

St Pancras Station - The Problem

Protectahome are proud to be associated with the £800m regeneration of St Pancras International Station, opened by Her Majesty the Queen. The new Channel Tunnel rail terminal for Eurostar saw the launch of Britain's first high speed railway 'High Speed 1'.

Extensive work, particularly to the glass roof of the Barlow Shed completed the first phase of redevelopment. The front of the station was opened as a five star hotel and spa.

Waterproofing design specialists, Protectahome, were asked to provide a waterproofing solution to the ticket and service areas of the earth retaining structure at platform level.

As a historic building, the contract administrators were keen to ensure that the waterproofing was sympathetic to the existing structure and that it was a reversible process.

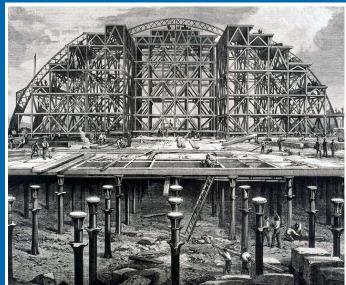


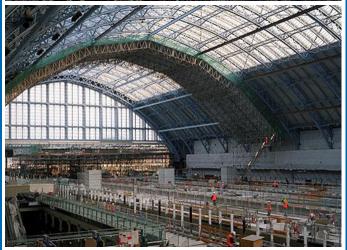














St Pancras Station - The Solution

Working closely with the project design team of architects and engineers, Protectahome designed and installed a Type C (Drained) protection waterproofing system (BS8102).

The walls and floors were lined using a combination of 8mm and 3mm Cavity Drain Membranes linked to a maintainable perimeter drainage channel that was recessed into the new slab.

A Type C Cavity Drain Membrane works by, capturing any free water that penetrates the structure behind the studded membrane and directing it to a safe point of disposal via perimeter drainage channels.

In this instance, the safe point of disposal was provided passively, rather than powered, as the perimeter drainage channel could be linked to other drainage within the terminal.

The work was covered by a Protectahome long term guarantee and the design was covered by our Professional Indemnity Insurance Policy.













