

THE ABERDEEN CITY COUNCIL (SOUTH COLLEGE STREET JUNCTION IMPROVEMENTS)

(PHASE 1)

COMPULSORY PURCHASE ORDER 2020

STATEMENT OF REASONS

1 Introduction

- 1.1 This document is the Statement of Reasons (“Statement of Reasons”) prepared by Aberdeen City Council (“the Council”) for the making of a compulsory purchase order entitled “The Aberdeen City Council (South College Street Junction Improvements) (Phase 1) Compulsory Purchase Order 2020” (“the CPO”).
- 1.2 This Statement of Reasons has been prepared in accordance with the Scottish Government Guidance contained in Scottish Planning Circular 6/2011: Compulsory Purchase Orders. The Council has also had regard to “Compulsory purchase orders and acquiring authorities: guidance on CPO use” published by the Scottish Government in April 2018.
- 1.3 On 6 May 2020 the Council resolved to make the CPO to acquire land and rights in land required for the first phase of improvement works to the South College Street road corridor, being a key route into Aberdeen City centre (“the Project”).
- 1.4 The Project consists of a package of junction improvements and road widening measures which will increase capacity and improve traffic flow on this section of the road network, enabling the subsequent implementation of planned east-west route interventions at Guild Street and Union Street which were agreed as part of the adopted Aberdeen City Centre Masterplan and Delivery Programme (“CCMP”).
- 1.5 This Statement of Reasons sets out the background to, the purpose of, and the justification for making the CPO.

2 Project Description and Land

- 2.1 The Project will consist of the following main elements which will create sufficient additional road capacity to accommodate the planned rerouting of vehicular traffic arising from the implementation of Phase 2 of the CCMP –
 - An additional traffic lane along the C154C South College Street between the U310C Bank Street and the A93 Wellington Place;
 - An additional lane on the U301C Palmerston Place;

- A new traffic signal controlled junction of the intersection U301C Palmerston Place/ A956 North Esplanade West;
- The alteration of the existing traffic signal controlled junctions at the C154C South College Street/ A93 Wellington Place junction and the C154C South College Street/ U310C Millburn Street/ U301C Palmerston Place junction adding additional approach lanes and improving operational coordination;
- New and altered walking and cycling infrastructure along the C154C South College Street and U301C Palmerston Place; and
- Reconfigured parking and loading areas on the C154C South College Street between the U310C Millburn Street and A945 Riverside Drive.

2.2 Consistent with its city centre location, the land within and adjacent to the South College Street road corridor has a mixed character, containing residential and commercial property as well as transport infrastructure and utilities.

2.3 The plots of land which are the subject of the CPO are detailed in the schedule to the CPO and on the map (comprising 3 sheets) attached to the CPO (“the Map”). The plots of land to be acquired, shown shaded pink on the Map, extend to 255 square metres or thereby in total. The plots of land over which servitudes or other rights in land are to be acquired, shown shaded blue on the Map, extend to 952 square metres or thereby and the plot over which temporary possession or other rights in land are to be acquired, shown shaded green on the Map, extends to 35 square metres or thereby.

2.4 The specific location and nature of the individual plots is set out below -

Plot 1 (194 m²) – is located at the junction of the A93 Wellington Place and C154C South College Street and consists of an area of rough ground which is partly grassed and a gabion wall supporting the adjacent road.

Plot 2 (70 m²) – is located between the U310C Millburn Street and U310C Bank Street, towards their respective junctions with the C154C South College Street, and consists of an area of rough ground partly covered with self-seeded trees and hardstanding.

Plot 3 (758 m²) – is adjacent to Plot 2 and surrounds it on its northern, eastern and southern sides, and consists of an area of rough ground with patches of grass, self-seeded trees and hardstanding.

Plot 4 (185 m²) – is located at the junction of the A956 North Esplanade West and U301C Palmerston Place directly in front of office accommodation and consists of paved footway and hard landscaping.

Plot 5 (35 m²) – is located at the junction of the A956 North Esplanade West and U301C Palmerston Place directly in front of office accommodation and consists of paved footway.

2.5 The land to be acquired lies within the Ferryhill and Ruthrieston Community Council boundary. The Community Council is not currently operational.

3 Purpose

3.1 The Council, as the Roads Authority, has a duty under the Roads (Scotland) Act 1984 to keep under review the local road network in the Aberdeen City area and to manage and maintain the system of routes, including where appropriate, ensuring the provision of a safe and efficient network of roads.

3.2 On 24 June 2015 the Council unanimously agreed to adopt the CCMP with its vision of “Aberdeen: A City Centre for a Global City”. The CCMP includes 8 objectives providing a framework to address the challenges of the city centre and deliver the CCMP vision. These are –

- Changing perceptions – shifting the focus from the city's association with oil & gas to its role as an international business hub with a cosmopolitan and vibrant city centre;
- Growing the city centre employment base – creating the conditions which will allow the city centre to re-emerge as a centre for business, trade, innovation and enterprise, as well as encouraging new economic activities;
- A metropolitan outlook – recognising local needs while ensuring that the city centre meets the needs of the wider population in the region and beyond by developing appropriate business, entertainment and transport infrastructure and programmes;
- A living city for everyone – increasing the amount and choice of housing in the city centre while creating a more liveable environment through environmental and social measures;
- Made in Aberdeen – fostering the local character and distinctiveness of Aberdeen; exploiting the unique identity of the city in terms of its architecture, produce, literary connections, creativity, art and design;
- Revealing waterfronts – raising awareness of Aberdeen's varied waterfronts through enhanced public realm and new development that opens up and exploits views to water;
- Technologically advanced & environmentally responsible – becoming a leading city in environmental sustainability, the drive towards a low carbon economy and resilience to future climate change and
- Culturally distinctive – achieving cultural distinctiveness through a range of initiatives which celebrate cultural identity and create appealing environments for residents, workers and visitors alike.

- 3.3 The CCMP aims to achieve these objectives through four strategies. The public realm strategy, “Light of the North”, aims to promote the city centre’s uniqueness to a wider audience and use the environment of the city centre to foster more activity and use. It highlights that the dominance of car movement over people has led to the erosion of the quality of the open spaces and streets, and a perception of them as less attractive for the pedestrian to negotiate. The strategy adds that natural city centre assets, whilst relatively well provided, often lack quality and accessibility; and consequently do not yield their full potential.
- 3.4 Within Light of the North’s “Places for People” section, six public realm projects aimed at improving connections, movement, quality, identity and activity to and along city centre streets are identified. They include –
- **EN02 Guild Street** - To improve the experience of the city when arriving and departing from the train station with removal of car traffic and the reduction of bus traffic on Guild Street. Extending the existing public space to the north of Union Square to create a more comfortable meeting place and an enhanced pedestrian linkage through the Merchant Quarter; and
 - **EN05 Union Street** - The removal of private vehicular traffic from Union Street between Bridge Street and the Castlegate in order to bring focus back to the people of Aberdeen with wider pavements, improved air quality and fewer obstacles to movement.
- 3.5 Beyond the CCMP’s strategy projects, it acknowledges that certain areas that are less well utilised or failing to deliver the quality and scale of activity that is expected in a thriving and successful city centre. In areas where a number of sites coincide or the scale of the development opportunity creates a critical mass, a combination of individual projects can deliver transformational change. Seven “Intervention Areas” meeting this description are identified within the CCMP including “Station Gateway” and “Heart of the City”.
- 3.6 Station Gateway (CCMP reference Intervention Area 5), is the area located between Aberdeen Railway & Bus Stations and Union Street.
- 3.7 Through a range of key projects within the Station Gateway, the CCMP seeks to achieve:
- “The critical remodelling of the key gateway to the city centre, with new business and commercial developments, providing city centre users and visitors with a radically transformed arrival experience, leading seamlessly northwards to Union Street.”
- 3.8 The Station Gateway has two objectives which require significant changes to the city centre road network:
- Removal of cars on Guild Street and sections of Carmelite Street and Wapping Street, creating the opportunity to expand pedestrian footways and Union Square public space as a

pedestrian friendly space and form a seamless pedestrian route through the Merchant Quarter; and

- A high quality public realm scheme on Guild Street with high quality materials and simple unfussy designs that creates comfortable places for people to linger and enjoy.

3.9 One of the key projects identified by the CCMP as contributing to the Station Gateway is EN02 Guild Street.

3.10 The CCMP also identifies the Heart of the City (CCMP reference Intervention Area 2), being the area containing the lower half of Union Street extending to Upperkirkgate / Schoolhill as an Intervention Area. Through a range of key projects within Intervention Area 2, the CCMP seeks to:

"Reinstate the central role of Union Street in the life of the city, establish stronger retail linkages north and south and create a destination not just for shopping but for many city activities."

3.11 The Heart of the City also has two objectives which require significant changes to the city centre road network:

- Removal of cars on Union Street and rationalisation of bus infrastructure to expand pedestrian footways; and
- A high quality public realm scheme on Union Street and Schoolhill/ Upperkirkgate that complements the fine granite architecture with high quality materials and simple unfussy designs and creates comfortable places for people to linger and enjoy retail and leisure opportunities.

3.12 The key projects identified by the CCMP to help achieve these objectives include EN05 Union Street.

3.13 An economic impact appraisal identified that delivery of the CCMP as a whole will bring substantial economic benefits to the city and region. In addition, a high level review of the enabling projects, including EN02 and EN05, through an outline impact framework identified their potential to improve investor perception and confidence, increase footfall, visitor numbers and spend.

3.14 Following the adoption of the CCMP, which had been a design-led process, the traffic impact of the proposed changes was assessed. As reported to Council on 11 May 2016 within the Transport Implications – City centre Masterplan Projects report ("the 2016 Report"), the Project is one of a number of transport infrastructure interventions required to support the CCMP ambitions.

3.15 In particular, the 2016 report identified the Project as an enabling measure, required to achieve capacity improvements prior to implementation of the east-west routes interventions at Guild Street and Union Street (EN02 and EN05).

- 3.16 Prior to the development of the CCMP, a previous road improvement project designed to relieve congestion and accommodate traffic rerouting on this part of the network, resulting from a proposed pedestrianisation of Union Street, had been approved. That project was however ultimately postponed due to a review and reduction of the Council's General Fund Capital programme in 2009. The 2016 report therefore recommended that the previous proposal for network improvements in the area be reassessed to establish the optimum solution in light of the changes to traffic patterns that would flow from the CCMP projects.
- 3.17 Subsequently, a junction and corridor option assessment was undertaken which considered 15 options including the previous improvement proposal. Of these, 6 options were considered viable in providing sufficient benefits to key transport modes, and these were reported to committee for consideration. The previous improvement proposal (referred to at the time as "Option 1") was ultimately identified as providing improvements for vehicular traffic without detriment to pedestrians and cyclists and without prejudicing future design options for further improvement works further south in the corridor.
- 3.18 The outcome of this appraisal was presented to the Communities, Housing and Infrastructure Committee on 8 November 2017 and the committee instructed that the previous improvement proposal project should progress as a first phase of improvements to the South College Street corridor, with a second phase to follow at a later stage.
- 3.19 Additionally, on 6 June 2019 the City Growth and Resources Committee adopted a new North East Scotland Roads Hierarchy, fundamentally changing the way access to and around the city will be promoted and controlled. South College Street will have a more important role to play in the new arrangements providing a key route to the city centre. To acknowledge this role the new hierarchy identifies South College Street as a Secondary Radial Route which will be redesignated as a B class road from its current C class status. The improved junction capacity and operation provided by the Project supports this new status.
- 3.20 On 29 September 2019 the Council's City Growth and Resources ("CGR") Committee, considered a revised business case for the Project. The Project objectives were stated to be –
- Develop a detailed design with sufficient additional road capacity to accommodate rerouting of vehicular traffic associated with CCMP Phase 2;
 - Improve the corridor's capacity and operation to complement and support its role as a "Secondary Radial Route" within the North East of Scotland Roads Hierarchy;
 - Minimise detrimental impacts on public transport and active travel modes; and
 - Implement the project in a timely manner to enable the implementation of the planned EN02 Guild Street project in line with the CCMP programme.

3.21 The CGR Committee resolved to approve and implement the recommendations of the revised business case. A significant factor in the decision making was the desire for Project works to commence in 2021 and conclude prior to major road works starting on the Berryden Corridor Improvement Project to the north of the city centre, thereby avoiding more serious disruption to the road network.

3.22 Since that time, the detailed design of the Project has been developed to an advanced stage allowing land assembly requirements to be identified.

4 Justification for making the Compulsory Purchase Order

4.1 The Project will provide the following significant benefits:

- Additional road capacity which will –
 - Enable the implementation of agreed projects EN02 and EN05 at Guild Street and Union Street in terms of the CCMP within a reasonable timescale;
 - Contribute to the delivery of the CCMP objectives;
 - Improve traffic flow on this part of the road network; and
- Provision of new cycle tracks and shared cycle tracks along Project roads, and additional traffic signal controlled crossings benefitting pedestrians and other non-motorised users.

4.2 Delivery of the CCMP as a whole will bring substantial economic benefits to the region, while the interventions at Guild Street and Union Street (EN02 and EN05), enabled by the Project, have the potential to improve investor perception and confidence, increase footfall, visitor numbers and spend. While economic benefit is not a key driver of the Project, the Project does have the potential to help deliver economic benefit indirectly.

4.3 Promotion of the Project is consistent with or complimentary to other transport projects and strategies currently being promoted in Aberdeen City, including the Aberdeen Western Peripheral Route (Transport Scotland), the Berryden Corridor Improvement Project, and the North East of Scotland Roads Hierarchy.

4.4 Promotion of the Project also accords, or is consistent with relevant planning and transport policy, including the adopted and proposed Local Development Plan; the Local Transport Strategy and the Local Outcome Improvement Plan.

4.5 The CPO is required as the land in question is reasonably required for the Project and it is unlikely that the land will be acquired voluntarily in order to deliver the Project, and subsequently Phase 2 of the CCMP, within a reasonable timeframe. This will also help to avoid any overlap between the construction phases of the Project and the Berryden Corridor Improvement Project.

4.6 Accordingly, there is a compelling case in the public interest for the use of compulsory purchase powers in this case.

5 Use of land after acquisition

5.1 The CPO land is to be used for the purposes of the Project including improving the existing road corridor through widening and localised realignment, junction improvements, drainage, working space, access and mitigation measures.

6 Description of and need for any new rights being created

6.1 The CPO provides for the creation of new rights which are necessary for the delivery of the Project. These consist of temporary entry and possession rights which are required to enable the construction of the Project. The land affected will be reinstated to its original condition as far as deemed reasonably practicable at the end of the temporary possession period.

7 Use of Enabling Act

7.1 The CPO is promoted by the Council as the Roads Authority using the powers contained in Sections 103, 104, 106 and 110 of the Roads (Scotland) Act 1984 to compulsorily acquire land and rights in land for the purpose of carrying out construction and improvement of a public road, including the power to acquire a servitude or other right in or over land by the creation of a new right and for the purpose of mitigating any adverse effect which the existence or use of a road constructed or improved by them, or proposed to be constructed or improved by them, has or will have on the surroundings of the road.

7.2 As set out in this Statement of Reasons, the Council considers that the powers under the Roads (Scotland) Act 1984 are the relevant powers to use to secure the necessary rights for development. There are no other more specific or appropriate powers which ought to be used. The Council considers that the making of the CPO complies with the terms of its enabling powers.

8 Public Engagement

8.1 Public and wider stakeholder consultation exercises have been held in respect of the key policy and strategy documents which underpin the need for the Project or reflect the Council's intention to implement it. These include –

- The CCMP;
- The North East Scotland Roads Hierarchy;
- The Local Transport Strategy, and
- The Local Development Plan.

In particular the CCMP was subject to 3 rounds of consultation with over 1,000 people attending the public exhibition during the final stage of consultation, and over 1,500 people giving feedback at the exhibition or online.

8.2 While the consultation responses did not reflect unanimity of views, various community supported themes emerged including –

- A move towards people-friendly centres, and
- A shift in bias away from vehicles towards non-motorised users and the mobility impaired.

These objectives are reflected in the adopted CCMP and the Project will contribute towards their delivery.

8.3 Separately, with regards to the land required for the Project, the Council has engaged or attempted to engage with the affected landowners. The Council has also engaged or attempted to engage with all other affected parties with an interest in the CPO land.

9 Planning Position

Policy Context

9.1 The **Local Outcome Improvement Plan 2016 – 2026 (Community Planning Aberdeen)** updated in 26 February 2020 (**the “LOIP”**) sets out a 10 year plan for realising the vision of Aberdeen as 'a place where all people can prosper'. Within the LOIP a number of Stretch Outcomes are identified which are underpinned by Key Drivers. Stretch Outcomes 14 and 15 seek to reduce Aberdeen's carbon emissions by 42.5% by 2026 and ensure that 38% of people are walking and 5% of people cycling as their main mode of travel by that date.

9.2 The associated Key Drivers are to reduce emissions across Aberdeen through the Aberdeen Sustainable Energy Action Plan (reference 14.1) and support different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence (reference 15.1).

9.3 The Project is consistent with these Key Drivers and will contribute towards the delivery of the LOIP.

9.4 The **Aberdeen Local Development Plan (the “LDP”)** adopted in 2017, supports the Aberdeen City and Shire Strategic Development Plan (2014) and takes cognisance of the Aberdeen Local Transport Strategy (2016-2021), Nestrans Regional Transport Strategy (refreshed 2013) and National Transport Strategy (refreshed 2016). The LDP allocates land and promotes planning policies to enable the growth of Aberdeen over the plan period and to “ensure that both existing and future communities have access to a comprehensive and effective transport network”. Good transport connections are seen as “essential to the economic prosperity of Aberdeen and the quality of life of people living and working in the city”.

- 9.5 The CPO land is subject to Policy T1 "Land for Transport" which safeguards land required for the Project, and this is reflected on the LDP Proposals Map. The LDP states that the Regional Transport Strategy and Local Transport Strategy identify a range of transport schemes which are required to deliver successfully the spatial strategy in both Aberdeen and Aberdeenshire and to enable both authorities to meet their transportation objectives. The Project is one of these schemes.
- 9.6 The **Aberdeen Local Development Plan 2022 ("LDP 2022")** (which will replace the LDP) is anticipated to be adopted in January/February 2022. At present, the LDP 2022 is at "Proposed Plan" stage and subject to further consultation. The CPO land remains safeguarded within the Proposed Plan under an equivalent policy provision and the Project remains a strategic priority for the city centre. Whilst the Proposed Plan will attract only limited weight as a material consideration at this stage, its policy content demonstrates the Council's continued, settled view on the matter.
- 9.7 The **Aberdeen City Council Local Transport Strategy (the "LTS")** for the period 2016 to 2021 sets out the policies and interventions adopted by the Council to guide planning and improvement of the local transport network over the next five years. The LTS vision is to develop "a sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment".
- 9.8 The LTS sets an objective to support improvements to the road network and states that the Council will support the principle that "priority investment should be determined in order to reflect all day demand relative to capacity". The LTS recognises capacity issues experienced at South College Street and notes the traffic modelling work which was ongoing (at the time of its publication) to inform the final design of proposed junction improvements consistent with other city centre projects and priorities.
- 9.9 Whilst a new **Nestrans Regional Spatial Strategy (2020 – 2040)** is currently under development, the proposed vision for 2040 is to provide a "safer, cleaner, more inclusive and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities". The Project will support these objectives, which are also supported by the LTS.
- 9.10 The **Aberdeen City Centre Masterplan and Delivery Programme (CCMP)** which was adopted in June 2015 outlines a 20-year development strategy for Aberdeen City Centre. A range of projects, including physical transport interventions, are identified to facilitate and support future economic growth with the intention that such growth will secure more benefits and opportunities for the communities of Aberdeen City and Shire. The CCMP also encourages modal shift. The Project itself does not form part of the CCMP but has been identified as an essential enabler of the Guild Street (CCMP reference EN02) and Union Street (CCMP reference EN05) projects, which are identified within the CCMP (as discussed in more detail at section 3 above).
- 9.11 The Project is therefore supported by and consistent with relevant plans and policies at the local and regional level.

Consents

- 9.12 The Project benefits from permitted development rights in terms of the Town and Country Planning (General Permitted Development) Order 1992, Schedule 1, Part 12, Class 31. Accordingly planning permission is not required.
- 9.13 On the basis of the current design, it is anticipated that various road traffic regulation orders will be required for the Project in order to achieve the following:
- Redetermination of footway to shared cycle track on the U301C Palmerston Place and cycle track/ junction interfaces.
 - Restriction of motor vehicle access to the U310C Bank Street and U326C Portland Street at their junctions with the C154C South College Street;
 - Restriction of turning manoeuvres at the U301C Palmerston Place/ C154C South College Street and A956 North Esplanade West junctions;
 - Revocation of one way restrictions on the U301C Palmerston Place and U301C Old Ford Road and
 - Regulation of waiting and loading on the C154C South College Street, U301C Old Ford Road and U310C Bank Street and U326C Portland Street.
- 9.14 These technical orders will be promoted at a later stage of the Project, as is standard, but there is no reason to expect that these will not be confirmed.

10 Funding

- 10.1 Given the significant benefits of the Project, the Council is committed to the progression of the Project. Budget for land and property purchase costs is included within the existing Non-Housing Capital Plan. Funding has been identified in the Council's Non-Housing Capital Plan to complete the Project.

11 Barriers to Completing the Project

- 11.1 The statutory orders which are likely to be required to implement the Project are identified in section 9 of this Statement of Reasons, together with a statement on the prospects of obtaining these.
- 11.2 Plot 1 has been included within the CPO due to concerns in respect of potential gaps between two areas of land owned by the Council which were sold to the Council by SSE plc. The CPO will be served on SSE plc and Scottish Hydro Electric Transmission plc ("SHET plc") as a precautionary measure for any residual interest either company may have in Plot 1. While SSE plc and SHET plc are statutory undertakers which may cause Plot 1 to be categorised as special category land in

terms of the Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947, it is considered that any interest which either company may retain in the land is not held for the purposes of its undertaking nor is the land used for such purposes, and that no serious detriment to its undertaking would be caused by the acquisition of the land for the purposes of the Project. Discussions are ongoing between the Council and SSE as to ownership of Plot 1, however SSE have confirmed that it is outwith the operational area of its nearby substation.

11.3 There are no known additional barriers which require to be overcome in order to deliver the Project.

12 Human rights

12.1 The Project has been designed to minimise interference with the peaceful enjoyment of possessions by affected owners (of land or rights in land) and occupiers under Article 1 of the First Protocol of the European Convention on Human Rights ("ECHR") under which no one is to be deprived of their possessions except in the public interest. The extent of the land which is the subject of the CPO has been kept to a minimum. Any interference with rights under Article 1 must be provided for by law and strike a fair balance between the interests of the community and the protection of the rights of the individual.

12.2 The Council considers that the greater public good is in promoting the Project for the benefit of the people of the area and that this outweighs the harm caused by the use of compulsory purchase powers to acquire third party land for the Project. The Council has also considered that statutory compensation will be available to affected landowners and others with qualifying land interests.

12.3 The Council has also considered affected parties' rights in terms of Article 8 of the ECHR which protects the right to respect for a person's private and family life, his home and his correspondence. Any interference with Article 8 requires to be in accordance with law and necessary in a democratic society in the interests of, amongst other things, the economic well-being of the country. None of the plots proposed to be acquired are residential. The Council therefore considers that Article 8 is unlikely to be engaged, however any interference with this right is considered to be lawful, proportionate and in response to a pressing social need.

12.4 The Council therefore considers that the making of the CPO and exercise of the powers authorised by the CPO is lawful, proportionate, and would not violate Article 1 to the first protocol of the ECHR or Article 8 (even if engaged).

12.5 An Equality and Human Rights Impact Assessment has been carried out on the Local Transport Strategy, of which the Project forms part. It was found that the Local Transport Strategy did not have a negative impact on any of the equality target groups. A further Equality and Human Rights Impact Assessment has been carried out in respect of the CPO. This concluded that any negative impact would be managed and mitigated through appropriate measures in the CPO process or compensation in terms of the statutory framework.

13 Unknown Owners

13.1 There are no unknown owners, however the potential residual interest of SSE plc or SHET plc in Plot 1 is mentioned at section 11 above for completeness. Site notices will be placed at appropriate locations as part of the advertisement / notification process for the CPO.

14 Negotiations with landowners

14.1 The Council owns or controls most of the land required to deliver the Project.

14.2 As noted in section 8, the Council has engaged or attempted to engage with all affected land interests and has offered to negotiate with all landowners. As at the date of this Statement of Reasons, however, none of the landowners has expressed a willingness to sell.

14.3 The Council will continue to use reasonable endeavours to reach agreement with affected parties on a voluntary basis following service of the CPO.

15 Special Considerations

15.1 There are no additional special considerations beyond those identified at sections 11 and 13.

16 Conclusions

16.1 In conclusion:

- There is a need for the Project and overall it will bring significant public benefit;
- The Project and its objectives are in accordance with the relevant duties, policies and objectives of the Council;
- The Project and its objectives are supported by or consistent with relevant transport policy;
- The Project is consistent with the key aims, objectives and strategies of the relevant planning policy framework;
- The land and rights in land required for delivery of the Project cannot be obtained by voluntary negotiation within a reasonable timescale, and
- Accordingly, there is a compelling case in the public interest for the exercise of compulsory purchase powers in this case.

17 List of Documents

17.1 A copy of the CPO and the Map are publicly available for inspection at the Town House, Queen Street entrance public notice board, Queen Street, Aberdeen.

17.2 The CPO and Map, together with the two documents noted below, may also be viewed online at www.aberdeencity.gov.uk/scsimprovements -

- The Aberdeen City Council (South College Street Junction Improvements) (Phase 1) Compulsory Purchase Order 2020 - Statement of Reasons and
- “Compulsory purchase in Scotland: Guide for property owners and occupiers” (2019), Available at: <https://www.gov.scot/publications/compulsory-purchase-scotland-guide-property-owners-occupiers/> .