

Appendix 1

The following information has been extracted from the 'Risk and Opportunity Score Summary' on page 75 of the feasibility report and highlights quite clearly the areas where locations have issues;

Option 1 – Existing School

- The site as a whole will not accommodate both the existing school, the works to build the new school and the associated pitches etc, in line with Sportscotland guidelines.
- Limited sports facilities will also affect out of hours lets availability.
- On-site parking would be considerably reduced from the current parking provision,
- Due to the restricted nature of the site there would be excessive noise created during construction,
- Little space left over on site to add to the establishment if necessary at a later date i.e. extension,
- Upgrade of local transport routes included roads networks to accommodate a drop off area on Cardross Road,
- Agreement with Historic Scotland to temporarily utilise the adjacent open space to accommodate the site compound.

Option 2/ 2A – Notre Dame

- The site is currently owned by others therefore a purchase price will have to be factored into the overall costs,
- Existing care home provision located within the site boundary,
- Site investigation works required to determine all areas within the proposed site,
- Existing Listed building within the site boundary – we have been advised that we will have to consider this as part of our works i.e. rebuilding, new roof and function of the building, consents from Planning and Historic Scotland therefore potential time delays.
- TPO's – Tree Preservation Orders have been placed on various trees within the site, this means that we have to accommodate our works around these particular trees, therefore potential design limitations,
- Issues relating to the main access to the site i.e. limited entrance area to the site and also limitations regarding a secondary access to the site – this may mean purchasing a domestic dwelling or adjacent land to allow emergency vehicle access,
- Network Rail tunnels run under a portion of the site which may mean restrictions on site i.e. no building works can take place within this area. Network Rail will also have to be consulted throughout the process – potential delays,
- Consultation with Scottish Natural Heritage – the site is overgrown with vegetation and is over various plateaus, natural pond areas were noted, therefore a real potential for protected species i.e. bats, badgers, newts etc.

- Site security – as the site is in a secluded location there may be issue relating to security.

Option 3 – Carville Site

- The site is currently owned by others therefore a purchase price will have to be factored into the overall costs,
- Although not factored within the score summary pedestrian footbridge access to and from the Carville site to Posties Park will be required to access the sports provision within Posties park,
- Surveys and costs to be considered to rebuild the quay walls,
- Consultation with Scottish Natural Heritage – the site has been left uninhabited for some time and there is a real possibility of protected species being found on site i.e. badgers, newts etc etc.
- Possible contamination – due to the previous nature of the site there may be contaminant in the area therefore extensive site investigation works and any remedial works will have to be carried out, this can become quite expensive,
- Restrictions/ limitations for bus drop off area – due to site area limitations a bus drop off/ pick up may have to take place within Dumbarton High Street.

Option 4 – Havoc Site

- Consultation with Scottish Natural Heritage – the site is overgrown with vegetation in some areas, natural pond areas were noted, therefore a real potential for protected species i.e. bats, badgers, newts etc etc. In particular redshank birds have been seen – these are a protected species and works cannot commence until nesting periods have elapsed etc.
- No convenient local transport links,
- Potential flood risk,
- Possible ground contamination due to site being a previous land fill site,
- Site Investigation works required to determine ground make-up which may impact upon foundations type/ depth etc.
- TPO's – Tree Preservation Orders have been placed on various trees within the site, this means that we have to accommodate our works around these particular trees, therefore potential design limitations,
- Network Rail tunnels run over a portion of the site access which may mean restrictions on site i.e. no building works can take place within this area. Network Rail will also have to be consulted throughout the process,
- Issues relating to the main access to the site i.e. limited entrance area to the site and also limitations regarding a secondary access to the site – this may mean purchasing a domestic dwelling to allow emergency vehicle access. There are also issues relating to the fact that this road cannot be widened to accommodate the number of vehicles, pedestrians etc.
- Secluded areas that sit low on the site therefore taking longer for temperatures to rise etc. therefore a potential H&S issue. In addition to the previous point this access cannot be widened in any way as the footpath is surrounded by rock faces.
- Site security – as the site is in a secluded waterfront location there may be issue relating to security.

Option 5 – Posties Park

- Site Investigation works required to determine ground make-up which may impact upon foundations type/ depth etc.
- Possible sub-station upgrade work required,
- Roads Traffic Management to the area will need to be considered due to the tight vehicular access to the site via the vehicular bridge at Bridge Street,
- Although not factored within the score summary pedestrian footbridge access to and from the Carville site to Posties Park will be required to allow access by foot to and from the town centre.
- It should be noted that the exit of the footbridge on the Posties side of the river will require to be above the flood level.

Option 6 – Argyll Park

- Existing lease/ burden issues relating to the car park adjacent to the site,
- Existing bowling green, tennis courts and putting green located adjacent to the proposed location – this is not an advantage for sports provision but a disadvantage due to the fact that these are privately owned and are in close proximity.
- Full traffic assessment required due to the surrounding environments and relocation to a different area within the authority i.e. from Dumbarton site to Alexandria site, therefore a potential increase in the amount of traffic accessing the area at peak times,
- Public, staff, parents etc. buy-in of the location due to the fact that the proposal is to move from Dumbarton to Alexandria,
- Possible Planning issues in relation to floodlighting due to the close proximity of domestic dwellings,
- May be issues relating to containing the bus drop off area within the site area,
- Traffic Links are minimal to this area,
- Sub-station upgrade work required,
- TPO's – Tree Preservation Orders have been placed on various trees within the site, this means that we have to accommodate our works around these particular trees, therefore potential design limitations

Option 7 – Jamestown Site

- Full traffic assessment required due to the surrounding environments and relocation to a different area within the authority i.e. from Dumbarton site to Alexandria site, therefore a potential increase in the traffic accessing the area. Potential full road network upgrade required,
- Public, staff, parents etc. buy-in of the location due to the fact that the proposal is to move from Dumbarton to Alexandria,
- Possible Planning issues in relation to floodlighting due to the close proximity of domestic dwellings,
- Traffic Links are minimal to this area,
- Possible contamination due to some of the surrounding areas being industrial units,

- May be issues relating to containing the bus drop off area within the site area,
- Site security – as the site is in quite a secluded location that is not overlooked there may be issue relating to security,
- TPO's – Tree Preservation Orders have been placed on various trees within the site, this means that we have to accommodate our works around these particular trees, therefore potential design limitations.