



HS2 Chesham Road Intervention Shaft (UK) Shaft Waterproofing

Country	United Kingdom
Type	Railway
Client	High Speed Two (HS2) Limited
Main Contractor	Align JV (Bouygues, VolkerFritzpatrick, SirRobert McAlpine), Joseph Gallagher Ltd.
Execution of the work	Renesco UK Ltd.
Designer	Ingérop, Jacobs
Construction Period	2022

Project Description

High Speed 2 (HS2) is the new High Speed Rail Network running between London in the South and Manchester and Leeds to the North. Phase-1 involves the route between London and Birmingham with approximately 200km of new high-speed rail being laid, just under half is located under West-London, between the HS2 southern terminus at Euston Station and a portal at West Ruislip.

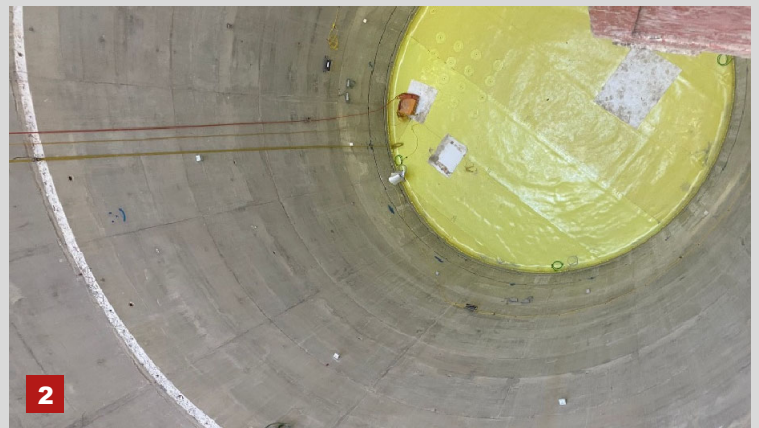
The C1 package of HS2 consists of 21.6 km of high-speed rail infrastructure in a rural environment. This will include a 3.37 km viaduct, the Chiltern Tunnel under the Chiltern Hills. The Chiltern Tunnel is the longest tunnel on the HS2 route between London and Crewe. The twin-bore tunnel is 16 km (10 miles) long with thirty-eight cross-passages linking the northbound and southbound tunnels.

The Chesham Road Intervention Shaft, as part of the Chiltern Tunnel, is one of five shafts handling both intervention and tunnel ventilation facilities. The intervention shaft will provide access for emergency services. It will be located off the B485 at Hyde End, near Gt Missenden.

Scope of Service

Supply and Installation of a loose laid waterproofing sheet membrane system in the base slab, according to BS 8102 (British standard), secondary lining via cast-in-place concrete and the option for remedial grouting/ injection works.

- Sheet membrane at the base, PVC-P, 2mm
- 1'200g/sqm PP protection geotextile
- Protection sheet membrane, 1.5mm
- Termination with adhesive strips/tapes
- Injection hoses, hydrophilic swelling profiles
- BA-Anchors



1. Termination adhesive tape/ strip
2. Base Slab Waterproofing
3. Job-Site