





# Marylebone Station Porte Cochere

Network Rail entrusted Frankham with the protection maintenance and enhancement of the imposing and ornate entrance structure at the front of Marylebone Station.

## **Location:**

Marylebone station, NW1 6JJ

## **Client:**

Network Rail

## **Services:**

Building Surveying

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# A Network Rail Golden Asset

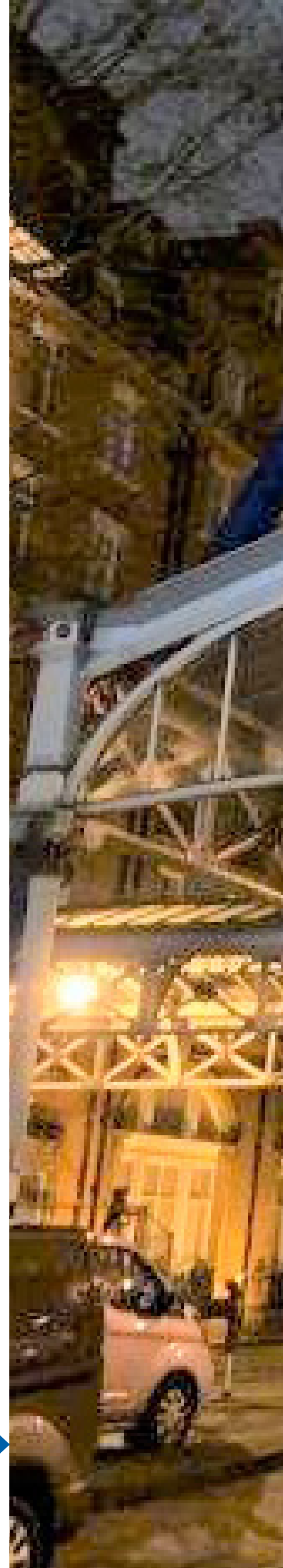
The Porte Cochere is a Grade 2 listed structure and a Network Rail 'Golden' asset, and as such required particular and intensive investigation works all undertaken by the Frankham rail focussed building surveying team.

To be sure of capturing sufficient and detailed information to inform a report and works specification, and to guide Network Rail in the proposed maintenance of the structure, an intensive series of inspections was undertaken.

To form a base line for all other surveys, a desktop review of historic and record information was undertaken to establish the core forms of construction and the materials used, and also to identify later modifications and structural alterations. This helped us prepare for the on-site inspections and informed our risk assessment for those surveys.

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**Liaison with Network Rail** →





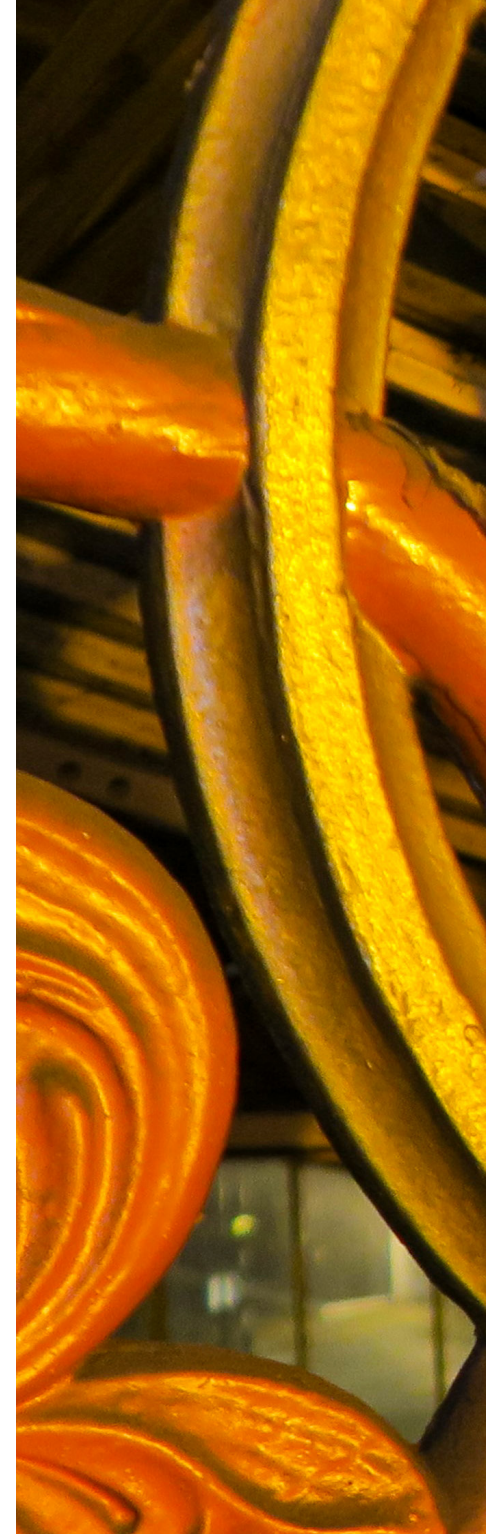
# Constant liaison with Network Rail

An extensive MEWP assisted close inspection was undertaken of the main structural members, the underside of the roof elements and a closer inspection of the roof surfaces. This element involved extensive traffic restrictions and management, highways closures, the suspension of bus routes and taxi parking and as such had to be undertaken at night.

We were in constant liaison with Network Rail throughout the whole process to ensure that they were happy with our approach and that we were moving to collect and collate the required information.

Following the final inspection, we met with Network Rail to review our initial findings and to inform the detail for the final report and works specification.

Challenges →





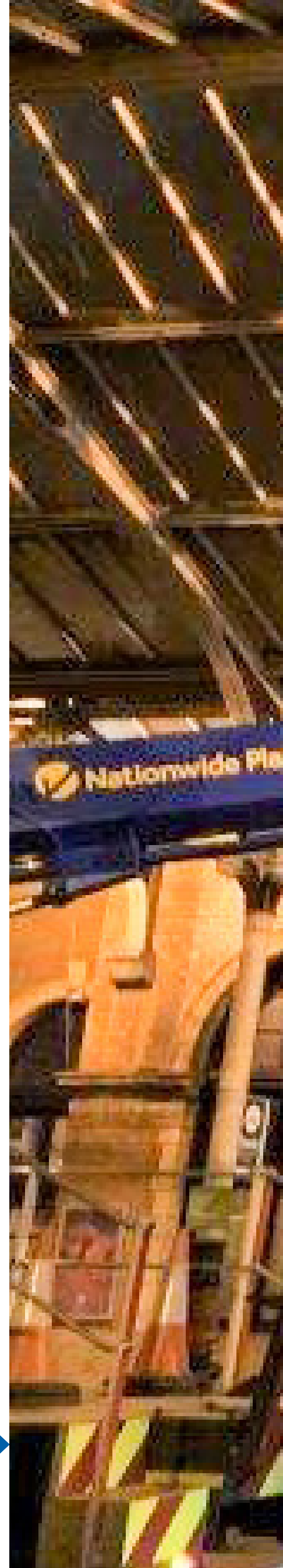
# Challenges

Obtaining highways licences and suspensions proved very time consuming, and coinciding with delays arising from the Covid pandemic, introduced a 6-month delay for the MEWP element of the survey. We had to carefully arrange all of our other surveys to coincide with that part to ensure continuity.

The MEWP survey had to be undertaken at night and lighting was identified as a potential problem for the inspection. Specific handheld high powered flood lamps were hired to assist and support the inspection. In the end however the MEWP allowed such good and close access that normal hand and head torches were more than sufficient to allow detailed inspection.

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