

Marylebone Station Porte Cochere

Network Rail

Protection maintenance and enhancement of a Grade 2 listed structure

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

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.

A series of non-intrusive surveys were undertaken to develop a general understanding of the condition and to prepare scale plan drawings to support our reports.

Access was gained to offices and hotel areas overlooking the Porte Cochere to make first level surveys of the roof surfaces and details not able to be viewed from street level.

Finally, 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.

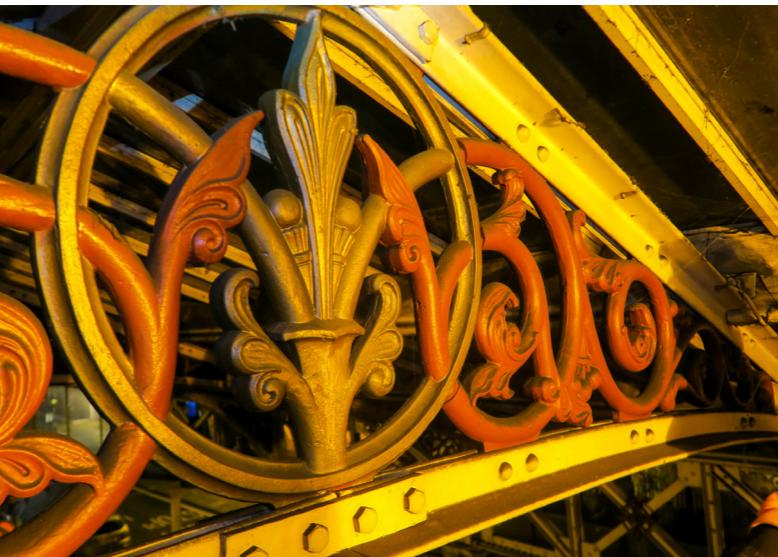
Following the final inspection, we met with Network Rail to review our initial findings and to inform the detail for the final report and works specification.

Our specification identified areas requiring repair and improvement and set a particularly high standard for pre decorative repair and preparation sufficient to satisfy the Westminster City Council Heritage Officer.

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.



Client:
Network Rail

Sectors:
Rail

Services:
Building Surveying



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