



PLANNING COMMITTEE LIST

Brighton & Hove City Council COUNCILLOR REPRESENTATION

Cllr. Bella Sankey

BH2025/02297 – The Pinnacle (formerly Rayford House), 8 School Road

14th November 2025:

I believe the planning application contravenes policy CP9 of Brighton and Hove City Plan Part One which states:

CP9 Sustainable Transport

The council will work with partners, stakeholders and communities to provide an integrated, safe and sustainable transport system that will accommodate new development; support the city's role as a sub-regional service and employment hub; and improve accessibility.

It will promote and provide measures that will help to manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people's health, safety and quality of life.

I believe the planning application also contravenes: Paragraph 4.122 in the supporting text which states:

4.122 The council will continue to develop a coherent walking network and reduce the physical and mental barriers to walking and improve the links between key locations in the city such as the seafront and the city centre.

Measures will include:

- ensuring provision is pedestrian and wheelchair friendly;
- introduction of more pedestrian priority routes;
- better crossing facilities;
- continue to introduce raised crossings & dropped kerbs;
- decluttering streets and improving Way Finding signs;
- continue to introduce drop kerbs;
- maintain and improve footways; and
- provide informal crossing points

As has been made clear by the number and strength of resident objections to this planning application, the open access currently provided has become an integral part of the sustainable and active travel infrastructure of the surrounding area. Encouraging people out of vehicles and onto their feet is essential for health and wellbeing. This is especially the case close to schools as the Pinnacle access points are, with close proximity to the popular and large West Hove community primary school and also so close to a railway station, Aldrington, which services a wide catchment of travellers and commuters. Encouraging easy and accessible use of footways and public transport is essential to cut pollution and emissions and to create healthier, more active communities. It is also relevant that the railway line means access north and south across the line is difficult and infrequent, aside from Aldrington tunnel, the only pedestrian walkways are on



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Sackville Road or Olive Road. Easy access to Aldrington Tunnel is therefore critical to maintain quality of life. The access points also save residents on the Eastern side of the Pinnacle valuable time in accessing Portslade station and access to bus stops on Portland Road.

Any concerns about Anti-Social Behaviour need to be evidenced and should then be dealt with in the normal way through policing and community safety measures. In any event, the proposed blocking of access points would not eliminate ASB that apparently arises from the fact the carpark appears secluded at night.

While I appreciate that the Inspector amended the original planning condition, my view is that the revised condition is unenforceable and is therefore not sound. In any event the revised condition does not mandate nor permit this application which would entirely block one access point, and the application fails to make the case that this is necessary nor reasonable. Rather it would deliver a loss of public amenity and connectivity and undermine planning principles of inclusivity and integration.

I request that this application is called in to Planning Committee.