

Lincolnshire Permit Scheme



Annex A for Lincolnshire County Council to operate the Lincolnshire Permit Scheme

Full Name of the Highways Authority	Lincolnshire County Council		
Type of Scheme (Single/Multi)	Single		
Date final Checks Completed	Officer who confirms completion of full checks	Mick Phoenix	07/07/16
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1 Introduction

- 1.1 The Lincolnshire Permit Scheme (“the LiPS”) has been developed under the powers provided in Part 3 of the Traffic Management Act 2004 (“TMA”) and the Traffic Management Permit Schemes (England) Regulations 2007, (as amended) Statutory Instrument 2007 No. 3372 (“the Regulations”) made on 28 November 2007. It is a permit scheme for the purposes of Section 32(1) of the TMA.
- 1.2 This document contains information specific to Lincolnshire County Council’s application to operate a TMA permit scheme for street and road works.
- 1.3 An addendum is also available separately that lists all streets within Lincolnshire County Council’s geographical area that fall under the LiPS scheme.

2 Background

- 2.1 Lincolnshire is a large, predominantly rural shire county covering 5921 square kilometres (2286 square miles) representing some 4.5% of England with a population of 731,500 (ONS 2014 mid-year estimate). Due to the extent of the county, the highway network is extensive at some 8,905 kilometres (5,534 miles) – the fifth largest of any local highway authority. Within this total, there are no motorways and just 66 kilometres (41 miles) of dual carriageway, of which the vast majority comprises the A1 and the A46.
- 2.2 A varied and diverse county that blends economic strength with inspiring scenery and sites of key historic significance, Lincolnshire also has a considerable volume of traffic carrying residents and tourists into and through the county. Effective management of the highway network is vital in stimulating further growth of tourism businesses, which will lead to increased visitor numbers, ultimately benefiting other businesses and promoting wider infrastructure improvements.
- 2.3 Lincolnshire's Local Transport Plan (LTP) 2013-2023 provides the evidence to suggest investment focus should be on maintaining or enhancing the performance of the existing networks, particularly where journey time reliability is deteriorating. The efficiency with which existing transport networks are used is just as important as the underlying investment in major new infrastructure (and can improve justification for investment in new infrastructure).
- 2.4 LTP 2013-2023 (and the associated implementation plans) sets out Lincolnshire's transport objectives. Operating a permit scheme compliments the Network Management Plan as part of the wider LTP.
- 2.5 Permits provide greater accuracy of works timing, particularly on traffic sensitive roads. The use of conditions when granting a permit will allow Lincolnshire to manage the way that works activities are carried out providing tighter control of network space. Evidence from previous successfully implemented schemes suggests that the provision and use of well thought-out conditions and enforcement action where appropriate, helps drive improvements in reducing occupation of the highway by works. The cost of the permits also helps dissuade promoters from planning works unnecessarily and poorly.
- 2.6 The highway network is an essential part of the local economy and the effective management of the network ensures that everyone benefits;- from improvements in safety, journey reliability and decreased environmental impacts. A well-managed network also aids local regeneration projects and helps to support the local economy.
- 2.7 Through implementing the LiPS, Lincolnshire County Council plan to increase the efficient running of the highway network by minimising the disruption and inconvenience caused by road works and other highway events and activities through proactive management of activities on the highway.

3 Lincolnshire County Council LiPS scheme

3.1 Lincolnshire County Council Addendum

3.1.1.1 This addendum to operate the LiPS scheme is for Lincolnshire County Council.

3.1.2 Streets covered by the Lincolnshire scheme

3.1.2.1 The “specified area” as required under Regulation 7, will be the geographical area encompassed by Lincolnshire County Council’s boundary.

3.1.2.2 All streets maintained by, or on behalf of Lincolnshire County Council are included within this scheme (Regulation 8). These streets are identified as part of Lincolnshire County Council’s additional street data (ASD).

3.1.2.3 Roads administered by Highways England and private streets are not included in the scheme.

3.1.3 Objectives and measures

3.1.3.1 Lincolnshire County Council will use the objectives and measures as described in the LiPS and associated guidance issued by either the Department for Transport or HAUC.

3.1.4 Strategically significant streets

3.1.4.1 Strategically significant streets includes traffic-sensitive streets (defined under Regulation 16 of *The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007.*) as well as streets which fall into reinstatement categories 0, 1 or 2 as defined in Section 1.3 of the statutory *Specification for the Reinstatement of Openings in Highways (SROH)*.

3.1.4.2 In addition, the Permit Authority may include other streets that are significant locally, for instance, streets linking rural communities where the impact from activities on the highway could be severe. This definition is given in the DFT document *Permit Schemes – Additional Guidance (January 2013)*.

3.1.4.3 Under the LiPS and for the purpose of permit charges and notification timescales, strategically significant streets do not fall under the higher Section 74 charges for overruns. However, they do attract a higher permit charge to reflect the greater importance placed on them in terms of coordination and potential for disruption and will fall under the ASD and EToN designation of 'traffic sensitive'.

3.1.5 Fee Levels

3.1.5.1 Lincolnshire County Council has set their fee levels in accordance with the DFT document *Permit Fees Guidance (July 2008)*, and the *Additional Advice Note – for developing and operating future permit schemes (January 2013)*, and in accordance with the maximum fee levels specified in Regulation 30.

3.1.5.2 The charges set are proportionate and reflect the level of work done for Lincolnshire County Council to issue a permit.

3.1.5.3 There is a charge for Permit Variations on all streets. This reflects the added work required to manage changed situations and is an incentive for activity promoters to plan and submit permits accurately in the first instance.

Activity type	Charge on road category 0-2 or Traffic-sensitive	Charge on road category 3-4 or non-Traffic-sensitive
Provisional Advance Authorisation	£101	£72
Major activities (over 10 days duration AND major activities requiring a TTRO)	£210	£130
Major activities (4 to 10 days duration)	£117	£75
Major activities (up to 3 days duration)	£64	£43
Standard activities	£117	£75
Minor activities	£64	£43
Immediate activities	£40	£26
Permit variation	£45	£35

3.1.6 *Waiving and reduced permit fees*

- 3.1.6.1 Section 18.3 and 18.4 of the LiPS document details when a fee may be waived or discounted.
- 3.1.6.2 In addition, Lincolnshire County Council may waive an individual charge or offer a discount where it considers such action is merited.
- 3.1.6.3 Lincolnshire County Council intends to follow DfT or HAUC guidelines with respect to the discounting of fees for works that take place wholly outside traffic sensitive times.

3.1.7 *Fee Review*

- 3.1.7.1 Lincolnshire County Council is committed to undertaking a review of its level of fees in accordance with Regulation 16A to ensure that the overall fee income does not exceed the allowable costs in running the scheme. The outcome of the fee reviews will be published and open to public scrutiny.
- 3.1.7.2 If a sustained surplus or deficit occurs over a period, the fee levels will be adjusted accordingly.

3.1.8 *Invoicing arrangements*

- 3.1.8.1 Problems with electronic systems, incorrect sequencing of notices or other reasons may lead to differences between the activity promoter and the Permit Authority over what each party consider applicable charges.
- 3.1.8.2 Lincolnshire County Council intends to provide a schedule of charges to each activity promoter either fortnightly or on a monthly basis (working with promoters on their preferred timing) in the form of a 'draft invoice'. This will be submitted to the activity promoters for them to review and reconcile with their own systems.
- 3.1.8.3 Following this submission there will be an agreed period to enable the activity promoter to agree the charges with Lincolnshire County Council.
- 3.1.8.4 Following agreement, or where no response has been submitted, Lincolnshire County Council will submit a final invoice under its normal terms of payment.

3.1.9 Conditions

- 3.1.9.1 Lincolnshire County Council's implementation of the LiPS follows the DfT Statutory Guidance on permit conditions, or any amendments or guidance issued in future.
- 3.1.9.2 This guidance is contained in the DfT's *Statutory guidance for Highway Authority Permit Schemes – Permit scheme conditions (March 2015)*

3.1.10 Details of transitional Arrangements

- 3.1.10.1 Lincolnshire County Council intends to commence the permit scheme on 5th October 2016.
- 3.1.10.2 The permit regime has been designed to follow closely the processes and timescales of the NRSWA noticing regime.
- 3.1.10.3 The basic rules of transition from noticing to permitting will apply on all roads where the permit scheme operates.
- The permit regime will apply to all activities where the administrative processes, such as, application for a permit or Provisional Advance Authorisation, start after the commencement date
 - Activities which are planned to start on site more than one month after the changeover date (for all activity categories including Major) shall operate under the permit scheme. This means that even if the relevant Section 54, Section 55 or Section 57 NRSWA notice has been sent before the changeover, the activity promoter will have to cancel these and re-apply for a permit or PAA
 - Any other activities which started under the notices regime will continue under that regime until completion
- 3.1.10.4 Where section 54, 55 or 57 notices have been submitted but require cancelling and amending to a PAA/PA, Lincolnshire County Council will ensure that road space already booked will not be affected, and will assist the activity promoter by providing early start agreements as required.
- 3.1.10.5 Lincolnshire County Council will proactively examine their street works register in advance of implementation to help identify notices that may need amending in this way.
- 3.1.10.6 Where an activity promoter considers that in certain circumstances it would be beneficial to agree to follow a different rule for transition of notices to permits, they should submit this in writing to Lincolnshire County Council prior to the scheme coming into effect. Any request will be judged on a case-by-case basis with due regard to both the additional needs of the promoter, any additional workloads for the authority and with consideration of parity for other promoters.
- 3.1.10.7 As required in Regulation 3, the Permit Authority will give a minimum of 4 weeks' notice of commencement of the scheme following the Order being made, to all those previously consulted on the permit scheme.

3.2 Permit Scheme Resourcing

For the purposes of permitting, Lincolnshire County Council's two-division structure will be based on staff being dispersed across the county within local offices as necessary.

4 Regulatory Compliance

4.1.1.1 The following table shows which sections of the scheme relate to which regulations

Lincolnshire Permit Scheme Regulatory Compliance				
Subject	Reg. Ref.	S.G. Ref.	LiPS Ref.	Comments
CONSULTATION				
1. Consulted all statutory undertakers and S.50 holders in the area – Regulation 3.	R3 (1)(a)	2.2 – 2.9		Consultation undertaken as per Regs, and responded to. No significant changes to the scheme.
2. Consulted all authorities whose streets/areas are included or affected by the scheme – Regulation 3.	R3 (1)(b)	2.2 – 2.9		Consultation undertaken as per Regs.
3. Consulted the Secretary of State for Transport – Regulation 3.	R3 (1)(f)	2.2 – 2.9		Consultation undertaken as per Regs.
4. The proposal contains a summary of responses to the consultation and the changes made in light of the consultation.	R4(i)	1.35		Responses submitted separately. Note no significant changes made to scheme, Annex sets out changes.
5. It is Good Practice to consider providing all activity promoters operating within the permit area and all those consulted on the proposed scheme, with the details of post consultation changes before the scheme goes live.				Meeting held with statutory undertakers prior to consultation to discuss proposed scheme. Minor changes made to scheme resulting from comments made. Consultation extended to provide additional time for responses.
SCHEME OBJECTIVES, DESIGN, COST-BENEFIT ANALYSIS AND EVALUATION ARRANGEMENTS				
6. The scheme must state its objectives	R4 (b)	1.21	Ch. 2	
7. There is an explanation of the permit authority's chosen design for the permit scheme – 100% of the network		1.28	Ch. 3	
8. The scheme sets out how the permit authority will ensure non-discrimination between permit applicants	R4 (c)	9.4 – 9.7	Ch. 1 & 2	
9. The scheme is designed to ensure, as far as possible, parity of treatment between both types of works by evidence of compliance with KPIs.		1.35	Ch. 20	
10. The scheme sets out how and when the permit authority will evaluate the scheme to ensure that the stated objectives are met.	R4 (d)	2.10 – 2.13	Ch. 20	
11. The submission sets out the costs and benefits of the scheme and the consultation considers responses to the consultation.	R4 (1)(e)	2.12 & 3.70	Fee Matrix	Fee Matrix submitted separately.
COVERAGE OF THE SCHEME				
12. The permit authority will need to be able to confirm that the scheme has been prepared in accordance with and complies with these regulations.	R4 (2)	2.10 – 2.13	Ch. 1	
13. The scheme states the area it will cover.	R7 (1)	1.33 – 1.35	Ch. 3	
14. The scheme states the streets within the area that are included in the scheme.	R8 (1)	1.28 – 1.30	Ch. 3	
15. The scheme states the types of works the scheme applies to.	R6 (1)	3.2 – 3.4	Ch. 5	

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16. The scheme includes both highway and statutory undertakers' works.		1.55	Ch. 1 & 2	
17. All works comprising 'registerable works' in terms of the 2007 Notices Regulations under NRSWA are included in the scheme.		1.37 – 1.41 & 7.1	Ch. 5	
18. The scheme states which specified people, or types of people, do not have to apply for a permit and in which circumstances.	R9 (2)	3.9 – 3.10	Ch. 5	
IMPLEMENTATION AND TRANSITION				
19. The scheme states the date when the permit scheme is going to start operation.	R4 (g)	1.35 & 4.3	Ch. 1	
20. The scheme sets out any transitional arrangements that the authority proposes to implement.	R4 (h)	1.35 & 9.8 – 9.9	Ch. 21	
COMPLIANCE WITH GENERAL TECHNICAL AND DEFINITIONAL REQUIREMENTS				
21. The scheme is set up to receive applications, issue notices and otherwise communicate electronically.		1.42	Ch. 9	
22. The scheme is designed to operate in a manner that complies with the Technical Specification (EToN) and follows its requirements.		1.42	Ch. 8, 9, 14 & 15	
23. The scheme uses a nationally consistent local street gazetteer for identifying streets.		1.43	Ch. 3	
24. The scheme provides that a 'street' refers to that length of road associated with a single USRN i.e. to part of a whole street where a street is subdivided.		1.44	Ch. 3	
25. The permit authority's local street gazetteer is upgraded to Level 3.		1.45	Ch. 3	
26. The permit authority is committed to creating and maintaining a register containing the names of each street included in the scheme and specifying whether such streets have been designated as protected, of special engineering difficulties, or traffic-sensitive	R33 (2)	7.1 – 7.5 & 7.20 – 7.22	Ch. 4	
27. The permit authority is committed to maintaining a register in connection with their permit scheme containing information about all registerable activities on those streets.		7.1 – 7.5	Ch. 4	
28. The permit authority is committed to ensuring that all the information held in permit registers is referenced to the Elementary Street Unit Identifier and the Unique Street Reference Number (USRN) and that permit registers follow the street works equivalent by being GIS (Geographic Information System) based.		7.10 – 7.11	Ch. 4	
29. The scheme uses the same or equivalent definitions or requirements as are used in the NRSWA noticing system for: Registerable activities/works; Categories of activities/works (major, standard, minor and immediate activities/works); Street gazetteers, including street referencing by means of Unique Street Reference Number (USRN) and Associated Street Data (ASD); Street Reinstatement categories as defined in the NRSWA Reinstatement Specification; The distinction between main roads and minor		1.40	Ch. 3	

roads, where such distinctions are relevant; and Streets designated as protected, having special engineering difficulty or traffic-sensitive.				
PROVISIONAL ADVANCE AUTHORISATIONS (PAAs)				
30. If the scheme requires a PAA for major works, the promoter should be required to provide the final detailed information in support of its application for a permit at least 10 working days before the activity is due to commence.		3.20	Ch. 6	
31. The scheme incorporates a requirement for PAAs in relation to major permits only.		3.19 & 3.51	Ch. 6	
32. Where a scheme requires PAAs to be applied for, it specifies the information that should be included in the application for a PAA.	R11 (2)	3.19	Ch. 6	
33. The scheme requires an application for a PAA to specify the proposed start and end dates for the relevant activities, although the scheme should allow sufficient flexibility to enable the dates to be reasonably adjusted when a permit is ultimately issued.		3.19 – 3.20	Ch. 6	
34. The information stipulated by the scheme to support an application for a PAA should be equivalent to and certainly should not exceed, that required in support of an application for a permit.		3.16	Ch. 6	
35. Where a scheme requires a PAA to be applied for, it requires that a copy of the PAA is sent to the relevant authority, or any other body having apparatus in the street when requested by that body.	R11 (6)		Ch. 6	
36. Where a PAA has been given but a full permit has not yet been issued and proposals change, the scheme stipulates that the Permit Authority has to be informed of the proposed changes and a revised application for PAA or permit made.			Ch. 6	
IMMEDIATE ACTIVITIES				
37. Immediate Activities are defined as emergency works as per Section 52 of NRSWA or activities (not being emergency works) whose execution at the time they are executed is required (or which the person responsible for the works believed on reasonable grounds to be required) – (i) to prevent or put an end to an unplanned interruption of any supply or service provided by the promoter. (ii) to avoid substantial loss to the promoter in relation to an existing service; or (iii) to reconnect supplies or services where the promoter would be under civil or criminal liability if the reconnection is delayed until after the expiration of the appropriate notice period; This includes works that cannot reasonably be separated or severed from such works.			Ch. 7	
38. The scheme requires promoters of immediate activities to apply for a permit within two hours of the activity starting.			Ch. 8 & 12	
39. The ASD must be marked with any streets for which the scheme requires a promoter to			Ch. 3	

ring the authority when starting immediate works.				
OTHER WORKS REQUIRING PERMITS				
40. The scheme includes a provision requiring a permit to be obtained before specified works are carried out in a specified street.	R9 (1)		Ch. 5	
41. The scheme provides that each phase of work requires a separate permit e.g. a separate permit would be required for interim and permanent reinstatements.	R9 (8)		Ch. 9	
42. Standard activities are defined in the scheme as those activities, other than immediate or major activities, that have a planned duration of between 4 and 10 working days inclusive.			Ch. 7	
43. The scheme stipulates that a standard permit is applied for 10 days in advance of works commencing.			Ch. 8	
44. Minor Activities are defined in the scheme as activities other than immediate or major activities, where the planned working is 3 working days or less.			Ch. 7	
45. The scheme stipulates that a minor permit is applied for 3 days in advance of works commencing.			Ch. 8	
APPLICATIONS FOR PERMITS				
46. The scheme requires promoters applying for permits or PAAs to copy their applications to any authority or undertaker that has requested to see permit applications on certain streets.			Ch. 6	
46. The information that has to be included in a permit application is specified in the scheme.	R9 (3)		Ch. 9	
47. The scheme requires that each application for a permit only covers one street.	R9 (4)		Ch. 9	
48. The scheme requires each application for a permit, or a variation of a permit, to include an estimate of the likely duration of the works.	R9 (5)		Ch. 9	
49. The scheme requires a sufficiently detailed description of the activities to be provided to allow the street authority to assess the likely impact of the activity.			Ch. 9	
50. The scheme requires promoters to include an accurate location in their application based on National Grid References, one in the centre of the excavation for small excavations and one at each end of trenches, along with dimensions of the space taken up by the activity on the street.			Ch. 9	
51. The scheme requires each application for a permit to include proposed start and end dates and should require applicants to indicate whether they wish the permit to cover work at weekends and on Bank Holidays (where applicable).			Ch. 9	
52. The scheme allows the Permit Authority to require the applicant to provide an illustration of the works (including plans, digital photographs, etc.) in appropriate cases. Activities on streets with Special Engineering Difficulty will in any case require a plan and section. This should include details of what the works are, whether they are likely to affect			Ch. 9	

more than one lane of the street and if possible a numerical measure of estimated disruption.				
53. The scheme requires applicants to supply details of the planned techniques to be used, such as open cut, trench share, minimum dig technique or no dig.			Ch. 9	
54. The scheme requires applicants to supply details of their traffic management proposals including applications for approval for portable light signals, including any requirement for action by the local authority, such as the need for Temporary Traffic Regulation Orders to facilitate the works.			Ch. 9	
55. The scheme requires that activity promoters provide their best estimate of the excavation depth as part of the application.			Ch. 9	
56. The scheme requires applicants to indicate whether the activity is intended to be completed with interim or permanent reinstatement or a mixture of both. If the latter, then details would need to be provided as to where interim or permanent reinstatements will be completed within that permit.			Ch. 9	
57. The scheme requires applications to include the provisional number of estimated inspection units appropriate to the activity.			Ch. 9	
58. The scheme requires all applications to include the contact details of the person appointed by the activity promoter to deal with any problems that may occur during the activity, including any provision made for out of hours contact.			Ch. 9	
PERMIT CONTENT AND CONDITIONS				
59. The scheme provides for each permit to specify the duration within which the specified works on a specified street are by that permit authorised.	R9 (6)		Ch. 9	
60. There is a commitment to date permits in calendar days not working days.			Ch. 9	
61. The scheme is designed so that in relation to category 0,1,2 and traffic sensitive streets, the planned commencement date and finishing date for the activity are the start and end dates respectively on the permit. The permit will not be valid before the start date on the permit and will cease to be valid one the end date has passed unless a variation is granted.			Ch. 9	
62. The scheme is designed so that category 3 and 4 streets that are not traffic-sensitive are effectively treated as 'noticing' – they will provide for permit start and end dates which should allow for flexibility in the start of the activity, but once the activity is started, it must be completed within the activity duration period specified in the permit. The starting window should be 5 working days for major and standard activities and 2 working days for minor activities.			Ch. 9	
63. The scheme is designed to ensure that working at weekends or on bank holidays is reflected in the permit start and end dates are			Ch. 9	

subject to any legislative costs.				
64. The scheme provides for the national permit conditions to be applied as appropriate.			Ch. 1	
65. The scheme provides that the permit will specify in detail the activity it allows and the conditions attached.			Ch. 9	
66. The scheme provides that any constraints in the original application should be reflected in conditions in the permit.			Ch. 9 & 12	
67. The scheme provides that an issued permit will contain all the conditions attached to the permit so that there is no ambiguity about the validity and terms of the permit.			Ch. 9 & 12	
68. The scheme imposes a national condition that requires the permit reference number to be prominently displayed for each set of works.			Ch. 12	
TIME LIMITS FOR RESPONSES TO APPLICATIONS				
69. The scheme sets out times in which the Permit Authority will respond to applications for: PAAs; Variations of permits; and permit conditions.	R 16		Ch. 8	
ISSUE OF PERMITS: PROCEDURE				
70. The scheme provides that the permit will be placed on the permit register and copied to any undertaker, authority or other relevant body that has asked to be informed about activities on a particular street.			Ch. 6	
71. The scheme provides that a permit will be issued to the promoter for every permit that is granted.			Ch. 9	
72. The scheme provides that all permits will be given a unique reference number (following the EToN numbering conventions).			Ch. 9	
73. The scheme provide that permits will be marked so as to indicate cross references to any linked permits which have also been issued.			Ch. 9	
REVOCAION AND VARIATION OF PERMITS				
74. The scheme includes provisions to enable the Permit Authority to vary and/or revoke permits and permit conditions.	R15 (1)		Ch. 15	
75. Where a condition is specified in a permit, the Permit Authority much use the wording and numbering for that condition set out in the Statutory Guidance – Permit Scheme Conditions issued 17 March 2015.	R10 (6)		Ch. 12	
76. The scheme includes a statement of the Permit Authority's policy as to the circumstances in which it will review, vary or revoke permits on its own initiative.			Ch. 15	
77. The scheme sets out the process by which: a promoter who no longer requires a permit for an activity can request the authority to revoke or cancel a permit that has already been issued; or an authority can cancel or withdraw an application that has been submitted but for which a permit has not yet been granted.			Ch. 15	
78. The scheme sets out clearly how application for variations to permits or conditions should be made. It provides that			Ch. 15	

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where the existing permit has more than 20% of its duration or more than two working days to run, whichever is the longer, the promoter shall apply for a variation electronically.				
79. The scheme stipulates that in any other case, the promoter shall first telephone the Permit Authority to ascertain whether the authority is prepared to grant a variation and only apply, again electronically, if the authority is so prepared.			Ch. 15	
80. The scheme specifies the information that needs to be included in an application for a variation or revocation of a permit or permit condition.	R15 (2)		Ch. 15	
OTHER MISCELLANEOUS ASPECTS OF SCHEME CONTENT				
81. The permit scheme has taken into account and known national infrastructure projects e.g. Broadband roll out and rail projects etc.				The BD(UK) project and subsequent rural broadband works have been considered as part of the investigatory works carried out during the compilation of the fee matrix.
FEES				
82. The proposal provides the evidence considered by the Permit Authority when deciding on the proposed fee levels and the reasons for their decisions.	R4 (f)		Fee Matrix	Fee Matrix submitted separately.
83. Permit fees are within the maximum specified and appropriate only to the added value being included.	R29 & R30		Fee Matrix	
84. The scheme sets out the range of fees that may be charged and the criteria which are taken into account when determining how the applicable fee is identified from the range.	R30 (2)		Appendix D	
85. The scheme provides that where a permit variation would move an activity into a higher category, the promoter will be required to pay the difference between the permit fees for the two categories as well as the permit variation fee.			Ch. 15	
86. The scheme provides that where, through no action, failing or fault on the part of the promoter, the Permit Authority revokes the promoter's permit, no fee should be payable for the new permit.			Ch. 15	
87. The permit scheme sets out the circumstances in which the permit fees are discounted.			Ch. 18	