Addendum 1 to the Heritage Impact Statement dated 30th March 2026

This addendum covers the following additional information requested by the Planning Authority via email on 27th February 2026 and the email referencing the Planning Policy Wales (PPW) dated 27th March 2026 . Further Information is provided:

- in relation to the relationship between the Coach House, the Workshop and the listed building called Bryn Eglwys. Together with how the proposed subdivision of the plot may affect this relationship and its contribution to the significance of the listed building
- Glazing/Fenestration of windows overlooking the Court Yard
- Parking provision and its position in relation to the new main entrance door
- The closing off of car access to the Court Yard using a brick plinth and open railing with gate (4ft in height) to provide access for pedestrians

This clarifies the historic hierarchy of the buildings and confirms that the proposal preserves the character and appearance of the group. This further assessment, clarification and detailed design information will ensure that the setting and significance of Bryn Eglwys is fully understood and appropriately protected as the scheme progresses.

Assessment – Relationship Between Buildings

Subdivision would not necessarily result in harm to the significance of the listed building.

The Coach House, workshop and courtyard are historically ancillary structures.

Bryn Eglwys as a listed building has been extended and added to over the past approximately 250 years. There can be seen at a minimum of about four different stages of building the last made on the late 1800's when the house was faced in brick.

The Workshops and Court Yard probably date from the late Victorian period. With the existing garage part of the Workshop range being early 20th century – perhaps in the 1920's. The Workshops are standard brick construction. There is evidence that this range provided accommodation for horses and a light carriage.

Their significance derives from their continued physical presence, form, materials and legibility as secondary buildings. The proposal retains all of these characteristics.

Importantly:

* No demolition is proposed.

* No alterations are proposed to the principal elevations of Bryn Eglwys.

* The spatial relationship between buildings remains physically unchanged.

* The courtyard remains enclosed and historically coherent. This includes the continued use of brick (chocolate-bar) pavers and the proposed inclusion of additional wooden stable doors as part of the conversion.

The subdivision is administrative in nature rather than physical. Ownership separation does not in itself equate to heritage harm where built form, fabric and setting are preserved. Separating the outbuildings and courtyard from the designated heritage asset could result in a degree of harm to its significance. However,

There will be continued "Legibility"
Whilst the ownership or use may be separated, the historical relationship remains "legible" (readable) to the public. The proposed separation does not diminish the architectural legibility of the site. The physical layout, courtyard form, and original materials of the outbuildings will be preserved, ensuring that their historical functional relationship to Bryn Eglwys remains clearly visible and understood.

Demonstrates " Viable Use"
The PPW supports changes that secure the long-term future of a building. Incorporating the Workshops into The Coach House allows for their conversion into a jointly sustainable unit. Viable use is conceptually included within PPW to ensure the long-term maintenance and repair of the structures, which might otherwise face neglect or decay if they remain under-utilised ancillary spaces (which is clearly starting to happen in the Workshops). This proposed development is a sustainable and appropriate use that supports conservation of this historic asset.

The "Visual Setting"
The PPW requires assessment of how the development affects visibility, views, and the character of historic significance. The setting of Bryn Eglwys, the courtyard and The Coach House is preserved.

The visual relationship between Bryn Eglwys and the courtyard is maintained through sensitive definition of the boundary between the 8.5ft high stone wall and Bryn Eglwys. No high fence/wall is proposed or an extremely intrusive boundary included that would 'divorce' the buildings visually. The proposed boundary will be historically sympathetic and visually permeable.

A "soft" boundary is proposed. It would be a low brick wall with estate railings – giving an overall boundary of approximately 4ft high. The wall will use reclaimed local brick and traditional lime mortar, ensuring it looks like an original feature. This boundary is subordinate and lower than the adjoining stone wall structure. The boundary wall/railings doesn't compete with the profile of Bryn Eglwys.

The boundary would include an iron gate (sited by the 8.5ft stone wall),that allows pedestrian access to the court yard for maintenance and access purposes. The railings and gate will be finished in a traditional dark grey or black sand-textured paint to remain unobtrusive and subordinate.

The character and appearance of the courtyard as a part of the collective historic group is therefore protected.

Categorising the Harm
Any perceived harm is at the lower end of 'less than substantial'.

This minor impact is outweighed by the benefit of preserving the fabric of the outbuildings and is mitigated by the long-term preservation of the outbuildings through their new viable use.

Boundary Materials Schedule

There is a commitment to using matching materials (using the like-for-like principle) for the boundary to soften the "split." Its height will be restricted to 4ft to clearly separate the distinction from the stone wall. The railings will be set into a low masonry brick plinth. The brick used should be a close match to the existing build of the Workshop. Reclaimed locally sourced brick work is proposed and the gate made of iron. Plain heritage looking railings without significant decoration are proposed manufactured where necessary by a blacksmith.

Clarifications

1. Glazing / Fenestration

No alterations are proposed to the glazing, fenestration, openings, proportions, or materials of Bryn Eglwys. There will be no new overlooking, no insertion of new openings, and no changes to historic joinery. There are relatively few windows which directly overlook what will become the rear courtyard of the combined Coach House and Workshop dwelling.

2. Main entrance to the Coach House

The principle entrance to the Coach House will be moved to the South-West side of the extension. This entrance is identified on the rear elevation and ground floor plans (attached); where it is shown as a new glazed opening (sliding doors) into the open plan living area from the paved area under the pergola.

Movements from the parking area will be via this new entrance and not via the existing stable door that serves the Court Yard. The walk will be a short distance and preserves the character and appearance within the south-west facing garden. The existing pedestrian access to The Coach House will be preserved from Church Street into the door opposite Bryn Eglwys Cottage and the back door behind the Coach House.

3. Parking Provision

The current layout was designed to minimise vehicle dominance within the courtyard and to preserve its historic character as a functional service and relaxing space rather than a parking court.

The parking arrangement ensures that:

* The extent of new hardstanding within the lawned setting is kept to the absolute minimum necessary. The driveway material outside the tarmac as required by Highways Authority is proposed as a ground reinforcement grid (using 10-20mm angular stone and soil + grass as appropriate). Thus a permeable surface.

* The layout continues to respect the historic circulation pattern. One of the design principles was to preserve the existing driveway and grass area of Bryn Eglwys that has been in existence from well before 1911 (its shown on a photograph dated when the Castle estate was sold off at the auction in 1911). The design was based upon a 5.4m LGV accessing the site and turning in front of the gates. This is the typical vehicle of almost all parcel delivery services. A Welsh Ambulance service vehicle has already been able to navigate the existing drive.

A Fire Tender of 7m, would require amendment to the design to be accommodated but this would have a impact on the heritage lawn area and potentially introduces harm to the significance of Bryn Eglwys. Preservation of the historic lawn landscape is recommended. Fire Tenders and 7m LGV's can access the site directly from outside of Bryn Eglwys on Castle Road and can also access the site from Church Street up the shared driveway with other properties.

Access to the principal entrance from the highway remains logical and is achievable without compromising the heritage-led design approach.

The Block Plan P-02E shows the acco drain and direction of fall to prevent private surface water discharging onto the public highway. This modified plan identifies the 4ft wall/railings (with gate) at the entrance to the Court Yard and the omitting of tactile paving at the enhanced entrance.

4. Detail – Southern Boundary Wall

The proposed wall extension is modest in scale and intended to reflect the existing stone boundary treatment, reinforcing the historic enclosure of the Court Yard rather than introducing a new suburban feature.

The following updates are provided on the plans:

* An elevation and section illustrating height, thickness and relationship with the listed structure.

* A materials specification confirming matching brick as used for the workshop in use today, coursing and lime mortar mix. Open metal railings will be installed on the brick plinth.

* A iron permeable gate is included to allow access to the Court Yard for pedestrian access and allow maintenance to underground services.

The 4ft wall/railings will be constructed using traditional materials and detailing to ensure it reads as a continuation of the existing historic fabric and reflects the style of the workshop construction. Properly detailed, this element will reinforce rather than detract from the character of the Court Yard.

RIVER DEE AND BALA LAKE SAC

I acknowledge the current position regarding phosphorous discharge and the holding of all residential applications across the whole of Wrexham that impact the SAC.

However on reading the advice provided by NRW:

In response to the issue of phosphate discharges from one toilet I have taken the following advice from NRW's website dated 9/2/2026 in the letter from NRW:

https://naturalresourceswales.gov.uk/guidance-and-advice/business-sectors/planning-and-development/advice-for-planning-authorities/advice-to-planning-authorities-for-planning-applications-affecting-phosphorus-sensitive-special-areas-of-conservation/?lang=en

"What does this mean for domestic extensions?

Domestic extensions can provide increased living space within existing properties. They may not result in a change in the number of occupants and in our opinion, it would appear reasonable for domestic extensions to be screened out at the test of likely significant effect. Our view is that unless the proposal would result in the creation of independent living accommodation, a separate planning unit and/or a change in use, where it can no longer be said to be ancillary to the main residence, such developments are unlikely to lead to significant effects on a SAC through changes in discharge of wastewater. However, proposals that lead to the creation of independent living accommodation as a separate planning unit may lead to an increase in occupancy by residents from outside a SAC river catchment, and in these instances, proposals require further assessment."

The amended proposed design (attached with this addendum) has taken this advice into account by adoption of the following principles:

1. The number of toilets has been reduce from 2 to 1.
2. There should not be an resulting increase in the number of occupants – the inclusion of a downstairs on-suite bedroom in the proposed extension is to allow

downstairs living and easy access to toilet facilities when access to the upstairs toilet is limited by physical infirmity. The discharges of wastewater are unlikely to have any significant impact on the River Dee.

3. The proposal will not create an independent living accommodation or a separated planning unit which is not ancillary to the main Coach House.
4. A separator (compost) toilet was considered and would not increase nutrient discharges to the Dee but was considered inappropriate for use by a resident who is physically unable to manage its use.
5. The inclusion of a septic-tank system and phosphate filter has been considered. But a similar argument at Point 4 was considered for the provision of a private sewage treatment system and dismissed as not manageable due to physical infirmity and system sizing issues for 1 toilet. Advice was sort from Circular 008/2018 https://www.gov.wales/sites/default/files/publications/2019-05/planning-requirements-for-private-sewerage-in-new-development-wgc-0082018.pdf. It is noted that a water treatment plant or septic tank will require additional Planning Consent and Listed Building Consent – at this time this is only a further option.

I would propose that this domestic extension to the Coach House should be screened out at the "test of likely significant effect on the SAC".

I ask that the extension of time in relation to the SAC matter is reconsidered by the Planning Authority. I confirm that any additional supporting information will be provided to assist the Authority's Appropriate Assessment process.

Conclusion

The proposal preserves the fabric, character and spatial relationships that underpin the significance of the listed building. No historic fabric is lost, and the architectural hierarchy remains legible and intact.

Andy Burgess 30th March 2026

Bryn Eglwys, LL14 5BS