

**DERBYSHIRE EXTENSIVE URBAN SURVEY
ARCHAEOLOGICAL ASSESSMENT REPORT**

LONG EATON

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1. INTRODUCTION

1.1 The assessment report

This assessment report forms part of the Extensive Urban Survey Programme, an English Heritage funded initiative to assist local planning authorities with the conservation of their urban archaeological resource. Long Eaton is one of a series of small towns and large villages in Derbyshire selected for such assessment.

The report is a desk-based survey, the scope of which includes both above and below ground archaeological remains of all periods, using information from the County Sites and Monuments Record, local histories, early maps and plan form analysis, with the results presented as a series of maps generated by GIS. It forms the foundation for an archaeological management strategy which can be adopted by the local planning authority as supplementary planning guidance.

The expansion of Long Eaton over the last 150 years or so has been such that it was felt necessary to exclude some of the areas of recent development from the scope of the assessment. The Trent and Toton railway line has been taken as the eastern boundary; other boundaries essentially follow the limits of the town as shown on the 1921 edition of the OS 6" map.

1.2 Overview of the town

Long Eaton lies at the south-eastern margins of Derbyshire, close to its border with Nottinghamshire, formed here by the River Erewash. It is an excellent example of a manufacturing town which emerged in the second half of the 19th century as a centre for the production of machine-made lace. Its particular importance in terms of this assessment lies in the survival of a considerable number of the factories built to produce this lace, although many of them now have other uses, together with much of the housing constructed for the rapidly expanding late 19th century population.

It is clear from Domesday Book that Long Eaton was already a substantial village by the later 11th century with a high percentage of freeholders among its inhabitants. Little is known about its medieval and post-medieval development; such as there is suggests it continued as a thriving village, its economy based on agriculture, until the early 19th century. While the opening in 1779 of the Erewash Canal, which passed through the township, had little or no impact on its development, the arrival of the railways, with the Midland Counties railway in 1839 and the Erewash Valley line in 1847, was of considerable importance, particularly in linking Long Eaton with Nottingham, six miles away. A large area of sidings was constructed at nearby Toton and a successful wagon works was established at Long Eaton itself.

At the same time, several lacemakers began to move into the newly developing factory production of lace, profiting from the expansion outwards from Nottingham. By 1861 Long Eaton contained about 100 machines and before the end of the 1860s three multi-storey factories had been built. The population was beginning to grow dramatically and markets and fairs were established. The period of greatest expansion began in the 1870s. Ten new tenement factories were constructed over the next couple of decades, including the largest tenement lace factory in the region, so that by the end of the century Long Eaton could easily be considered as an urban centre. The industry reached its peak between 1900 and 1910, when many new factories were built. Decline began with the war, however, followed by the collapse of the cotton market in 1920, changes in fashion and the loss of overseas lace markets. Lace manufacture

became greatly reduced and the factory buildings were put to other uses, in particular upholstery manufacture. This continues to be important today, along with a range of other industries.

2. GEOLOGY AND TOPOGRAPHY

The township of Long Eaton is bounded by rivers on two sides (the Trent and the Erewash) and has several streams flowing across from west to east. One of these is Golden Brook with its small tributary along which the original village developed. The modern town lies partly upon alluvium and partly upon Holme Pierrepoint and Beeston sands and gravels. These overlie Mercia Mudstone.

Long Eaton church and market place stand at around 30m AOD. The ground slopes very gently down towards Golden Brook and is a little over 28m at Huss's Lane. It rises to about 32m AOD at the northern boundary of the assessment area and about 35m at the western boundary along Derby Road.

3. ADMINISTRATIVE UNIT

Long Eaton was in Morleyston wapentake in the medieval period. Local government was by the Vestry until 1875, when many of the Vestry's functions were taken over by the newly elected Long Eaton Local Board of Health, usually known as the Long Eaton Local Board (LELB). This was followed by the creation of Long Eaton Urban District in 1894. Attempts in the early 20th century for the town to become an incorporated borough failed. After the Local Government Act of 1972, it became part of the District of Erewash which shortly afterwards, in June 1974, became the Borough of Erewash (Reedman 1979).

4. SOURCES

4.1 Primary sources

Primary sources were not generally used in the compilation of this assessment. However, a brief search revealed that a number of primary documents relating to Long Eaton are held by Derbyshire Record Office (DRO). They include deeds from the 17th century, estate papers and business records of a couple of Long Eaton families, 19th century petty sessions records, a copy on microfilm of the Parliamentary Survey of 1649, two later surveys (one of 1830, the other of the late 19th century), records of the National School and the School Board, parish records from 1813 and records of the various non-conformist chapels established in the town. Prior to 1813, Long Eaton was in Sawley parish, for which records exist from 1654.

Erewash Museum at Ilkeston holds a number of records relating to the administration of Long Eaton. These include minute books of the Vestry, the Local Board and the Long Eaton Urban District Council. They also have Health Inspectors' reports. Further records, including some deeds and building plans, are held at Long Eaton Town Hall (Keith Reedman pers. comm.)

There is a large collection of medieval deeds at Nottingham University in the Middleton Collection which relate to Long Eaton. About 60 deeds, dating between 1332 and 1484, relate to land in Long Eaton and provide much information about personal names, place names, land, buildings and tenure (Keith Reedman pers. comm.)

4.2 Secondary sources

The earliest town history is that by Hooper (1954), Long Eaton's librarian for many years, although much of it consists of a collection of edited extracts from previously published sources, such as Lysons, Farey and 19th century directories. In 1967 John Heath published the work of a group of WEA members on the history of the town between 1750 and 1914; perhaps inevitably the quality of the different chapters varies. However, the most detailed and fully researched town history is that written by Keith Reedman and

published in 1979. As an inhabitant of Long Eaton he has collected a large amount of data and gave freely of his knowledge for this assessment.

4.3 Cartographic evidence

Derbyshire Record Office has a copy of the Parliamentary Enclosure Map of 1766, although this shows no buildings apart from a couple in the town street. There was once a map, now lost, made to accompany a survey of Long Eaton made in 1830. However, Reedman has reconstructed this map and published the village centre section, together with notes from the schedule (in Reedman 1979). Tithes were commuted at enclosure, consequently Sanderson's map of 1835, at a small scale, is the only other map to show buildings and plot boundaries prior to the detailed OS maps of the later 19th century.

An additional source of maps are the surveys which were done in connection with the building of the railways, both those which were projected and those which came to fruition. These surveys are very detailed on the lines of the proposals and several show buildings within Long Eaton, especially a survey of 1833 (Notts. Record Office Railway plans, R5). The plan of the proposed Erewash canal also shows the settlement, but with little detail. The estate sale map of 1796 (DRO D518M/E 106) shows the west centre of the village with some buildings marked (information from Keith Reedman; these maps were not consulted for this assessment).

4.4 Archaeological evidence

There are 49 entries on the county Sites and Monuments Record for the area under consideration in this assessment. All but three of these relate to the town's industrial history, and are derived from a gazetteer of industrial archaeology in the Borough of Erewash as it survived in the mid 1980s (Fowkes 1986). No recent archaeological work has been carried out in the town despite the introduction of PPG 16 twelve years ago. The only work known to have been undertaken is a small excavation in the 1970s (Keith Reedman pers. comm.). There is also a record in the East Midlands Archaeology Bulletin for 1961 of the finding of medieval and post-medieval pottery from an 'excavation' at the rear gate of the Blue Bell (SMR 22584), although this was presumably dug for the insertion of services or for building foundations, rather than for archaeological purposes.

5. HISTORICAL AND ARCHAEOLOGICAL SUMMARY

5.1 Prehistoric

Although no archaeological evidence of prehistoric date has been recovered from the historic core of Long Eaton, finds have been made from the wider area (see Figure 1). A Neolithic stone battle axe, of group 14 provenance, was found at Long Eaton cemetery in the late 1960s (SMR 22570) while to the north-west, a Neolithic stone axe hammer, of group 18 provenance, was dug up in a garden on Breedon Street in 1954 (SMR 22577, SMR 22568).

A number of cropmarks have been identified in fields and open spaces around Long Eaton, although the features they represent cannot be dated at present. On the west side of the town a double linear feature and apparent enclosure have been identified in the grounds of Trent College (SMR 22569), with a cropmark of a small rectangular enclosure being recorded a little further west (SMR 22567). To the south, a rectilinear enclosure was identified which had been truncated by the railway line (SMR 22572) and to the south-east, cropmarks of linear features and part of an enclosure were recorded (SMR 22573). Just to the east of the latter, pieces of prehistoric flint have been collected from the surface (see SMR 22589 below).

5.2 Roman

There is currently very little archaeological evidence for the Roman period in the Long Eaton area (see Figure 1). A Roman road running from Derby (Little Chester) via Draycott towards the Trent lies to the

south-west of the town (SMR 22592), while material collected from a site to the south-east of Long Eaton included Roman pottery and a turquoise glass bead, as well as pieces of worked flint (SMR 22589). Cropmarks of a corner of a double ditched enclosure were also recorded at this site.

5.3 Early Medieval

Nothing is known of Long Eaton in this period, although it is clear from Domesday Book that a well-populated village must have been in existence before the conquest.

5.4 Medieval

5.4.1 Domesday Book

In Domesday Book Long Eaton is included with the estates of the Bishop of Chester, and is recorded as soc of the manor of Sawley as follows:

S. In (Long) EATON 12 c. of land taxable. Land for 12 ploughs. 22 Freeman and 10 smallholders under them have 9 c. of this land and 13 ploughs. The other 3 c. of land are the villagers'. 2 mill sites; meadow, 40 acres; a little underwood. Value before 1066 £8; now the same. (Domesday Book Phillimore edition).

5.4.2 Place name

In Domesday Book the settlement is referred to as *Aitone*, meaning 'farm in marshy ground or between streams'. The earliest known reference to the village as 'Long' comes in a document of 1288 where it is written as *Long Eyton* (Cameron 1959).

5.4.3 The manor

As indicated in Domesday Book, the bishop of Chester was lord of the manor of Sawley, within which Long Eaton was included. The bishopric was originally founded in Lichfield in 664. It was moved to Chester in 1075, to Coventry in 1102 and after 1228 it became known as Coventry and Lichfield. Despite being lords of the manor, the bishops actually owned very little land at Long Eaton (Reedman 1979).

5.4.4 The settlement and its environs

It is possible to gain some idea of the environs of medieval Long Eaton by extrapolating from later documents. Open arable fields probably surrounded the village on the east, west and south. By the 17th century there were five fields, although there may have been fewer in the medieval period. To the north, along the Erewash, lay meadowland and pasture. Meadows also lay along the Golden Brook, also known as Breaston Brook and Brown Brook (Keith Reedman pers. comm.). In addition, it appears that the village would for a time have lain within a royal forest, created by Henry II in or soon after 1154, which stretched between the Erewash and the Derwent, although the term 'forest' at that time does not necessarily denote a heavily wooded area. Although Long Eaton is never mentioned specifically, both Sandiacre to the north-west and Sawley to the south-west appear in the pipe rolls owing forest penalties in 1185. The area was disafforested in 1225 (Crook 1990).

Two mills are recorded at Long Eaton in Domesday Book. At least one of these, and possibly both, lay on the Erewash, as later documents refer to Mill Meadow and Mill Baulk, both to the north of Long Eaton. However, it is possible that the Golden Brook could have been harnessed for a mill, although there is no evidence (Reedman 1979), while the recent discovery of a Norman mill at Hemington means that the Trent cannot necessarily be discounted as the site for one of Long Eaton's mills.

As far as the village itself is concerned, there is little evidence for the medieval period at present, beyond the finding in c. 1961 of some medieval pottery near the Blue Bell (SMR 22584). The Domesday entry

indicates freemen made up a good number of its inhabitants, possibly the majority, whereas there were no freemen at any of the other settlements comprising the manor of Sawley in 1086. Neither of the two churches mentioned under the entry for Sawley are thought to have been at Long Eaton. The village acquired a chapel in the 12th century, with Sawley being the mother church. The vicar of Sawley was bound to supply a chaplain to carry out the necessary duties and offices at Long Eaton, although the church had no rights of baptism, marriage or burial (Keith Reedman pers. comm.).

Early Long Eaton references include *Hallcroftlane* in 1372, (*atte*) *Kyrkeyerd* in 1318 and (*atte*) *Lidgat'* in 1258 (Cameron 1959).

5.5 Post-medieval (16th - 18th century)

5.5.1 *The manor*

By the time of the Reformation there were two distinct manors within the parish of Sawley. The Bishop's (episcopal) manor was the main landowner. The Prebendal manor's main asset was the rectorial tithe. At the enclosure of Long Eaton, the Prebendal manor benefited from a large allotment of land in lieu of tithes (Keith Reedman pers. comm.).

5.5.2 *Communications*

Roads

In 1758/9 one of the roads passing through Long Eaton was turnpiked. This was the Lenton to Sawley Ferry road, a branch of the Nottingham to Derby turnpike. From Sawley Ferry (replaced by a bridge in 1790) the road continued towards Birmingham (Reedman 1979).

The Erewash Canal

Construction of the Erewash Canal (SMR 22502) commenced in 1777, with the canal opening in 1779. It began in the River Trent and ran north towards the River Erewash at Long Eaton. It then continued along the western side of the river, approximately parallel to it, as far as Langley Mill, where it was joined by the Cromford Canal in 1792.

5.5.3 *The settlement and its environs*

There were five open arable fields surrounding Long Eaton by the 17th century, namely Carrfield, Cramflatt Field, Upper Field, Nether Field and Hoselett Field. These remained largely open until the second half of the 18th century, probably due to the relatively large number of freeholders in the village. Other townships within the parish were substantially enclosed well before that date (Reedman 1979). The Enclosure Act for Long Eaton was approved in 1765 with the Award following in 1767. Enclosure led to the building of new farms beyond the confines of the village.

The Hearth Tax returns provide some idea, albeit limited, of the wealth and status of the settlement in the third quarter of the 17th century. Figures for Long Eaton in 1664 show that of 49 households only seven, or 14%, were exempt (Edwards 1982). Comparisons with other settlements in the parish, for example Breaston, where 24% of households were exempt, Sawley with 51% exempt and Draycott with 57% exempt, suggest a relatively low number of poor householders. Edwards (1982) proposed a very rough classification of status based on the number of hearths within each household. Figures for Long Eaton in 1670 are as follows:

No. of hearths	Possible status	No. of households at Long Eaton (nos. from K. Reedman)
1	husbandmen, poorer families and individuals	20 (+ 7 prev. not chargeable?)
2-3	most craftsmen, tradesmen, yeomen	18

4-7	wealthier craftsmen, tradesmen, yeomen + merchants	4
8+	gentry and nobility	0

Reedman (1979) looked at 52 inventories from Long Eaton between 1654 and 1700, including at least 20 which could be identified with entries in the 1670 Hearth Tax returns. He found that most houses appear to have had two storeys, even though a number of the upper rooms may have been little more than store-rooms within the roof space. About half the houses had a kitchen. The most common item in the inventories was a cheese press and there were also many references to Ticknall ware. Ticknall lay about 13 miles away and was producing large quantities of coarse and glazed domestic pottery at this time.

Long Eaton suffered a fire in 1693, when some fourteen houses were burnt down in less than two hours, along with many outbuildings, their occupiers being ‘utterly undone and ruined’ as a result. The fire appears to have been in the area near the church, which itself may have been damaged at that time also (Reedman 1979). The church had been referred to in a Parliamentary Survey of 1650 as follows:

‘There is a Chappell att Long Eaton apperteyning the place unsupplied’ (Cox 1879).

Long Eaton tithe barn was described in 1732 as being in good repair (Reedman 1979).

5.5.4 Population

Some estimate of population in the post-medieval period can usually be calculated using the returns to ecclesiastical visitations, which required the number of recusants and communicants in each parish to be provided. However, figures for Sawley parish are absent from the Compton census returns of 1676, nor is there a separate figure for Long Eaton in the ecclesiastical census of 1563.

A further potential source for population estimates are the Hearth Tax returns. The return of 1664 indicates that there were 49 households in Long Eaton at that time (Edwards 1982). Using multipliers of 4 and 5 to convert households into approximate minimum and maximum numbers of inhabitants provides a rough population estimate of between 196 and 245 individuals. By the last quarter of the 18th century this figure had probably more than doubled, as Pilkington (1789) records 105 houses at Long Eaton.

5.5.5 Religion

Just before the end of the 18th century the first non-conformist chapel was built in Long Eaton. This was erected in about 1796 by the Methodists (Reedman 1979).

5.5.6 Trade and industry

Such occupations as are documented, for example in the Sawley parish register, indicate that most people were engaged in agriculture. Inventories made during the second half of the 17th century showed that, while most of the population was engaged in husbandry, there were also several tradesmen. These included a framework knitter, with two frames producing silk stockings. Other craftsmen leaving wills included two wheelwrights, a thatcher, two weavers and a whitetawer or white leather worker. The inventory of a yeoman included a ‘mill house’ containing ‘one Mault Mill’. Cheese-making appears to have been a widespread cottage industry, with nearly half the houses having a cheese press and some having a large number of cheeses in store, suggesting they may have been supplying local markets (Reedman 1979).

Pilkington (1789) records eight stocking frames at Long Eaton at that time, markedly fewer than in the other villages in Sawley parish.

5.6 19th century

5.6.1 Communications

Rail

The second quarter of the 19th century saw the convergence of four railway lines - Derby, Nottingham, Leicester and Erewash Valley - immediately to the south of Long Eaton, a fact which was of considerable importance in the development of the town. The Midland Counties line between Derby and Nottingham was opened in 1839, with Long Eaton station lying to the south-east of the town. The following year the line to Leicester commenced operation while in 1847 the Erewash Valley line was opened, passing along the eastern edge of the built part of Long Eaton. The first station on this line was on Toton Lane; however it was soon superseded by a new station further south which was more central to the town. Another station, Trent Station, opened in 1862 to the south of the town, acting as an interchange station. At the same time two short connecting lines were built to facilitate the movement of trains from one line to another, the previous junction having been found to be unsatisfactory (Reedman 1979).

5.6.2 *The settlement and its environs*

Over the course of the 19th century Long Eaton was transformed. This process can be seen in the descriptions given by successive Derbyshire directories. Bagshaw's Directory of 1846 describes it as 'an extensive village, White's Directory of 1857 expands this to 'an extensive and thriving village ... in which many new houses have been erected within the last ten years ...', while by the end of the century, Bulmer's Directory of 1895 is able to describe it as 'a thriving market town' and 'quite a little hive of industry', which seems something of an understatement in view of the considerable industrial development taking place (see below).

One of Long Eaton's lace manufacturers, William Bush, started a gas works in Chapel Street in 1852. Initially the gas was mainly used for lighting factories, better-off houses, hotels and the church, which was lit in 1860. The supply was poor, however, and as a result the Long Eaton Gas Company Ltd was formed in 1864. Street lights were installed in 1875. A new site for a larger gas works was purchased on Nottingham Road in 1878, with a private siding from the railway providing access for supplies (Reedman 1979). Having an established gas supply, it was decided in 1882 that the Long Eaton Local Board would 'take no steps towards electricity lighting'.

In 1875 a Local Board of Health was set up to tackle Long Eaton's drainage and sewage problems which had become exacerbated with the rapid expansion of the town. Sewers were built and a sewage farm constructed to the east of the town. The water supply was also improved. This had come almost entirely from hundreds of shallow wells in the gravels and it had been found in 1879 that over half the samples taken from 25 pumps were contaminated by sewage. The public pump in the Market Place was deepened as a result, but again became contaminated. In 1889 land was acquired for a water works at Stanton Barns near the southern end of Swarkestone Bridge. By the end of the century 2200 houses had piped water, with only 276 still relying on pumps (Reedman 1979).

The lack of water also caused a problem when it came to attempting to extinguish the numerous fires experienced at the lace factories. Despite the existence of a fire brigade from 1855, factories were burnt out on more than one occasion and it was reported in 1890 that

'the arrangements for the prevention and extinction of fire at Long Eaton are quite unequal to the needs of a town of such manufacturing importance' (quoted in Reedman 1979, 103-4).

A public piped water supply became available for the first time in 1892. Other facilities acquired by the town in the later 19th century included a police station, built in 1879, a magistrates' court and a county court, instituted in 1889 and 1897 respectively. A local weekly newspaper was begun in 1882 and the first purpose-built post office was opened in 1894. The first theatre in the town was erected in 1897.

5.6.3 *Population*

The 10-yearly census, which commenced in 1801, provides the following figures for Long Eaton:

Year	Population	Inhabited houses
1801	504	125
1811	580	124
1821	682	127
1831	750	144
1841	859	174
1851	933	210
1861	1551	336
1871	3204	587
1881	6217	1177
1891	9636	1919
1901	13015	2584
1911	19215	4176

As the above figures show, Long Eaton grew steadily over the first half of the 19th century, to virtually double its numbers between 1801 and 1851. However, such was the growth during the 1860s and 1870s that the population doubled every ten years.

5.6.4 Markets and fairs

An official market was set up by the Local Board in 1881, market day being Saturday, although the fact that the census enumerator referred to the Market Place in 1861 indicates that the Board were simply formalising an existing situation (Reedman 1979). Two fairs were established in 1856, and it is possible that the markets commenced at the same time. The fairs were held on the last Thursday in March and the first Thursday in November (White's Directory 1857), the latter presumably being the statute fair. By the end of the century the fairs were disused, however (Bulmer's Directory 1895).

5.6.5 Religious buildings

Anglican

The chapel at Long Eaton was given the status of a parochial chapel in 1838, when it acquired marriage rights, having already had rights to baptise since 1813. Burial rights were acquired in 1841 (Keith Reedman pers. comm.). In 1864 it became a parish church and was greatly enlarged four years later, to accommodate the rapidly expanding congregation. This soon became inadequate, and St James's Mission Church was built on the south-eastern side of the town in 1886, followed in 1900 by St John's Mission Church catering for the Derby Road district (Reedman 1979).

Non-conformist

During the 19th century a number of non-conformist chapels were constructed to meet the demands of the growing population of Long Eaton and of new groups which split away from the older established denominations. Existing chapels often had to be enlarged or replaced by larger ones more than once over the course of the century. Where a chapel had been replaced by a new one, the old chapel was often used either as a schoolroom or, temporarily, by another non-conformist congregation until they could construct their own chapel. By the end of the century the Wesleyan Methodists, the Primitive Methodists, the Methodist New Connexion, the Congregationalists, the Baptists and the Salvation Army were all established in the town.

Roman Catholic

A Roman Catholic church was built in Long Eaton in 1883.

5.6.6 Education

Long Eaton National School was built in what is now the Market Place in 1826. A second National School was built in 1862, catering both for infants and for older children (Reedman 1979).

Following the Education Act of 1870, Long Eaton School Board was elected in 1873 and acted quickly to improve the inadequate situation by constructing a new school with places for 600 children. This opened in 1876 but within a few years was already too small. As a result a second school was built on Derby Road in 1885 for a further 660 children, followed by a further school on Tamworth Road which opened in 1893. Trent College was opened in 1886 (Reedman 1979).

Private schooling for those who could afford it was offered by the Midland Academy from about 1880, taking both day boys and boarders. It became Long Eaton High School in 1886 and Wellesley College in 1888, by which time it was also taking girls. Education was also offered by other private academies and by the schools associated with the numerous non-conformist chapels.

5.6.7 Trade and industry

Agriculture was probably still the mainstay of the economy in the first few decades of the 19th century. In the 1851 census, 32 individuals give their occupation as 'Farmer', with 76 engaged in agriculture, second only to the lace industry which employed 198 (Keith Reedman pers. comm.). The Erewash Canal also provided a source of employment, as the parish register shows boatmen living in the village in the early 19th century (Heath 1967). Increasingly, however, the focus of industry changed, particularly following the arrival of the railways.

Railway-associated employment

Toton sidings, just beyond Long Eaton's boundary, grew from a single siding to become one of the country's largest mineral marshalling yards, with as many as 138 sidings. The complex included engine sheds which provided employment for a considerable number of Long Eaton men.

Within Long Eaton itself, the manufacture of railway rolling stock at the Manorhouse Works began in 1851. Within two years buildings included a foundry, smithy, turning shop, engine, several erecting sheds and an office. Two years later another shed was built, plus a pattern shop. By 1861 the works employed nearly 200 men, some of whom lived in nearby housing built by the firm. The business continued to expand following mechanisation in the 1880s (Reedman 1979).

Textiles

Probably the most important factor in Long Eaton's growth was its involvement in the lace industry. The earliest reference appears to be an advertisement of 1831 which offered 'a newly erected building ... lately used as a lace factory capable of holding six machines'. Although the industry was probably flourishing on a small scale for many years, as the transition from stocking-making to lace net-making had already taken place in the late 18th century, the first purpose-built lace factory could not have pre-dated this advertisement by more than a year or two. In the 1841 census 14 men called themselves lacemakers, with only a single stocking maker recorded at that time, and within ten years the first large lace manufactory had been founded by William Bush and was employing 22 men, 49 girls and 5 boys (Reedman 1979).

The 1850s saw the virtual extinction of lace making in the domestic and workshop environments and the removal of all but a handful of lace machines into steam-powered factories. Increasingly these were built as tenement factories, within which small firms would rent machines and factory space and would share power sources with other firms in the same building, so reducing their capital outlay. Factories themselves began to be clustered in 'factory estates'. Rooms unsuitable for lace machines were occupied by auxiliary firms, such as machinists, carriage straighteners and warpers, who would serve all lace makers in the

vicinity. All these features were seen in the industry at Long Eaton, which became one of the main centres making Levers lace, using machines based on the invention of John Levers in 1813/14, albeit with important improvements made by others at a later date. Before the end of the 1860s three multi-storey factories had been built, followed by five tenement factories in the 1870s and a further five in the 1880s, including Harrington Mills, the largest lace tenement factory in the region (Mason 1994).

As textile machinery became increasingly complex its construction became concentrated in the hands of specialist builders. There were at least three such lace machine builders in Long Eaton in 1874/6 (Mason 1994).

Cycle works

It was not uncommon for lace factories to be converted into cycle works (the same is seen in other late 19th/early 20th century lace manufacturing towns such as Beeston, Notts.). J H Borebanks and J E Fletcher were a lace machine builder and lace manufacturer respectively. In about 1885 they formed the Trent Safety Bicycle Company Ltd, operating from 1892 from a factory on Clifford Street. The company was voluntarily wound up in 1896 but reincorporated the same year when, as the Trent Bicycle Company, they opened their new factory, Trent Works, on the site of a lace factory on Peel Street which had been destroyed by fire. However, the company appears to have been defunct by 1903. Bicycles were also being made in West End Mills in 1886 (Reedman 1979).

5.7 20th century

In the early 20th century attempts were made for the town to become an incorporated borough. However, despite expansion of its boundaries to include Sawley, this never happened, the final attempt being refused in 1954 (Reedman 1979).

The first decade of the 20th century was a period of considerable expansion for Long Eaton, in terms of industry, housing and facilities. The lace industry reached its peak during the decade preceding the first world war. By 1907 Long Eaton housed almost 1400 lace machines and the industry employed over 4000 people. The town finally acquired electricity, with the construction of a generating station in 1903. New facilities included a public park which was opened in 1905, a library in 1906, a new theatre in 1907 and a secondary school in 1910 (Reedman 1979).

The town's economy was initially still heavily dependent upon lace. Although lace production and exports were badly affected during the war, employment became available in nearby Chilwell, with the opening of the National Shell Filling Factory in 1916. The lace industry appeared to recover after the war. However, the market for cotton collapsed in 1920 and that, together with radical fashion changes in women's clothes and the loss of overseas markets, resulted in the failure of many of the lace businesses. With the decline in demand for new lace machines in the 1920s and 1930s one Long Eaton machine builder, Wallis & Longden, diversified into the manufacture of machinery for the bedding and upholstery trades of Long Eaton. By 1931 eight former lace factories were fully occupied by other businesses, with at least six others partially occupied by non-lace trade tenants (Mason 1994). A new housing programme was begun by the Long Eaton Urban District Council in 1921 and further estates were built during the 1930s (Hooper 1954).

The second world war resulted in further contraction in the lace industry, as very few lace or lace net products were allowed to be manufactured, one of the main exceptions being hair nets. By 1979 there were only eight manufacturers with about 140 traditional Levers type lace machines in operation. The wagon works and Toton sidings continued to offer employment, although the wagon works was also in decline from the 1920s. New businesses were established, however, including mineral water manufacture and hosiery manufacture, with the upholstery industry becoming particularly important (Reedman 1979).

The recent period has seen further diversification of industry in Long Eaton, with the continuation of some textile manufacture and the furniture industry, although the Manor House works has finally closed and been demolished. Settlement has continued to expand so that the built-up area merges into that of Sawley

to the south-west and Sandiacre to the north, and is only divided by the Erewash from the outermost suburbs of Nottingham.

6. THE DEVELOPMENT OF LONG EATON

The town has been divided into plan elements, or components, based on map evidence and documentary sources. No early medieval elements could be recognised in the Long Eaton's plan as seen on historic maps; consequently the earliest components relate to the medieval village, although earlier settlement is known to have existed. These plan elements are tentative only, and need to be confirmed by further work. Subsequent major changes are briefly summarised, together with the degree of survival of early features to the present day.

6.1 Medieval components

Eleven components have been tentatively identified for the medieval period, based mainly on plan form analysis of historic maps and on consultation with Keith Reedman. They are shown on Figure 2.

Component 1 *Church of St Laurence* (SMR 22571)

This component comprises the church and surrounding churchyard. Its extent is the same as that shown on the enclosure map of 1766. St Laurence's did not acquire burial rights until 1841 and only became a parish church in 1864, having previously been a chapel of Sawley church. Gravestones have generally been tidied around the margins of the churchyard.

The church consists of chancel, nave, aisles, south porch and tower surmounted by a spire at the west end of the south aisle. The north aisle, nave and chancel are additions of 1868 by the architect G E Street, who turned the old nave and chancel into a south aisle and chancel chapel. The earliest fabric in the church is thought to be 12th century. Cox (1879) described the arch between the old nave and chancel as being Saxon, although this is now no longer thought to be the case. The church appears to have been damaged by the fire which destroyed part of Long Eaton in 1693. A tablet by the old chancel arch and a roof timber show the date 1696, while other timbers showing fire damage were found during re-roofing in 1868. Not all the damage appears to have been repaired immediately, as it was reported in 1714 that the chancel was 'altogether out of repaire...' (Reedman 1979). The church was re-pewed and repaired in 1731 with further alterations and repairs in 1832, followed by the extensive enlargement of 1868 referred to above. During repairs to the old chancel in 1921 a number of stones were found from an earlier phase of the church. These were rebuilt into the outside wall (Martin n.d.).

Component 2 *Settlement to the north of the church*

The proximity of this area to the church makes it likely that there was medieval settlement on the site. By 1840 there was a large farm and outbuildings. Some of the latter, adjoining the churchyard, were in use as a brewery and malthouse by 1885 and continued in use into the early 20th century. By that time the main house was The Beeches. This was demolished in 1964 and replaced with a shopping and office complex (Reedman 1979). At the eastern end of the area, two late Victorian houses still stand at the end of Waverley Street.

Component 3 *Settlement along the east side of Market Place and High Street*

Originally a block of properties with long crofts running back to a common rear boundary. Some amalgamation of crofts may have taken place by the time of the earliest map. By the 1880s several roads had been laid out within this area, with a mixture of development which included housing, industrial buildings and chapels. The latter included a Methodist chapel erected at the corner of Union Street in 1830, referred to as 'Top Chapel', and replaced in 1884 by Mount Tabor. This was demolished in 1960.

There had been a burial ground to the rear, however this was cleared and the bodies removed to Long Eaton cemetery (Keith Reedman pers. comm.). Following a split in the Methodist congregation, the Wesleyan Methodists built a small chapel in Cross Street in 1853, used until the new 'Central' building opened in 1882. This was enlarged in 1899 and large schoolrooms were built on the opposite side of Cross Street. The disused chapel was used first as the chapel school and later as a printing works until its demolition in 1967. The Central survived into the 21st century, re-named Trinity. However, the Central school rooms were demolished in 2000 and permission had been given by October 2002 for the demolition of Trinity church also (Keith Reedman pers. comm., Oct. 2002). A Salvation Army citadel was opened in New Street in 1901 and is still in use.

By 1840 there were at least two yards in this area, where a row of houses and other buildings had been constructed at right angles to the main frontage. One of these was Austin's Yard, where a small lace factory or workshop was in operation by 1831, next to a farmhouse. Austin employed six men there by 1851 and in 1852 built a four storey tenement factory (SMR 22528). In 1861 it contained about 50 lace machines. A second factory was built in 1882 at right angles to the first one. Both continued to be used by the lace trade into the early 1920s but by 1929 they were occupied by a firm manufacturing elastic web, although a building in the factory yard was still used for lace making until the 1930s (Mason 1994). In 1986 it was in use by an elastic braid manufacturer (Fowkes 1986). The original factory was demolished in the 1960s, while the factory of 1882 was demolished in c. 1999 (Keith Reedman pers. comm.).

High Street Mills, High Street (SMR 22530) was built in 1857 for single occupancy. In 1861 there were 10 machines making fancy lace and plain net worked by 15 men and two boys. It appears to have gone out of use as a lace factory by 1899 (Mason 1994). In 1986 the factory was occupied by an ironmonger (Fowkes 1986). It is now part of a stationer's and is a listed building. Fletcher's Factory, Peel Street, was a multi-storey tenement factory with a lantern roof, built in 1873 and extended in 1879. At the time of a fire in 1890 it contained 60 machines owned by nine lace makers (Mason 1994). The 1880 OS map shows it to have been a T-shaped building. The south (Peel Street) elevation of the factory is illustrated in *Long Eaton Past & Present* (Fisher & Reedman 1989, 35). After the fire, the single storey Trent Works was built on the site to manufacture bicycles. A single storey, north-light type factory was built in conjunction with Trent Works close up to the railway line. This factory still exists, although it is currently (October 2002) unoccupied and derelict; the western ends of the three southern gables show where it was originally attached to Trent Works. Trent Works itself was demolished in 1985 and a furniture factory was built on the site by Wade Upholstery (Keith Reedman pers. comm.).

Much of the area to the rear of the street frontage has been extensively redeveloped, with only occasional survival of 19th century buildings and fragments of old walls.

Component 4 *Settlement along the west side of Market Place and Tamworth Road*

A block of properties generally bounded by a single boundary which formed one side of the northernmost property on Market Place and the rear boundary of most of the properties along Tamworth Road. The northern end at least was affected by the fire of 1693, as two later houses in this area were dated 1696. Buildings in 1830 included the Old Bell Inn and a row of 8 or 9 houses called Clifford's Row, demolished in 1891 to build what is now the Midland Bank. Further south there was a blacksmith's shop, then the original Methodist chapel, built in 1795 and later converted into 3 dwellings. The Oddfellows Hall was built on its site in 1885. At the southern end of this component there was a farm in 1830, demolished soon afterwards and replaced by South House (Reedman 1979).

This component still forms a fairly distinctive unit in that much of the line of its boundary survives as does that of a couple of long property boundaries.

The site of Darley House, which stood in this area, was watched during redevelopment in 1981, but nothing of archaeological interest was seen (Keith Reedman pers. comm.).

Component 5 *Settlement along the east side of Tamworth Road*

An area of relatively short plots, possibly continuous with the western side of component 6. It is possible that the southern end of this area was open until the later 19th century, as it lay close to the brook, the exact course of which is not known prior to the late 18th century. The southernmost plot in 1830 was occupied by a building called The Holmes or Long Eaton Hall, demolished in c. 1900 to build Salisbury Street. Buildings along the frontage further north included the New Inn (Reedman 1979). By 1885 Holme Street had been laid out and by the end of the century Salisbury and Beaconsfield Streets provided access from Tamworth Road to housing further east. Their frontages in this area were developed by 1920.

Component 6 *Settlement at the north-western end of High Street*

An area of short plots; those fronting High Street in particular are in marked contrast to plots further along the road, although those fronting Tamworth Road are not dissimilar to plots further south. It is possible that this component was originally an area of open land, or a green, at the junction of two roads. Buildings in 1830 included a wheelwright's shop and a butcher's shop, indicating that by that date it formed part of the commercial centre of Long Eaton, as it still does today. Some buildings to the rear of the street frontages have been demolished for a new market place.

Component 7 *Settlement along the south side of High Street*

An area of very long narrow plots which ran back to the Golden Brook. The street frontage appeared relatively open in 1830, with a couple of empty plots, and included the Blue Bell, a bakers and a couple of farms (Reedman 1979). By 1885, however, three long parallel roads had been laid out running north-south, their lines echoing the earlier croft boundaries, while Bourne Street crossed them from east to west. Further roads crossed them by the end of the century. Nineteenth century development was mainly residential, housing accompanied by the Claye Street National Schools built in 1862 and Bourne Chapel, built by the Primitive Methodists in 1873. The schools were enlarged in 1889, closed in 1964 and demolished in 1966. Bourne Chapel still stands, although it was converted for use as a theatre in the 1980s.

Remaining open land was built over in the early 20th century. This development included Stanley Mills (SMR 22527), built in 1903 for a single occupier, Samuel Cursley. His business closed in the 1920s and the mill was then occupied by a cotton doubler (Mason 1994). By 1986 it was only partly occupied for storage (Fowkes 1986). Stanley Mills was demolished during the 1980s and the site is now occupied by housing.

Much of this component has been redeveloped and several roads widened, although a few of the late Victorian houses survive.

Medieval and post-medieval pottery is reported to have been found during some sort of excavation around the rear gate of the Blue Bell on High Street. Sherds included green glazed fragments, Cistercian ware fragments and some brown glazed fragments of c. 1740 (SMR 22584). No further information is available.

Component 8 *Settlement at the north-eastern end of High Street*

An area of irregular plots, still relatively undeveloped in 1830, when it included a farm and maltings on the bend and another farm on the corner of High Street and Station Road (then Tithe Barn Lane). A row of six almshouses were built in 1858. Photographs show that they were built up to the back edge of the footpath. Hooper (1954) considered that they were being rebuilt at that time. They were cleared away in 1904 to build the Central Chambers. The area had been bisected by Cross Street running north-south by 1885, by which time the land had become much more intensively occupied. Buildings included the Zion Chapel at the corner of Cross Street, built by the Methodist New Connexion in 1874. A schoolroom was added in 1882. Both chapel and schoolroom were demolished in 1961. Further south, the High Street School was opened in 1876. A house adjacent to the school was provided for the head teacher but was altered to

become the meeting room for the school board. The buildings were demolished by the Co-op in 1962 and the area has been redeveloped (Reedman 1979).

Component 9 *Settlement along the south-east side of High Street and the west side of Main Street*

Relatively large crofts in this area ran back to a common boundary, with farms and houses along the Main Street frontage. Historic maps suggest that Main Street was once wider than it presently is and it is possible, therefore, that the medieval frontage lay slightly further to the west than the modern frontage. The southern end of the area, close to where the Golden Brook was joined by the stream which originally ran along Main Street, may have been undeveloped in the medieval period. It was once known as Swine Green and may therefore have been a peripheral green used for commoning pigs. The brook still runs across a small area of open land at the southernmost end of the component, although it appears to have been straightened. The pinfold stood near the brook in this area. It is marked on the 1880 OS map, but not named as such (Keith Reedman pers. comm.). The component was crossed from east to west by a narrow lane, The Twitchel, in the 1830s. By 1885 a number of other roads had been built over the crofts, with mixed development having taken place, including a large house and garden, Belfield, on the site of Swine Green. Belfield was built by S J Claye of the Manor House wagon works, although he died before taking occupation. In addition to houses, there was a Primitive Methodist chapel, which had been established in Chapel Street by 1847. In 1979 the building was still standing but was 'sadly disfigured' and in use as a workshop (Reedman 1979). By 1989 it was being used by an upholsterer (Fisher & Reedman 1989). In 1859 the Methodist New Connexion converted part of a barn in Main Street (later nos. 31-33) and used this as a chapel until Zion Chapel was built in 1874 (Reedman 1979).

Industrial buildings in the 19th century included a lace factory built by William Bush on Bank Street in 1843, while Joseph Orchard built a factory just to the west in the 1850s (SMR 22534). Bush started a gas works in Chapel Street to provide his factory with gas lighting in 1852. In 1882 the factory was demolished, having been sold to Orchard who erected a four-storey, lantern-roofed factory, Bank Street Mills. Orchard's original factory continued to be used by lace makers into the 1960s, while the Bank Street factory was no longer used for lace after the 1920s (Mason 1994). It was destroyed by fire in 1971. In 1898 the old gas works in Chapel Street was bought and a modern range of stables for the horses used by the Co-op transport department was built (Reedman 1979). In 1986 the retort house of the gas works was still standing (SMR 22533), adjacent to a two storey building which was associated and probably contemporary with it and which at that time was in use by Long Eaton Printers (Fowkes 1986).

Two further lace factories were built in this area. Clifford Street Mills/West Gate Mills was built in about 1876 between Clifford Street and West Gate (SMR 22529) as a tenement factory, probably by William Hollingsworth the lace machine builder. It was extended in 1884. Hollingsworth's machine works were on the ground floor and five lace makers occupied the other stories. After the closure of Hollingsworth's in 1889 the factory continued to be used by the lace trade. It was further extended in 1897 and 1899. Temperance Place running on the south side of the factory was widened to become West Gate, after which the factory was also called West Gate Mills (Mason 1994). Since at least 1929 the building has been in use as a hosiery factory (Keith Reedman pers. comm.). Maltby's Factory, Bank Street (SMR 22535) was built sometime in the 1870s and used by the Maltby family until about 1925. By 1908 they were sharing the factory with lace makers, lace machinery makers and a lace agent. The factory was later occupied by a single lace maker until the Second World War (Mason 1994). In 1986 it was in use by a firm of screen printers (Fowkes 1986). Also on Clifford Street is a two storey workshop (SMR 22536) built in the 1870s, probably for card punching. It was later a plumber's workshop and in 1986 was a wine bar (Fowkes 1986).

In the 20th century there was considerable redevelopment of this area with widening of some of the earlier streets, for example The Twitchel was widened in around 1911 to form West Gate (Reedman 1979). There has also been development within part of the grounds of Belfield. Some 19th century housing survives at the southern end of Main Street and South Street.

Component 10 *Settlement along the east side of Main Street*

A block of relatively short wide plots fronting Main Street one of which was still the site of a farm in 1830. The area experienced relatively little development until after 1885. By the end of the century, however, it had been bisected by Trafalgar Square and was much more intensively developed. Many of these late 19th century buildings survive as does the Co-op building of 1899 at the northern end of the area.

Component 11 *Stream, 'Town Street'*

A stream originally ran along the 'town street' (now Market Place, High Street and Main Street), having originated a little further to the north-west. This probably accounts for the broadness of the street in places - in fact it is possible that the present road, particularly Main Street, is narrower than the original one. There was probably a green or area of common at either end of the village and possibly within the village also (component 6). The stream was partly covered in 1835, with culverting being completed sometime between 1862 and 1870 (Reedman 1979). The enclosure map and Sanderson's map indicate that several encroachments had been made, either by buildings or small enclosed plots. Buildings standing in the road in front of the church included, in 1830, a thatched cottage facing south and three almshouses on the site of the present war memorial. A late 19th century photograph of the cottage is published in Fisher & Reedman 1989. The almshouses were demolished in c. 1860 (Reedman 1979). The National School was also built in the road in 1826, although since the land for the school was purchased it appears that at least that part of the roadway was not considered 'common'. The school had two rooms, each 14' by 18'. Markets were held in the northern part of this area from at least the mid 19th century, as Market Place is recorded in 1861. A pump was provided in the Market Place in 1877, replaced in 1880 and removed in 1892 (Hooper 1954). High Street is now pedestrianised.

6.2 Post-medieval components (16th-18th centuries)

Nine components have been tentatively identified for the post-medieval period, based mainly on plan form analysis of historic maps and on documentary evidence. They are shown on Figure 3.

Component 12 *The Erewash Canal*

The Erewash Canal opened in 1779. It remained profitable for a long period, as a result of which it was not taken over by a railway company, as was the case with many canals. It finally closed to commercial traffic in 1952, however, and in 1968 was threatened with closure, at least from Long Eaton northwards. This led to the foundation of the Erewash Canal Preservation and Development Association, with the result that the canal is now open to pleasure craft. The component includes Long Eaton Lock, grade II listed.

Component 13 *The Hall* (SMR 22587)

The Hall was built in 1778 for Henry Howitt on land which had been allotted as part of the Parliamentary Enclosure of the township and which had probably previously been pasture. It was used as a vicarage from 1839 until a new vicarage was built in 1873. It was later used by the Urban District Council for offices and is now the Town Hall. It is a grade II* listed building. The component also includes an adjacent plot to the east of The Hall which, on enclosure, was allocated for gravel extraction and which by 1830 had filled up with water.

Components 14 and 15 *Development along Station Street*

Station Street was previously known as Tithe Barn Lane. It is not known when development first began in this area. It was crossed by the railway in 1847, resulting in the demolition of some buildings on the southern side of the road. To the west of the railway, in component 15, a Baptist chapel was built in 1864. This was first extended to the rear and then the land between the chapel and the railway was acquired for a new chapel, opened in 1880. It was altered in 1955 and is still in use. The old chapel was demolished and replaced by schoolrooms.

Components 16 and 17 *Development along Huss's Lane*

Component 16 consisted of a farm in the early 19th century; the farmhouse was still standing in 1979 although the outbuildings had been demolished earlier in the 20th century. Further east (component 17) there was a small collection of houses and a farm in 1830 (Reedman 1979). The majority of these buildings were demolished after 1885 when New Tythe Street was extended southwards through this area. However a single house has survived (56 New Tythe Street).

Component 18 *Development at the south-east end of Main Street*

Development in this area consisted of a parish almshouse and a house. The enclosure map shows that the almshouse originally formed a separate enclosure in the roadside. At least part of the house and croft may have originated as an encroachment onto what was probably an area of common or green at the southern edge of the medieval settlement. Both buildings were demolished in the early 1850s to make way for the Manor House wagon works. These in turn were demolished in the 1960s. A trench was excavated on the site of the almshouse in the early 1970s. It was found that compacted ferrous debris from the wagon works formed a 7-10cm thick solid layer which could only be breached by using a hammer drill. Nothing of archaeological interest was seen below this layer (Keith Reedman pers. comm.).

Components 19 and 20 *Development at the southern end of the town*

Farm buildings in these two areas were constructed within a larger area of land which had already been taken in from the open fields before Parliamentary Enclosure in 1765. By 1830 there were two farms in component 19, the easternmost of which was known as Manor Farm after 1851. The westernmost farmhouse was still standing in 1979 (Reedman 1979). Much of the area was redeveloped in the early 20th century, with development including Acton Mills (SMR 22532), built for single occupancy in 1906 and still in use in the early 1950s for lace making (Mason 1994). By 1986 it was occupied by an electronic component manufacturer (Fowkes 1986).

Buildings in component 20 in 1830 were known as the Manor House and Manor Farm. The railway cut across the area in 1847 and shortly afterwards the site was then developed for the Manor House Works, manufacturing railway rolling stock. These have recently been demolished and the site redeveloped.

6.3 19th century components

Twenty-two components have been identified for the 19th century, based mainly on a comparison of early and late 19th century maps. During the second half of the century, Long Eaton underwent rapid expansion, with the development of the lace industry and residential accommodation for the workers. It is not practical to define each factory or terrace of houses as a separate component, therefore relatively broad areas have been defined which often combine elements of both. The components are shown on Figure 4.

Component 21 *Highfield Farm*

Highfield Farm is not shown on Sanderson's map of 1835 but was present by the 1880s. A building probably associated with the farm still stands on the south side of Cavendish Road.

Component 22 *Development to the north of Derby Road*

A mainly residential area developed from the 1870s. Parts of an estate were sold off after 1876 and developed as Shakespeare Street, Park Street, Wellington Street and Russell Street, each development being quite small - fewer than 50 houses by 1880. Further streets were laid out in the last decade of the 19th century, including a large development carried out between 1896-7 off Derby Road, with Bennett Street and the extension of Granville Avenue, consisting of about 130 houses. To serve this area, St John's, a small 'tin' mission church, was built at the junction of Granville Avenue and Shakespeare Street

in 1900, followed by the opening of St John's church in 1921 on the corner of College Street and Canal Street, only partly finished. It was completed in 1972, although not to the original design. Land to the east was used for a church hall in 1957. In 1886 a Methodist schoolroom was built on College Street and in 1903 Christ Church was opened on the adjoining corner site on Derby Road. The schoolrooms were extended in 1907 (Reedman 1979). Both Christ Church and schoolrooms are grade II listed buildings.

Much of the late 19th and early 20th century housing survives, although a couple of blocks of smaller terraced houses off College Street have been demolished.

Component 23 *Development along Bridge Street*

Bridge Street was developed after 1883 within the confines of a field shown on Sanderson's map of 1835. Much of the late Victorian housing survives.

Components 24 & 25 *Development to the south of Derby Road*

Development was underway in component 24 by the 1870s and included the vicarage, built in 1874 and used as such until 1934. Much of the late Victorian housing in this area survives, including the old vicarage.

Component 25 is an area of mixed development, residential and industrial, which began in the 1880s. Housing lay along several roads running off Derby Road, as well as along the main road itself. Derby Road School was built in 1885. It was being used in 1979 by the County Council Social Services and Adult Education Department (Reedman 1979). However, it is currently (July 2002) unused and up for sale. The Primitive Methodists established a 'tin' chapel on the corner of Derby Road and King Street in 1898 and by 1904 they had built the Bethel Chapel, now the Elim Pentecostal church, a grade II listed building.

Industrial development included the following factories:

Hill's Factory/Woodland Mill, Princess Street/King Street - a three-storey tenement factory of 39 standings built in 1882 and gutted by fire in 1890 at which time it had been occupied by at least six lace makers. It was rebuilt and used as a cotton and ramie spinning plant (Mason 1994). In 1949 the factory was again destroyed by fire (Fisher & Reedman 1989).

Stanhope Mill, Stanhope Street (SMR 22517) - two single-storey tenement buildings on opposite sides of Stanhope Street. The nine-standing factory on the west side had been built by July 1902. It was not used for lace making after 1929; however, the east mill was still in use in 1961 (Mason 1994). In 1986 the mill, with a recent two storey extension, was in the occupation of a lace manufacturer (Fowkes 1986).

Harrington Mills, Leopold Street (SMR 22513) - a multi-storey, multi-building tenement factory established in 1885. It was the largest lace tenement building to be constructed, with lace machines on four floors and card stores on the fifth. It was extended in 1903. The factory was lit by electricity from 1895 although the lace machines continued to be driven by steam power until c. 1937. In 1899 there were 20 lace makers and three other lace tenants; in 1959 11 lace makers, one warper & winder and two hosiery manufacturers (Mason 1994). In 1986 it was in multiple light industrial occupation, including an upholstery firm and a lace manufacturer (Fowkes 1986).

Whiteley's Mill, Leopold Street (SMR 22515, SMR 22516) - a tenement factory of three-storeys plus an attic, built in 1882. It was supplied with steam power and heating from Harrington Mills from 1893 and the two were amalgamated in 1900 (Mason 1994). The building was extended to the south in 1903 with an engine house of 1902 sandwiched between. In 1986 it was occupied by a precision engineering firm (Fowkes 1986).

West End Mill, Leopold Street (SMR 22514) - a multi-storey tenement factory built in 1882. The thirteen lace makers and two other lace tenants of 1899 had dwindled to just two lace makers in 1959 (Mason 1994). In 1986 the building was in multiple industrial use (Fowkes 1986).

Component 26 *Cemetery*

Land for a new cemetery was purchased in 1882 and the cemetery was opened in 1884. A chapel was opened in 1891. It is a grade II listed building.

A Neolithic stone battle axe, of group 14 provenance, was found at Long Eaton cemetery in the late 1960s (SMR 22570). In addition, a quern is reported to have been dug up in the cemetery in 1908 (illustration in Hooper 1954, 5).

Component 27 *Development along Oxford Street and Regent Street*

An area of mixed development which by the end of the century included housing, the Conservative Club, a smithy and a bank, as well as Willatt's Factory/Clyde Works/Regent Street Works on Regent Street (SMR 22525), a tenement factory, the first part of which was built in 1874. By 1902 it consisted of three sections and was used for lace making into the 1950s although by that time the 16 lace makers present in 1899 had dwindled to just one (Mason 1994). Part of the factory was destroyed by fire in 1967. In 1986 it was in multiple occupancy (Fowkes 1986). In addition to the factory, the Conservative Club survives although much of the housing has been demolished for redevelopment.

Component 28 *Development along the southern ends of Cranmer Street and Walton Street*

By c. 1880 only Bridge House stood in this area; however, by the end of the century two short streets, Walton and Cranmer Streets, had been laid out, lined with semi-detached houses. These mostly appear to have survived.

Component 29 *Development at the north-western end of Nottingham Road*

Much of this area was developed by the Midland Railway Co. who, in 1875, constructed the first large housing estate in Long Eaton, with 87 houses being built in Midland Terrace, Trent Street, Midland Street and Erewash Street. At the northern end of Midland Terrace they constructed an employee hostel, later used as a school and known as Midland Academy. Following a couple of changes of name, it reverted to its original use in 1903 but was demolished in about 1973. There was also a coal wharf served by railway sidings. The Congregational Church was built in 1876 on Nottingham Road (the first stone building after the parish church). Schools were added in 1885. By the end of the century, further buildings had been constructed on Nottingham Road, including Mayfield House, The Limes and North House. The area has been almost totally redeveloped for an ASDA supermarket and car park, although the Congregational Chapel and Mayfield House have survived. The former is now the United Reformed Church, the latter was used as the Town Hall after 1938 but is currently (July 2002) up for sale.

Component 30 *Midland Railway*

The Erewash Valley branch of the Midland Railway opened in 1847. The first station was on Toton Lane (now Nottingham Road) and operated from 1847 until 1865. A station on what became known as Station Street opened in 1865 and was in use until 1967. The station has since been demolished although the footbridge survives (SMR 22543); Fowkes 1986). At the southern end of this component (30a), a short length of line curved east to connect with the Midland Counties line. This curve was dismantled in 1968 (Reedman 1979).

Components 31 & 32 *Development on Nottingham Road east of the railway*

Immediately to the east of the railway on the southern side of the road the 1885 OS map records a smithy; it had been demolished by the end of the century. Further east, buildings shown on both 1885 and 1901 were those of Coffee Pot farm. The farm was demolished in around 1930 and replaced by housing.

Component 33 *Development to the south of Nottingham Road west of the railway*

Part of this area was purchased for a new gas works in 1878 with a private siding from the railway. By the end of the century, Waverley Street had been laid out and was lined with houses. At the southern end of the area, alongside the railway, a factory was built in the 19th century (see component 3). The area has been extensively redeveloped.

Component 34 *Development on Station Street west of the railway*

A number of buildings had been constructed in this area by 1885.

Component 35 *Development to the north of Station Road east of the railway*

East Street (originally Hunt Street) was developed during the 1860s when it was quite fashionable, with 'many up-and-coming lace manufacturers' living there (Reedman 1979). The southern end of Bonsall Street had been developed by 1885. It was later extended and Conway Street developed by the end of the century. Much of the late Victorian housing has survived.

Component 36 *Development on either side of Huss's Lane west of the railway*

Land between the plots on eastern Main Street and the railway began to be infilled from the 1850s by a variety of buildings which formed part of the Manorhouse Works, manufacturing railway rolling stock. By the end of the century Trafalgar Square had been built, lined with houses. These survive; however the Works have been demolished.

Component 37 *Development on either side of Huss's Lane east of the railway*

On the north side of Huss's Lane, New Tythe Street had been laid out by 1885, lined with residential and industrial buildings. The latter included a two-storey building (SMR 22545), possibly dating from the 1840s, at one time used as a lace factory, with two hand frames on each floor. By 1908 the building contained a machinist (Mason 1994). It also included Fletcher's Factory (SMR 22550), a five-storey tenement factory built in the 1870s, although its narrow width made it difficult to let for lace making. By 1925 it had become a piano factory (Mason 1994). The factory is still there although the houses have been demolished. Further south, a terrace of 16 houses was built in the 1850s for workers at the Manorhouse Works with a detached house, The Cottage, at the southern end of the terrace for the office manager (Reedman 1979). The land was mostly redeveloped in the 20th century although The Cottage survives (SMR 22548); Fowkes 1986).

Component 38 *Development along Tamworth Road*

Development had already begun at the northern end of this area as early as the 1860s, with houses being built along the Brook in what was called the Marshes and is now Lower Brook Street. By 1885 several streets had been laid out, running back from the main road and linked by Cobden Street, with still further development by the end of the century. The rectangular blocks of the streets reflect the boundaries of the fields laid out following Parliamentary Enclosure, this area having previously been part of Hoselett Field. Buildings were mostly residential but also included a theatre on Queen Street as well as several religious buildings and a school. The theatre was the Lyceum, known as the 'tin trunk' due to its external cladding of corrugated sheets. In 1979 the building was still standing, in use as a motor body building and repair shop (Reedman 1979). However, it has since been demolished.

St James's church at the top of St John's Street was built as a mission church in 1886, with a hall being added in 1908. A Roman Catholic Chapel was built of corrugated iron on Tamworth Road in 1883 and replaced by the present church in 1929. St John's Baptist Chapel in Clumber Street was built following a split of the Station Street congregation in 1887. They added a schoolroom in 1909. Tamworth Road school was opened in 1893. It is now Brooklands Junior School, the only Board school still in school use (Reedman 1979).

On the north side of Tamworth road, land for the fire brigade was purchased in 1876, with the first fire station and stables being built on the site in 1884. The station was replaced in 1930 by one with five bays, which remained until the new county station was opened nearby in 1978 (Reedman 1979).

Component 39 *Development along Co-operative Street*

As its name indicates, expansion in this area was funded by the Co-op, the houses being built in about 1894, just after the opening of the slaughter house there (Reedman 1979).

Component 40 *Oakley's Farm*

Oakley's farm is shown in this area on late 19th and early 20th century maps. It has since been demolished and replaced by houses.

Component 41 *Development south of Main Street*

Following the demolition of the Manor House (component 20), the Manorhouse Works was established in this area, extending beyond the bounds of the original buildings. The works itself has now been demolished and the land redeveloped.

Component 42 *Development along Meadow Lane*

Buildings were present in this area by the 1880s. The land has since been redeveloped, with further development currently (July 2002) taking place, although a large farmhouse of the 1880s survives.

6.4 20th century development

Nineteen components have been defined for the 20th century, based on a comparison of late 19th century and modern maps. As with the 19th century components, relatively broad areas have been defined which often combine elements of both industrial and residential development. The components are shown on Figure 5.

Component 43 *Development to the east of Bennett Street*

An area of mixed development. Although many of the roads in the western half of this area had already been laid out by the end of the 19th century, house-building only got underway in the early 20th century. This was accompanied by the construction of several factories, as follows:

Highfield Mills, Canal Street/Howitt Street (SMR 22505), a single-storey tenement factory planned in 1903 for lace-making. In 1959 it was used by three lace firms and an insulating material manufacturer (Mason 1994). In 1986 it was occupied by an upholstery manufacturer (Fowkes 1986).

Wellington Mills, Canal Street (SMR 22506), a single-storey mill of 12 standings designed in 1906 for lace-making by a single occupier until the firm went bankrupt in 1924. The mill was then occupied by the Wade Spring and Upholstery Company (Mason 1994).

Canal Street Mill, Canal Street/Bennett Street (SMR 22508), a single-storey tenement factory with 24 standings built for the machine builders Collins & Marriott in 1909. They went out of business in the 1920s and the mill was occupied by an upholstery business (Mason 1994).

Erewhash Mills, Canal Street/Bennett Street (SMR 22504) - a single-storey tenement factory planned in 1906. In 1908 six lace makers and a jacquard card puncher occupied the mill but by the 1920s the majority of the mill was occupied by non-lace tenants (Mason 1994). In 1986, a 50ft brick chimney was still standing which served the heating plant, and the building was occupied by Sunspel, underwear manufacturers and by Panlima, lighting manufacturers (Fowkes 1986).

Dockholm Mills, Bennett Street (SMR 22507) - a single-storey factory built in 1906 for a lace-making firm and still occupied by them into the 1980s (Mason 1994).

Component 44 *Development to the west of Bennett Street*

An area of mainly industrial development by 1920, with later residential development towards the southern end. The following factories were built in the first decade of the 20th century:

Cavendish Mills, Belton Mills, Portland Mills, Bennett Street (SMR 22509) - a single-storey conglomerate of buildings designed in 1905 and later extended. It was occupied by eight lace makers in 1912. By 1929 only a small section was still occupied by lace makers (Mason 1994). The building was extended in the 1930s. In 1986 it was occupied by manufacturers of springing for the upholstery industry (Fowkes 1986).

Britannia Mills, Bennett Street (SMR 22511) - the original single-storey building was planned in 1907, mainly for lace-making but also sharing with other tenants. By 1929 the majority of the mill was occupied by an artificial silk manufacturer and by 1936 was no longer used for lace (Mason 1994). In 1986 it was occupied by manufacturers of springing for the upholstery industry (Fowkes 1986).

Goodwin Mill, Bennett Street (SMR 22510) - a single-storey mill built in 1904 for a lace-making firm which closed in the 1930s (Mason 1994). In 1986 it was occupied by an engineering firm (Fowkes 1986).

Vulcan Works, Bridge Street (SMR 22518) - a single storey brick-built factory of 1904, with a later three-storey building to the south and a more recent office block between. It was built as a lace machine manufactory but the firm went bankrupt in 1912. In 1982 it was being used for storage by a removals firm (Fowkes 1986).

Component 45 *Development along Hamilton Road*

Hamilton Street was developed after 1901 within the confines of a field shown on Sanderson's map of 1835.

Component 46 *Development between Bridge Street and the canal*

An area of industrial development, including Bridge Mills (SMR 22523), the last of the multi-storey tenement factories to be built. It opened in 1902 parallel to the Erewhash Canal with 87 standings on three floors and a fourth floor used for mending rooms, offices and storage. A single-storey building of 28 standings was later erected in the factory yard. In 1925 there were 10 lace makers and 2 other lace tenants. By 1959 there were only three lace makers (Mason 1994). In 1986 the factory was in multiple occupation including textile manufacturers (Fowkes 1986).

Component 47 *Development around Cranmer and Walton Streets*

The late 19th century Cranmer and Walton Streets were extended northwards in the early 20th century for residential expansion.

Component 48 *Development to the north of The Hall*

Development took place in this area after 1921.

Component 49 *Railway – Trent and Toton lines*

In 1901 a high level goods line began running from Toton Sidings to the Midland Railway south of Long Eaton.

Component 50 *Development to the north of Nottingham Road between the railway lines*

An area of industrial development which included Phoenix Mills (SMR 22539), built on Nottingham Road in 1909 as a single-storey tenement complex, and which continued to be used for lace making through the 1960s (Mason 1994). In 1986 it was in multiple use, one occupier still using Levers lace machines (Fowkes 1986). There is now (October 2002) no lace machinery in the factory and the site is likely to be redeveloped (Keith Reedman pers. comm.). Elsewhere within this area a gasometer had been constructed by 1921. In 1941 a hydrogen gas production plant was built for the Air Ministry near the gas holder. In 1986 several buildings, including the large compressor house, remained and were in use by the East Midlands Gas Board for storage (SMR 22540; Fowkes 1986). The gas holder and the hydrogen gas plant has now been demolished and cleared away.

Component 51 *Factories etc. Oxford Street, Fletcher Street, Regent Street*

Oxford Street was extended westwards in the early 20th century, with development including Oxford Mills (SMR 22522), a large single-storey factory fronting Oxford Street and narrow two-storey offices and store room fronting Fletcher Street, built in 1908 for a single lace-making firm which continued until 1938 (Mason 1994). In 1986 it was occupied by a lingerie manufacturer (Fowkes 1986). New Mills was built on Fletcher Street for the eight machines of a single lace maker in 1912 and occupied by them until the 1950s (Mason 1994). Also on Fletcher Street, a bakery was built in the early 20th century between the street and the canal. Flour was taken into one side of the building directly from barges and the finished products loaded onto delivery vehicles on the other side. Much of the bakery was demolished in 1974 (Reedman 1979).

Component 52 *Development along Victoria, Albert and Milner Roads*

Victoria Road is now Lawrence Street. An area of mixed development, with factories along the canal-side and housing further east, and including also an electricity generating station (SMR 22521), built in stages from 1903 (Fowkes 1986). The following factories were built in the first decade of the 20th century:

Alexandra Mills, Milner Road (SMR 22520) - a single-storey factory built in 1905 for a single lace maker. It was extended in 1908 and was used for lace making until the beginning of the 1930s (Mason 1994).

Edward Mills, Milner Road (SMR 22520) - a single-storey factory built in 1909 for a single lace maker. It was used as a lace factory until about 1925 when it was purchased by a hosiery manufacturer (Mason 1994).

Victoria Mill, Milner Road (SMR 22520) - a single-storey tenement factory built in 1906. It was occupied by two lace makers until about 1912 and then by a single firm who were still working four machines in 1956 (Mason 1994).

By 1986, all of the above factories had been taken over by a single hosiery manufacturer (Fowkes 1986). This manufacturer went bankrupt, however, and the buildings returned to multiple use (Keith Reedman pers. comm.).

Component 53 *Development along Tamworth Road*

A public library was built on Tamworth Road, requiring the diversion of the Golden Brook. It was opened in 1906. A junior department was later added at the rear and it was further extended in the 1960s with the construction of the Stevenson exhibition gallery (Reedman 1979).

A new secondary school was required in the early 20th century and as a result what is now Long Eaton Community School was opened in 1910. It has since been extended.

Component 54 *Development to the north of Oakley's Road*

Residential development had taken place in this area by 1920.

Component 55 *Development to the south of Oakley's Road*

An area of mixed development which included housing and Oaklea Mills (SMR 22531), planned in 1900 as the first single-storey tenement factory in Long Eaton. It housed 8 lace makers in 1912 and 3 three lace makers and a hosiery manufacturer in 1936/41 (Mason 1994). In 1986 it was in multiple occupancy, including two Levers lace manufacturers and a firm of lace machine mechanics (Fowkes 1986).

Component 56 *Development to the south of Main Street*

An area of mixed development, including some turn of the century terraced housing along Nathaniel Road and further expansion of the Manorhouse Works.

Component 57 *Development to the south of Nottingham Road*

Initial development consisted of factories along the main road, followed by later residential development further south. The following factories were built in the early 20th century:

Albion Mills, Nottingham Road (SMR 22544) - a single-storey factory of 27 standings designed for single occupancy in 1907. By 1929 the front portion of the mill was occupied by an off-set printers. By 1959 lace was no longer being made there (Mason 1994). In 1986 it was occupied by a corsetry manufacturer (Fowkes 1986).

Nottingham Road Mill, Nottingham Road (SMR 22537) - a single-storey tenement factory of 19 standings planned in 1908. It was divided into three sections, each occupied by a different lace maker until the end of the 1920s. Only one remained in the 1930s and the mill was later occupied by non-lace tenants (Mason 1994). In 1986 it was in use by furniture upholsterers (Fowkes 1986).

Bush's Mill, Nottingham Road (SMR 22538) - a single-storey tenement mill, an extension of the Nottingham Road Mill, built in 1908. By 1929 the mill had no lace tenants and was two-thirds empty (Mason 1994). Between 1931 and 1980 it was a mineral water works but by 1986 was unoccupied (Fowkes 1986).

Component 58 *Development to the west of the railway*

An area of post-1920s infill.

Component 59 *Development to the east of New Tythe Street*

An area of mixed development, with housing on either side of Frederick Street and with New Tythe Street Mills (SMR 22549) further north. This was a single-story factory built for a lace maker in 1902. It made a million hair nets a week for munition workers during the Second World War. In 1994 it was still making lace (Mason 1994). It no longer produces lace, however, as the owners, Graingers, ceased trading in 2001 (Keith Reedman pers. comm.).

Component 60 *Development west of the Trent and Toton Lines*

An area of post-1920s mixed development.

Component 61 *Development to the south of Meadow Lane*

An area of industrial development which commenced in the first decade of the 20th century with the building in 1910 of a foundry (SMR 22547) by the firm of Wallis & Longden (Reedman 1979). The following year Meadow Mills (SM 22551) was constructed as a single-storey factory of 20 standings planned for a single lace making firm. The firm closed in the 1920s and by 1934 the factory was occupied by a piano manufacturer (Mason 1994). The piano works ceased operations in 1998 (Keith Reedman pers. comm.).

6.5 Discussion

On present knowledge, the site of Long Eaton was settled some time in the early medieval period. It lay, as its name suggests, between two streams and was on the main road which ran south-westwards from Nottingham to Ashby de la Zouch via Sawley Ferry. The road pattern is often the most durable feature of a settlement, and the earliest maps of Long Eaton show the Nottingham-Ashby road following a stream for a short distance, before branching off to the south-west. A more local road to the ferry at Thrumpton continued to follow the course of the stream, turning first east and then south. Settlement developed in linear fashion along either side of these two roads. It is possible that a nucleus of settlement first formed around the junction of the two roads (components 3-5 and possibly 6), with secondary expansion south-eastwards (components 8-10). Component 6 may have been an early area of settlement or a green at the junction of the roads. Alternatively the village in the form in which we first see it may have resulted from outward growth from several dispersed farms scattered along the stream. The church stands in a somewhat peripheral position at the northern end of the village and looks to be a later addition to the plan, as would be the case if the Domesday Book record is correct. The meeting of three footpaths, from the east, west and north, at the south-western corner of the church reinforces this impression and it could be that the line of the medieval (and possibly pre-conquest) road to Nottingham originally ran along the southern side of the churchyard and the northern edge of component 3, being re-routed further north when traffic required a wider road.

At some point, assumed here to have been in the post-medieval period, some land was taken in from the surrounding open fields for further settlement. At the southern end, beyond the Golden Brook, three farms were established beyond the village street (components 19 and 20); similarly along Huss's Lane and Tithe Barn Lane, farms and houses began to spread eastwards from the main core (components 14-17). Other settlement at the southern end may have originated as encroachments on an area of green (component 18). The broad main street, along which the stream ran, was probably also encroached upon, as suggested by both the enclosure map and Sanderson's map. This street may also have functioned as an informal market, the presence of which is suggested by a reference to a certain Nicholas Alvye of Nottingham, a 'comen baker' selling his wares in 'Eyton' in 1593 (Reedman 1979).

Following Parliamentary Enclosure in 1767, farms were constructed on the newly enclosed land beyond the confines of the village, although virtually all of these lie beyond the boundaries of this assessment. The exception is the building now known as The Hall, built in 1778 (component 13). Apart from this, however, the village itself appears to have remained relatively unchanged. Neither the improvement of the roads nor the arrival of the canal appear to have brought any commercial growth to Long Eaton, as the village continued as a farming community with a number of boaters and a few framework knitters.

It was not until the beginning of the 19th century that Long Eaton really began to experience considerable growth, stimulated by its proximity to the rapidly expanding lace industry centred on Nottingham and by the arrival of the railways. The lace industry around Nottingham saw two periods of expansion out into the surrounding countryside. The first of these was from c. 1810 to 1845, at a time when development in

Nottingham was restricted by the continuing presence of its common fields which surrounded it and constrained its growth. The second period was in the late 1870s and 1880s, when the lace trade unions of Nottingham were forcing up wages and attempting to limit output. Surrounding settlements, of which Long Eaton was one, had cheaper, non-union labour and by this time also had good rail communication, as well as cheap land. The rates were also cheap at Long Eaton and Reedman (1979) has also suggested that the large number of landowners may have meant that land was more freely available than it might otherwise have been, had there been only one or two controlling interests.

The census figures for Long Eaton indicate two periods of overcrowding, the first coming in the 1820s. According to census figures the population rose by 100 between 1821 and 1831 but only three additional inhabited houses are recorded. During the 1830s and 1840s the ratio of inhabited houses to population improved considerably and by the 1850s house-building appears to have been keeping pace with population growth. The 1860s saw another sharp rise in population, so that by 1871 the housing stock was again inadequate. Most of this early housing was built either to the east of Tamworth Road or off Station Street, accompanied by development to the rear of existing properties. The first large housing estate was erected by the Midland Railway Company in 1873 when it acquired land adjoining the railway and built 87 houses (component 29). Elsewhere, the building of factories was often accompanied by the construction of housing nearby for the factory workers. For example Regent Street was laid out in 1874 and a long terrace of houses built opposite the new factory (Reedman 1979).

Virtually nothing was built to the west of the canal until the late 1860s. However, a number of lace factories were sited alongside the canal, to use its water, and this was accompanied by the westward expansion of the town. Parts of an estate were sold off after 1876 to become Shakespeare Street, Park Street, Wellington Street and Russell Street (part of component 22), each development being quite small (fewer than 50 houses by 1880). Between the canal and Russell Street, Granville Avenue began with four blocks of 8 houses, then Bridge Street was developed after 1883 (component 23). A large development was carried out between 1896-7 off Derby Road, with Bennett Street and the extension of Granville Avenue, about 130 houses (part of component 22). Reedman (1979) notes that while these were the larger estates, there was also a good deal of piecemeal development, generally small in nature, by lace manufacturers, speculative builders and architects and by owner-occupiers. Co-operative Society funds were often used and the names of some of the streets were named after prominent Co-operative personalities.

Early 20th century development saw the town expanding in all directions, accompanied by the infilling of more central areas which had remained open up to that time, although in 1910 and for a few years afterwards there were a number of unoccupied houses. However, the building of the National Shell Filling Factory at nearby Chilwell in 1916 led to an influx of workers which caused overcrowding and as a result, a new housing programme was begun in 1921. Further estates were built during the 1930s and again after 1945 so that the town now extends way beyond even its late 19th century extent, let alone that of its medieval core.

7. ARCHAEOLOGICAL ISSUES

7.1 Research questions

Domesday Book indicates not only that Long Eaton was probably quite a substantial village before the conquest but also that, in terms of the status of its occupants at least, it differed from the other settlements in the manor. Beyond the description of 1086, however, nothing is known about the pre-conquest settlement, for example its location, the extent to which it was nucleated, the area it covered and its general prosperity. When did settlement first take place? Does the presence of 22 freemen imply a different origin than those of neighbouring villages?

Similarly very little is known about the medieval village. Was there any reorganisation following the construction of the church? What was the greatest extent of settlement? Was its medieval form the result

of expansion from a single nucleated core or from the merging together of two or more foci along the stream? Was there any local industry, such as tanning, making use of the local streams? As far as use of water is concerned, were both of the mills mentioned in Domesday Book on the River Erewash or was one sited elsewhere? Were they both corn mills and when did they go out of use?

Domesday Book suggests there were at least 32 households (22 freemen, 10 smallholders), and also records the fact that three carucates of land ‘are the villagers’. Although the number of villagers cannot be calculated, the fact that they had a quarter of the land suggests that there could have been at least 40 households in the late 11th century if the villagers are included. The Hearth Tax returns of 1664 record 49 households, which does not appear to signify much growth. Did the population remain relatively static or were there periods of expansion followed by contraction?

In the 17th century Hearth Tax returns for Long Eaton only a few entries were exempt from the tax, in considerable contrast with other townships in the parish. Does this suggest relatively few poor households and if so, why specifically at Long Eaton? If correct, can this relative prosperity be confirmed archaeologically?

Depending on the degree of survival of archaeological deposits, it may be possible to identify the full extent of damage caused by the fire of 1693 which affected buildings opposite the church and probably the church itself. Did it have any effect on the layout of the village, perhaps in the form of a shift in settlement and abandonment of fire-damaged areas?

7.2 Archaeological potential

7.2.1 Existing protection

Conservation areas

The *Planning (Listed Buildings and Conservation Areas) Act 1990* required all Local Planning Authorities to determine which parts of their areas were of special architectural or historic interest and to designate them as conservation areas, in order to preserve or enhance the character and appearance of the area. It is also their duty to review them from time to time, and to determine whether any further parts of their areas should also be designated as conservation areas.

There are two conservation areas at Long Eaton. Long Eaton Mills was designated in 1978 and Long Eaton Town Centre in 1993. Their extents are shown on Figure 6.

Listed buildings

A listed building is one recognised by the government as being of special architectural or historic interest, as specified by the *Planning (Listed Buildings and Conservation Areas) Act 1990*. Listing is made at three levels of importance, Grade II, Grade II* and the most important, Grade I, and listed building consent is required, in addition to normal planning consent, before any alterations, extensions or demolitions can be made to a listed structure which might affect its character.

There are fifteen listed buildings in the built-up area of Long Eaton under consideration in this assessment. Of these, two are Grade II*, namely the Church of St Laurence and The Hall. The remainder are Grade II, and all can be broken down according to their earliest structural phase as follows:

Earliest structural phase	C16 or earlier	C17	C18	C19	C20
Number of structures	1		2	5	7

Planning Policy Guidance 15 allows the creation and maintenance of a list of buildings of local historic/architectural interest, although this does not confer a statutory obligation. Currently, however, there is no local list for Long Eaton.

7.2.2 Above ground remains

The street layout is often the most durable part of a settlement plan and this is true of Long Eaton, where the main elements of the town's historic street pattern are still visible today, albeit somewhat obscured by the considerable urban expansion which has taken place. One important change has been the development of Waverley Street connecting Main Street and Nottingham Road and permitting the pedestrianisation of High Street. This means that the old 'town street' (modern Market Place, High Street and Main Street) is no longer a through route for traffic. Its northern and southern ends are punctuated by roundabouts, however, emphasising the change from historic core to more recent development.

Within the medieval core of the town, the historic pattern of long narrow crofts has now largely been obliterated by modern development, surviving only occasionally in the line of later roads, while beyond the core of the old town, the pattern of earlier field boundaries can occasionally be detected in the lines of the streets and back garden walls of later development.

Buildings in Long Eaton are almost all of brick, the most obvious exceptions being the parish church and the United Reformed church, which are of stone. It is clear from inventories of the second half of the 17th century that brick buildings were beginning to appear alongside the traditional timber-framed buildings (Reedman 1979). This process may have been accelerated by the fire of 1693, when some fourteen houses were burnt down in less than two hours. A few examples of timber-framed and thatched buildings still stood in the 20th century but have since been demolished. Although it is possible that survivors still lie unrecognised at the core of what appear to be later buildings, this is thought to be highly unlikely (Keith Reedman pers. comm.).

As a result of the extensive development and redevelopment which Long Eaton has experienced, there are relatively few buildings of 18th century date and earlier. This is reflected in the dates of construction of the listed buildings (section 7.2.1) whereby of a total of fifteen listed buildings, all but three are of 19th or early 20th century date. The 19th century buildings include one by the architect Watson Fothergill, while those of the 20th century are mainly Art Nouveau in style. Long Eaton School, also an early 20th century building, was designed by the architect G H Widdows, an exponent of advanced ideas on school planning and ventilation. Of the earlier structures, The Hall and St Laurence's Church stand out, while the Erewash Canal is an important late 18th century feature which, with its present tranquility, provides a marked contrast with the busy town centre a short distance away.

Long Eaton possesses an extensive stock of late 19th and early 20th century housing, again reflecting an important period in the town's history. This is accompanied by a range of other buildings of the same period, including Victorian schools, churches and chapels, buildings associated with the provision of gas and electricity and, most importantly, survivals of the lace factories which formed the basis of the town's expansion. These nicely illustrate the changes which took place over a period of some fifty years. For example, there was a change in scale, from relatively small factories built for single occupancy to 'factory estates' made up of clusters of large tenement factories. The former is represented in modern Long Eaton by High Street Mills, the earliest surviving factory of 1857, a relatively small building built for a single occupant close to the town centre, the latter by a group of tenement factories on the western side of the canal, West End Mill (1882), Whiteley's Mill (1883) and Harrington Mills (1885), with the latter being the largest in the region. There was also a change in building form at the beginning of the 20th century, from multi-storey factories to single storey buildings, thanks to the introduction of new building techniques and the lower insurance rates charged for this type of construction (Mason 1994). The last of the multi-storey factories to be constructed at Long Eaton is Bridge Mills (1902), still standing alongside the canal, while examples of the single storey factories can be found in several parts of the town. On Regent Street, for example, the two types stand side by side.

Long Eaton Mills conservation area provides some protection for several 19th century multi-storey factories and three early 20th century factories. The importance of the 20th century factories elsewhere in the town should not be overlooked, however, as they are now almost 100 years old and represent an important facet of the town's industrial landscape, as does the housing which surrounds them.

7.2.3 Below ground remains

In the absence of any recent archaeological work in Long Eaton, it is difficult to assess the potential of below ground remains. However, the rather enigmatic report in the East Midlands Archaeology Bulletin for 1961 (SMR 22584) of the finding of fragments of green glazed and Cistercian ware 'near Blue Bell Inn excavation, rear gate' does indicate that archaeological deposits could survive in certain circumstances. The only other work known to have been carried out produced little in the way of archaeological remains. A trench was excavated on the site of an almshouse on Huss's Lane in the early 1970s and the site of Darley House was watched during redevelopment. Nothing of archaeological interest was noted at the latter, while in the case of the former, it was found that compacted ferrous debris from the wagon works formed a 7-10cm thick solid layer which could only be breached by using a hammer drill (Keith Reedman pers. comm.).

Although the basic street pattern at the core of the town is believed to have remained relatively unchanged since the medieval period, activities such as road surfacing and the insertion of services are likely to have caused damage to archaeological deposits relating to earlier street frontages. Nevertheless, where roads have been widened it is possible that deposits relating to earlier frontages lie sealed beneath the later road surface, as could the foundations of structures which once stood in the road, such as Long Eaton's first National School. In fact at Long Eaton a comparison of late 18th/early 19th century maps with later ones suggest that some narrowing of the roads may have taken place, at least towards the southern end of Main Street, so that earlier frontages may lie below or to the rear of modern buildings.

The market area would have been one of the more intensively occupied parts of the town, probably even before official markets commenced. Plots in this area could contain sequences of commercial buildings along the market frontage, with outhouses, workshops and rubbish pits to the rear. It is also possible that some archaeological evidence of the fire of 1693 could be encountered. The degree to which such archaeological deposits may be preserved will depend to some extent on the presence of cellars in later buildings. The low-lying situation of Long Eaton has meant that buildings are not generally cellared (Keith Reedman pers. comm.). However, many houses used to have two pumps, one for drinking water coming from a deep well in the gravel, the other pumped from a 'soft' water cistern, usually a brick-built underground storage for rainwater collected from the roof. Houses were apparently still being constructed with such a cistern after the First World War (Reedman 1979).

An important area of potential is that within and around the church. Below ground structural remains could provide information about possible earlier phases of the church, should such exist, while skeletal remains could shed light on the health of Long Eaton's 19th century population.

Two streams run through the assessment area, although one is now culverted below Market Place, High Street and Main Street, and the other has clearly been straightened. The survival of any features relating to possible early industrial use of these streams, such as for tanning, appears slim, as does the potential for environmental work and the survival of organic remains.

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