

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

- General Notes**
1. This sketch has been prepared for information only and has not been subject to checking and validation procedures.
  2. The sketch presents a concept design that may change as part of further design development. For example, the design has only been developed in two dimensions. Modifications to the layout may be required to accommodate level differences across the site.
  3. The design has been developed on the basis of using standard European 25 m curved or tangential turnouts and a minimum horizontal radius of 25 m in plain line.
  4. It has been assumed that the as-built drawings (as produced by Moffet and Duncan Architects Inc.) accurately represent the existing depot building, with the exception of the position of the external wall containing the doors leading to the bus storage area. It has also been assumed that the general site layout is accurately represented by CAD file 'YRD001\_PROPERTY.dwg.'
  5. A tram stopping tolerance of ± 1 m has been assumed in the proposed layout.

The sand plant has been repositioned and the direction of running reversed on the loop in comparison to the Revision P1 drawing. This avoids the need for a diamond crossing and the sand plant can be positioned away from the site boundary. A vehicular access route will be required to the silo to provide access for a sand tanker.

Land take will be required to accommodate the current track layout.

Consideration to be given to minimising the number of trams that would be trapped within the dead-end sidings should a derailment occur within the fan to the east of the depot building.

FLEET (4487 SQ. FT.)

Wash Plant  
Repairs  
Inspection  
Inspection  
Lift  
Stores

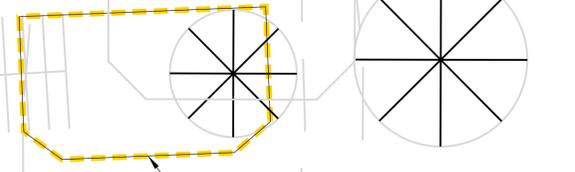
Truck turntables leading to wash room.

Paint shop  
Wheel lathe

The position of the existing interior wall located at the west end of the bus storage area must be confirmed as part of further design development.

It has been assumed that the outer dimensions of the wheel lathe would be 5 m square and that this could be positioned within 1 m of the building wall. This must be confirmed as part of further design development.

BOLLARD (TYP)  
Civils Stores



Approximate position of existing salt barn.  
Tram delivery road. It is anticipated that this would be positioned within the car park and control measures introduced to segregate the area from road vehicles during tram delivery and removal.

The potential for a tram obstructing the road, when stopped in advance of this turnout, should be considered as part of further design development.

The stabling roads would only be able to accommodate two '40 m' long vehicles within the existing building. If these vehicles are to be accommodated it would be necessary to either extend the building and stabling tracks to the east, or provide additional stabling tracks elsewhere. The length of the stabling tracks shown here would generally accommodate three '40 m' trams.



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No.	REVISIONS	INITIAL	DATE

SCALES

Project Manager  
NAME  
Manager of Design  
NAME



DRAWN  
CHECKED  
APPROVED  
DATE



MAINTENANCE & STORAGE FACILITY  
CONCEPT DESIGN OPTION 3