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**STRATEGIC HOUSING INVESTMENT PLAN 2017/18 - 2021/22**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 The current Argyll and Bute Strategic Housing Investment Plan 2015-2020 (SHIP) was approved in November 2014; and all local authorities are required to submit updated SHIPs every two years with the next submission due on 30<sup>th</sup> November 2016. The Scottish Government issued revised guidance in July 2016 to assist local authorities in the preparation of their SHIPs, which will cover the period 2017/18-2021/22.
- 1.2 This paper summarises the proposals for the revised SHIP, in line with statutory requirements and the latest guidance. It also highlights progress with the previous SHIP and the outputs achieved over the last five years.
- 1.3 In 2015/16, the SHIP delivered 54 new homes (a number of key projects having been subject to slippage due to infrastructure constraints or contractor issues) and this brought the cumulative 5 year total to 554, thus successfully delivering the Local Housing Strategy target of 550 new affordable homes by 2016. The revised SHIP identifies potential for over 850 additional homes to be completed or approved over the next five years.
- 1.4 As well as addressing unmet local need and contributing to national targets, the benefits of the proposed programme are manifold: it will generate additional investment in the local economy, supporting additional jobs including new apprenticeships in the construction sector and associated labour market; it will stimulate community regeneration and sustainability; it will help to attract and retain residents and employees for local businesses; it will encourage movement within, and more effective operation of, the local housing system; it will also contribute to improving general health and well-being; and more pragmatically the new homes will also generate additional Council tax revenue.

**1.5 RECOMMENDATION**

It is recommended that the Community Services Committee:

- (i) Notes the positive progress with the SHIP 2011-2016;
- (ii) Approves the proposals summarised in the report; and
- (iii) Recommends to Council that the proposals summarised in the report form the basis of the submission to the Scottish Government in November 2016

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**STRATEGIC HOUSING INVESTMENT PLAN (SHIP) 2017/18 – 2021/22**

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**2.0 INTRODUCTION**

- 2.1 This paper provides a summation of the previous SHIP programme over 2011-16, and seeks committee approval to submit the revised Strategic Housing Investment Plan 2017/18 – 2021/22 to the Scottish Government in November 2016. The SHIP sets out how investment in subsidised affordable housing will be prioritised and delivered over a five year period.
- 2.2 The SHIP itself is a continuous, iterative process: individual projects are subject to a variety of factors which can lead to slippage or revision; and the overall programme requires constant monitoring. Formal updates are required every two years, and in the interim years a Strategic Local Programme Agreement (SLPA) between the Council and the Scottish Government provides the framework for ongoing developments.

**3.0 RECOMMENDATIONS**

3.1 It is recommended that the Community Services Committee:

- (i) Notes the positive progress with the SHIP 2011-2016;
- (ii) Approves the proposals summarised in the report; and
- (iii) Recommends to Council that the proposals summarised in the report form the basis of the submission to the Scottish Government in November 2016

**4.0 DETAIL**

4.1 **Purpose of the SHIP.** Local authorities are required to submit a Strategic Housing Investment Plan (SHIP) to the Scottish Government every two years. The purpose of the SHIP, as defined in revised guidance issued in July 2016, is to:

- Set out investment priorities for affordable housing
- Demonstrate how these will be delivered
- Identify the resources required to deliver these priorities
- Enable the involvement of key partners

In preparing the SHIP, local authorities are encouraged to consider the range of mechanisms available, including those from the Scottish Government, from Councils' own programmes, and other sources; and to roll forward and update material from the existing SHIP as appropriate.

- 4.2 The SHIP is intended to be a succinct document which should include short statements on *all* of the following;
- That the priorities listed are consistent with the Local Housing Strategy (LHS) and any subsequent updates;
  - A summary of the methodology used to prioritise projects;
  - That beyond securing funding, any other development constraints will have been resolved by the estimated site start date;
  - The level of consultation undertaken with RSLs and other stakeholders in developing the SHIP;
  - That the projects will maximise the opportunities for energy efficiency and reduction of fuel poverty;
  - Details of how the process for identifying funding adaptations is being progressed through Health and Social Care Partnerships;
  - A summary table showing the total investment noted and planned in the SHIP from all sources broken down by year and programme/mechanism.
- 4.3 **Programme Process: SHIPs and the SLPA.** The SHIP tables provide the basis for the development of Strategic Local Programme Agreements (SLPAs) between local authorities and the Scottish Government. The SLPA sets out the programme of housing projects that will be funded over the next 3 years and will be reviewed and updated annually to ensure delivery remains on track. Local authorities are required to engage and consult with all delivery partners on proposals and priorities for SHIPs and SLPAs. Following submission, the local authority approved SHIP will be used by the Scottish Government to draft an SLPA for discussion with all local delivery partners and for final agreement with the Council.
- 4.4 Once agreed, the SLPA will form the basis of individual RSL and Local Authority programme agreements and be the primary document informing the delivery of the Scottish Government's Affordable Housing Supply Programme (AHSP) at the local level. The SLPA will be reviewed and reissued, at least annually, to enable the programme to roll forward and to maintain a minimum 3 year programme planning horizon, based on the most up to date approved SHIP. This means that in years where the SHIP has been updated, the SLPA will be updated to reflect the SHIP. In other years, the SLPA will simply draw on the current SHIP to inform the SLPA. The local authority approved SHIP will normally be the route by which projects will be brought into the SLPA. As part of the SHIP sign-off process, local authority officials should, where possible, get delegated authority to ensure that where projects fall out of the SLPA that they can assign other agreed SHIP projects in their place. For most authorities, these decisions will be taken jointly between Scottish Government and local authority officers and discussed with the appropriate delivery agent. Any windfall projects which post-date the SHIP submission should be assessed using the same methodology to prioritise projects before being added to the programme.
- 4.5 **The Strategic Framework.** In March 2016 the Scottish Government launched More Homes Scotland (MHS) an overarching approach to support the increase in supply of homes across all tenures. The national

vision is for people to live in affordable, quality homes that meet their needs; and housing is seen as fundamental to a strong and prosperous future for Scotland, economically, socially and in terms of general health and well-being. A target of 50,000 new affordable homes across Scotland over the next five years has been set.

- 4.6 At a local level, the new Local Housing Strategy for Argyll and Bute is about to be launched and this will focus on achieving a housing system that makes a strong contribution to thriving and sustainable communities and economic growth, in line with the overarching goals of the Single Outcome Agreement. A key priority for the LHS is to facilitate access to a suitable, sufficient and sustainable supply of affordable housing.
- 4.7 **Prioritising the Programme: Housing Need and Demand (HNDA) and Housing Supply Targets (HSTs)** - Housing development and investment is driven by robust and credible assessments of local housing need and demand; and in July 2016 the Scottish Government's Centre for Housing Market Analysis formally approved the updated Argyll and Bute HNDA as "robust and credible". Key factors determining housing need and demand include the prevailing demographic and economic trends, and in this authority, unlike the rest of Scotland, there is clear evidence of population and household decline undermining economic stability and growth. This is set to continue and actually worsen in the future without major strategic intervention. As a consequence, in most areas of Argyll and Bute this decline would, in principle, generate a surplus in the housing stock and therefore suggest minimal requirements for additional new build. However, in order to address the stated strategic aims of reversing population decline, and supporting economic growth, the Argyll & Bute Strategic Housing Forum in consultation with key partners and stakeholders have unanimously agreed that a deliberate and carefully planned programme of new build should be sustained over the next five years and beyond. Given the underlying demographic trends, this development programme must be clearly, strategically planned, prudently managed, and closely monitored to ensure that there are no adverse, counter-productive outcomes. Purely speculative development, particularly with limited public funding, could actually exacerbate imbalances and create problems within the existing housing system rather than providing positive solutions.
- 4.8 Housing Supply Targets can be set above or below the baseline HNDA, but should reflect some direct link with the assessment of actual need. Other factors which will influence the supply targets include: the strategic considerations outlined above; economic factors which may impact on demand and supply; capacity within the construction sector (which, in the context of this authority, is particularly critical); availability of resources (targets must be realistic and deliverable); impact of the pace and scale of delivery and recent development levels; and changes in existing stock, including planned demolitions and housing brought back into effective use.

- 4.9 On this basis, Housing and Planning Services have proposed a target for affordable housing of 550–650 new affordable homes over the next five years (approximately 110-130 per annum). This is substantially above the HNDA baseline requirement but, while ambitious, challenging and requiring additional resources, it remains feasible; and the proposed programme outlined later in this report actually has potential capacity to exceed this target which is in line with the Scottish Government’s recommendations to over-programme by a minimum of 25% in order to take account of potential slippage. Ultimately, it is unlikely that every project listed in the SHIP will transfer into the SLPA, within the current timeframe.
- 4.10 In terms of distribution by Housing Market Area (HMA), the main need by far is evidenced in Oban & Lorn, the only HMA exhibiting continued growth. Strategically, both Helensburgh & Lomond and Mid Argyll could benefit from further developments; while Cowal, as the HMA most at risk of severe population decline, could be regenerated with judicious development, operating in tandem with improvements in employment opportunities and transport infrastructure. Small-scale developments could also have a significant and positive impact on the Atlantic Islands. However, Bute and Kintyre are relatively well balanced in terms of current supply and demand (annual RSL lets are more than sufficient to address waiting list demand, and there are a number of long-term voids in these areas) and therefore any new build in these HMAs should focus on unsubsidised, private market accommodation.
- 4.11 The new LHS proposes that the majority of the programme should be for social rent (at least 80% of completions), however, alternative tenures such as mid-market rent, shared equity or other low cost home ownership options, will be considered on a site-by-site basis in line with local market conditions and needs. In addition, given the impact of the ageing population, and the particular needs of other sectors of the population including the physically disabled and those with learning disabilities or mental health issues, as outlined in the HNDA, at least 10% of new builds should be purpose-designed as specialist provision. This will include amenity housing, extra-care accommodation, wheelchair homes, and a range of other models. As far as possible, all general needs new builds should be designed to appropriate lifetime, Housing for Varying Needs Standards, to maximise the accessibility for residents whose circumstances and needs will change over time.
- 4.12 Within each HMA, investment is mainly targeted at communities exhibiting the greatest affordable housing pressures. These priorities recognize the importance of investing in small rural communities as well as larger communities. The communities have been identified by consideration of:
- relative and absolute pressure on the existing affordable housing;
  - the ability to meet need in the wider housing market area; and
  - recent investment patterns; as well as
  - deliverability - site ownership, infrastructure/planning constraints, etc.,

4.13 Given that localised “hotspots” or pressured areas may well be masked within the wider HMAs, a more refined evaluation process is also required at the very localised settlement (or letting area) level, to reflect the complex rural and island geography of Argyll & Bute. Therefore, the Council also employs the following key indicators for prioritising specific projects and it is proposed to continue with this methodology for the new SHIP, subject to annual monitoring and review:-

Criteria	Indicator/Evidence
Identified need	HNDA & local updates – total shortfall in affordable housing.
Pressure ratios by settlement	Common Housing Register (CHR) - waiting list applicants per available let on an annual basis.
Homeless Pressure	Scottish Government Statutory Returns (HL1s) - total applicants per HMA & relative time to close cases; number & duration of temporary accommodation cases.
Social stock levels	Proportion of existing RSL stock to total number of dwellings on CTR.
Wider Strategic Fit	Links to, & synergies with, Local Development Plans (including support of the Council’s Key Rural Settlements); wider economic plans or regeneration initiatives (including THI, CARS etc); or other wider community benefits.
Particular Needs	HNDA/CHR/Health & Social Work joint assessment of need – total shortfall for specialist accommodation & evidence from waiting lists or bespoke research.
Risk/Deliverability	Satisfies key development criteria (site ownership; planning consent; resourced; infrastructure constraints).

**4.14 Resourcing the Programme: Investment in Affordable Housing in Argyll & Bute.**

The Scottish Government funds new build developments primarily via the Affordable Housing Supply Programme (AHSP) and in March 2016 amendments were announced to the original Resource Planning Assumptions (RPA) which had been outlined previously in November 2014. The *minimum* RPA from the Scottish Government’s core development funding stream for this authority for 2016/17 has been increased by 78%, from £6.216m to £11.075m. This is in support of the Government’s enhanced targets to deliver at least 50,000 new homes over the next five years. Beyond 2016/17, RPAs have also been set at enhanced levels as indicated in the following table.

**TABLE 1: MINIMUM RESOURCE PLANNING ASSUMPTIONS 2016-2020 (£m)**

Argyll & Bute	2016/17	2017/18	2018/19	2019/20	Total
RPA	£11.075	£8.860	£6.645	£4.430	£31.01

Source: Scottish Government Letter of Confirmation, March 2016

4.15 In addition, adjustments to the AHSP benchmark grant levels were also confirmed; with the average grant in rural Argyll & Bute rising from £59k per unit to £72k per unit. Higher subsidies are available for developments

meeting specified “greener” standards of construction and in remote rural areas.

- 4.16 Over the last five years around £41.6m has been invested in Argyll & Bute from the core AHSP. A number of other distinct funding mechanisms have also contributed historically to the overall housing development in this area, including Rural Home Ownership Grants, Rural Homes for Rent, and the Innovation & Investment Fund, but these are no longer available.
- 4.17 Additional funding is required to complement the Scottish Government investment, and in Argyll and Bute this includes a significant contribution from the Council’s Strategic Housing Fund (SHF) as well as housing association investment drawn from private sector borrowing. Over recent years, the Council has provided grants of £25k per unit to “top-up” the government grant, but in light of the increased AHSP benchmark of £13k it has agreed to reduce this grant by an equivalent amount. This means that, while the overall investment available to housing associations will remain unchanged, the Council will be able to support the delivery of more units and maximize the impact of its resource contribution. This reduction was approved by members as an interim arrangement in April 2016 subject to the completion of an evaluation of the 2011-16 SHIP programme. Work on this evaluation is still ongoing and will be the subject of a future report to committee before the end of the year.
- 4.18 In total, around £11.875m has been invested from this source by the Council to support the SHIP over the last five years. As reported to Council in June 2016, the closing balance on the SHF as of 31<sup>st</sup> March 2016 was £9.359m, with outstanding commitments at that point of £3.705m. The uncommitted SHF balance at the start of 2016/17 therefore was £5.654m and all of this would be required to support the proposed development programme and the previously agreed empty homes grants and loans scheme. Income accruing to the SHF in 2015/16 amounted to £1.992m and this derives from Council tax revenue on second and holiday homes.
- 4.19 In addition to core funding streams, there are a number of complementary or alternative mechanisms and initiatives which may contribute to the delivery of the SHIP. This will include low cost home ownership options such as the Open Market Shared Equity Scheme and the new Help to Buy (Scotland) Scheme; a new Rural Housing Fund open to community bodies as well as RSLs; various guarantees and loans initiatives, such as the National Housing Trust model, to support mid-market rent; a new Housing Infrastructure Fund which will provide loans and grants to unlock strategically important sites for housing and increase the scale of delivery; as well as other mechanisms such as those delivered via planning gain and commuted sums from private developers on sites which are subject to affordable housing quotas or obligations. Other resources that can support the SHIP programme include financial contributions or investment in utilities and infrastructure, including Scottish Water for example. Other non-direct routes for delivering affordable housing in the future could include the Community Empowerment Act; the Scottish Land Fund; and the Croft House Grant Scheme, among others.

#### 4.20 Consultation and Collaboration

The preparation of the SHIP is intended to be viewed as a corporate activity with close working relationships fostered across housing, planning, social work and other internal departments. It is also crucial that the SHIP process is based on collaboration between the Council, RSLs, communities, developers, the Scottish Government and other stakeholders; and that this is evidenced in the SHIP document. In Argyll and Bute, while the Council remains the strategic authority with overall responsibility for the plan, local RSLs and developers are engaged formally and informally throughout the process, and do lead on delivering most of the individual projects. Regular review meetings are held with SHIP officers from the Council, RSLs, and the Scottish Government, and all proposals and decisions are considered by the overarching, multi-agency Strategic Housing Forum. Updates are also being tabled at local area community planning groups; and at the level of specific projects, sites and settlements, a range of community representatives and individual residents are routinely engaged and consulted. In recent years, a number of local community councils and development trusts have pro-actively engaged in the SHIP process, undertaking localised HNDAs, with Council support, to feed into the process and contributing to discussions on the project proposals.

#### 4.21 Current Progress: Outputs 2011-2016

The previous LHS and SHIP set a cumulative target of 550 new affordable homes over the five year period to March 2016. This averaged 110 units per annum, however, it was acknowledged that the rate of delivery would be subject to constant fluctuation year on year. In the event, the target was successfully achieved, as illustrated below.

**Table 2: SHIP New Build Homes by HMA**

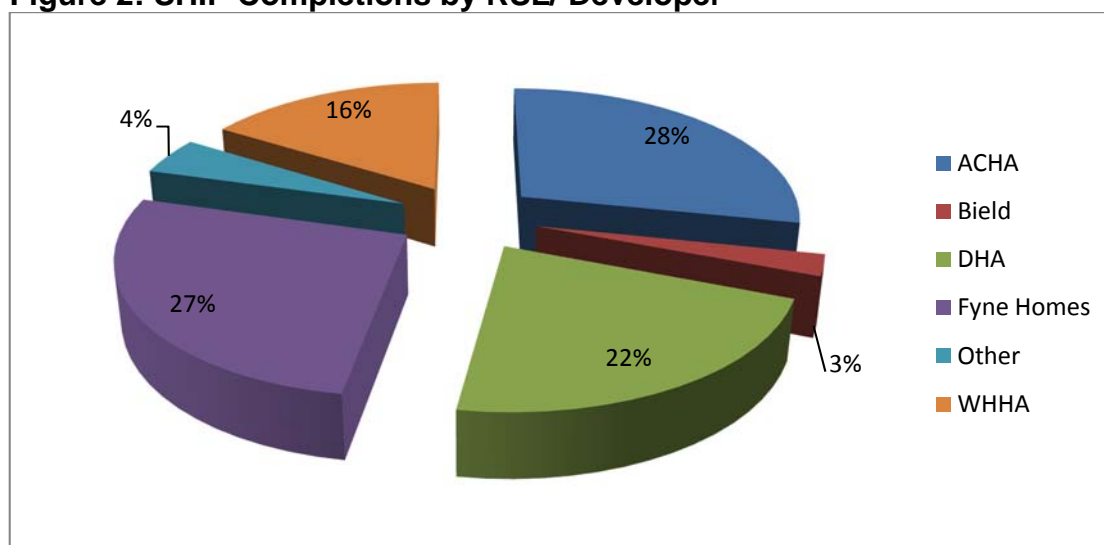
Housing Market Area	Completions 2011-2016	%
Helensburgh & Lomond	114	20.6%
Mid Argyll	121	21.8%
Kintyre	34	6.1%
Islay, Jura & Colonsay	28	5.1%
Bute	25	4.5%
Cowal	62	11.2%
Oban & Lorn	130	23.5%
Mull & Iona	33	6.0%
Coll & Tiree	2	0.4%
** various	5	0.9%
<b>Total</b>	<b>554</b>	<b>100.0%</b>

\*\* These include low-cost home ownership initiatives supported by Scottish Government funding, mainly for individuals and private developers. They comprise: Rural Home Ownership Grants (no longer available); Open Market Shared Equity; and Help To Buy.



4.22 There were 460 general needs new homes (83%) and 94 purpose-designed specialist provision (17%). The majority of these new homes were provided by local RSLs, with a few being delivered by private developers or individuals, as illustrated below.

**Figure 2: SHIP Completions by RSL/ Developer**



#### 4.23 The Revised Programme 2016/17 – 2020/21

The current year, 2016/17, is covered by the SLPA and the new SHIP is intended to commence from 2017/18. The programme is subject to ongoing change as barriers to progress and windfall opportunities arise. Consequently, the following tables simply summarise all proposals at the time of writing, including those projects which were completed in the first quarter of this year and for which funding has already been drawn down. It should be noted that the status of many future projects, particularly in the later years, remains provisional and purely indicative at this stage; some may not proceed within the timescale. However there is also scope for additional proposals to be brought forward or included in earlier years. **Tables 4.1, 4.2 and 4.3** below itemise all the developments which are in the core programme from 2016/17 which equates to 528 units in total. **Table 5** outlines 531 units which could be delivered in future years.

**Table 4.1: SHIP Projects – completed in 2016/17 (Quarter 1)**

Project address	Developer	Tenure	Units
Helensburgh, East King Street	DH	SR	24
Kilmun	FH	SR	8
Iona	IHP/WHHA	SR	5
A&B Total			37

**Table 4.2: SHIP Projects – Onsite or Approved, 2016/17**

<b>Project address</b>	<b>Developer</b>	<b>Tenure</b>	<b>Units</b>
Ardenslate	ACHA	SR	8
Victoria Park	ACHA	SR	5
Connel Phase 2	ACHA	SR	10
Glenshellach Phase 7	ACHA	SR	17
Connel Phase 3	ACHA	SR	10
Succoth phase 1	DH	SR	26
Succoth phase 2	DH	SR	12
St Cuthberts, Dunoon	FH	SR	17
Spence Court Dunoon	FH	SR	16
Luss	Link	SR	5
Imereval Port Ellen	WHHA	SR	18
Lochdon, Mull	WHHA	SR	6
Benderloch Phase 2	WHHA	NSSE	4
Benderloch Phase 2	WHHA	SR	8
Argyll & Bute Total			162

**Table 4.3: SHIP Projects – Tender Approvals Anticipated, 2016/17**

<b>Project address</b>	<b>Developer</b>	<b>Tenure</b>	<b>Units</b>
Coll	ACHA	SR	2
Bowmore Phase 3	ACHA	SR	20
Jutland Court, Helensburgh	ACHA	SR	16
North Connel	ACHA	SR	1
Glenshellach phase 10	ACHA	SR	8
Glenshellach phase 11	ACHA	SR	24
Glenshellach phase 12	ACHA	SR	18
Cairnbaan 2 off the shelf	ACHA	SR	2
Connel 4 off shelf	ACHA	SR	4
Barran, Kilmore	ACHA	SR	6
Inveraray Site Acquisition	ACHA	SR	10
Keills Site Acquisition	ACHA	SR	4
Golf Club Helensburgh	DH	SR	75
Portavadie	FH	SR	20
Strachur	FH	SR	4
Minard	FH	SR	6
Lochgilphead Sites A& B	FH	SR	30
Lochgilphead Site C –off the shelf	FH	SR	6
Dunbeg Phase 2	Link	SR	25
Benderloch	WHHA	SR	12
Jura	WHHA	SR	6
Tobermory	WHHA	SR	12
Oban Town Centre	WHHA	SR	8
Colonsay	WHHA	SR	5
Dervaig, Mull	WHHA	SR	5
Argyll & Bute Total			329

**Table 5: Potential SHIP Projects from 2017/18**

<b>Project address</b>	<b>Developer</b>	<b>Units</b>
Other Oban	ACHA	30
Jutland Court Helensburgh phase 2	ACHA	16
St Josephs, Helensburgh	ACHA	20
Cardross	ACHA	20
Garelochhead	ACHA	10
Luss	ACHA	4
Rhu	ACHA	6
Oban Town Centre	ACHA	8
Tarbert	ACHA	6
Tigh Rhuda, Tiree (PCC)	ACHA	10
New Site Helensburgh	DH	18
Dunbeg Phase 3	LINK	55
Sawmill Site Helensburgh	LINK	25
Dunbeg Phase 4	LINK	65
Dunbeg Phase 5	LINK	60
Dunbeg Phase 6	LINK	40
Dunbeg Phase 7	LINK	40
Ganavan, Oban	LINK	40
Port Appin	WHHA	6
Bunessan	WHHA	8
Barcaldine	WHHA	8
Salen	WHHA	8
North Connel	WHHA	12
Imereval Port Ellen Phase 2	WHHA	8
Port Charlotte	WHHA	8
Total		531

- 4.24 The Council has also been supporting community developments out with the core AHSP funding programme, and this includes the ongoing development of 2 units at Ulva on Mull. A review of assets and the available landbank will also inform Council policy on the potential for providing serviced plots for sale for affordable housing development; and the outcome of a self-build/custom-build pilot in Highland Council will also be closely monitored and any useful learning points will be considered for future action. Other opportunities or potential windfall sites such as Whytefield Port Ellen and Ardrishaig will be reviewed on the basis of need once the impact of current developments is evaluated.
- 4.25 A Strategic Delivery and Development Framework between the Council and HMNB Clyde has recently been put in place to provide the framework for an enduring and mutually supportive relationship between HM Naval Base Clyde and Argyll and Bute Council to achieve maximum benefit for the Base and the wider community of Argyll and Bute. This includes the establishment of a working group to consider the accommodation needs which will arise from the establishment of the HMNB Clyde as the Royal Navy's UK Submarine Centre of

Specialisation. The SHIP will therefore require to take full account of the associated emerging accommodation needs in the Helensburgh and Lomond area.

#### 4.26 **Housing Adaptations**

The integrated Health and Social Care authority was formally established in April 2016, and a statutory Housing Advice Note published in September 2015 sets out the role of Housing in relation to this new body. This includes a requirement for the new partnership to produce a Housing Contribution Statement as part of its Strategic Commissioning Plan. As a minimum this is required to set out the arrangements for carrying out housing functions delegated to the Integration Authority, which will include housing adaptations for private sector tenants but **not** for RSL tenants. Responsibility for identifying the level of adaptations needed and funding required now rests nominally with these Partnerships. Nevertheless, it is expected that local authorities refer to partnerships within the SHIP and provide brief details of how processes for identifying and funding adaptations are being progressed. The Council Housing Service will continue to administer this function and budget on behalf of the Partnership in the short term and future updates will review the longer-term arrangements for this process.

#### 4.27 **Impact Assessments**

In preparing the SHIP, as in all aspects of housing policy and planning, the Council has taken account of the housing needs of all the communities we serve, and continues to address equalities issues and adhere to principles of diversity and equality. The updated HNDA provides robust evidence of accommodation and support needs across the range of equalities categories, and these have been translated into the SHIP priorities. An overarching equality impact assessment is being completed for the LHS and this will inform our assessment of the impact of the SHIP, and how the strategic aims are embodied in the housing priorities of the programme. However, as the responsible authority for the purposes of the relevant 2005 Act, the Council has determined that a Strategic Environmental Assessment (SEA) is not required for the LHS or SHIP.

### 5.0 **CONCLUSION**

- 5.1 The Scottish Government will review the SHIP in line with the process agreed jointly with COSLA. Their appraisal will therefore take account of the following: the extent to which the SHIP delivers LHS Outcomes; the extent to which it is feasible to deliver; the local authority's contribution to the delivery of the programme, both in terms of its facilitation role and in terms of maximisation of resources; evidence that the Council is supporting the efficient delivery of the SHIP; evidence of stakeholders' involvement in developing the SHIP and in the implementation of proposals; and the extent to which it takes account of equality issues.

## 6.0 IMPLICATIONS

- 6.1 **Policy:** Proposals are consistent with current Council policy, including the revised policy in respect of the use of Strategic Housing Fund monies. The SHIP supports the Local Housing Strategy vision and outcomes which are directly aligned with the overarching objectives of the Single Outcome Agreement, in particular SOA Outcome 2 – we have infrastructure that supports sustainable growth.
- 6.2 **Financial:** The proposals are based on the Resource Planning Assumptions provided by the Scottish Government; the Strategic Housing Fund and RSL private finance. There will be an ongoing requirement to target SHF resources to support the proposed programme. Additional resources will be required to deliver the proposed programme in full.
- 6.3 **Legal:** The submission of the SHIP will meet our statutory duties, and following its approval, Strategic Local Programme Agreements will be concluded between the Council and Scottish Government.
- 6.4 **HR:** None
- 6.5 **Equalities:** The proposals are consistent with aims and objectives set out in the local housing strategy, which is subject to an EQIA.
- 6.6 **Risk:** Risk assessment is an integral part of each development and will be considered as the programme moves forward. The SHIP is required to show how risk will be managed.
- 6.7 **Customer Service:** The proposals will deliver increased access to a range of suitable, affordable housing options.

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8 September 2016

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