**Tender – Church Lane Car Park**

The following queries have been raised by contractors tendering for this project. The responses from Evans & Langford are highlighted in red.

* On the schedule of works section 4.2 it says “obtain highways work permit, provide protective fencing and signage as agreed with the council” – could you confirm or not whether any of the works areas are within the curtilage of the public highway as I assumed the area was not on the highway.  Are any permits required? This site is not public highway; the agreements are only to be made with Bearsted Parish Council (the client).
* On section 4.4 it says “locate utilities in the work area and divert if necessary” – this item is as I see it not possible to predict and if there are cables that need to be diverted the cost would still be unknown.  Would you be able to suggest a provisional sum for this item? Agreed, if an allowance of £3,000 could please be made against this item. It is anticipated that the only cables that may be impacted are those from the nearby column identified on the layout drawing.
* Is it correct the attenuation crates are not linked into an existing drainage system? Yes, this is correct. There are currently no drains in the vicinity of the site other than the redundant rubble soakaway.
* Type 3 sub-base and Bodpave to sit above attenuation crate surface area only? Yes, this will allow the surface water to infiltrate directly into the Type 3 that sits above the crates.
* Hit and miss method for the kerbs laying, is it expected for the surface water to drain through the soil into the attenuation crate system? Yes, this is correct.
* Provisional rates will decrease upon increased area – all based upon 1m2? It is not anticipated that any of the items be required that are covered by the provisional rates will be of any significant quantity.
* Make good car park works and site clearance, as the works are all located on the verge areas, excluding the channel drain road crossing replacement, could you advise what is anticipated to be included with these items? Making good will include any works along the kerb edge once it has been replaced as part of the soakaway works. It will also include any tidying up works when the site is demobilised.

Comment from contractor:

Regarding the design, I feel this will not alleviate the lying surface water issue sufficiently. I would suggest a channel drain should be laid fronting a new full height kerb line, with a sump unit linking 100mm diameter pipework to the attenuation crate systems, rather than to permeate through the verge. Existing surface levels should be checked to ensure the car park has fall from ponding area to kerb line or new surfacing will be required to this area.

Response from Evans & Langford:

Regarding the comments on the design, the existing carpark has a good fall towards the kerb lines. The hit and miss kerbs will allow surface water to pass to the verges, and the geogrid (Bodpave) with granular fill will allow it to infiltrate directly into the Type 3. A new channel drain being installed becomes an issue requiring regular maintenance, and the design called for this to be as maintenance free as possible.

The carpark does not have any gates, so is easily accessible by contractors wishing to visit the site.