

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 05 August 2026 13:27
To: Planning
Subject: Planning Application Comments - 3/2026/0452 FS-Case-863011275

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2026/0452

Address of Development: 3a Swan Courtyard, Clitheroe

Comments: I submit these comments on behalf of [REDACTED].

Whilst supportive of a strong, successful business such as the Swan and Royal with ongoing redevelopment in the town centre, the [REDACTED] does have two potential concerns that need to be resolved as part of the application.

1) The South West elevation does not appear to show the impact of external venting from the new male and female loos in Churchills, yet they are referenced in the overhead plans - not sure if this is an oversight or if the venting will utilise existing external features in the SW elevation? Although potentially minor, there may be visual impact and as part of the Conservation Area, any impact needs to be actively assessed.

2) the SW elevation plan shows new doors placed in the existing archway leading up from Lowergate car park. Whilst the visual impact is relatively low, due to the materials used, the [REDACTED] does have concerns about the lack of unhindered public access through from the car park or vice versa from the Swan courtyard. One assumes that the entry doors are capable of being closed/secured - has the applicant fully detailed whether the doors will always be open regardless of the time of day/night? As the steps from the courtyard would be open in any case, it would be potentially dangerous to create an area that was secured at one end but not at the other. If the applicant intends for these doors to always remain openable at any time, then the [REDACTED] does not hold concern. However if the doors can be locked or secured, that would or could impede public access through and as the route has certainly been publicly accessible for well over 20 years (probably over double that) and no barrier or locked approaches have ever been in place on this route, the route would constitute a Prescriptive Right and one that needs to be maintained irrespective of ownership.

I trust that these concerns will be adequately resolved/confirmed as part of the application process.