

Report to: Cabinet
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Subject: **New Feniton Flood Alleviation Scheme**

Purpose of report: To agree the completion of the Feniton Flood Alleviation Scheme in 2020/21 to allow a review of grant funding to bridge the current budget shortfall; It is intended that Phase 3 would be delivered in early summer 2020 and Phase 4 would follow in 2021.

Recommendation: **That Cabinet;**

- 1. Agree to proceed with the delivery of Phase 3 of the flood alleviation scheme (being the proposed May 2020 undertrack crossing) on the basis of an emerging cost basis contract subject to the Environment Agency confirming the availability of the additional funding as detailed in the report.**
- 2. Delegate authority to the Strategic Lead (Housing, Health and Environment) in consultation with the Strategic Lead (Governance and Licensing) to negotiate and enter into the emerging costs basis contract with Network Rail and its contractor to deliver Phase 3.**
- 3. Agree that Phase 4 of the flood alleviation scheme (being the linking up and completing the project) be scheduled for delivery in 2021/22, to allow sufficient time to apply for further Government grants and plan and procure the project for a summer construction. A further report will detail the precise delivery date.**

Reason for recommendation: As it stands, the project budget is insufficient to complete both Phase 3 (UTX) and Phase 4, without further applications for Central Government grant money. It is not known if these applications will be successful prior to the last mobilisation date (End Feb) for Network Rail to deliver the Phase 3 UTX this year. Indications from the Environment Agency have been positive that more funding should be available. A change to the partnership funding percentage would allow enough budget to complete Phase 3, and we should know if this has been approved by the Environment Agency prior to the Cabinet meeting.

Much time and effort has gone into securing the May 2020 UTX, and delaying this will add additional cost to the project. There are no other possession dates available in 2020, and dates for 2021 have not yet been planned. This project will benefit more than 70 properties in Feniton as well as providing relief from the anxiety of the ever present flood risk.

It is understood that the project is eligible for further Central Government Grant money, however this is not yet formally signed off.

Risk to EDDC is that Phase 3 is built, and if Phase 4 is not funded, the project has wasted £770k for an unconnected culvert under the railway, and offering no flood risk reduction to Feniton.

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Financial implications: Financial risks have been detailed throughout the report but it is worth highlighting the significant risk to the Council that with the potential completion of Phase 3 there is the risk that without grant funding our own capital programme would be required to finance the £1.4million required for the completion of Phase 4.

Legal implications: Legal Services have been involved in the delivery of this project to date and continue to provide advice as appropriate. The immediate legal risks are dealt with within the report, the initial next issue being the format of the Basic Implementation Agreement (Emerging Costs) which we are continuing to negotiate with Network Rail. We have no further comment to make at this stage.

Equalities impact: Low Impact

Climate change: High Impact
The project need is linked to climate change, with more frequent flood events as a result of a warming climate. The situation will only worsen and climate change does and doing nothing should not be an option. The project will also have carbon impacts in its construction.

Risk: High Risk
Financial risk to council is high. Potential to spend £770k on a UTX that will never be joined up to the rest of the culvert network, if further grant funding is not forthcoming from the Environment Agency. Indications so far however, pending an application have been positive.

Alternately EDDC could loan the project £1.4m (the current project shortfall) at risk of it not being repaid by central government should further grant applications not be successful.

Links to background information: • [Scheme Location Map - Feniton](#)

Link to Council Plan: Outstanding Place and Environment
Outstanding Homes and Communities

Report in full

1 Background

1.1 New Feniton is a relative recent residential development (post 1960s) that grew up around a railway station (originally called Sidmouth Junction and now called Feniton Station) on the Exeter to Waterloo line.

- 1.2 The area of the village that suffers flooding was built in the late 1960s and lies between Station Road and the railway; it was historically called Feniton Gardens, but now best known as the main estate.
- 1.3 An unnamed ordinary watercourse drains the catchment running from north to south into the River Otter south of the small hamlet of Gosford. The watercourse is carried in a man-made ditch along field boundaries upstream of New Feniton; mainly in a culvert (300mm diameter) through the village; and in road-side culverts and channels downstream of the village where it acts as a road drainage system for the New Feniton to Ottery St Mary road. Beyond Gosford the watercourse is again carried in man-made field side ditches to the River Otter.
- 1.4 Flooding in New Feniton has been an issue since the development was built in the late 1960s;. In 1999 Ian Howick and Partners carried out a review of flooding in East Devon for East Devon District Council and following interviews with residents it was recorded that some flooding occurred every year and internal flooding every 2 to 3 years.
- 1.5 The biggest well recorded event was in late October 2008 when there was serious flooding in the main estate. This event resulted in the internal flooding of 58 properties with flood depths of up to 1.0m. The return period has been estimated to be 1 in 57 years by modelling carried out as part of the flood alleviation project. Further flooding was well recorded in 2012 where 4 properties flooded, with many others narrowly escaping flooding. The last flood event was December 2019 where property flooding was only avoided by quick action of the Feniton Flood Resilience volunteer group.
- 1.6 Modelling confirms a very low standard of protection, currently estimated to be 50% (1 in 2) chance of flooding in any year to the lowest lying properties in Feniton Gardens.
- 1.7 A Project Appraisal Report (PAR) was submitted to the Environment Agency (EA) in 2013 for approval of DEFRA funding for the scheme for a bypass culvert around the village to provide as a minimum a standard of protection of 0.013% (1 in 75yr) which is the threshold for insurance purposes.
- 1.8 The scheme will provide protection to 72 properties at risk of flooding (this includes 63 properties which are currently considered at very significant risk) and peace of mind for the whole community of Feniton. Alongside individual property flood risk, the whole village is at risk of road and surface water flooding and the main roads are regularly cut off by flooding. In addition to this the flooding in Feniton causes the school to be closed and necessitates a community flood warned scheme to take action during most heavy rain fall events. The scheme will help significantly reduce this flood risk.
- 1.9 The PAR approval included funding of the scheme as follows:

| | | |
|-------|--|----------------------------------|
| 1.9.1 | Flood Defence Grant in Aid (Central government funding) | £380k |
| 1.9.2 | Local Levy | £300k* |
| 1.9.3 | Devon County Council | £215k |
| 1.9.4 | East Devon District Council | £554k (incl. future maintenance) |
| 1.9.5 | Developer Contributions | £300k** |

*Note only £200k formally agreed. See 6.3

**Note only £85k collected. See 6.2

2 Works to date

- 2.1 The scheme has been split into 4 phases, consisting of
- 2.1.1 Phase 1 – bypass channel downstream of the railway to take the increased flows from the new culvert.
 - 2.1.2 Phase 2 – property level resilience measures of downstream properties.
 - 2.1.3 Phase 3 – undertrack crossing (UTX) of the Exeter to Waterloo line.
 - 2.1.4 Phase 4 – completion of culvert linking the whole scheme together.
- 2.2 Phase 1 and Phase 2 were completed in 2016.

3 Phase 3

- 3.1 The first attempt for the construction of the undertrack crossing (UTX) was planned for October 2016. The UTX requires a 52 hour possession window during which time the railway cannot run. Network Rail only plan a couple of these each year.
- 3.2 During our first attempt at the UTX, EDDC were required to take unlimited liability of Network Rail damages, for example payments to train operators should a speed restriction or lone closure be required as a result of the works. Potentially this could be £4,000 per minute of overrun on the possession, which would expose EDDC to significant financial risk. As such, EDDC did not proceed with the works in October 2016.
- 3.3 There was a further attempt to complete the UTX in 2017, however it was not completed. A great degree of lobbying and involvement of MPs led to a more positive negotiation with Network Rail.
- 3.4 To mitigate financial risk to EDDC, Network Rail were asked to carry out the works for EDDC using their framework contractor, and a possession date was provisionally agreed for October 2018. However Network Rail were unhappy with the submissions from their framework contractor so postponed the works.
- 3.5 Following this attempt, a further possession window was identified for early May 2020, and both sides made progress to agree a way forward. Work to date has included a lot of negotiation over legal agreements (Basic Implementation Agreement) that constrain each party's responsibilities and liabilities, detail that Network Rail will be carrying out the works on behalf of EDDC, managing the project and the project procurement, including reviewing contractor's submissions and method statements. The work has also entailed discussions regarding logistics and discussions/preparatory works with landowners adjacent to the work site. Following successful submissions by Network Rails' framework contractors, EDDC were given the likely costs for the works. Unfortunately the costs have come back at 5-7 times larger than the original budget price (depending if an emerging price or fixed price option is chosen).
- 3.6 The total project costs have risen across the board due to a number of factors as explained in more detail in the next section. Broadly speaking the main factors are;
- 3.6.1 Original consultants cost estimates from 2012 now seem very low.
 - 3.6.2 Project complexities have elongated the delivery timescales, adding cost.
 - 3.6.3 The timescale means actual delivery costs have 8 years of RPI increases added, which are not part of the original cost estimate.
 - 3.6.4 Costs of working on the railway are far higher than anticipated.

3.6.5 Land owner compensation costs are much higher than budgeted for due to complex negotiations.

3.7 The emerging versus fixed price options are as follows:

3.7.1 Emerging cost option - £767,035

3.7.2 Fixed price option £1,002,094

3.8 We have examined the likely project timeline, costs and liabilities with Network Rail and given the budget we have believe an emerging cost contract option is the best route. This means we will pay the actual price for the work delivered, rather than a fixed price with additional risk costed in. The cost can of course reduce or increase based on the actual construction, but Network Rail usually use this route and assure us that it offers the best option for reducing costs. The difference in costs is indicated in the table below.

| Emerging Costs | |
|-------------------------------|---------------------|
| Fixed price (contractor) | £ 360,437.00 |
| schedule 4 costs | £ 140,000.00 |
| NR Project Management (12.5%) | £ 118,139.80 |
| Network Rail Fee (5%) | £ 30,928.84 |
| Industry Risk Fee (2%) | £ 12,371.54 |
| OH (7%) | £ 43,300.38 |
| Contingency (10%) | £ 61,857.68 |
| TOTAL | £ 767,035.23 |

| Fixed Cost | |
|--------------------------------------|----------------------|
| Fixed price (contractor) | £ 360,437.00 |
| schedule 4 costs | £ 140,000.00 |
| NR Project Management (12.5%) | £ 118,139.80 |
| Network Rail Fee (13%) | £ 80,414.98 |
| Industry Risk Fee (2%) | £ 12,371.54 |
| OH (7%) | £ 43,300.38 |
| Contingency (in absence of QCRA 40%) | £ 247,430.72 |
| TOTAL | £1,002,094.42 |

Note: Contingency is based on 40% until QCRA is carried out.
This could bring this figure higher or lower depending on outcome

3.8.1 Schedule 4 costs are the costs to the train providers for a planned route closure. This is likely to decrease as this is shared equally between other works planned on the line (currently totalling 4) We have taken the worst-case scenario of only our project going ahead, so we would incur the total £140k on our project cost, however this is likely to be shared.

3.8.2 A Fixed price contract option will not see any potential savings or contingency returned.

3.8.3 Network Rail rarely carry out fixed price contracts, so this option may lead to administrative delays and further legal input by both sides.

3.9 Under the emerging cost option, our liabilities in the event of an overrun of the possession window are capped at 10% of Network Rail's costs; with the potential cost for a 12 hour overrun (which is extremely unlikely) being £58K. This is an unbudgeted cost and a project risk, but one Network Rail feel confident is well managed.

3.10 As stated Network Rail think an overrun of the works is anticipated to be unlikely and a 12-hour overrun all the more so. The following are indicative costs provided as a guide for us to assess the level of possible risk and financial exposure should such an overrun occur and can be assumed to be a worst-case scenario. The figures take account of the immediate disruption, the knock-on cancellations and bus replacement services:

- 3.10.1 Cancellation and bus services charges; 12 Hour Weekday Overrun = £39k, 24 Hour Weekday Overrun = £57k
- 3.10.2 Immediate disruption (based on prior incidents in Feniton area): c.£18.5k based upon 250 delay minute incident at £74 per minute.
- 3.11 In the event of an overrun, actual costs are likely to be less than £39k (plus the immediate disruption costs), since a 12-hour overrun is considered improbable by Network Rail.
- 3.12 In terms of additional costs for which we might be liable, it has been difficult for Network Rail to give us a definitive list as there is always the chance that previously unknown risks might crop up. Having said that, some potential risks include:
 - 3.12.1 Unforeseen ground conditions: These can have a significant effect on the project.
 - 3.12.2 Buried services: there are 2 major communication cables (Virgin Media and BT Open Reach) and a Signalling and Telecoms route. Failure to protect any of these would result in costs from fines or, in relation to the S&T cables, potential train delays.
 - 3.12.3 Mobilisation land not available: if plot 6 cannot be used as the contractor's mobilisation area Network Rail would need to negotiate the use of Feniton Station car park with SWR. This would result in additional costs to compensate SWR from any lost revenue.
- 3.13 For Network Rail to mobilise the works, they need to have the go ahead from EDDC by mid/end February, therefore cabinet need to decide whether to proceed with the project or postpone the project. It is felt that the risk can be controlled through good project management of contractors by Network Rail and ourselves, but they remain nonetheless.
- 3.14 A Basic Implementation Agreement (BIA) between Network Rail and EDDC also needs to be signed and agreed. Legal have reviewed this agreement and are advising us in respect of its completion. The agreement documents all of the party's responsibilities during the UTX, as well as liabilities. Through the BIA we will be agreeing to use Network Rail as the project managers to deliver the UTX for us. They are responsible for the procurement of the works and the management of their sub-contractor, for which we are paying them their management costs as outlined in the table at paragraph 3.8. Through a previous Cabinet report we have authority to work with Network Rail in this way; in addition to this we are now confirming our intention to use an emerging cost option.
- 3.15 Section 6 explains how we may be able to fund the increased project costs to allow Phase 3 to continue in time for the May 2020 possession.

4 **Phase 4**

- 4.1 Phase 4 involves the construction of the remaining culverted sections of the scheme, as shown in the plan map of Feniton (background information section) to link up the previously completed Phase 2, through the Phase 3 UTX and up to an attenuation basin at the top of the scheme(also part of the Phase 4 works). The majority of the culvert is 900m of 1050mm dia. Pipe, with some 300-450mm dia. linking section connecting to swales. Phase 4 also includes some additional drainage and swales to the East of the village and connection to existing ditches.
- 4.2 Phase 4 has recently been re-priced by a contractor at £1.52million, which is over double the original budget price submitted as part of the 2012 project appraisal report. With supervision, management, contingency and risk this comes to £1.83million.

- 4.3 This figure could be reduced by £100k - £350k by looking at alternate routes, however these routes have not got planning permission and further hydraulic modelling would be required. Adding further delays and risk to the project.
- 4.4 Phase 4 is required to complete the scheme, and without it, the majority of the properties at flood risk, remain at risk.
- 4.5 We need further time to fully assess the construction costs, route and grant funding of the project to complete Phase 4; this is why we are recommending phasing it to follow completion of Phase 3, but as we will detail below, this creates the risk that further grant funding from the Environment Agency/Government is not forthcoming.
- 4.6 The increase in costs for Phase 4 is explained in paragraph 5.4 below.

5 Project Cost Increases

- 5.1 To date, the project has cost more than originally anticipated, and future costs are higher than the original approved PAR (Project Appraisal report). **The original total project cost was £1.7m. The revised total project cost is £3.7m. Therefore the project increase is £2m.**
- 5.2 The table below shows original cost, estimates, costs to date and 2020 estimated costs.

| Item | 2012 Estimate | Spend to date | 2020 estimate | Difference |
|---|---------------|---------------|---------------|---------------|
| EDDC salaries | £5 | £56 | £70 | £65 |
| Consultants: Design/Management/Surveys/environment mitigation | £229 | £287 | £347 | £118 |
| Land Matters (compensation and Land Agent fees) | £32 | £74 | £119 | £87 |
| Civils (construction) (not including Phase 3) | £1,006 | £268 | £1,790 | £784 |
| Phase 3 costs (totals) | £167 | £243 | £1,010 | £843 |
| Contingency | £36 | x | £38 | £2 |
| Other costs/sunk costs/risk | £225 | x | £325 | £100 |
| Total | £1,700 | £928 | £3,698 | £1,999 |

Note all costs in £1000s (k)

- 5.3 Phase 3 cost increase has been the largest at £843k (£167k in 2012 estimate). This is partially due to several abortive attempts to bring forward the crossing to date, this has added additional project management costs associated with the time and engagement of different parties such as Network Rail and land agents. Also the Network Rail price at £770k is significantly higher than the 2012 consultants project estimate.
- 5.4 Phase 1, 2 and 4 civils are the next biggest increase at £784k. Phase 1 and 2 cost more to deliver than anticipated. Phase 4 has been recently priced in detail by a contractor to update the construction cost for 2020 prices and methods. The increase is largely due to the 'above inflation' increase cost of construction in 2020 since 2012 (8 years of RPI plus other construction cost increases). Also the 2012 estimate was a contractor's budget estimate, rather than detailed estimate, and does not take account of cost increases associated with CDM. Finally the original PAR report did not include 200m of culvert that was planned to be built by the Wainhomes development. As the development was built without the culvert included, it means a new route is required, which due to proximity of houses is more expensive to build compared to an undeveloped field.

- 5.5 Consultant's increases are the next biggest increase at £118k. This is largely due to the ongoing duration of the project, but also a redesign caused by the Wain Homes Development not delivering their section of culvert.
- 5.6 Land Matters, incorporating Land Agent Fees and Compensation is the next biggest increase at £87k. This is due to an unrealistic figure being used in the 2012 costings.
- 5.7 EDDC salaries have increased on the 2012 estimate due to the continuing duration of the project.

6 Project Deficit

- 6.1 A complete funding analysis of the project has been carried out to ascertain exactly what funds we have left.
- 6.2 The original submitted business case shows developer contributions of £300k. However £215k of this was contribution in kind for the culvert being installed by Wain Homes whilst they built their development. Due to a successful planning appeal, this did not happen and Wain Homes have not had to build any part of the culvert, thus we have lost £215k from the project funding.
- 6.3 The original submitted business case states Local Levy contributions at £300k. However the Environment Agency only have £200k allocated to the project. As it stands, the project is a further £100k short. Although not confirmed, it seems likely the local levy funding will be restored to £300k and this total has been included for further figures, as this is the amount detailed on our funding submission forms to the EA.
- 6.4 **At the time of writing this report: with the signed off and agreed grants to date, the project only has £550k budget remaining, which leaves the project with a funding deficit of £2.2million.** It is worth noting that the Phase 3 predicted costs are greater than this current balance as detailed below.
- 6.5 **However, prior to cabinet meeting, we should know if the additional funding required to complete Phase 3 has been agreed by the EA.** An interim FCERM 4 form has been submitted to the EA on 20 January. The EA have indicated that this should take 2 weeks to approve, so prior to the Cabinet meeting we should know if there is sufficient funding for Phase 3. The EA have indicated this will be approved, as it is simply diluting the PF calculator score from 127% to 100% without updating any economics as per paragraphs 6.7 and 6.8 which would require further more in depth scrutiny by the EA.
- 6.6 Further grant funding will be required to complete Phase 4. It is possible to apply for further central government funding by updating the full economics via an engineering report, which will then be scrutinised by the EA.
- 6.7 A quick high level update of the economics from 2012 to 2020 figures results in a reduced funding deficit gap of £1.26 million. The update is largely taking account of house price rises since 2012, and inflation. This is a standard method, so the additional grant money is highly likely to be approved by the Environment Agency acting for Central Government.
- 6.8 To access further Central Government funding, further study into flooding effects on the railways operation, school closure, risk to life and potential blockage scenarios have been assessed. From speaking to the Environment Agency these revised economics have a good chance of being approved, and if approved would result in sufficient Central Government funding to ensure the project is fully funded.

- 6.9 While no funding increase identified in paragraphs 6.7 and 6.8 has been approved by Central Government yet, we aim to take this through the approval process over summer 2020.
- 6.10 Given the actual funding position at this stage, Cabinet could agree to loan the project the missing £1.47m at risk that we don't achieve further government funding. If we assume the highly likely funding scenario in 6.7, this loan amount would reduce to £1.26m. We are recommending that Phase 4 is scheduled to follow completion of Phase 3, with completion in 2021/22. This scheduling allows for the review of the project economics and would mean no loan is required. There is a small risk that the funding increases in paragraphs 6.7 and 6.8 aren't approved so EDDC would then not see the loaned funds returned. We should also highlight the risk that where the paragraph 6.8 and 6.9 additional funding is not approved, EDDC may then need to find £1.26m or £1.47m respectively to complete the project at a later date otherwise the funds spent to date will have been wasted and there may be some grant payment to return (as yet unassessed as this scenario is unlikely).
- 6.11 The table shows the most likely current funding scenario which includes the assumptions mentioned in paragraph 6.5. But does not include the updated economics of house price increase and damages to the railway line as per paragraphs 6.8 and 6.9. It shows that there is sufficient money to complete Phase 3, but not Phase 4 without further funding.

| Revised January 2020 100% Partnership Funding score dilution | | |
|---|-----------|---------------------|
| 100% funded on most likely funding scenario | | |
| Contributions | | |
| Max Capital Grant(FDGIA) eligibility | £ | 950,000.00 |
| Devon County Council | £ | 215,000.00 |
| Local Levy | £ | 300,000.00 |
| Wainhomes Contribution | £ | Nil |
| Acland Park Development Contribution | £ | 85,000.00 |
| East Devon District Council | £ | 500,000.00 |
| Total Funding | £ | 2,050,000.00 |
| | | |
| Max Allowable Project Cost | £ | 2,050,000.00 |
| Current spend estimate (end of FY 19/20) | £ | 927,000.00 |
| Remaining in budget | £ | 1,123,000.00 |
| | | |
| Phase 3 construction estimate | £ | 767,035.23 |
| Phase 4 construction estimate | £ | 1,829,707.44 |
| Total remaining spend | £ | 2,596,742.67 |
| | | |
| Project Deficit | -£ | 1,473,742.67 |

7 Next Steps

- 7.1 EDDC will work on completing Phase 3, and work on the additional grant application from central government over the summer.
- 7.2 As long as additional grant money has been approved by central government, and there is space within their budget programme, we aim to deliver Phase 4 during 2021/22.

7.3 If further funding commitment from EDDC is required, further Cabinet and Council approval will be sought.

8 Risks

8.1 The largest risk is that EDDC commit to Phase 3, and no additional money is found to complete Phase 4. Leaving EDDC with an expensive unused asset under the railway, with no reduction in flood risk to the residents of Feniton, or the need to fund an additional £1.4mil ourselves.

8.2 Should Phase 3 not happen in May 2020, the largest risk is reputation damage, but it will also incur further abortive costs from Network Rail (as yet unspecified, probably their project costs at around £120k). The project has gone on for 8 years, with multiple attempts to deliver the UTX which have not happened for various reasons. Now Network Rail are in a position to complete the UTX, EDDC could be perceived to be delaying or stopping the scheme.

8.3 Network Rail need confirmation on proceeding with Phase 3 by mid/end February to enable mobilisation of their contractors to meet the possession window. We should know by the cabinet meeting if our application for additional grant money for Phase 3 only is successful (diluting the partnership funding % from the previously agreed 127% to 100% which gives enough budget for Phase 3 to progress).

8.4 We will not know if we are successful in applying for the full additional central Government money by the Cabinet meeting (full review of project economics to allow funding for Phase 4/overall project budget increase). As we need to submit and have approved a full updated economics case, this will be submitted during the summer. Should it be approved, we cannot guarantee which year the funds would then be available.

8.5 In paragraph 6.2, a further £85k from the Acland Park Development is counted as a contribution to the scheme. There is potential that this money will not be forthcoming.

8.6 In paragraph 6.3, the additional £100k of Local Levy funding is not assigned as per our funding submission, this would increase our project deficit.

8.7 With paragraphs 6.7 and 6.8 assuming the additional funding request is approved, it is reliant on there being sufficient central government funds to draw down on. As it stands, the 2020/21 budget is over programmed, so funding won't be forthcoming until at least 2021/22 unless an overall funding budget is increased by central Government.

8.8 A land owner has had part of his orchard felled to allow Phase 3 and 4 to go ahead. Delaying the scheme means he cannot replant trees until the scheme is complete, which means further compensation may be due for every year no scheme is built.

8.9 Delaying Phase 3 another year will incur further abortive Network Rail costs. These could be as much as £90k-£120k

8.10 Due to the original designers no longer trading there is a knowledge gap between what has been designed and what has been modelled, which requires further checks to ensure what has been designed still works, given the today's constraints.

8.11 The existing model only has a 20% climate change allowance built in, (as was the guidance at the time) Current guidance states 40% climate change allowance, and this needs to be applied to the design. There is a potential this will increase construction costs further,

however it is understood the current design is over capacity, however we are unsure at this stage if construction costs will rise further.

- 8.12 The scheme was conceived in 2012 when the science of Natural Flood Management was not understood or required to be included as an option. Therefore a lower carbon option could be explored as an option which negates the need for a UTX and may reduce major civils. This would result in significant delay to the project and abortive costs from current design/project management.
- 8.13 Committing to Phase 3 now means we are committing to phase 4 at a later date, so other solutions such as those in paragraph 8.12 will no longer be able to be considered.
- 8.14 Future housing development as a source of income or flood risk reduction has been assessed and discounted, as it would fall outside the local plan, severely limiting CIL money that could be contributed towards the flood scheme. There is also no proposed development in Feniton at this time.
- 8.15 Feniton Parish Council has £35k of development money allocated to replace the existing playpark, however this must be spent by May 22. The playpark sits on the current route of the culvert, so would need to be reinstated following the works. Should the project be delayed beyond May 22 Feniton Parish Council may lose the money, or the project will incur further costs through playground reinstatement.