

Cannock Chase District Council
Environmental Health
Civic Centre
PO Box 28
Beecroft Road
Cannock
WS11 1BG

Tel: 01543 462621

Fax: 01543 462317

E-mail: environmentalhealth@cannockchasedc.gov.uk

This introductory note does not form a part of the Permit

The following Permit is granted under Regulation 13 of the Environmental Permitting (England and Wales) Regulations 2016 (S.I.2016/1154) ("the EP Regulations") to operate an installation carrying out one or more of the activities listed in Part B to Schedule 1 of those Regulations, to the extent authorised by the Permit.

The Permit includes conditions that have to be complied with.

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

ASDA Express PFS Cannock, Watling Street, Cannock, WS11 9NA is permitted to operate an installation unloading petrol into stationary storage tanks and filling of vehicle petrol tanks at the service station.

Contacting the Regulator

This Permit has been issued by Cannock Chase District Council as the Regulator for this installation and the address above (Pg 2) is the Principle contact address for all matters relating to the Permit.

Confidentiality

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

Your Attention is drawn to the Variation Notification Procedure condition in 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 following conditions changes such that the conditions no longer reflect the activity and require alteration, the Regulator should be contacted.

Revocation 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, The Regulator may revoke a permit in whole or in part, and may require the operator to take steps-

- to avoid a pollution risk resulting from the operation of the regulated facility; or
- to return the site to a satisfactory state, having regard to the state of the site before the facility was put into operation.

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 be allowed unless the Authority 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 EP 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 a Permit can appeal to the Appropriate Authority, (Secretary of State for the Environment, Food and Rural Affairs, in England and the Welsh Ministers in Wales) Appeals must be made in accordance with the requirements of Regulation 31 and Schedule 6 of the EP Regulations.

Appeals should be received by the Secretary of State for Environment, Food and Rural Affairs or the Welsh Ministers at the following addresses:

The Planning Inspectorate
Environment Team, Major and Specialist
Casework
Room 4/04 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

Or for appeals in Wales:

The Planning Inspectorate
Crown Buildings
Cathays Park
CARDIFF
CF10 3NQ

Please Note

An appeal brought under Regulation 31 (1) (b) and Schedule 6, 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.

End of Introductory Notes

Permit

Permit Number: 1.2 Part B (d) (e) EPR 016900

Cannock Chase District Council (the Regulator) in exercise of its powers under Regulation 13 of the Environmental Permitting (England and Wales) Regulations 2016 (S.I.2016/1154) hereby permits

("the operator"), **ASDA Stores LTD**

Whose registered offices are:

**ASDA House
Great Wilson Street
Leeds
LS11 5AD**

To operate an installation at:

**ASDA Express PFS
Cannock
Watling Street
Cannock
WS11 9NA**

to the extent authorised by and subject to the conditions of this Permit.

Signed

A handwritten signature in black ink, appearing to be 'AMM', is written over a horizontal line.

Environmental Health Manager
The Proper Officer Designated to sign on behalf of the Council.
Cannock Chase District Council

Dated 1st September 2025

INSTALLATION DESCRIPTION

ASDA Express PFS Cannock, Watling Street, Cannock, WS11 9NA is permitted to operate an installation for the unloading of petrol into stationary storage tanks and filling of vehicle petrol tanks at the service station above subject to compliance with the following conditions. The service station has 3 fuel tanks, 1 Adblue tank, 10 pumps, 10 unleaded filling positions, 10 super unleaded filling positions, 10 super diesel filling positions, 14 diesel filling positions, and 5 Adblue filling positions.

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 mobile container delivering the petrol. Unloading operations may not take place unless these arrangements are in place and properly functioning, subject to conditions 3, 4 and 5.
2. The operator shall implement the schedule of preventative maintenance as referred to and agreed by the regulator and detailed in Appendix 1 given as page 14 of this Permit. Documentary material in relation to said maintenance should be retained and made available for inspection to the regulator as required by condition 34.
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 34.

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 alterations in operating procedures.
7. The vapour collection systems shall be of a size and design, as approved by the regulator, to minimise vapour emissions 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 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 misconnection.
11. Petrol storage tank vent pipes 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.
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.
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.
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 of preventative maintenance as referred to in condition 2 or such other schedule as may be agreed by the regulator.

23. Pressure vacuum relief valves 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 dispensers consisting of Elaflex ZVA 200 GR, Elaflex Conti Slimline 21/8 Coax Hose, Burkert 6022/2832 Control Valve & Typ 8014-5.0, 8014-6.0 vapour recovery pumps. 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 use 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 as described in 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:
 - 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. If the automatic monitoring system is removed, or prevented from normal functions, then the test frequency for stage 2 vapour recovery effectiveness (described in condition 28) shall be increased to take place at least once per year.

The operator shall also undertake a weekly check of the stage 2 vapour recovery system which includes:

- 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;
- An entry of the checks and findings in the station log book.

31. Operators shall be notified without delay if the results from any monitoring or tests mentioned in Conditions 27 & 28 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 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 30.

35. Venting of the petrol vapour shall be through the vent pipes marked on the attached plan reference given page number 13. Vent pipes should normally discharge not less than 3 metres above the grounds, nor within 3 metres of any opening windows or ventilation air inlets.

36. Training

All service station operators must follow the procedures for safe operation for petrol unloading operations laid down in petroleum licence conditions and in the Carriage of Dangerous Goods by Road Regulations 1996, SI 2095.

Staff at all levels shall have the necessary training and instruction in their duties relating to control of the process and emissions to air. In order to minimise risk of emissions, particular emphasis should be given to control procedures during start up, shutdown and abnormal conditions.

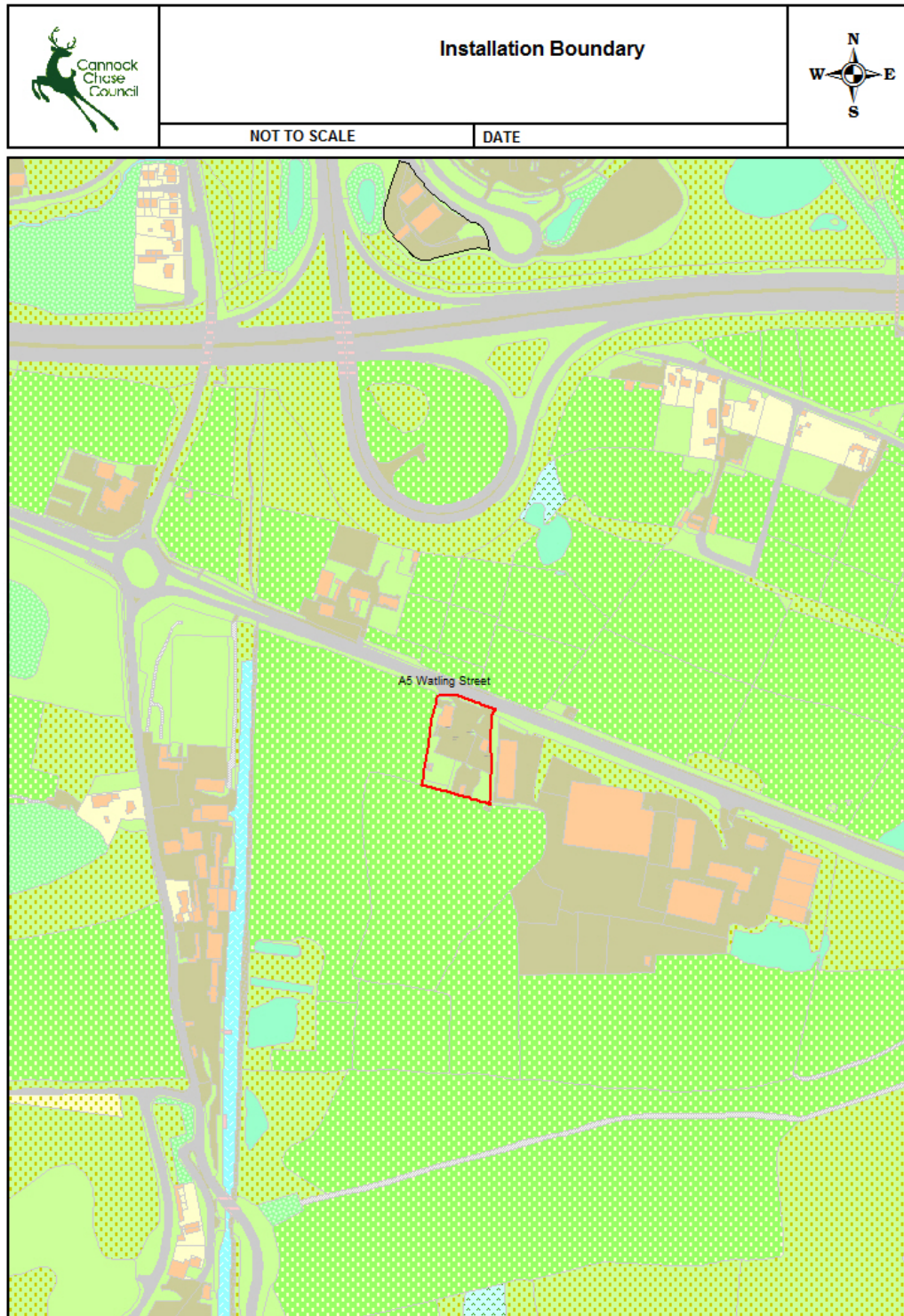
Training of all staff with responsibility for operating the process shall include:-

- awareness of their responsibilities under the permit; in particular supervising and performing unloading operations of tankers.
- action to minimise emissions during abnormal conditions.

End of Conditions

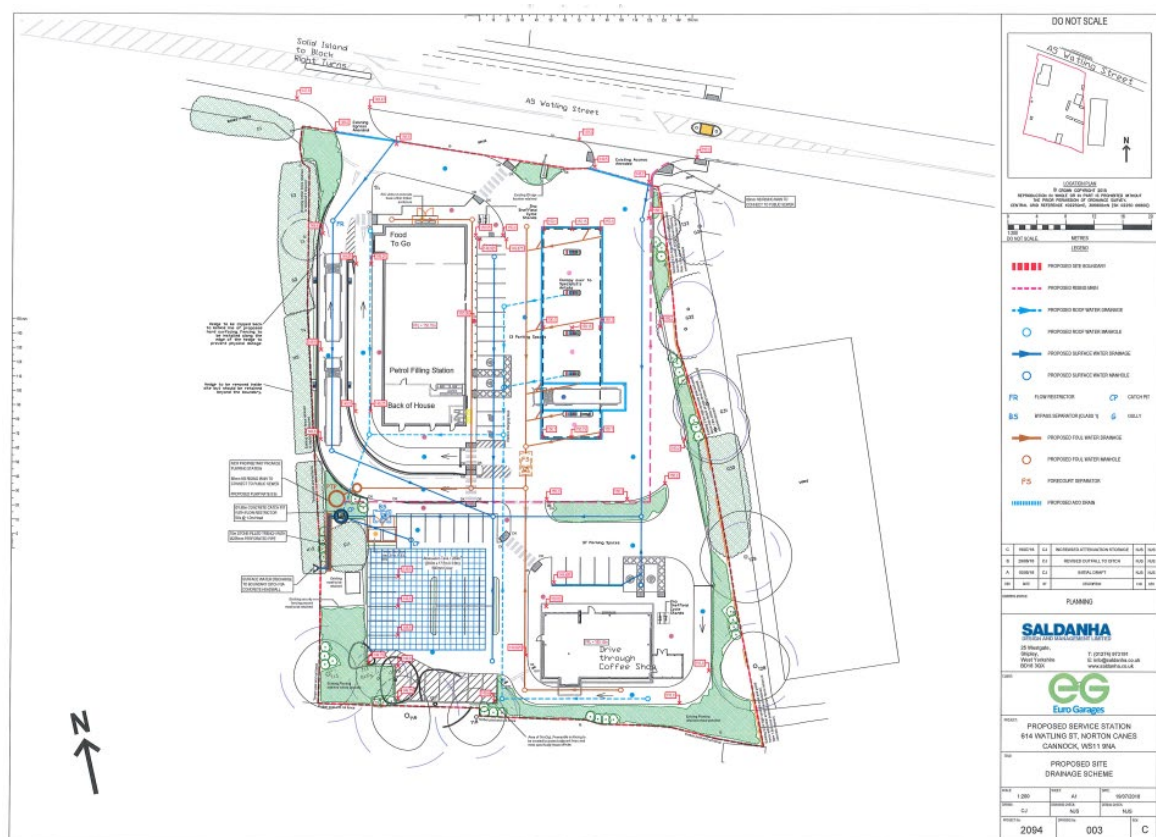
Site Location

**ASDA Express
Petrol Filling Station
Watling Street
Cannock
WS11 9NA**



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Site Plan



Schedule of Preventative Maintenance

Procedures for unloading petroleum spirit

Procedures

In addition to the requirements of discharge conditions, the following procedure must be performed in sequential order:

1. The normal operation of the tankers air system is used to permit showing wet dips. Dips rods are then removed, stowed and dip caps secured.
2. The vapour recovery hose is firstly connected to the connection on the road tanker. Connecting the vapour recovery hose to the tanker de-activates the air system operated by the green button on the tanker.
3. The site vapour recovery hook up line cap is removed and the vapour recovery hose is connected to the recovery hook up pipe.
4. Connect up to a maximum of two spirit discharge hoses. Firstly connecting to storage tank end then to petrol delivery tanker.
5. To perform the delivery the red button in the control box must be pulled out, followed by the individual numbered buttons for each compartment foot valve.
6. Following the delivery any confirmation that the compartments are empty should be by viewing the site glass fitted on each compartment outlet faucet.
7. Close down the system by de-pressing the red button, this will close all the valves.
8. Disconnect discharge hoses (firstly disconnecting from petrol delivery tanker and draining the hose into the storage tank. When you are sure the hose is completely empty, disconnect from storage tank).
9. Disconnect the vapour hose from the site storage tank end and replace the cap.
10. Remove vapour balancing hose from the tanker end and replace vapour line cap.

Stage 1b vapour recovery: Petrol vapour is displaced from petrol station storage tanks and returned to the distribution terminal using the fuel delivery tanker.

Stage II vapour recovery: Petrol vapour is recovered from the vehicle tank and returned to the unleaded storage tank for collection by stage 1b system.

Management Techniques:

- Undertake a weekly check to verify functionality of the vapour recovery system.
- Test the functionality of the vapour recovery system using appropriate equipment.
- Carry out an inspection for torn, flattened or kinked and damaged seals on vapour lines.
- Record all checks and findings in the log book.
- Adverse results from any monitoring activity should be investigated as soon as the monitoring data has been obtained and the following procedures should be followed.
 1. Identify the cause and take corrective action.
 2. Record as much details as possible regarding the cause and extent of the problem and the action taken to rectify the situation.
 3. Re-test to demonstrate compliance.
 4. Notify the regulator.

Proposed Measures and Monitoring

We will provide this information as soon as the site has been commissioned by GVR or Tokheim:

Examination will be undertaken in accordance with the manufacturer's instructions and shall incorporate the following:

- Stage II every 3 years or following substantial changes.
- Petrol delivery and vapour recovery systems for vehicles. Petrol tanks shall be tested every 5 years or following changes.

Vapour Leak

In the event of a vapour leak the following reporting structure must be followed:

1. In the event of a leak which appears strong enough to cause threat of ignition the staff must immediately leave the site.
2. If applicable stop all deliveries.
3. Evacuate the site and inform the emergency services.
4. Inform site manager.
5. Inform GVR, Tokheim or TLM who maintains the system.
6. Inform the petroleum licensing inspector and the environmental health officer the incident has the potential to affect staff, customers or the local community.
7. All details and contractor visits must be entered in the site register.
8. Also record details of the failure and any remedial action taken.

Test: Testing will be done by competent engineers and the following test will be carried out.

Dry Measurements: This is where the stage II VR equipment is attached to the VR nozzle and no fuel is dispensed. However air is sucked back to the tank through the nozzle via a calibration metering system.

Calibration: This will make sure correct levels of vapours are being recovered.

Vapour Containment: The integrity of the vapour containment at least once every three years.

Vapour Recovery Effectiveness: The effectiveness of the vapour recovery system should be tested one a year.