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 turning reversed on the site in comparison to the revision P1 drawing. This avoids the need for a diamond crossing and the sand plant can be positioned within 1 m of the building wall. This must be confirmed as part of further design development.

It has been assumed that the outer dimensions of the fan to segregate the area from road vehicles during tram delivery and removal.

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

The purpose of the building boundary, which contains the doors leading to the bus storage area, is not shown on some of the as-built drawings.

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.

The sketch presents a concept design that may change as part of further design development. For example, the position of the existing interior wall located at the west end of the two storage areas must be confirmed as part of further design development.