

Potential Retrospective Design Modifications

Summary of Options

Option	Key Characteristics	Pros	Cons
1.) Extend parapets of ramps with solid screens in areas where overlooking is possible.	- Modification to the ramp parapets to increase their height with a solid steel screen. This would comprise the addition of steel posts and screens to eliminate the opportunity of individuals gaining a sightline into the properties. - The overall height of the screening will be a minimum of 2.0m from ramp floor level and therefore would provide a solid steel 'band' across the whole elevation of the upper ramp. - The colour palette of the project would apply and would be a RAL7035 Light Grey finish coat with the darker RAL 7024 Graphite Grey for structural elements/stiffeners. - Alternative screens could be considered including perforated steel plate, or opaque Perspex. - Existing open parapets on ramps would remain as existing.	- Conventional construction and height can be adjusted to address the concerns of the neighbouring residents. - Has been adopted previously at other locations for safety and/or privacy provisions.	- Will reduce the visibility of the existing hillside backdrop. - There is an inherent risk of the solid flat surfaces provided for the screens being a target for graffiti and vandalism. This would provide a significant additional negative impact. - Installation would require follow-up works to the station and would require temporary closures or local closure of the ramps during works. - May 'reflect' noise from the railway back towards properties. - May reduce the security of the station as line of sight of patrons will be disrupted by the screens, whereas ideally all areas should be visible for threat assessment. - Requires further lighting and CCTV infrastructure at station.
2.) Installation of a secondary new	The structure would have to be constructed in the space between	Independent of the ramp bridge so may not affect	Most visually intrusive of all options when considered against the Proposed

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structure to provide the same privacy levels and heights, however supported from a secondary new structure independent of the ramps	the rear of the new platform and the new lower leg of the steel ramps, and similarly a separate structure that continues along the upper leg of the ramp. ▪ The form of construction would require a maintenance regime equivalent to that of the ramp bridge. ▪ The colour palette would be RAL7035 Light Grey with the darker RAL 7024 Graphite Grey for structural elements/stiffeners.	normal operation of the station through temporary closures.	Development and the immediate surrounds as a whole. It would likely be approximately 5m in height above new platform level to provide the desired screening. ▪ Would be an unorthodox type of construction and greater complexity for maintenance. Given the narrow available space and span range, a system requiring tension wires and heavy-duty fabric screen may be easier to construct. ▪ A 'heavy' steel screen solution of the scale/size required would be a significant structure and unlikely to be occupied with boundary spaces available. ▪ Requires further lighting and CCTV infrastructure at station.
3.) Installation of an ancillary structure to the rear down-platform that changes the site lines of those on the ramp and bridge such that there is no visual intrusion into the households.	▪ The specific location would be to the rear of the platform and adjacent to the retaining wall. This would achieve the desired effect but would locally reduce the views of the occupants across the valley.	▪ Remains within the railway boundary and will also provide sound attenuation benefits. ▪ Can be constructed with minimal disruption to the station and railway activities.	▪ Structure will be relatively tall above platform level and will require significant foundations in a congestion existing area of fill. ▪ May appear overbearing at the rear of the garden.

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4.) Erection of a taller close-boarded fencing	To extend the existing residential boundary fencing. This would bring the screening to the end of the garden.	▪ The fence design could be provided to minimise the loss of daylight/shadowing with louvres or similar and retain some proportion of the original views of the valley from the gardens. ▪ With an additional compromise of improving sound attenuation properties (reducing noise from the railway operations and patrons at the household boundary).	▪ Will remove more of the view from the property. ▪ Maintenance responsibility to be agreed as would be placed on third party land.

Indicative Sketches of Potential Options

Option 1 – Screens Mounted to Ramp





Option 2 - Independent Screen System (indicative, formed of tension wires, columns and fabric material screen)



Option 3 - Construction of Independent Screen Wall to the Rear of the Original Platform (although shown slightly opaque to indicate extent of screening)



Option 4 - Extension of Property's Boundary with Fence or Noise Attenuation Barrier (also shown slightly opaque to indicate the extent of screening – louvres not shown)

