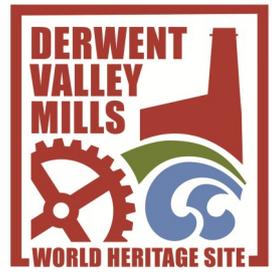


# Cromford Mills Complex



## The Barracks

**c.1786**

The 'bow-fronted' building was in existence by 1786. It was badly damaged by fire in 1961. Subsequently it was demolished, but not before it had been photographed by the Royal Commission on the Historical Monuments of England (RCHME). Oral tradition has it that this was the barracks: the accommodation for the unmarried male workers of the mill who lived too far from home to travel from work each day. The foundations of this structure have been excavated and consolidated as part of the conservation and interpretation of the Cromford Mill site.



## The Bridge, Cromford Mill Yard

**Early 18th century - Listed Grade I**

The bridge pre-dates Arkwright's development of the Cromford Mill site. It bridges the Bonsall Brook, and originally carried the public road which linked Matlock Bath to Cromford Bridge and to the road to Wirksworth. When Arkwright constructed his second mill in 1776-77, the new building blocked the road. It was soon after this development that he improved the alternative route between the Cromford road and

Matlock Bath by cutting through a section of Scarthin Rock, so creating a more manageable route for wheeled vehicles. The road through Scarthin Rock was not cut down to valley level until 1818, when the turnpike road to Belper was constructed.

## The Mill Basin Weir and Culverts

**Listed Grade I**

Much of the investment in the Cromford complex was associated with the engineering structures which delivered and carried away the water which provided the motive power for the mill machinery.

The basin weir c.1777, in the middle of the mill yard, the wheel pits of the first mill extension c.1786 and second mill 1777, the culvert which took water to the Cromford Canal c.1820; in particular, the massive culvert 1777 which runs from the second mill into Cromford Meadows and on to the river Derwent though for the most part unseen, are all features of outstanding historical importance.

