

2. Historic Development

High Street, Saxilby.

2. Historic Evolution

Origins of Saxilby with Ingleby

- 2.1 Evidence of early human activity in what is now Saxilby can be traced back to Bronze Age and Roman times. However, it was not until the Danish Viking invaders settled that the Saxilby of today began to take shape. They first came to the area around 839AD before returning in 869 and in 873 an entire Viking army spent the winter in Torksey.
- 2.2 Whilst the Kingdom of Mercia retook possession of the area in 918, the Danish invaders had settled within the area as farmers and merchants, and it is from these settlers that the place names derive; Saxilby (Danish) 'Saxulf's Farmstead', Ingleby (Danish) 'Settlement of Angles', Broxholme (Anglo-Danish) 'Broces Holm'; 'the island amidst the fen waters of the brook' and Broadholme (Anglo-Danish) 'Wide island'.
- 2.3 Written evidence of the parish first appeared in the Domesday Book, written in 1086, during the reign of William the Conqueror, with reference to "Ad Saxeby in Lincolscira". The name 'Englebi' (Ingleby) is also mentioned.
- 2.4 The medieval villages of North and South Ingleby were later largely deserted. It is thought that the main reason for the desertion of both villages was the introduction of sheep farming during the 13th century, which was considerably less labour intensive than arable farming. The fields were enclosed, and turned to pasture.
- 2.5 Both Saxilby and Ingleby have figured in several major historical events, including its part in the Civil War when the Earl of Manchester billeted his troops there in 1643, en route to Marston Moor, and the development of the Fossdyke Canal which formed a crucial part of the national waterways network.
- 2.6 The oldest artificial waterway in England, the Fossdyke, connecting the River Trent at Torksey to the River Till at Odda, has influenced parish life throughout the past two millennia. Considered to be Roman in origin, historians are undecided whether it was built for land drainage or as a canal. Certainly, according to the Domesday Book, both Torksey and Hardwick were ports by the time of Edward the Confessor in 1050.

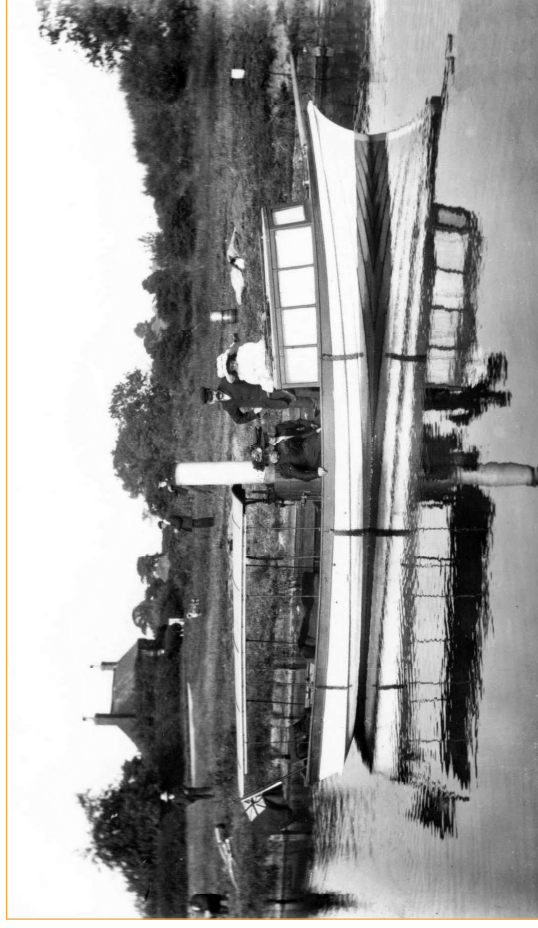


Figure 2.1: The Fossdyke was an important piece of transport infrastructure for many centuries (Source: John Wilson Collection).

Considerable improvements were made to the Fossdyke in 1672, and the Brayford in Lincoln developed into a busy port. By the mid 18th century, the expansion in both road and waterway traffic brought increasing prosperity to the parish. The City of Lincoln leased the Fossdyke to Richard Ellison in 1741; the channel was restored, and re-opened in 1744. At the same time, turnpike roads, with powers to collect tolls, were being established.

The canal went out of commercial use in 1972, but visitor moorings, canal-side walks and cycleway have since been developed.

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Evolution of the Settlement

- 2.9 Until the early 19th century, farming in the area was carried out for the Lord of the Manor, on a communal, open field system. Several existing 'ridge and furrow' fields on the village outskirts are the physical remaining signs of this system.
- 2.10 The local Enclosure Act of 1802 created a fundamental change in the very nature of the parish. Open fields were enclosed creating legal property rights to land that was previously considered common.
- 2.11 Enclosure created new field patterns formed for smaller, more defined fields. New public and private roads had been built, new land drains cut, and over 120 plots of land staked out ready for new hedges to be planted. Many of the surviving hawthorn hedges around the parish today are the result of this planting.
- 2.12 It was around this time that the Saxilby of today began to take shape. The canal swing bridge was built in 1823 and two decades later the railway came. The parish population increased significantly following its arrival in 1848, and by the end of the century, Saxilby Station was part of the Great Northern and Great Eastern Joint Railway Company.

2.13 By this time a central spine of Sykes Lane, High Street, Bridge Street, Church Road, Mill Lane and the Canal had evolved from Saxilby's historic medieval street plan (as evidenced by the oldest surviving map of the area from 1648 - Figure 2.2) and remains today as the skeleton from which Saxilby has been fleshed out in recent decades.

2.14 While many traditional Lincolnshire villages may have been centred on a green or at the junction of two roads, Saxilby evolved in a linear settlement pattern, initially running along Bridge Street and High Street, as depicted by a map from 1899 (see figure 2.3).

2.15 Over time the three distinct clusters at Bridge Street, High Street and the Manor Farmhouse/St Botolph's Church area began to merge together as fields

and infill plots came to be developed. The parish population increased significantly following the arrival of the railway in 1848.

2.16 The village has expanded in recent years with a number of new housing developments built around the edge of the older parts of the village.

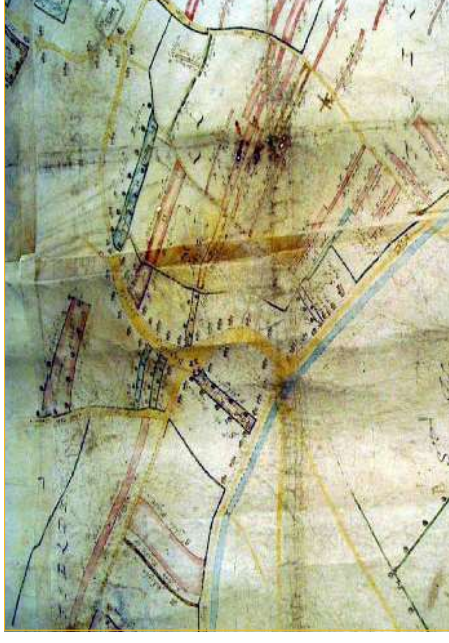


Figure 2.2: Old map from 1648 with village spine established (Source: Lincolnshire Archives).



Figure 2.3: Old Map from 1899 identifying the three distinct development clusters (Source: Ordnance Survey).

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Historic Saxilby Today

- 2.17 Much of Saxilby's rich history lives on today, maintained through elements of its built environment and physical infrastructure, which echo back to times of yore. To the north of the study area, the deserted medieval villages of North and South Ingleby, the layouts of which remain as they were in the 13th Century have the protection of SHINE status. In addition, part of North Ingleby is a Scheduled Ancient Monument.
- 2.18 Several buildings remain which span the centuries: St. Botolph's Church (C12th), Saxilby Old Hall (C15th), the Manor House (C16th) and several cottages (C18th). Although most of these buildings are listed, this is not always a guarantee of preservation. Amongst the Grade II listed buildings now lost are a pair of mid 19th Century railway cottages at 10 and 12 Sykes Lane and a 17th Century timber framed cottage at 105 High Street, now the site of the Co-operative Supermarket (see Figure 2.5).
- 2.19 Additionally, there are over 50 entries on the Historic Environment Record (HER), and a number of sites are recorded on the Selected Heritage Inventory for Natural England (SHINE).
- 2.20 High Street and Bridge Street have kept much of their Edwardian character; with the buildings formed of a mix of ancient and more modern locally made red brick. The health Centre now stands on the site of the brickyard owned by local farmer John Semper.
- 2.21 Many of the landmarks in existence today remain largely unchanged from the distant past; the former mission church of St Andrew, St Botolph's Church, the Angler's Hotel and the village hall while others such as The Sun Inn which has been modified yet has remained an important part of Saxilby's social fabric since its establishment before 1742.
- 2.22 Despite further increased housing development, particularly in recent decades, and the subsequent increase in population, the centre of Saxilby retains its medieval street plan which remains part of Saxilby's unique identity and character. Many plots, particularly on the High Street, retain the long, narrow feature of medieval crofts.

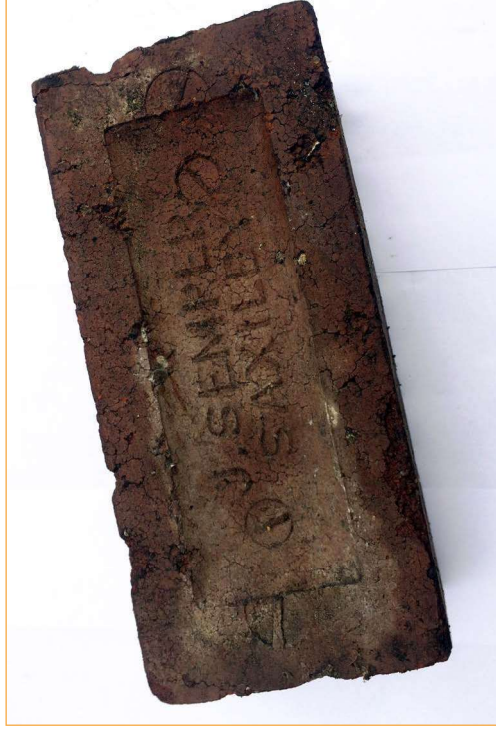


Figure 2.4: Photo of old Saxilby brick, frequently used in the older building stock (Source: Saxilby & District History Group).

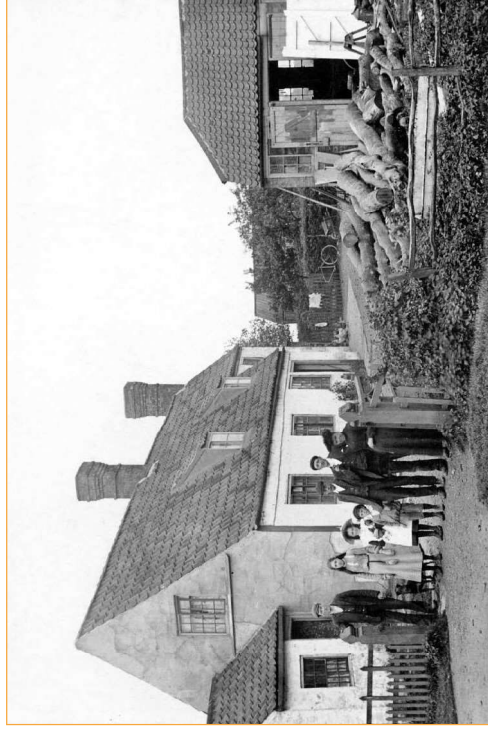


Figure 2.5 : The Hardy Family home in the 1890's (where the Co-op Supermarket was later developed) (Source: John Wilson Collection).

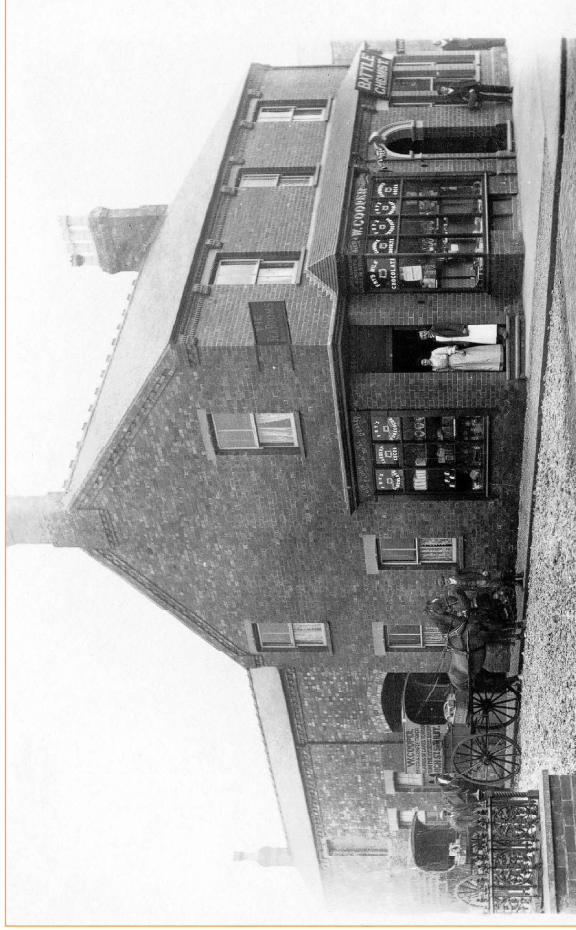


Figure 2.6: Old photo of William Cooper Confectionary Store and Tea Rooms, constructed in 1907 (Source: John Wilson Collection).



Figure 2.8: Old photo of William Miller's Shop (Source: John Wilson Collection).

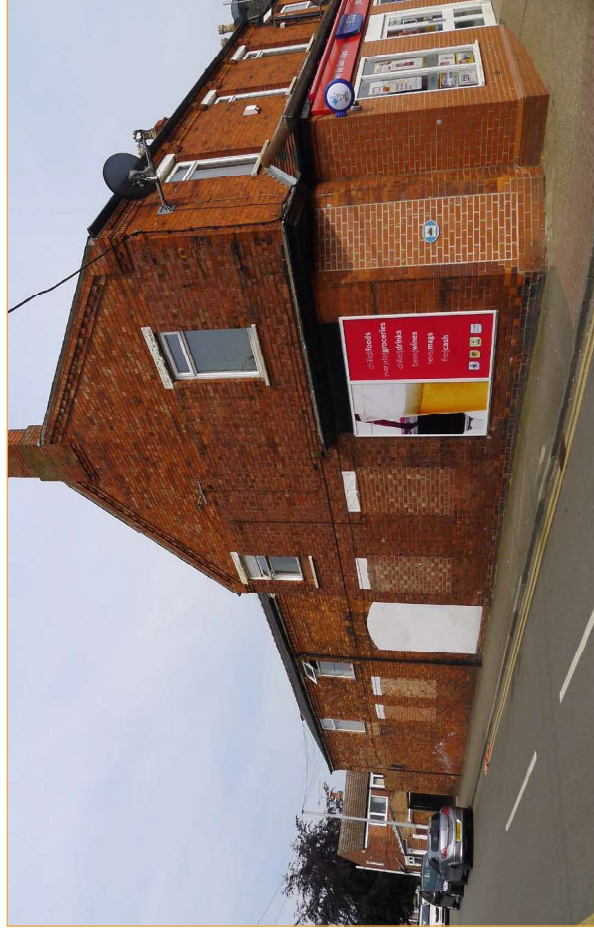


Figure 2.7: Recent photo of above building, still in use as a convenience store, with original entrance and lower windows along the William St elevation bricked in.



Figure 2.9: More recent photo of the above building, now in use as the Post Office.