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COMMUNITY INFRASTRUCTURE LEVY APPLICATION FORM

In order to help us process your application, please ensure:

- You read the Assessment Criteria before completing the application form.
- All questions are answered as fully as you can.
- Supporting information is submitted with your application, where relevant/requested.
- The declaration section at the end of the application form is completed and signed by an appropriate representative of the applicant group/organisation.

All applications and supporting information must be submitted to the CIL Officer.

If you have any queries about any part of the application, please contact the CIL Officer at cil@rother.gov.uk.

Organisation

Name of organisation including any partners	Rother District Council
Key contact(s) and roles	Deborah Keneally Head of Service, Neighbourhood Services Tom Atkinson Developments Project Manager (Project Lead)
Postal address	Rother District Council Town Hall, London Rd, Bexhill-on-Sea TN39 3JX
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Email Address	Thomas.atkinson@rother.gov.uk

Project Overview

Project name	Camber Sands – Visitor Facilities
Brief project description (no more than 100 words)	<p>This project will refurbish and extend the main tourist infrastructure for Camber Sands as a national destination. The works include an enhanced spatial efficiency for the facilities, increasing the effectiveness of partner organisations who co-ordinate the yearly summer visitor safety activities. The three toilet blocks will be modernised, allowing for better ease of use and maintenance, with key sustainability upgrades to all units, including an additional 45 toilets and a Changing Places facility. The works will include investigation into ‘pay on entry’ systems for the toilets and the addition of two Kiosks selling refreshments and tourist souvenirs for year-round revenue generation and out of season community infrastructure. These proposals, with significant CIL investment, will provide sustainable infrastructure for the foreseeable future.</p> <p>This report is accompanied by the: Camber Sands visitor facilities Feasibility study In additional to this there are APPENDICES A Architect's drawing package B Engineer's report C Programme D Risk & Issues Register E Existing photo survey F COST breakdown G Operation RADCOTT 2023 Roles</p>
Location of proposed development (please provide a site location plan with the site edged in red)	<p>Improvements will take place over 4 buildings, see attached existing site plans:</p> <ul style="list-style-type: none"> - Camber Central Public Toilets, Camber Central Carpark, Old Lydd Rd, Camber, Rye TN31 7RH - Staffing Hut, Camber Central Carpark, Old Lydd Rd, Camber, Rye TN31 7RH - Old Block, Western Carpark, New Lydd Rd, Camber, Rye TN31 7RB - New Block, Western Carpark, New Lydd Rd, Camber, Rye TN31 7RB
Amount of CIL Funding Requested	<p>Option 1 - £ 1,371,000 Option 2 - £ 1,123,018 Option 3 - £ 943,301</p>
Total cost of the project	£ 1,089,574 - £1,517,489

Strategic Case

No.	Question	Answer
1	Is the need for the scheme identified in any RDC adopted strategy or plan?	<p>The project is specifically noted within the adopted Rother Local Plan Cored Strategy adopted in 2014; EC6 in 16.33 where it states: <i>There are opportunities for suitable proposals for: [such as] upgraded accommodation and facilities at Camber.</i></p> <p>The proposals also indirectly relate to several of the proposed projects within the Infrastructure Delivery Plan IDF published in March 2019 including Flood Defence, Emergency Services and Community Services explained in more detail below and is explained in 2.5 POLICY in the Camber Sands visitor facilities Feasibility study Page 12-14. Below is a summary of the policies in themes most relevant to the project.</p> <p><u>Environment Policy and Flood Defence</u></p> <p>Given the potential impact of tourism policies on the Dungeness Complex of Natura 2000 sites, which was an issue first highlighted through the Core Strategy's 'Habitat Regulations Assessment' (HRA), the Council, in partnership with Folkestone & Hythe District Council, with advice from Natural England, has prepared a 'Sustainable Access and Recreation Management Strategy (SARMS). The SARMS provides a strategic, cross-boundary approach to managing recreational pressure and disturbance. It identifies a need to raise the profile of the nature conservation value of the Complex. The proposals are working to increase education about the Dunes and visitor impact, through extensive visitor signs and a reception area/kiosk in Camber Central. This will help educate visitors and engender a greater understanding and respect for the environment. Work to improve the management and maintenance of the dunes will help this issue. The proposed building design also makes a careful effort to safeguard the dune immediately behind Camber Central Toilets through re-wilding increasing vegetation and reducing further sand/dune creep.</p> <p>The IDF plan explains RDC's proposed infrastructure and careful details the special environment at Camber, the SSSI Designation Natura 2000 suite and RAMSAR Beach:</p> <ul style="list-style-type: none"> • <i>3.17 Rother District has several national and international environmental designations straddling its area. The Dungeness Complex of Natura 2000 Sites extend towards Rye from the Folkestone and Hythe District Council area, while the Pevensey Levels, to the west of Bexhill, which extends into Wealden District, is both a Special Area of Conservation (SAC) and Ramsar Site.</i> • <i>Infrastructure Delivery Schedule: Flood Defence - Camber Sands, Continued dune management. Protect the dunes and local community. Links to Dungeness flood risk area and SARMS policy.</i> • <i>The SARMS policy seeks to raise the profile of the natural environment & nature conservation value; promoting the efficient & effective use of resources and sensitive management of access in the face of recreational pressure; and mitigating the disconnect between tourism & natural environment sectors.</i> <p>Also relating to other direct policies within the Core Strategy:</p> <ul style="list-style-type: none"> • <i>Policy EN1 Landscape Stewardship: Management of the high quality historic, built and natural landscape character is to be achieved by ensuring the protection, and wherever possible enhancement, of the district's nationally designated and locally distinctive landscapes and landscape features;</i> • <i>Policy EN6 Flood Risk Management: An effective and integrated approach to flood risk management in Rother district will be achieved by working with the relevant agencies and strategic partners to ensure that:</i> <ul style="list-style-type: none"> <i>(iv) Proposed flood protection measures should have full regard to sensitive areas designated with specific nature conservation and biodiversity interests such as RAMSAR, SAC, SPC, LNR or SSSI.</i> <p>Tourism and Employment</p> <p>The proposal included improves tourist provision using an extension to two of the current facilities enabling the inclusion of new Kiosks for refreshments and souvenirs</p>

which will form valuable employment space within Camber with the intention of more all year-round use. Below are the policies relating to this:

The project complies specifically with Policy EC6 Tourism Activities and Facilities of the RDC Core Strategy which states:

Proposals relating to tourism activities and facilities will be encouraged.

- (i) *It provides for the enhancement of existing attractions or accommodation to meet customer expectations;*
- (ii) *It supports active use along the coast, consistent with environmental and amenity factors; ...*
- *Policy RA1 Rural Villages is preceded by 12.25 Villages that appear to have a particular need for employment include the following: Camber, and;*
- *12.30 Camber has potential to enhance its tourism offer and expand its role as a modern all year-round leisure and tourist destination.*
- *Policy CO3: Improving Sports and Recreation Provision. The provision of sufficient, well-managed and accessible open spaces:*
 - (vi) *Giving particular support for water-based recreation along the coast near Camber Sands and Bexhill, and at Bewl Water, having due regard to environmental considerations.*

Emergency Services and RNLI

The Infrastructure delivery plan includes: *Sussex Police To maintain effective policing in Rother's communities.*

The proposals will support the beach and water safety partnership known as Operation RADCOTT (police/coastguard/NHS/fire & rescue service) with improved facilities for important tactical command and partnership meetings throughout the summer season. Further details can be found in Appendix G Operation RADCOTT

The proposed facilities include a vital, upgraded First Aid unit and improved RNLI equipment storage. The RNLI are the key stakeholders in managing water safety and are supportive of the proposal and have worked with RDC officers to input into the feasibility study attached and its proposals for the toilets in Camber Central Car park. Once the new facilities are in place The RNLI would be willing to pay a rental amount for the storage which would be agreed once detailed plans of the facilities are produced following planning.

Community and Library Services

The IDF Schedule also recommends: *Library service provision in Bexhill, Battle, Rye and surrounding areas: Increase/ enhance capacity of Library and Information services in development areas, including modifications to buildings layout, increasing stock, delivering outreach programs to target need groups.*

As part of the extension explained in more detail in the feasibility study, we will include a lending library provision as part of the reception and education area in the proposed kiosk. This will include signposting to the nearest library and other local education and learning infrastructure. The New Kiosk room will also be available to the local community to hire for events at a reduced rate, with classes and educational workshops being allowed to use the facility free of charge. This would potentially be administered through the local parish council or community groups and will be explored in more detail through local public consultations as part of the planning process if the CIL bid is successful.

This is also supported by Policy CO1 Community Facilities and Services in the Core Strategy which states: *The availability of community facilities to meet local needs will be achieved by:*

- (i) *Permitting new, improved or replacement community facilities in appropriate locations where they meet identified community needs, having regard to population characteristics, Local Actions Plans and recognised standards of provision;*

Sustainability and Design

		<p>The proposals are centred around high quality sustainable design. From the brief stage through the feasibility it has been important to talk about these new facilities as long lasting and sustainable. Using hardwearing materials, simple but elegant design and easy-to-maintain details the design are set to last for much longer than the previous buildings. The lifespan of the proposals should exceed 25 to 50 years with expected minor maintenance and technological upgrades. It is key for Rother District Council project to pioneer sustainability and enhance environmentally friendly construction methods. The follows:</p> <ul style="list-style-type: none"> • <i>Policy SRM1 Towards a Low Carbon Future. The strategy to mitigate and adapt to the impacts of climate change is to:</i> <ul style="list-style-type: none"> (v) <i>Reduce the carbon emissions from existing buildings by encouraging application of prevailing standards to whole buildings when extending them, supporting adaptations to be energy efficient, promoting take-up of Government energy efficiency schemes and supporting community-based energy infrastructure initiatives;</i> • <i>Policy EN3 Design Quality: New development will be required to be of high design quality by ...</i> <ul style="list-style-type: none"> (ii) <i>Demonstrating robust design solutions tested against the following Key Design Principles as appropriate ...</i> <ul style="list-style-type: none"> (h) <i>Sustainable Design and Construction</i>
2	How does the proposal demonstrate that it supports development of the area?	<p>The proposals for the toilets in Camber Central carpark follow the RDC planning policy and Camber SPD site allocation CAM2: Land at the Central Car Park, Old Lydd Road, Camber. Which states:</p> <ul style="list-style-type: none"> • <i>DASA 11.52: Camber is one of the more deprived communities in Rother, being geographically and economically isolated and dependent on a highly seasonal tourist trade. The regeneration of Camber is identified in the Corporate Plan as one of the Council's long-term executive priorities.</i> • <i>DaSA and Infrastructure Delivery Plan 2019 p56: Protect the dunes and local community. Links to Dungeness flood risk area. Education of the public on the importance of the dunes.</i> <p>The proposals will modernise the tourist infrastructure at Camber Sands and potentially kickstart a regenerative and sustainable approach to Camber whilst supporting the CAM 2 designation. More details are shown in Chapter 3. Proposals in the Camber Sands visitor facilities Feasibility study (Pages 18-49) Successfully regenerating these facilities will potentially have the knock-on effect of attracting and encouraging third party investment in upgrading other facilities in the vicinity of the village and car parks.</p> <p>Rother is growing with a target of 1000 homes by 2037 planned to come forward. This will bring new residents to the district. Alongside this, even larger growth is expected in the South east, specifically East Sussex, Kent and London. This increase, coupled with a warmer climate and staycations, is expected to see continued increase in visitor numbers to such recreational areas of outstanding natural beauty such as Camber Sands, for both mental wellbeing and healthy lifestyles. These improved facilities will support that growth into the future by being designed to last longer than the previous facilities. Improving the tourist infrastructure as set out in CS6 of the Core Strategy allows for an improved visitor experience and encourages healthy lifestyles and safe interaction with the sea and the dunes for many years to come.</p> <p>There are several developments going ahead in Camber including the designated Old Lydd Road (CAM 1 in the DASA and SPD) providing an additional 10 homes to the village. The adopted Rother Local Plan recommends on RA1 gives a housing allocation of 99 new homes between 2011 and 2028 of which 79 have already been completed. Having better facilities on their doorstep and the potential for more jobs will improve the wellbeing of existing and future residents. With the proposed new kiosk spaces enabling further community use and space for education and extracurricular learning during the 'off season', the</p>

		development will support the residential growth of Camber and surrounding neighbourhoods.
3	What is the evidence of need for the proposed infrastructure?	<p>Camber Sands boasts the only sand-dune complex in East Sussex and is one of the South East's more well-known beaches making it a prime day trip and holiday destination. Most visitors travel by car as there is no local train or bus service which means both Central and Western car parks are the main destination points. On peak summer days it is estimated that up to 25,000 visitors per day access the beach, of which a large proportion have travelled by car. This huge influx of visitors tests the local facilities to its limits and means the that Camber infrastructure needs to modernise.</p> <p>The evidence of the need includes but is not limited to:</p> <ul style="list-style-type: none"> • Large queues showing lack of toilet capacity causing anti-social behaviour and fouling on the dunes adjacent to the facilities. • Visitor complaints, formally or anecdotally about the state of the facilities. This is backed up by feedback from the cleaning contractor who express concern over the difficulty of cleaning. • Visitor Complaints about maintenance issues and broken fittings due to aging facilities not designed for the number of visitors. • Staff feedback about verbal and physical abuse over cleaning schedules, required a proper solution. <p>Alongside the policies in Question 1 the proposals to modernise the Camber Conveniences work towards meeting several Rother's Corporate Plan 2020-27 Key priorities, including:</p> <ul style="list-style-type: none"> • CLIMATE EMERGENCY: By completing sustainability improvements and reducing water and power usage. Proposals include solar panels and greywater harvesting; the re-use and refurbishment of existing structures, alongside the use of new sustainable materials and other interventions that protect our natural environment. This meets the objective in the Core Strategy SRM1 alongside EN1, EN3 and EN6 • FINANCIAL STABILITY: By making the facilities revenue generating through year-round revenue streams from 'pay on entry' toilets, refreshment Kiosks, rentable space and storage for the RNLI on a lease. • DEVELOPMENT OF ROTHER'S ECONOMY: By the regeneration of these buildings including the kiosks within the proposal will help improve and revitalise the area contributing to an improve local economy focussed on sustainability and year-round investment. With any directly employed personnel in the new facilities adhering to the details of this policy. <p>See details in 1.2 PROJECT OBJECTIVES (pages 6-7) and 2.6 Understanding the building (16-17) in the CSVF Feasibility Study attached.</p>
4	Which pot is this application applicable to? (Choose either the RIF or IMF and Climate Emergency Bonus Fund if applicable) See Q4 in the Assessment Criteria section.	<ul style="list-style-type: none"> • Rother Infrastructure Fund Rural • Climate Emergency Bonus Fund
5	Type of infrastructure item being applied for? (Delete those that are not applicable)	<p>Headings below taken from 6.0 Identification of Key Infrastructure Sectors Figure 3: Key Infrastructure on page 18 of the Rother Infrastructure Delivery Plan, (see Question 6 for further details)</p> <ul style="list-style-type: none"> • Community Infrastructure: (Community, Arts, Culture and Leisure and Libraries) • Education: (Primary and Secondary Education) • Emergency Services: (Police Service and RNLI Lifeguard Services) • Other (Tourism)

Local Benefits Case

6	What are the direct and indirect benefits of the proposal?	<p>Direct benefits</p> <p>The proposals have many wide-ranging benefits for the Council, residents of Rother District and visitors from further afield. More detail is explained in Section 3. Proposals, 3.1 principles & approach (pages 18-19) of the CSVF Feasibility study attached. The key benefits are:</p> <ul style="list-style-type: none"> • increased toilet provision: proposal includes 170% of existing facilities (45 additional units, shown in table below) • Decreased queuing times • Reduction in anti-social behaviour • Reduction in public fouling in the sand dunes and on the beach -a considerable problem at Camber Sands. • Larger first aid and staffing facilities for safer beach coverage • Reduced usage of Water and Electricity • Reduced carbon Footprint • Provide a new building for next 25 to 50 years. <p>New Toilet Provision Table</p> <table border="1"> <thead> <tr> <th>Provision</th> <th>Female</th> <th>Male inc Urinal</th> <th>Gender Neutral</th> <th>Disabled</th> <th>CPT</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Central Existing</td> <td>13</td> <td>10</td> <td>0</td> <td>1</td> <td>0</td> <td>24</td> </tr> <tr> <td>West Old Ex</td> <td>9</td> <td>8</td> <td>0</td> <td>1</td> <td>0</td> <td>18</td> </tr> <tr> <td>West New Ex</td> <td>13</td> <td>9</td> <td>0</td> <td>1</td> <td>0</td> <td>23</td> </tr> <tr> <td>Total Existing</td> <td>35</td> <td>27</td> <td>0</td> <td>3</td> <td>0</td> <td>65</td> </tr> <tr> <td>Central Proposed</td> <td>12</td> <td>11</td> <td>12</td> <td>2</td> <td>1</td> <td>38</td> </tr> <tr> <td>West Old Pr</td> <td>14</td> <td>17</td> <td>8</td> <td>1</td> <td>0</td> <td>40</td> </tr> <tr> <td>West New Pr</td> <td>20</td> <td>11</td> <td>0</td> <td>1</td> <td>0</td> <td>32</td> </tr> <tr> <td>Total Proposed</td> <td>46</td> <td>39</td> <td>20</td> <td>4</td> <td>1</td> <td>110</td> </tr> <tr> <td>Difference</td> <td>+ 11</td> <td>+ 12</td> <td>+ 20</td> <td>+ 1</td> <td>+1</td> <td>+ 45</td> </tr> </tbody> </table> <p>Benefits categorised below theme of the Rother Infrastructure Delivery Plan as outlined in Question 5:</p> <ul style="list-style-type: none"> • Community Infrastructure: (Community, Arts, Culture and Leisure and Libraries) By delivering upgraded facilities that work for Camber residents and visitors all year round; utilising specific facilities and indoor space out of peak season for discounted and/or free community bookings, events, classes, including space to increase library and literacy provision in the area. • Education: (primary and Secondary Education) By utilising new indoor space for beach classroom days, educating children about the local wildlife and sea safety. This will be aimed at local schools within the Rother area and perhaps those from further afield. • Emergency Services: (Police Service and RNLI Lifeguard Services) Improved operational facility for the use of operation RADCOTT partners such as Police, who use Camber Central as a base to support community and visitor health and safety, both on the beach, in the water and in the village. Increase permanent storage facility for RNLI. • Other (Tourism) Camber Sands beach is a well-known tourist attraction with up to 25000 visitors on warm summer days who will benefit from these improved facilities. <p>Further direct benefits include:</p>	Provision	Female	Male inc Urinal	Gender Neutral	Disabled	CPT	Total	Central Existing	13	10	0	1	0	24	West Old Ex	9	8	0	1	0	18	West New Ex	13	9	0	1	0	23	Total Existing	35	27	0	3	0	65	Central Proposed	12	11	12	2	1	38	West Old Pr	14	17	8	1	0	40	West New Pr	20	11	0	1	0	32	Total Proposed	46	39	20	4	1	110	Difference	+ 11	+ 12	+ 20	+ 1	+1	+ 45
Provision	Female	Male inc Urinal	Gender Neutral	Disabled	CPT	Total																																																																		
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Difference	+ 11	+ 12	+ 20	+ 1	+1	+ 45																																																																		

		<ul style="list-style-type: none"> • Improved use of space in toilet block layouts, including non-binary/unisex facilities as well as male and female units, that will improve equal access, the visitor experience and cleaning procedures for staff. This is explained in more detail in Q10. • Modern materials and up to date specification to internal fabric and fittings allows for more efficient maintenance and cleaning, reducing council costs and improving customer service. • Improved first aid facility and sea-safety education. • Improved sustainability through reduced operational costs, lower carbon footprint and more efficient use of water. • Potential increase in the number of local jobs to operate the kiosks. • Improved staff recruitment and retention by addressing some issues that make Camber a difficult place to work for toilet attendants and parking staff. • The inclusion of a Changing Places toilet facility. <p><u>Indirect Benefits</u></p> <p>Categorised benefits taken from 6.0 Identification of Key Infrastructure Sectors Figure 3: Key Infrastructure on page 18 of the Rother Infrastructure Delivery Plan include:</p> <ul style="list-style-type: none"> • Environment: education of the public about the dunes and the environmental designations within the proposals will help RDC maintain and safeguard these environments. • Flood Defence: education of the public about the dunes will help with dune management and greater understanding of the areas coastal flood defence. <p>Further Indirect benefits may include but are not limited to:</p> <ul style="list-style-type: none"> • Improved revenue generation from the addition of the two kiosks, RNLI equipment storage, reduction in operational costs and the introduction of 'pay on entry' to use the toilets are calculated to bring the facilities and general running of Camber as a tourist destination closer to cost neutral for the Council. • Improved public health and wellbeing achieved through providing these upgraded facilities that will encourage residents and visitors to access nature and increase healthy activities, particularly during the 'off season'.
7	Please provide details of any consultation undertaken with the community or other stakeholders.	<p>Various ideas for improvements to facilities in both Camber Central car park and Western car park have been raised during recent years, with Cllrs keen to identify a means of generating revenue to contribute towards operational costs. It is well established both with local residents, visitors, Cllrs and officers that the current facilities require major refurbishment if they are to continue to provide vital public services for the next 25 to 50 years.</p> <p>Coastal officers in Camber Sands are constantly receiving complaints about the facilities during the summer season, both written complaints and anecdotal comments - too numerous to record - that demonstrate not enough capacity, requiring repairs, worn and damaged internal fabric that can't be repaired and need replacing. The condition of the toilets is exacerbated by people inappropriately using them to wash. An upgraded external shower facility will reduce this.</p> <p>In recent seasons anti-social behaviour has increased with human excrement found on the dunes more frequently since COVID. In the summer queues increasing in size have led to verbal assaults on cleaning staff becoming a regular occurrence, with a physical assault on a member of the maintenance staff last season. The proposals aim to address these issues that are now almost unmanageable and are deterring staff from working in Camber Sands. Throughout the feasibility stage the consultant team have worked closely with a wide range of stakeholders. Being led by the Coastal officers they have understood issues relating to:</p> <ul style="list-style-type: none"> • The cleaning team • The maintenance team

		<ul style="list-style-type: none"> • The waste contracts • The RNLI • The police • The parking attendance and seasonal staff • The chaplaincy • Users <p>Officers have worked closely with Rother District Councillors and Camber Parish Council through the feasibility stage, all of whom are supportive of the proposals and keen to work closely with the consultant team throughout the pre-planning and planning stages. Officers have also completed consultation with Muscular Dystrophy UK in relation to the Changing Places Toilet Bid. Conversations confirmed the need for a facility at Camber Sands through surveys completed by the charity saying Beaches and Tourists destinations are a top priority. The current disabled matting at Camber Central beach confirmed the ability for this site to facilitate these specific user's needs.</p> <p>Key community stakeholder engagement events are planned for the next phases of the project with the local Camber Sands community who have a lot of understanding and experience of the negatives brought about by a hot summer creating a huge influx of visitors to the beach</p>
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Environmental Impacts

8	<p>Will your project if implemented have a negative, positive or neutral environmental impact? (Delete those that are not applicable)</p> <p>If there is anticipated to be an impact, please detail the level and type of impact this will have on the environment.</p>	<p>Rother District Council declared a Climate emergency in November 2019 and have committed to become a carbon neutral district by 2030. One of the main drivers of this proposal is to improve the sustainability of the buildings whilst safeguarding the impact on the natural environment. This has meant careful and considered analysis of every aspect of the proposal including the need for demolition and assessing all our buildings as to how they can lessen the impact and potentially produce energy.</p> <p>More detail is explained in Section 4. Strategies, 4.1 Sustainability (pages 50-51), 4.2 Engineering (page 52) of the CSVF Feasibility study attached. And in Appendix B the Engineers report.</p> <p>Positive Impacts</p> <p>Along with the proposed extension to Camber Central Block, the buildings will be significantly altered, to have their layouts made more efficient, increasing capacity of the toilet blocks whilst being modernised and improved, making them more attractive to and respected by visitors.</p> <p>The design proposals include a multitude of things such as;</p> <ul style="list-style-type: none"> • Water reduction utilising waterless urinals, efficient toilets and sinks and grey water harvesting waterless urinals. • Reduction in electric use through modern appliances like hand driers and lighting, including additional roof lights to lessen the need for electric lighting. • Electricity generation has been investigated confirming solar panels are the best route forward and the proposal includes fitting these to each of the buildings to meet the supply and potential feed back to the grid reducing Carbon Emissions for the buildings even considering the extensions. • Improved drainage reducing contamination and utilising Sustainable Urban Drainage Systems through new landscaping works. Sand traps to reduce sand build up and clogging and reducing issues of contamination in and around the toilets. • Safeguarding the SSSI dunes from fouling by utilising new building layouts to minimise access to the dunes in the Central Carpark will. • Dune management will be addressed with increased education following the SARMS policy that will help educate visitors on the delicacy of the SSI designated
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		<p>ecosystem and how to safeguard that. Better awareness will hopefully lead to less abuse of the environment.</p> <p>Neutral Impacts</p> <p>Parking is a big issue in Camber, though the facilities are based in the carpark, parking will not be affected showing a neutral impact.</p> <p>Negative Impacts</p> <p>Any new building works do have negative environmental impacts and constructions works need to evaluate this in detail making sure any proposal mitigates this negative impact. Below are some examples of negative impacts, numbered to correspond with mitigation measures explained in Question 9:</p> <ol style="list-style-type: none"> 1. Demolition can cause excess waste to landfill with limited recyclable material. Which emits a lot of carbon in lorry loads to and from site. 2. Increased site traffic for deliveries and removals causes local impacts on air quality and can wear out infrastructure. 3. All building materials have a carbon footprint, this is much larger for concrete and brick and much less for wood or re-used materials some of which can be carbon negative. 4. New concrete foundations can have a large negative impact not just on site but in production, any new building.
9	Please detail any mitigation measures which are to be used in the project to minimise any negative impacts to the environment?	<p>As mentioned in question 8 any new building works do have negative environmental impacts. The below explains mitigation measures corresponding to those raised in Question 8:</p> <ol style="list-style-type: none"> 1. The proposals work hard to limit demolition of the existing buildings where possible. Often structural elements if well maintained have much longer lifespans than fixtures and fittings and do not need to be removed. The improvement works consider the existing structure reducing wasted materials. For example, instead of removing the existing floor tiles at increased negative impact, we are proposing to pour a new screed floor on top raising the ground floor level slightly to improve drainage and creating an easily maintainable surface using partially recycled new material and utilising old material as a solid structural footing. 2. Reducing amounts of new materials and amounts of demolition material will significantly reduce this. The proposal works hard to do this as per above. 3. All new structure where possible, and affordable, will be timber to limit the buildings embodied carbon with the aim of making the works as close to carbon neutral as possible. 4. By limiting the extension works and utilising the existing footings the proposal seeks to reduce the amount of foundation needed. Also creating a lighter building using timber structure and metal roofing instead of concrete and heavy ceramic, or concrete tiles will reduce the size and depth of the foundations needed. <p>At each stage of the project, officers alongside the consultants will be reviewing the negative and positive impacts of the buildings and work out ways to create efficiencies and save on resources, time and energy, thus reducing the buildings embodied carbon and future life cycle carbon footprint. More detail is explained in Section 4. Strategies, 4.1 Sustainability (pages 50-51), 4.2 Engineering (page 52) of the CSVF Feasibility study attached. And in Appendix B the Engineers report.</p>

10	With regard to the project, please explain how you have given consideration to the different needs of people and describe the steps that have been taken to minimise the potential for discrimination and maximise equality of opportunity.	<p>The current facilities, including toilet provision at Camber Sands, caters for a diverse range of visitors from across the UK with a range of backgrounds, ethnicities, religions and abilities. The upgraded facilities will include safeguarding measures for different groups as well as level access to the beach. The number of facilities available proportionate to the number of visitors often results in queue's during the summer season, particularly impacting female customers, which often leads to anti-social behaviour towards staff and the misuse of the dunes.</p> <p>On peak days in the summer season, cleaning staff have been verbally threatened and abused when they have to close the toilets in order to clean them. To counteract the above, the proposals increase the number of toilet cubicles by 45 units. This includes a new 'unisex/non-binary' cubicle facility. This has several benefits including:</p> <ul style="list-style-type: none"> - Providing facilities for non-binary people free of discrimination - Allowing cleaning staff to close and clean toilet units without preventing access to any customer. For example, when the female toilet requires cleaning, females can choose to use the non-binary facilities. - Help to tackle queues for female toilet provision considerably increasing the number of cubicles they have access too. - Supports religious groups to access the toilets in keeping with their faith. <p>The proposals move the baby changing facilities out of gendered or disabled toilets into facilities open to all. There will be an increase in the number of disabled facilities. Rother District Council has been awarded funding from Changing Places Toilets (CPT) from DLUCH to install a new, fully equipped disabled facility for Muscular Dystrophy sufferers as well as all people with disabilities. The CIL funding application includes improvements to the landscaping surrounding each facility improving equality of access for all customers.</p> <p>New educational and safety boards will be designed to include internationally recognised graphics/icons and will cater for a variety of languages most used by visitors to the beach. This will be further supported by the use of links or QR codes to RDC web address on the signs that will link to our website that translates information into different languages.</p>
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Delivery

11	Are there any risks associated with the delivery of the scheme?	There are several key risks associated with project that are outlined below. More detail is explained in Section 6.2 Risks and Issues (page 55) of the CSVF Feasibility study attached. And in Appendix D Risk & Issues Register.					
		Risk	Details	Mitigation	L	I	S
		Delays to completion of each unit	<p>The timeline is dictated by the Camber Sands summer season which starts 7 days before Easter and ends first weekend in October.</p> <p>Work will not be possible from Easter onwards in Camber Central car park due to high usage and traffic congestion.</p> <p>Camber Western car park is slightly less time restricted and has two separate toilet facilities.</p>	<p>The project timeline has been carefully thought through to take into consideration the season dates and will be revisited and revised as necessary at each design stage.</p> <p>The detailed design will be curated in such a way to allow for distinct phases in the works, allowing for completion of toilets at Camber Central first, with internal fittings to kiosk and staffing areas to be secondary. the Old Block toilets in t Western Carpark will be the first priority in Western car park, followed by the 'new block'. which is less used.</p> <p>It is anticipated that people can use Camber Sands Western car park 'new block' toilets (c500 metres walk from Camber Central) whilst work ongoing at Camber Central.</p>	4	5	20

		Portaloos may have to be provided for disabled access.			
Legal	ESCC/RDC Land ownership line cuts through corner of existing staffing block.	No new proposed building is outside of RDC ownership. The current staffing block will be allowed maintenance access that is required for the new roof. More details explained in page 15 of the feasibility study.	5	4	20
Cost	If the project was to exceed budget it would be hard to justify additional funding meaning the project would not complete or scope would need to be reduced.	The project has been carefully designed to include efficiencies and cost savings. Officers are aware of the unknowns to do with the existing building and underground infrastructure and various investigations and surveys will be completed alongside more detailed design works to enable the CIL funding to be spent appropriately. and remain in budget. The deliverables will be reviewed at key stages to make sure if costs rise that the project objectives can still be met.	5	4	20
Loss of CPT Funding	IF Camber Central is not brought forward in time to comply with the CPT funding deadline.	Officers are mitigating this by the inclusion of borrowed funds in the Cabinet report for the acceptance of the money to start the planning process as soon as possible and keep the milestones set out in Question 16. Officers will keep continuing contact with DLUCh on the progression of the project.	3	4	12
Weather environment	Camber Sands environment may cause delays e.g. the issues like concrete not curing below 4 degrees	To avoid the peak summer season, work to Camber Central facilities will commence in the Autumn 2023 with internal works planned for Jan/Feb 2024 to be open for Easter The phasing of works will allow for Camber Western facilities to progress in the Spring of 2024, with Western 'old block' open late Spring followed by the 'new block' soon afterwards.	5	3	15
Political	Political support may turn against the project.	Current portfolio holder, Ward Cllrs and Parish Cllr support the project and will be kept up to date with any developments to understand any concerns that arise. Following the elections, the new administration will be briefed about the project at an early stage for ideas and comments.	2	3	6
Public	Public support for the project may diminish	Indications are that most members of the public broadly support the proposals. Included in the project are planned stakeholder engagement events which will engage the local and wider community in raising and listening to their ideas for the final designs and plans, throughout planning and design phases.	2	2	4
<p>As part of the ongoing project the Risks and Issues Registers (Appendix D) will be reviewed and updated as the project progresses allowing for officers to fully understand the risks associated with decision and developments of the project with the aim of mitigating these as much as possible.</p>					

12	What would be the implications of CIL funding not being available?	<p>The project has no other main source of funding other than CIL and so would not be able to progress if this application is not successful. Public conveniences do not have a commercial value because they are not income generating and therefore are difficult to borrow capital against.</p> <p>However public conveniences can be a source of revenue if well-presented and maintained, therefore in the future may be a source of borrowing for any additional needs or technologies that may arise if project proposals include income generation such as kiosks or hireable space.</p> <p>Lack of funding or delay to the project would escalate the existing facility issues that are highlighted in in the CSVF Feasibility Study attached such as drainage, structural and environmental issues If considerable investment is not made in the near future, further decline to the facilities will have a marked detrimental impact on this important destination beach with the knock on reputational damage to the district.</p>
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Financial Case

13	Please provide a breakdown of the project costs and provide quotes to substantiate your figures where possible. Please outline the forecasted total cost of the project.	<p>An initial feasibility stage to understand the potential of the buildings, what is required and ascertain appropriate costings for the Camber Conveniences project aspirations has been completed. Please see CSVF Feasibility Study attached. The project has been costed in detail by Potter Raper Quantity Surveyors. Please see Appendix F Cost Breakdown Report by Potter Raper. Costs in this report have been reached through detailed understanding of the local constructions market based on recent similar contracts with a concise cost analysis and reduction exercise completed.</p> <p>Due to the limited scope of the feasibility study and the increase in costs of the scope of the works since the Expression of Interest was submitted the application provides 3 CIL Bid Options with a reduction in the scope of what they can deliver, and associated risks explained below.</p> <table border="1" data-bbox="453 1173 1326 1337"> <thead> <tr> <th></th> <th>Total Cost</th> <th>CEB</th> <th>RIF R</th> </tr> </thead> <tbody> <tr> <td>Option 1</td> <td>£ 1,371,216</td> <td>£ 441,026</td> <td>£ 930,190</td> </tr> <tr> <td>Option 2</td> <td>£ 1,123,018</td> <td>£ 245,259</td> <td>£ 877,759</td> </tr> <tr> <td>Option 3</td> <td>£ 943,301</td> <td>£ 227,447</td> <td>£ 715,854</td> </tr> </tbody> </table> <p>Option 1 is shown in the feasibility report and includes all three buildings with proposed areas for income generation, visitor welcome and seaside education. This raises the staffing provision onto the first floor at Camber Central to include an off-season hireable space and a new kiosk at Western Old Block. This proposal increasing the risks mentioned above by carrying out all three facilities works in the same winter.</p> <p>Option 2 is shown in the feasibility report includes all three buildings with a reduced proposal including loss of any income generation spaces meaning a single storey extension only at Camber Central and no kiosk at Wester Old Block. This proposal will not provide future income generation and narrow the future options of different sources of funding being available.</p> <p>Option 3 suggests the CIL bid would focus on Camber Central Carpark buildings only as shown in the feasibility study (pages 24-27). Allowing for the proposal that includes income generation spaces, visitor welcome and seaside education and the first floor for staff provision and off-season hireable space. This proposal would allow RDC to complete the Camber Central block whilst utilising the Western Blocks as replacement facilities saving money. It would create income generation spaces including RNLI storage at an agreed rent</p>		Total Cost	CEB	RIF R	Option 1	£ 1,371,216	£ 441,026	£ 930,190	Option 2	£ 1,123,018	£ 245,259	£ 877,759	Option 3	£ 943,301	£ 227,447	£ 715,854
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		<p>and would allow RDC to either investigate future CIL bids or further funding options that may borrow against the new building that are not available now.</p> <p>If the project is successfully awarded funding, then the next steps will be to go to planning and detailed design at which stage the project can go out to Tender and exact costs will be reached and negotiated.</p>																				
14	Please provide a detailed summary of the total CIL funding required, including any payment phasing.	<p>Due to the stage of the project an exact detailed costings and breakdown of phasing and changes will come in the next detailed stage of the project. Based on the below Programme and Attached Appendix C it is broadly expected that the projects costs will be broken down as follows:</p> <table border="1" data-bbox="453 607 1461 898"> <thead> <tr> <th>*Estimate*</th> <th>Total Cost</th> <th>Q2 Planning 20%</th> <th>Q3 Works Start 35%</th> <th>Q4 - Q1(24/25) Works Finish 45%</th> </tr> </thead> <tbody> <tr> <td>Option 1</td> <td>£ 1,371,216</td> <td>£274,243.20</td> <td>£479,925.60</td> <td>£617,047.20</td> </tr> <tr> <td>Option 2</td> <td>£ 1,123,018</td> <td>£224,603.60</td> <td>£393,056.30</td> <td>£505,358.10</td> </tr> <tr> <td>Option 3</td> <td>£ 943,301</td> <td>£188,660.20</td> <td>£330,155.35</td> <td>£424,485.45</td> </tr> </tbody> </table> <p>The first costs to come out will be the professional fees to complete the planning and detailed design to work up the proposals in detail and ascertain exact accurate costs to understand the exact spec to fit the funded amount. The next phase would pay contractors for the start of works and prelim costs with the final costs coming out in Q4 for Camber Central or Q1 of financial year 2024/25. Any delays may cause these numbers to change and a full more detailed spending programme will be completed at the next stage.</p>	*Estimate*	Total Cost	Q2 Planning 20%	Q3 Works Start 35%	Q4 - Q1(24/25) Works Finish 45%	Option 1	£ 1,371,216	£274,243.20	£479,925.60	£617,047.20	Option 2	£ 1,123,018	£224,603.60	£393,056.30	£505,358.10	Option 3	£ 943,301	£188,660.20	£330,155.35	£424,485.45
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15	Please indicate why CIL funding is being sought and outline the source of any additional funding that has been secured or is being sought.	<p>The facilities in both Camber Sands car parks, including the toilets and coastal office, are steadily declining due to the harsh nature of the environment, age of the structures and high levels of use during the summer season. They need extensive refurbishment and investment if they are to continue supporting beach and water safety, protect the environment and provide adequate services for the visitors for the next 25 to 50 years.</p> <p>With the right investment they can be made to be self-sustaining, more economical to operate, easier to maintain and revenue generating. Officers sought other funding opportunities including capital borrowing, but a business case was not viable, as although the facilities may generate revenue to support their maintenance, this revenue stream would not recoup the initial investment made. The possibility of Section 106 funding was considered but was deemed to be insufficient due to limited residential development opportunities in the vicinity.</p> <p>The total financial commitments to date including CPT funding is: £ 146,273 and is broken down as follows:</p> <p>Infrastructure funding through CIL is the only available avenue for funding most of the works. Officers have successfully received funding for a Changing Places (CP) facility in Camber Central car park.</p> <table border="1" data-bbox="453 1850 1461 2067"> <tbody> <tr> <td>Source</td> <td>Department for Levelling Up Housing DLUH and Communities Changing Places funding</td> </tr> <tr> <td>Amount</td> <td>£ 68,500</td> </tr> <tr> <td>Conditions Attached</td> <td>Attached in Appendix I – Changing Places Round 2 RDC</td> </tr> <tr> <td>Use by Date</td> <td>31st March 2024 deadline for Registration. (Total expenditure to be within financial years 2023/2023).</td> </tr> </tbody> </table>	Source	Department for Levelling Up Housing DLUH and Communities Changing Places funding	Amount	£ 68,500	Conditions Attached	Attached in Appendix I – Changing Places Round 2 RDC	Use by Date	31 st March 2024 deadline for Registration. (Total expenditure to be within financial years 2023/2023).												
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Time Scales

16	<p>What is the delivery timescale for the project? Please outline key milestones.</p>	<p>Short Term within 5 years.</p> <table border="1"> <thead> <tr> <th>Key Milestones</th> <th>Proposed Deadline</th> </tr> </thead> <tbody> <tr> <td>CIL bid submission</td> <td>February 22nd 2023</td> </tr> <tr> <td>CIL Panel Meet</td> <td>March 14th 2023</td> </tr> <tr> <td>Cabinet Paper to Join Capital Programme*</td> <td>March 27th 2023</td> </tr> <tr> <td>CIL feedback and decision received</td> <td>March 24th 2023</td> </tr> <tr> <td>(If successful)</td> <td></td> </tr> <tr> <td>Commencement Meeting for next steps</td> <td>30th March 2023</td> </tr> <tr> <td>RIBA Stage 2 Completion</td> <td>20th April 2023</td> </tr> <tr> <td>Pre-Planning Discussions complete</td> <td>18th May 2023</td> </tr> <tr> <td>Draft RIBA Stage 3 and Planning Submission</td> <td>25th May 2023</td> </tr> <tr> <td>Planning Submission</td> <td>8th June 2023</td> </tr> <tr> <td>Planning Submission Validation</td> <td>22nd June 2023</td> </tr> <tr> <td>Tender Procurement Started (subject to planning)</td> <td>20th July 2023</td> </tr> <tr> <td>Tender Procurement Complete (Contractor Chosen)</td> <td>7th September 2023</td> </tr> <tr> <td>Planning Decision</td> <td>7th September 2023</td> </tr> <tr> <td>RIBA Stage 4 and 5 Completed</td> <td>19th September 2023</td> </tr> <tr> <td>Contract Mobilisation</td> <td>9th October 2023</td> </tr> <tr> <td>Start on site (internals)</td> <td>23rd October 2023</td> </tr> <tr> <td>Sectional Completion Camber Central Toilets**</td> <td>April 2024</td> </tr> <tr> <td>Completion Camber Old Block</td> <td>April 2024</td> </tr> <tr> <td>Completion of Camber Central Internal fixtures and Kiosk</td> <td>June 2024</td> </tr> <tr> <td>Completion of Camber New Block</td> <td>July 2024</td> </tr> </tbody> </table> <p>*Cabinet paper will be drafted to:</p> <ul style="list-style-type: none"> request acceptance of CPT funding from DLUCH; 	Key Milestones	Proposed Deadline	CIL bid submission	February 22 nd 2023	CIL Panel Meet	March 14 th 2023	Cabinet Paper to Join Capital Programme*	March 27 th 2023	CIL feedback and decision received	March 24 th 2023	(If successful)		Commencement Meeting for next steps	30 th March 2023	RIBA Stage 2 Completion	20 th April 2023	Pre-Planning Discussions complete	18 th May 2023	Draft RIBA Stage 3 and Planning Submission	25 th May 2023	Planning Submission	8 th June 2023	Planning Submission Validation	22 nd June 2023	Tender Procurement Started (subject to planning)	20 th July 2023	Tender Procurement Complete (Contractor Chosen)	7 th September 2023	Planning Decision	7 th September 2023	RIBA Stage 4 and 5 Completed	19 th September 2023	Contract Mobilisation	9 th October 2023	Start on site (internals)	23 rd October 2023	Sectional Completion Camber Central Toilets**	April 2024	Completion Camber Old Block	April 2024	Completion of Camber Central Internal fixtures and Kiosk	June 2024	Completion of Camber New Block	July 2024
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		<ul style="list-style-type: none"> request, for Camber Conveniences to join the Capital Programme-; dependant on CIL bid authority to instruct an initial spend for the next phase of the project whilst awaiting further CIL bid details to come back to Cabinet and then Full Council in the summer. <p>**Sectional completion proposed to allow access to basic toilet facilities whilst internal works are completed for the new sections of the Camber Central facilities. A staggered approach to construction will allow for continued use of certain facilities at peak times.</p> <p>A more detailed programme is shown in Appendix C Programme.</p>
17	<p>What are the on-going costs of the project, who is responsible for these and how have these been planned for?</p>	<p>The three facilities are owned by Rother District Council and managed and operated by RDC officers, with the cleaning of the three toilet facilities outsourced to a third-party contractor. This is a secured budget and all management costs sit within the RDC Neighbourhood Services budget.</p> <p>The cleaning contract is with Specialist Hygiene Services, who are responsible for opening the toilets in the morning and closing in the evening. All three toilet blocks are open from 08:00 – 20:00 during the summer season, which starts 7 days prior to Good Friday until the first Sunday in October. Only Camber Central is open during the winter, and opening hours are reduced to 08:00 – 18:00.</p> <p>The running costs for staffing Camber Sands as a tourist destination is managed through the Neighbourhood Service of Rother District Council and which includes the coastal staff, carpark attendants and cleaning staff. The cleaning contract for the new facilities will be reviewed with these proposals and a maintenance plan will be set up either with a cleaning contractor or an in-house employee. The recent annual costs for cleaning the 3 toilet blocks have been:</p> <ul style="list-style-type: none"> Cleaning costs for Camber, all 3 toilets 2022/2023 =£58,826.40 Cleaning costs for Camber, all 3 toilets 2021/2022 =£50,975.88 <p>RDC has a statutory requirement where it provides public toilets for them to be cleaned and maintained for use.</p> <p>Some of this cost is covered through parking fees at the 2 Camber carparks but reducing this ongoing cost is one of the core functions of the new facilities as mentioned above to reduce costs and create more income generation to facilitate this upkeep. There are several ways in which the proposals will do this mentioned in detail above and summarised:</p> <ul style="list-style-type: none"> Sustainability improvements leading to energy savings New facilities and improved maintenance design leading to more efficient cleaning schedules allowing for a reduction in the contract amount. Increased commercial income from addition Kiosks at Central Carpark and the Old Block in Western Carpark. Year-round income generation from key additional internal public spaces, utilised in the summer for education in the Central Carpark to allow for office days out and beachside classrooms over the winter period. Minimal improvement works to the lookout room creating an additional hireable space in the winter season to compliment the new spaces added in the main block. Ongoing lease costs for the RNLI storage in places of existing container. <p>The funding request also includes a portion of funding within fees to investigate and propose the best way to make the toilets fee paying. This will investigate through case studies options including the following:</p> <ul style="list-style-type: none"> Pay on entry systems (30p per person per visit for example) Car park Levy clearly identified for facilities (£1.50 per car for example)

		And look at potential issues with each option whether that is legislative financial barriers or day-to-day issues with people refusing to pay, anti-social behaviour or disincentives to use the facilities increasing issues of contamination in the dunes.
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Please ensure that any supporting documentation is attached to the application form.

This report is accompanied by the:

Camber Sands visitor facilities Feasibility study

In addition to this there are APPENDICES

A Architect's drawing package

B Engineer's report

C Programme

D Risk & Issues Register

E Existing photo survey

F COST breakdown

G Operation RADCOTT 2023 Roles

Declaration

I am authorised to submit this funding application on behalf of the organisation that I represent. To the best of my knowledge the information I have provided on this application form is correct. If circumstances change prior to this application being considered for CIL funding, the organisation that I represent will notify Rother District Council.

I confirm that all sections of the application form have been fully answered, and the following information will be provided with the application submission:

- evidence of the applicant groups constitution, where applicable
- evidence of consents/permissions obtained, where required
- quotes for project works
- evidence of other funding awards or applications submitted, where applicable
- any other relevant documentation to support the application proposal

Signed:Thomas Atkinson.....

Position in applicant organisation: Developments Project Manager – Rother District Council

Date: _____22.02.2023_____

Please submit the completed, signed form and any supporting documentation to the CIL Officer at cil@rother.gov.uk.

PRIVACY STATEMENT

The personal data collected on this form is necessary for processing your application for Community Infrastructure Levy (CIL) grant funding. This includes considering whether to grant the application and to ensure the effective management of CIL grant funding if approved.

If your application is unsuccessful then personal information will be retained for a period of up to 7 years after the application is refused. Your personal data shall then be deleted securely. If your application is successful then your data will be retained for the duration of the project applied for and for the full period in which the contract under which the monies are transferred is enforceable, and up to 7 years after the final CIL grant payment is made to the project. Your personal information will then be deleted securely.

Unless otherwise stated we will handle personal information in accordance with the Council's Privacy Policy, which can be found through our website at <https://www.rother.gov.uk/data-protection-and-foi/privacy-policy/>