

Hearing Statement

The proposed AAP for the City Centre and University Area is incomplete because it fails to include a key proposal of the Mackay Vision, namely, to relocate the coach station, currently at Bretonside, to the railway station to form an integrated transport hub.

In his discussion of Bretonside, Mackay states: *“We envisage the operation of the coach station to re-locate to a new integrated transport hub at the railway station. It is important that decision on this element in the plan is given some priority to ensure the emerging Bretonside proposals use the additional development opportunity to contribute to the costs of this relocation.”* Furthermore, the Bretonside site *“is one of the key arcs of connection that form the basic tenet of the plan, that is the link from the University / cultural quarter, south through the new Drakes Circus development and south down through Bretonside to the Sutton Harbour and the Barbican.”*

Thus there are two issues, namely:

- 1) the creation of a new integrated transport hub at the railway station, and
- 2) the release of the Bretonside site as part of another AAP.

In Chapter 9 of the City Centre AAP, Strategic Objective 6 makes no mention of a transport hub at the railway station but merely refers to *“a modern and attractive railway station ...”*. Consequently, the proposals outlined in Policy/Proposal CC14 are incomplete in that they fail to address key elements of the overarching plan.

Not that Plymouth City Council appears to be uninterested in a transportation plan. In its publication *“A Past with a Future”*, it states that it aims to:

- To reassert Plymouth’s role as a regional centre
- To improve public transport interchanges
- To deliver a radically different approach to transport in the city

I suggest that an integrated transport hub helps all three aims and ultimately helps PCC achieve its overall vision.

If the envisaged transport hub is not to be included in the AAP then, in the light of the above discussion, I think it would be useful to get MMB Architects to assess the impact of its exclusion on its plan, and for PCC, in turn, to outline its proposals for the coach station which would satisfy the aims described in the previous paragraph.

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