**Regarding Hydrological Structures:**

**Do you have a spec for the Eel passes or is that down to our discretion?**

This is at your discretion. As long as it allows eels to pass over the sluice, we are happy.

**We have another query regarding the specification It relates to a lack of details on the substrate preparation beneath the new sluices. As far as we can tell this is not a requirement and once positioned, bolted together with the wings, and positioned into the excavated recess, they will sit directly onto the bed of the ditch. If a substrate such as concrete or stone chippings was required to go down to provide adequate support for the sluices, this would need to be charged as an extra-over at present, given the assumption in the design that it would not be required.**

I would just quote as is outlined in the ITT assuming nothing is required underneath.

**Regarding Track Upgrades:**

**Is a 300mm depth and 4m width necessary for this track, given these types of paths/tracks typically require 150mm depth? Could reducing these specifications still achieve durability**

Yes these tracks will need to hold substantial weighted vehicles and withstand flooding. Potential changes could be discussed once a contractor is appointed.

**Do soft or wet site conditions justify the larger material volume, or could alternative construction methods reduce costs?**

I’m not sure I fully understand your question, but ground conditions should be dry when work is completed. The tracks however will need to withstand being fully flooded in winter. Please quote as outline in the ITT document but feel free to detail any alternative construction methods in the tender documentation.

**Noting “*subject to change depending on budget*” against the Path Upgrade, it’s unlikely the £90k budget for the whole project will cover 1.4km of track under these specifications, should adjustments be considered?**

Do not worry about the suggested budget. Just quote as outlined in the ITT document, even if this is above the suggested value.

**There is no indication of where the spoil should be spread or bunded from the excavation prior to applying the track material.  An excavation of the size required for the current spec would yield a very large quantity of spoil. Could you confirm the desired specification?**

Any spoil can either be used in the sluice/pipe dam elements of the project. If there is still excess, the project manager will direct you on site to either spread the material thinly in field, or to pile it in a specific location for re-use by reserve staff.

**Against the Track Upgrades specification on the Invitation to Tender document, would you like us to approach the specification of this component differently. I.e. improve/make repairs to existing where the budget will allow?**

To ensure comparability, please just quote as outlined in the ITT document/pricing schedule.