



HATMET

case study
Thameslink Station
St Pancras

architect
Arup

principal contractor
Rail Link Engineering



raising the roof at st pancras

As one of the country's leading Interiors Package Contractors, Hatmet Ltd of the Tvedt group of companies has played an integral part in the £800m extension and refurbishment of St Pancras station.

A key component of the St Pancras redevelopment was the internal design package of the new sub-surface Thameslink station. As specialists in suspended ceilings, glazed partitions, partitioning and internal fit out, Hatmet were contracted in September 2006 by Union Railways North (URN), a subsidiary of London and Continental Railways (LCR) to design, manufacture and install bespoke suspended ceilings throughout the platform areas, foyer and ticket office.

Hatmet are widely known as one of the leading installers of suspended ceilings in London. With over twenty years' experience in the field, and with a portfolio including such landmark projects as The Home Office in Marsham Street, City Point London and a wide range of other high profile developments, Hatmet were able to offer the product and service credentials to deliver quality

This project demanded craftsmen of the highest standard and integrity. It had a very short procurement and installation time. Delivery could not have been achieved had it not been for the highly professional approach and just in time delivery operated by all of the contractors. This project required close collaboration between the trades, and Hatmet embraced this approach.

Pete Hodkin,
RLE Project Delivery Manager

finishes more than equal to the larger St Pancras International development being undertaken at the same time.

The design brief required the suspended ceilings to combine high functionality with clean and contemporary visual styling. As one of the busiest London transport hubs, it was imperative also that the St Pancras ceiling installation should meet all regulatory requirements. Hatmet were able to redesign the ceilings from the scope drawings in order to comply with all Section 12 fire regulations, and additionally to achieve the demanding acoustic properties required by Network Rail.

Some 2000m² of high specification materials were installed by Hatmet, ranging from stainless steel to cementatous boards, with polished plaster finishes applied to the boards along the platforms and main public areas. In addition, a large amount of MEP (mechanical, electrical and power) services had to be incorporated in and around the ceiling and ceiling components.

Hatmet worked with a number of specialist contractors to produce ceilings of a bespoke nature throughout the station, for which Gillespie (UK) Ltd, also of the Tvedt group of companies, produced the acoustic tiles.

The project presented significant installation challenges. The working environment was just 250m long and 5m wide to the platform, and at times over 150 specialists could be working within the confined space. Working at heights



in excess of 7m; lifting materials of up to 1.5 tonnes; and handling components of 6m long demanded the highest levels of collaborative working between Hatmet operatives and other trade contractors. Moreover, the works were based around a fully operational train station, with trains running through every four minutes at peak times. The station was closed at weekends to allow high level works to be undertaken, with Hatmet responsible for the coordination and logistical management of materials, plant and operatives, and for maintaining a safe and clean environment.

The dramatic refurbishment of St Pancras has added a significant new asset to the city's transport capability, while the structural modifications and interior finishes have set a new precedent in railway station design. Hatmet delivered the project on time and to budget, ready for the opening by the Queen on 9 December 2007.