

## EXHIBIT LIST

Reference No: HOC/10516

Petitioner: Wednesday\_23\_Sept\_2015 Petitioners

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# Chesham, Bucks



**A market town in the Chilterns**

# These petitions



**Chesham Town Council – 870  
Electorate – 16,400**



***Supported by*  
The Chesham Society – 694  
Membership - 250**

- **Both organisations were represented at Community Forum meetings , for areas 9 and 10**
- **These submissions are supported by petitioners 739, 699, 697, 698, 696, 749, 349, 1325, 1498 and 1918**

# Mitigation Requests

The adverse effects on our town would be mitigated by these measures –

- 1. Our preferred measure, an extension of the fully bored (Chiltern) Tunnel to the full extent of the AONB,  
*or***
- 2. If this request fails then in addition to the traffic related measures requested in Petition 750, we request financial assistance and compensation for the town, to maintain our local economy during and after the construction period.**

# About Chesham

- Situated just 3 miles from the Chilterns C6 portal at South Heath
- The largest town in the Chilterns - population 21,000 - and the fourth largest in Bucks



# About Chesham



A1398 (5)

HOC/10516/0006

# About Chesham



# About Chesham





# About Chesham



# About Chesham Traffic



- **The construction of HS2 will worsen our situation, making journeys to hospital, to school and to work more difficult not only for our people but also those from other towns who work or study in Chesham.**

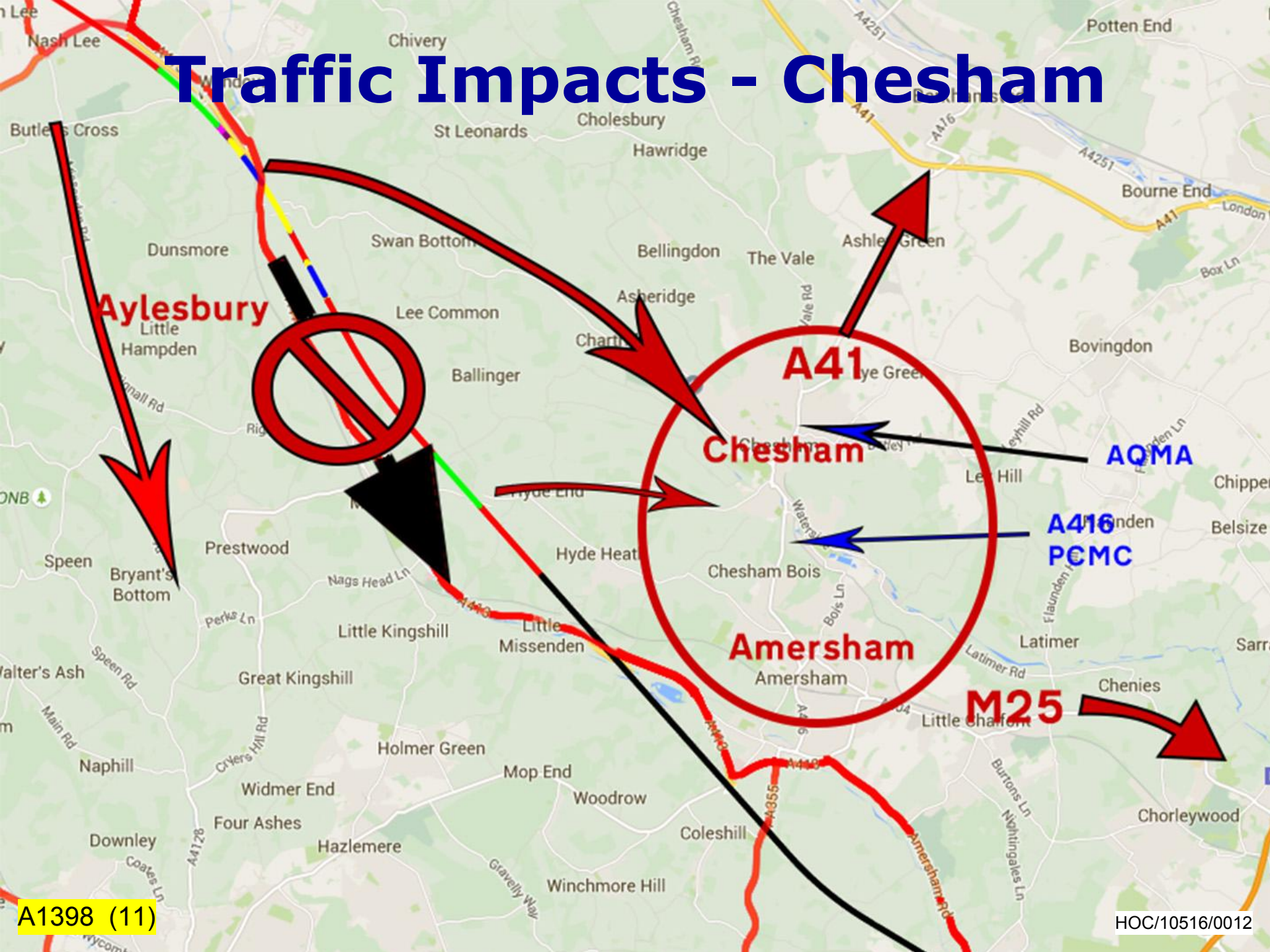
# The Construction Phase - Traffic

All roads out of Chesham (other than the Berkhamstead Road leading East) are likely to be affected by

- Direct impacts of construction traffic – congestion, physical damage
- Displacement of traffic avoiding congestion onto less suitable roads



# Traffic Impacts - Chesham



A1398 (11)

HOC/10516/0012

# Congestion on roads into and through Chesham



# Church Street



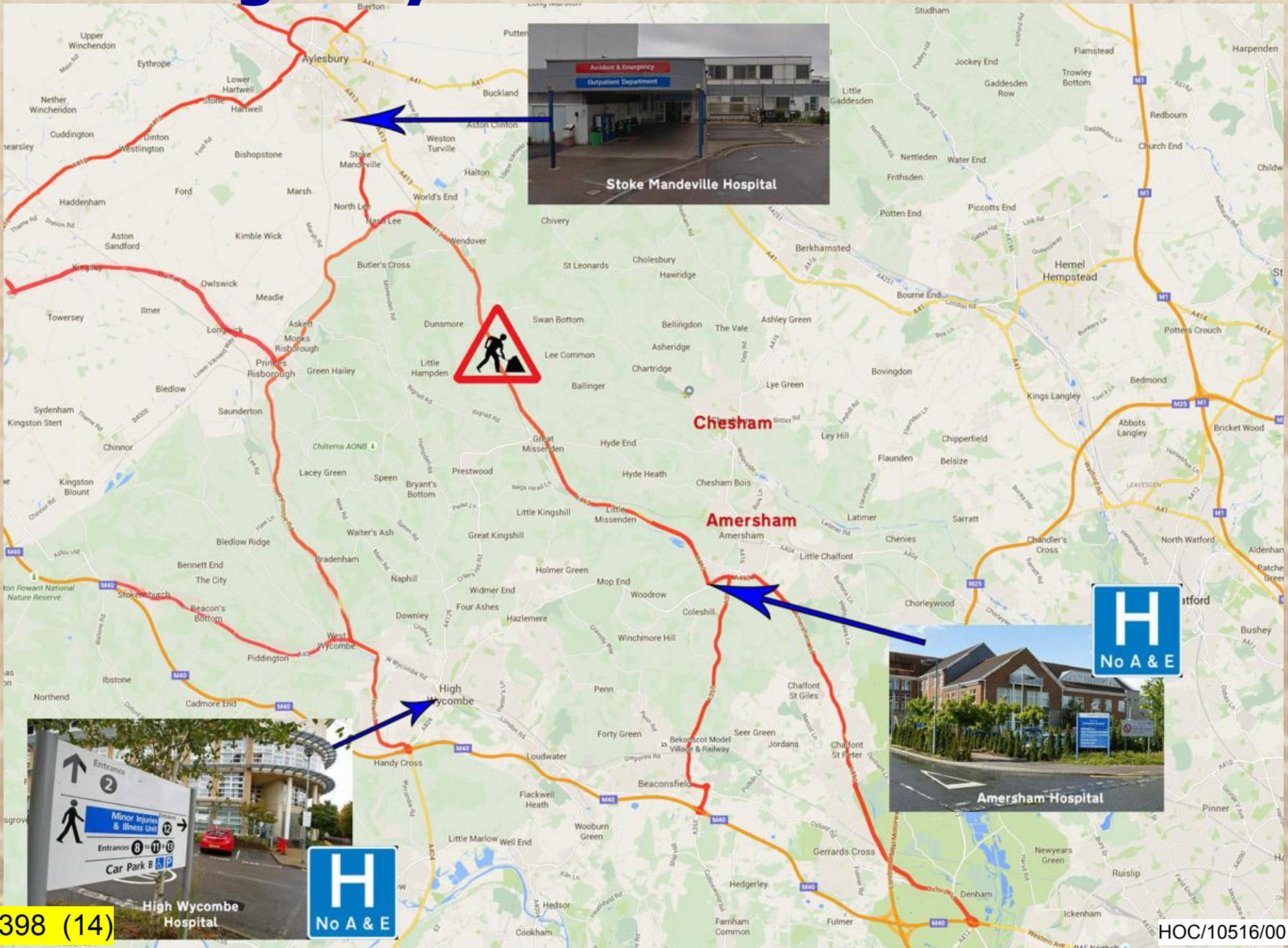
**The B485 enters Chesham Old Town at Church Street, only 4m wide in places.**

**The 14<sup>th</sup> and 15<sup>th</sup> century houses have survived well so far, despite an absence of foundations.**

**What can prevent displaced traffic, and HS2 contractors, using the B485 ?**



# Emergency Services - Ambulances



A1398 (14)

HOC/10516/0015

# Chesham Voluntary Hospital Car Service

Depart/Arrive	Changes	Legs	Duration
▼ 06:02 → 07:46	1	🚶 🚌 🚌	1:44
▼ 06:17 → 08:06	1	🚶 🚌 🚌	1:49
▼ 06:44 → 07:46	2	🚶 🚌 🚆 🚶 🚌	1:02
▼ 07:27 → 08:22	0	🚶 🚌	0:55
▼ 07:29 → 09:24	1	🚶 🚌 🚌	1:55
▼ 07:36 → 08:42	2	🚶 🚌 🚆 🚶 🚌	1:06

## Arriva 55 to Stoke Mandeville

- 4 morning departures
- One every 2 hours



The Service presently consists of 20 drivers but numbers fluctuate. An average journey from a patient's home to hospital and back is between two and 3 hours ... During this period, our drivers remain with the patients to help them, accompanying them to the right department and when necessary finding them wheelchairs.

- We fear that the difficulties will be such that our drivers will be unwilling to make such journeys during the lengthy construction period ... the NHS may have to provide transport for the patients at quite considerable cost and no little inconvenience to the patients



# Traffic - Mitigation

Adverse effect	Proposed Mitigation
Spoil Transport	<b>Remove spoil</b> from the AONB <b>by rail</b>
Use of unsuitable roads as transport routes	Construct <b>new roads between the A413 and the trace.</b> Prohibit use of other existing roads to HS2 traffic
Failure to observe agreed routes, working times and procedures	Robust CoCP, with <b>significant sanctions available to the Complaints Commissioner</b>
'Peak Hour' congestion	<b>Restrict HGV movements during peak hours</b> – which include the school run
	Operate a compulsory <b>park and ride scheme for workers</b> , from sites at the edge of the AONB. Prohibit parking at (or near) construction compounds for contractors personal transport

# Economic and Social Impacts



# Schools



- **There are 19 school bus services which either use or cross the A413.**
- **Construction activity in our area is due to last for up to 8 years - longer than the normal secondary school career for a child.**

# Employers –



- **Situated on Waterside, Chesham**
- **World leader in design and manufacture of high shear mixers; supply Shell, Unilever, Coca Cola.**
- **Employ about 100 people, 90% drive to work, from Aylesbury, High Wycombe, Hemel Hempstead ..**
- **Numerous HGVs calling to deliver supplies and collect finished products**

**“They and our employees already experience difficult driving conditions and delays because of our heavily congested and inadequate road system ...”**

# Employers – Gil-Lec



- **We currently deal with approximately 150 suppliers, receive deliveries from up to 15 HGV and 10 carriers each day**
- **Any increased traffic associated with HS2 is highly likely to cause us service and operational problems**

# Employers –



**Specialist digital and lithographic printers, serving large and medium sized companies, as well as private individuals**



**“More than 90% of our orders are collected by clients ... if accessing Chesham in normal working hours becomes more difficult and tedious, we can expect to lose business”**

# Traders - Example



*The Flower Box*



- **Owners travel from Tring daily**
- **Collect stock from wholesale florist in Sarrat**
- **Deliveries – 20,000 miles/year – Aylesbury, Watford, Chinnor, St Albans, but mostly within 10 to 15 miles of Chesham**

# Chesham Markets



- Chesham was granted a market charter in 1257 by Henry 111. The general market takes place twice weekly, offering a wide range of goods and produce.



# Employment *by* HS2 undertakers ?

- **Approximately 97% of the construction companies in the district have fewer than 10 employees.**



- **In December 2013 only 15 out of 650 registered jobseeker claimants in Chiltern district were seeking construction related jobs**

# Leisure Facilities

## The Elgiva Theatre



- A 300 seat theatre and digital cinema, one of the jewels in Chesham's crown
- Owned and managed by the town council, it enjoys vital support from neighbouring towns in Bucks & elsewhere

# Leisure Facilities

## CHESHAM MOOR GYM AND SWIM CENTRE

- **An open-air heated swimming pool, open all year round from 6.00am to 9.00pm**



- **Solar panels and an ionisation system installed in 2012**
- **The gymnasium has been extensively refurbished, with new exercise machines installed**
- **Outside there are hard tennis courts**
- **The nearest alternative lido is at High Wycombe**

# Mitigation

**The only effective mitigation would be provided by the Chilterns long tunnel extension, as discussed in the next presentation.**

**If that is not granted, we request**

- **Support for local businesses in establishing their entitlement to a Business rate revaluation as a result of 'a material change of circumstances'**
- **Increased funding to Chesham TC, to provide support for threatened local amenities.**
- **A more robust Code of Construction Practice, as detailed by BCC points 84-88**

**IN PARLIAMENT**

**HOUSE OF COMMONS**

**HIGH SPEED RAIL (LONDON –WEST MIDLANDS) BILL COMMITTEE**

**PETITION OF CHESHAM TOWN COUNCIL (870)**

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**SUMMARY OF ARGUMENT – FOR APPEARANCE 23 SEPTEMBER 2015**

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1. Chesham is the largest town in the Chilterns, with a population of some 21,000. The Route cuts across much of the countryside that draws the tourists upon whom many of the town's businesses rely and threatens huge disruption to the highway network on which Chesham is heavily dependent. That dependency spans the numerous light manufacturing and other businesses that make Chesham such an economic success story, and the town's schools, markets, shops, places of worship and public amenities that Chesham Town Council itself owns and subsidises. The town already struggles with high levels of road usage, which brings with it damaging congestion and pollution.
2. However, despite the obvious risks to the town the Promoter's Environmental Statement effectively ignores Chesham. So far as the Town Council can see, the Promoter appears to have taken the view that the Project will not have any material effect upon the town. Unfortunately, that is due to a failure of assessment and understanding on the Promoter's part, not because such optimism is justified. The Town Council are keen to use their presentation to ensure that the Committee are introduced to Chesham, to what it is that makes Chesham special and to why it is the likely impacts of the Project upon the town are very real and to be taken seriously.
3. The Town Council's primary request is a fully bored long tunnel. If not, a package of mitigation. The 'asks' are due to two particular features of the Project:
  - (1) That there will be above ground construction of the Route itself (vent shafts aside) in the AONB.
  - (2) That HS2 traffic, whether that be 'construction' HGVs or staff private cars, will be placed onto the local highway network.
4. In relation to issue (1), the Town Council repeat their vigorous objection to any above-ground Route in the AONB. The Promoter's present scheme makes a mockery of the AONB designation and the Town Council are sure this Committee, and Parliament as a

whole, would not wish to have as their legacy a scar across the AONB. However, the Town Council are aware the Committee have already heard from others about the impact of the AONB as a whole and will avoid repetition.

5. For Chesham itself, the impact of above-ground construction of the Route and an above-ground Route when operational will be severe. Chesham is a tourist destination precisely because it is a logical start and/or end point to a visit to the AONB. A large part of the town's economy relies on tourists to a material degree, in particular the pubs, cafes and restaurants but also the markets and the shops. The visible impact of the Project in the AONB will harm tourism and so harm Chesham. The same is true of the town's ability to attract and retain the next generation of residents, many if not most of whom are drawn to Chesham by the countryside around it.
6. In relation to issue (2), if the road network does not function then Chesham cannot function. The town already suffers serious congestion and any increase in the number of vehicles on the roads will cause great difficulty for the range of the town's interests. Even if additional congestion from increased traffic could somehow be avoided, adverse effects on air quality and knock on health effects are a major concern.
7. A particular issue for the Town Council is that the town's high culture highlight, the Town-Council-owned Elgiva venue, is dependent on an out-of-town audience. Even a relatively modest reduction in those who attend from outside Chesham would have a disproportionate effect on its viability (the Town Council already heavily subsidises the Elgiva). A similar concern arises in respect of the town's open air swimming pool and leisure complex, which is also owned and subsidised by the Town Council.
8. The Town Council know that others are taking more 'generic' or AONB-wide points in their Petitions and so will focus their presentation squarely on Chesham. However, they abandon none of the other concerns/asks within their Petition.
9. Chesham Town Council respectfully ask the Committee recommend amendments/additional provisions to the Bill/require undertakings/assurances from the Promoter to address their concerns.

James Burton  
39 Essex Chambers, WC2R 3AT

# CHESHAM VOLUNTARY HOSPITAL CAR SERVICE

Registered Charity No. 1151769

About 60 years the late Mrs Marjorie Bell, a resident of Chesham together with a group of friends, founded the Chesham Voluntary Hospital Car Service (The Service) for the purpose of providing transport for elderly/ disabled patients of Chesham Surgeries to various local hospitals.

The Service presently consists of 20 drivers but numbers fluctuate. Some of our drivers make one journey per week with others doing 3 journeys or more as required. An average journey from a patient's home to hospital and back is between two and 3 hours, unless as occasionally happens the hospital is in London or Oxford which means the journey is much longer.. During this period, our drivers remain with the patients to help them, accompanying them to the right department and when necessary finding them wheelchairs.

Most of our drivers have been members of the Service for between 10 and 20 years with some for over 30 years. The previous Chairman, the late Mrs Anne Wells, organised the group of drivers, every week for over 30 years, from her telephone at home in Chesham. Anne was given an award by the Chesham Society for her remarkable services to the elderly residents of Chesham.

The Service is affiliated to the National Association of Hospital & Community Friends, now known as ATTEND. The South East Region of this organisation has recently made two Patron's Awards to the Service. One was to the group as a whole and is said to be in recognition of the '*fantastic job that they do*'. The other was to the Organiser, Mrs Anne Wells for the excellent work she had done in coordinating the services provided by the Group. It is understood that the Service is the only group in the South East of England to have received two such Awards in the same year.

With the transfer of many hospital facilities from Amersham and Wycombe hospitals to Stoke Mandeville in recent years **many of the 800 journeys undertaken on an annual basis are now to Stoke Mandeville. Such journeys emanating from Chesham mean travelling for much of the journey on the A413.** The proposed HS2 Rail construction will create a very severe impact on local transport resources causing severe problems for all traffic using the A 413 between Great Missenden and Aylesbury. This section of road will be unavoidable for journeys between Chesham and Stoke Mandeville and therefore **we anticipate severe problems for our drivers and their passengers for a lengthy period lasting some years. We fear that the difficulties will be such that our drivers will be unwilling to make such journeys during the lengthy construction period** which will mean that NHS may have to provide transport for the patients at quite considerable cost and no little inconvenience to the patients as such transport usually takes the form of communal transport with patients being collected early in the morning even for an afternoon appointment and being returned late in the day. Both journeys are likely to coincide with peak hour traffic making for delays. Even journeys to Amersham and High Wycombe will involve crossing the A413 and thereby incurring traffic problems. We cannot anticipate the reaction of our drivers to such difficulties but **we would not be surprised to see the pool of our drivers substantially reduce.**

Ray Challinor  
Chairman  
5.8.15



**Silverson Machines Ltd.**  
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9 September 2015

Councillor Tony Franks  
80 Church Street  
Chesham  
Bucks  
HP5 1JD

Dear Tony

**Silverson Machines Ltd**

First of all, thanks for the interest that you have shown in Silverson. As a result our recent conversations, I hope that you now have a better understanding of our company, how we operate and why we are worried about the effect that the building of HS2 will have on our business.

Just to recap, Silverson is a World leader in the design and manufacture of high shear mixers. We specialise in powder/liquid mixers and disintegrator/dissolvers. Our technology has many applications and is used throughout the food, pharmaceutical, cosmetics, chemicals and lube oil industries. This may all be rather too technical for some but I have yet to meet anyone who was not impressed by our client list. Most people have heard of companies like Shell, Unilever, Johnson and Johnson, Heinz, Coca Cola and DuPont. Well, **they all use machinery built by Silverson here in Chesham and over 85% of what we produce is exported worldwide.**

Why are we are worried about HS2? Well it's all a matter of logistics really. We employ about 100 people and about 90% of them drive to work. Our car park is always completely full. Our staff come from all directions, including such towns as Aylesbury, High Wycombe, Hemel Hempstead and Northampton.

**Every day we have numerous HGV's calling to deliver supplies and collect our finished machines. They and our employees already experience difficult driving conditions and delays because of our heavily congested and inadequate road system. I can't see how the construction of HS2 can fail to make the situation worse.** Let's hope that the whole system doesn't come grinding to a halt!

Please pass on our concerns to the Commons HS2 Select Committee, when you meet with them.

Yours sincerely



**Harold Rothman**  
Managing Director



Councillor Anthony Franks  
80 Church Street  
Chesham  
Bucks, HP5 1JD

2nd September 2015

Dear Anthony

I think that we have spoken several times in the past couple of years about the concerns that I and my colleagues have about the likely adverse impact that the construction of HS2 will have on our company - Orbitpress.

Just to remind you about us, we are a firm of specialist digital and lithographic printers serving a client base including large and medium sized companies as well as private individuals. Over the years we have built up a strong reputation for quality, speed and efficiency. We have a great deal of "repeat" business. People come back to us because they know that our prices and turn round times are very competitive and that we can be relied upon for what we promise.

Naturally we have local customers. In addition, however, we now serve towns such as Beaconsfield, High Wycombe and Aylesbury within the Bucks, Bedfordshire and Hertfordshire region and indeed even further afield. More than 90% of our completed orders are collected by clients, who drive to Chesham and then pick up directly from our premises in Market Square. Our very real fear is that the huge amount of HS2 construction traffic will overload the already inadequate local road system and result in delays and frustration for clients, particularly those approaching Chesham via the A416, the A413 and the B485. We believe that such delays are a real "turn-off" and that if accessing Chesham in normal working hours becomes more difficult and tedious, then we at Orbitpress can expect to lose business to rival companies whose location means that they will not be affected in this way. There is a plenty of competition out there!

I hear that you will be appearing before the House of Commons HS2 Select Committee later next month. Please do your best to make them understand that we are genuinely apprehensive about the future.

Yours sincerely



Laura Collins, Chris Honey and Sean Taylor

Directors

Winner of the Chesham Mayoral Business Awards



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Bill Richards  
Town Clerk  
Chesham Town Hall  
Chesham  
Bucks  
HP5 1DS

Dear Mr Richards

**The Impact on Chesham of the Construction Period of HS2**

I am aware that representatives of Chesham Town Council and the Chesham Society will be appearing before the Commons HS2 Select Committee on the 23<sup>rd</sup> September 2015 seeking mitigation for the Town in the form of an extension of the Chilterns bored tunnel.

As Director of Gil-Lec I am very concerned about the impact that the construction of HS2 will have on our business. With our business situated at the end of the B485 we are expecting a great deal of disruption to our operation, including receiving deliveries, product distribution and staff travel to & from the place of work.

Established in 1985, Gil-Lec Electrical Wholesalers is now one of the UK's leading independent electrical suppliers. We have a large stock profile and offer free national next day delivery. Our company supports a wide ranging customer base including industrial engineers, domestic electricians, lighting retailers and the general public. Our annual turnover this year will be just shy of £9million.

You will be aware of our rather difficult location at the junction of Wey Lane and the B485. **As our business has grown we already experience great difficulties as regards access. We currently deal with approximately 150 suppliers, receive deliveries from up to 15 heavy goods vehicles and 10 carriers each day. We ourselves have several vans delivering to customers across the three counties region. As for our staff, some are local but many come from neighbouring towns including Aylesbury, Hemel Hempstead and Tring.**

Being totally dependent on the local road system, any increased traffic associated with the construction of HS2 is highly likely to cause us service and operational problems. **Should the business be adversely affected over an extended period of time, we may be forced to relocate our operation away from the town.**

So may I wish your petitioners luck on the 23<sup>rd</sup> September. They have our full support.

Yours sincerely

Brendon Gilbert

*Financial Director*

- 2.2. The Secretary of State will ensure that a Complaints Commissioner is appointed by the time construction begins. If people have a complaint during construction that cannot be resolved through the nominated undertaker's complaints process, they will have the option of referring their complaint to the Complaints Commissioner. This Information Paper outlines proposals for this role.
- 2.3. The Complaints Commissioner will provide independent, impartial decisions. This will be important in ensuring a fair and balanced approach to cases that cannot be resolved through the normal complaints process. The Complaints Commissioner will also be able to provide advice to members of the public on how to complain.

### 3. Terms of reference

- 3.1. If someone is unhappy with any aspect of Phase One's construction, the first step would be to complain to the nominated undertaker. If the complainant feels that the complaint has not been satisfactorily addressed through the normal procedure, they can put their case to the Complaints Commissioner.
- 3.2. He or she will investigate any grievance where it is alleged that the nominated undertaker has not satisfactorily addressed a matter raised by a complainant. The Complaints Commissioner will be independent of the Secretary of State and any nominated undertaker appointed to construct the Proposed Scheme.
- 3.3. The precise terms of reference for the Complaints Commissioner will be established by an independent body, which will consist of representatives from local authorities, Network Rail and other organisations appointed by the Secretary of State and HS2 Ltd. **It is expected that the Complaints Commissioner's main functions will be to:**
  - ensure that people who are affected by HS2 works know who the Complaints Commissioner is and what he or she does;
  - ensure that the role is well publicised, easily accessible and has clearly defined processes and timescales;
  - mediate in unresolved disputes between the project and individuals or bodies;
  - provide an annual report and other reports as required on the activities of the Complaints Commissioner office and statement of accounts to the independent body;
  - **advise the nominated undertaker where action could be taken to reduce complaints;**
  - monitor and report on the Small Claims Scheme; and
  - act as an arbitrator for the Small Claims Scheme in the event that a dispute cannot be resolved through the normal process.