

3. Improving mental health and wellbeing: the cancellation of the depot construction will result in less noise and air pollution through no added deliveries and construction noise.

4. Housing: There will now be an opportunity for the Council to pursue with other partners the potential to purchase or bring forward housing development on this land.

3b **Five Year Plan Outcomes**

- *Our people will be healthier and manage their own care needs:* The cancellation of the depot constructions will help those in the area have a better quality of life through less construction traffic resulting in reductions in planned HGV journeys and less noise and vibration throughout the 2 year construction phase.
- *Slough will be an attractive place where people choose to live, work and stay:* There will now be an opportunity to review this location within the Local Plan to and increase the housing opportunity for our residents.
- *Our residents will live in good quality homes:* The council will be able to work with the land/lease holders to bring forward high quality housing in this area to support the demands in this location
- *Slough will attract, retain and grow businesses and investment to provide opportunities for our residents:* The council through the Local Plan will now be in a position to retain more commercial units to support the growth in the town and in so doing increase business rates and job opportunities.

4 **Other Implications**

(a) Financial

The cancellation of the build programme for the Hex Depot will mean that the Council will not be able to claim the £6.25m that had been agreed in the Assurance Letter with HS2 in 2016. The Council will pursue through legal advisors the costs associated with the initial petitioning in 2015/16 and fees incurred to date.

(b) Risk Management

Risk	Mitigating action	Opportunities
Legal	None	
Property	None	
Human Rights	None	
Health and Safety	None	
Employment Issues	None	
Equalities Issues	None	
Community Support:	None	
Communications	None	
Community Safety	None	
Financial	None	
Timetable for delivery:	None	
Project Capacity	None	
Other	None	

(c) Human Rights Act and Other Legal Implications

No implications.

(d) Equalities Impact Assessment

No implications.

(e) Workforce N/A

No implications.

(f) Property N/A

(g) Carbon Emissions and Energy Costs N/A

5 Supporting Information

- 5.1 The Cabinet in June 2015 were briefed that HS2 had identified the Langley area as a potential site for the relocation for the Heathrow Express depot. The relocation of the depot was a result of the changes that were proposed to Old Oak Common to facilitate the new High Speed 2 service.
- 5.2 Officers believed there to be a number of more effective ways of delivering the Depot either at other sites along HS2's route or from the Old Oak Common site. These alternatives were presented to the HS2 sponsor but these suggestions were not supported by the HS2 team.
- 5.3 Prior to appearing at the Select Committee the council agreed a mitigation package with HS2 to compensate for the loss of housing, council tax and new homes bonus, this package was £6.2m and was to be spend on community projects, transport and contributions towards a community hub.
- 5.4 The notification around 26th March 2018 by Heathrow Express and HS2 stating that the depot was no longer required has been welcomed. The Heathrow Express service will now be maintained in Reading by GWR. This site was identified by Slough as a suitable alternative back in 2015 but was not considered by Heathrow Express to be viable due to longer journey time to Reading.
- 5.6 The decision to abandon this part of the HS2 project has a number of benefits and dis-benefits. Firstly, delays to the Western Rail Link to Heathrow can now brought forward without the need to re-design the scheme around the depot potentially reducing cost and speeding up delivery. Secondly, the land that will no longer be required for the depot can be utilised for housing and the much needed car parking for the station which has over the past years over spilled into residential areas.
- 5.7 In terms of dis-benefits the council will not be able to claim the £6.25m earmarked for council projects, this will now need to be re-evaluated as part of the future capital programme. However, if the council and partners are successful in securing housing on the site there will be extra homes, council tax and business rates if commercial units are developed.

5.8 The council still has some work to do now that the decision has been made not to proceed with the depot; the first being to secure reimbursement for the legal fees expended as part of the petitioning process; this is circa £25K.

6 **Comments of Other Committees**

This report has not been considered by any other committees.

7 **Conclusion**

The Cabinet is requested that they note the information above and instruct officers to start negotiations over reimbursement of the legal fees and start the process for engagement with Network Rail with regard to housing.

8 **Background Papers**

None.