



DLP1-let-01A Heritage Statement

26th June 2026

Bury MBC
Development Control
3 Knowsley Place
Duke Street
Bury, BL9 0EJ

Dear Sir,

Heritage Statement

Proposal for Norcot, Moorbottom Road, Holcombe to add an electric sliding entrance gate and a pedestrian access gate to the modified stone entrance pillars:

Proposals for the above involve alterations within the Holcombe Conservation Area, and also within Green Belt Land, therefore this heritage statement is a requirement.

Consulting with the National Planning Policy Framework (NPPF) clause 200 requires that the applicant should describe the significance of any heritage assets affected, including any contribution made by their setting.

The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

1 Nature of the Asset :

On the outskirts of Holcombe Village lies a hamlet, with its historical centre being Hey House, originally constructed as a hunting lodge in which to entertain and accommodate the landed gentry.

The property is said to be linked to the 'de Trafford' family, their history which can be traced back prior to the Norman Conquest.

Around that time, the local geology provided a relatively level shelf about half way up Harcles Hill which was easier to traverse and use as pasture than along the valleys, which were marshy and thickly wooded.

Routes following the natural contours of the land evolved and communities developed.

One pack horse route leading from Bury followed Holcombe Old Road (formerly Holcombe Ancient Highway) and continued along Cross Lane and then Moor Road to Helmshore and onwards.

Another came from the west around the hill along Moorbottom Road and down the Rake to cross the River Irwell at Stubbins.

Where these routes coincided the linear settlement of Holcombe Village was established, with farm buildings scattered over the landscape, coaching houses such as 'Norcot' were established to cater for travellers.

Norcot's later gentrification around the 19th century saw its conversion into a dwelling, which also involved the construction of Meadow Heys in circa 1905 in which to house their gardener.

2 Extent of the Asset :

Norcot sits in one corner of the triangle formed by Moorbottom Road across the north, Holcombe Old Road to the east, and an extension of Branch Road across the south.



Norcot, with its associated barn on the left

Vehicular access is from the Branch Road extension at the lower altitude.



Existing telegraph pole partially blocks any potential symmetry with the entrance pillars

3b Significance of the Conservation Area:

Norcot, Hey House and Meadow Heys are situated within the wider setting of Holcombe Conservation Area, which is described in an appraisal by Kathryn Sather and Associates commissioned by Bury Council in 2010 as follows:

An unspoilt rural village on the shoulder of a hill, built in tightly knit small hamlets amidst fields of pasture and small woodlands, along old packhorse and turnpike routes, dating from 17th century and earlier.

There exists a comprehensive range of dwelling types from similar periods, ranging from houses for the landed gentry to farmhouses and workers cottages often in rows.

Many of these are of architectural and historical interest, with some being statutorily listed and others on the Draft Local List, including our subject property Norcot.

3b Significance of the Asset :

Also described in the appraisal, the proposed draft local list includes Norcot with the following commentary:

Moorbottom Road was a pack horse route, leading to Edgeworth, and the building on this site was originally a staging post. The house has been extended on either side of the original core but retains very old timber beams. There is also an old stone carriage house with a stone slate roof, which retains its original form but is in poor condition. Both the house and the carriage house appear on the 1842 Tithe map.

4 The Proposed Works :

The existing pillars which form the entrance into the grounds are unfinished at the head.



Head of each pillar is unfinished, one includes a primitive ball cap

Our proposal is to rebuild the existing pillars to be smaller in plan, using coping stones hewn from natural stone to be similar to those seen on the nearby entrance into the grounds of Hey House.



Entrance gates at Hey House

New stone copings and ball pier caps will be fixed in position, one on each pier to replace the existing stone ball which appears primitive and salvaged from elsewhere.

The entrance pillars will be rebuilt slightly to one side, away from the telegraph pole such that the ball pier caps can be seen in their entirety.

A single leaf gate is proposed to complete the boundary between public highway and private garden.

This would be at a similar height as the pillars at each side, similar in design to the existing balcony at Norcot which dates to the Victorian era, albeit with a raised arch design towards the centre, fabricated from steel rails and bars and powder coated black.



Existing balcony at Norcot

Due to the steep gradient of the existing driveway inside the grounds, operation of the new gate would be by electrically operated sliding mechanism.

Additionally a single leaf pedestrian access gate is proposed, cut into the existing boundary wall with a design to match the proposed main entrance gate.

5 The Impact on the Asset :

A positive impact following any work is mandatory.

The appearance of the existing entrance will be of a finished piece of construction, demarking the boundary between public highway and private grounds, which will echo the boundary at Hey House.

It will have the public benefit of directing passing walkers and their dogs past the private land towards the desired route towards either Moorbottom Road or The Mews.

The choice of routes for walkers is currently confused by the number of close available accesses, a choice of three which are currently un-gated.

Allowing this new gated access will reduce any confusion and benefit any walkers by defining the route.

Should you require any further information please do not hesitate to contact the writer.

Yours faithfully,

Gary Dearden