

THE HISTORY OF SINCIL BANK

By Nick and Corinne Dore

Caveat Lector

This is a work in progress; there is a considerable amount of material still to be incorporated and at some stage a section on reminiscences and views of residents may be added or may become a separate publication. This current work is on the development and historical context of the area and a more people-based account would certainly be welcome and the writers would welcome suggestions, corrections and ideas for the future editions. It is intended that a map suite will be incorporated eventually, with maps of various dates indicating the stages of development of Sincil Bank, along with photographs and other illustrations. A map is incorporated at the end of this history; it is taken from the renewal area website and while not ideal, it includes the street names and if used in conjunction with the text, should help explain the stages of development. It is suggested that it readers print it first so they have it in front of them!

Introduction

The area of Sincil Bank lies to the east of High Street and west of Canwick Road; the northern boundary is now more or less along Kesteven and Portland streets, although historically it lay along the line of the now-closed Midland Railway (also known as the Manchester, Sheffield and Lincolnshire railway) and included Tentercroft Street, while the southern boundary lies between the South Park roundabout at the end of High Street and the junction of Canwick Road and South Park Avenue. The Sincil Dyke or Drain runs roughly through the middle from south to north and is now part of the drainage system for the lower High Street area of Lincoln, once part of the river flood plain.

The origins of the Sincil Dyke

The origins of the Dyke, like that of the Great and Little Gowt are obscure. Credited to the Romans by tradition, recent work suggests a later origin for them all in the late Saxon period, but the evidence is tenuous to say the least. It is important to realise that the current appearance of the Witham is vastly different to the river as it was until the late 18th century, when it was confined, embanked and canalised for the transport of goods. Before then it was wider, shallowing to the banks each side and subject to seasonal flood. The Roman road that ran roughly along the present lower high street followed the line of a natural sand and gravel bank, but by the side of this bank was marsh (along and to the east of the present Dyke) while to the west were the shallows of the river bank. To the north of the former line of the Sincil Dyke (which originally ran more or less due North to discharge into the Witham downstream from the High Bridge) the marsh was so prone to flood that it was termed a lake and was called the “old Eye” or “Ee” (after the French eau). It has been suggested that the Dyke and the Gowts are all in their origin natural watercourses, perhaps seasonal as the river flooded, and were later dug out to improve the drainage of the suburb that developed along what is now the lower high street.

In the Roman era two roads ran south from Lincoln; Ermine Street, connecting with London, and which extended north to York and the Fosse Way, running south-west to Exeter. Between the present St Mary’s Guildhall and the former Roman south gate into the Colonia the roads merged (probably around St Peter at Gowt’s church). Along the road, in the area of Monson Street and then

stretching south to the South Common, a cemetery was established and there is also plenty of evidence of occupation and economic activity in this area. The presence in the Monson Street area of Roman tombs and tessellated pavements, part of either a villa, temple or mausoleum, indicate that this was a substantial suburb. It would have required some drainage as the river levels are known to have risen in the later Roman period, so it is possible that the Dyke may have had at least some role to play during this time. There is no evidence of any Roman bridge over either the Dyke or the Gowts so if they were there, fords would have been the means of crossing.

Despite the digging of the drain, whenever it was done, the area each side of the Dyke away from the High Street was still marshy and prone to flood until well into the 19th century, and to the east, in the low lying marshy land south of the Witham between the Dyke, the Cowpaddle and Canwick Common were the Bargate Closes, small fenced enclosures used for pasture and watermeadows, owned by the former City Corporation. Only along the lower High Street (called Wigford from the Danish period onwards; the name comes from the Old English “vic” and means the settlement beside the river crossing) was there any limited ribbon development of housing and workshops, with the typical medieval layout of long, narrow “burgage plots” behind; the present building pattern reflects this layout to some extent and the line of old paths leading from high street across the closes is reflected in some of the existing street pattern. Behind the plots, leading to the Dyke, were more closes and even the field boundaries of the closes are still discernible in parts of the street pattern. Tenants of the close pastures had the duty of annual scouring of the watercourse to keep it from fouling up.

There was certainly a medieval bridge over the drain at Great Bargate, leading to a fortified gatehouse. The Speed map of 1610 shows a length of defensive wall that ran east from the river behind the Dyke, turned north along the west bank and terminated somewhere around the present Queen Street. Another gate, Little Bargate, with another stone bridge in front of it crossing the drain lay on the bend. 18th century drawings of it and a watercolour by Peter de Wint indicate that the gate had two substantial round towers each side. It was reportedly taken down in 1826 or 27 along with the bridge when improvements were made to the drain. However, a report from 1856 when considerable work was done by the landowner on this site states that the old roadway was found four feet below the current road height and on either side the lower stories of the gatehouse were intact. This suggests that in 1826 the towers may have been levelled to the first story and then they and the old carriage way were filled in to raise the road. This may have been done when the drain was widened and possibly realigned at the angle of the bridge. Some stonework is still visible to one side of the modern steel bridge and the cobbled path is probably on the same line as the former road. The line of the former route from High Street (or Wigford) to the bridge is preserved in Featherby Place. An 18th century rough sketch of Great Bargate shows a simple square tower with a gabled roof but there are references in a document of 1228 to repairs to walls and turrets here which would suggest that it also had drum towers each side originally. It was taken down in the mid - 18th century.

In the angle of Sincil Dyke, where it turned north between Great Bargate and Little Bargate, behind the city wall, lay the medieval Tile House, where roofing tiles were made using clay dug from the Common. Fire was a serious issue for medieval towns – a fire in Lincoln in 1123 is reported to have destroyed most of the city. Regulations laid down by many city authorities in the Middle Ages specified that only tiles should be used for roofing – no thatch or shingles.

Earlier 19th century maps indicate that the line of the former city wall in Wigford ran right along the west bank of Sincil Dyke, ending in a round tower to the south of Thornbridge in Thorngate. This is usually dismissed as fanciful invention but the 1851 version of James Padley's map of Lincoln

shows the site and cross section of a short length of city wall excavated in 1845 running along the line of the present Hermit Street; there was certainly an inner bank and there is also a reference in 1154 to a Castellum de Torngat so it might be time to reconsider whether or not Wigford was indeed defended by a stone wall like the rest of the city, and that the Sincil Dyke may well have presented the appearance of a wet moat in front of a castellated wall. An active imagination can add turrets and banners to taste. It is certainly the case that the dyke was part of the defences of the city, protecting the suburb of Wigford, as well as draining the low lying suburb.

The name itself is of unknown origin and first appears as Sincil and Synsell in the 16th century, "Synshall" in 1628; the name recorded in 1348 was "Silverdyke" and it was also known as King's Dyke. The present writers suggest an origin from Saxon "sin-" a prefix meaning "ever" as in magnitude or "immense" and "suhl", a furrow or gully, so possibly "the great furrow", not a bad description of what the dyke must have looked like before housing, set as it was in a flat marshy landscape. "Gowt" (also "Gowte" or "Gote") comes from Goyte or Goite, Old English for water course or channel, as in the modern "gutter". A lost name is "Nicorpool" or Nikarpool", from a former pool where the Great Gowt and Sincil Dyke met, from Old English Nicor, a water spirit or creature said to haunt it.

Strictly speaking Sincil Bank describes the east bank of the dyke after widening works undertaken in the early 19th century, and the name "Sinsil Dyke Banks" (sic) first appears on a map of 1817. No road is marked along it until a map of 1842, and then only in a short stretch just before St Mary's Bridge where the dyke begins to curve to the east (and then the name given to the east side of the drain is simply The Banks). A footpath ran along this side of the drain, part of a number of footpaths leading to and from the high street and linking with Canwick Common and Washingborough road.

In 1827 "bankers" (the local name for navies) were employed to widen the Sincil drain up to and including the Great Gowt to allow boats to pass between the Upper and Lower Witham without having to go under the High Bridge, where the channel was being deepened. This was temporary, but further work on improving the Witham Navigation also included reconstructing Stamp End lock. The Sincil Dyke had formerly run more or less due North after the bend at Little Bargate, to discharge straight into the Witham. Now it was diverted East, taking the outfall further downstream and leaving the original outfall as a riverside dock. Subsequent work was to take the drain to Bardney before it discharged. The drain was also widened for its full length beyond Bargate to the upper Witham. The net effect of the works was to lower the level of water in the Dyke and allow the draining of the Bargate Closes and land extending to the present Cowpaddle. It was this work that eventually allowed the building of the dense mass of houses in what had been an area prone to flooding.

An incidental result of the new housing and drainage was that the drain became a sewer – there were no piped sewage drains in Lincoln until work began in 1876 (not completed until 1881) nor adequate clean piped water. Cess pits drained into ground water, nearby streams and upstream river sources and reservoirs for the lower city water supplies were contaminated; the drain itself became a foul, clogged mass of filth in summer. Lower Lincoln was an unhealthy place to live. After an outbreak of typhoid in 1904 a scheme to bring good water from Elkesley in Nottinghamshire was begun and good, pure water finally arrived in 1911.

Some mention should be made of the Great and Little Gowts, that also linked the Witham to the Sincil Dyke, cutting through the western side of the Sincil Bank Area, (hereafter the SBA). These also appear on the Speed Map of 1610 and crossed the high street at what is now Gowts's Bridge. The crossing consisted of a two narrow wooden bridges either side of a ford. The stream was

deepened in 1794/5 as part of improvements to the Witham (Sincil Dyke was deepened at the same time). It was then bridged, inadequately it appears, especially after the Gowt was widened in 1805, and the bridge was replaced by a wide and handsome bridge in 1813; it was lit at night and chains and posts kept pedestrians from the carriageway. The present parapets and balustrading are largely of the original structure although the bridge itself has been reconstructed.

A medieval footway, the Watergang (“gang” from the Old English for a footway or path), linking High Street to Canwick, lay alongside the southern edge of the Gowt, now Sewell’s Walk; it crossed the Dyke by a plank bridge and carried on across the Closes and the Common to Canwick. The route can still be more or less reconstructed using the modern Sausthorpe Street then turning right down Cross Street towards the the Football Ground and taking a footpath to the left leading to St. Andrew’s Close. Down the close and to the right, by the side of the allotments, the path continues to South Park Avenue, where a pedestrian crossing now crosses the road. On the other side, the Lincoln - Honiton railway was crossed by a footbridge on the line of the old path (the footbridge was replaced by a lower structure in recent years) and the path then joins South Park Avenue to lead to Canwick Road. At this point the old path may have taken a slightly different course further south across the common.

The work on the Gowt also included construction of a tunnel under the Witham to drain the marshy land to the West of the river and further deepening and banking of the Gowt as a temporary navigation bypassing the High Bridge in 1827 made the Great Gowt into a wide and pleasant watercourse. One of the first public walks in Lincoln was laid out in 1819 along the bank, lined with trees (although this may also refer to a walk laid out along Sincil bank, east of the dyke, approached over a footbridge). Reports in the local press indicate it was vandalised the same year. Sewell’s Walk itself certainly existed by 1830, named for the alderman who instigated further improvements, including fencing and seats along the side of the Gowt to form an attractive public park. In the 1851 Stranger’s Guide to Lincoln it was described as a pleasant footwalk leading to Canwick and to the Promenade then laid out on Cross Cliff (sic) Hill. This promenade was laid out right along the ridge above the South Common and visitors remarked on the very fine view this promenade then presented. Some idea of the view before housing and industry filled the lower city can be gained from a large panoramic engraving by Samuel Buck of the Southern Prospect of the City of Lincoln published in 1724. A rare copy of it can be seen in all its glory in the Usher Gallery. The Guide went on to describe the ground between Gowt’s Bridge and the “southern termination” of the city as chiefly occupied by gardens. The Hand Book Guide to Lincoln and Business Intelligencer (c. 1848) describes “the Banks” as approached by a plank bridge, the water overhung by elegant willow, abele (an old name for the white poplar) and mountain ash. It goes on to say that “these, with the gardens on the opposite side form an agreeable addition to the romantic stroll”. Sic transit gloria mundi.

Sadly a road was laid out in Sewell’s Walk in 1871 and houses were built along the southern side of the road after 1872. With the filling in of the tunnel under the Witham in the 20th century and the use of the Great Gowt solely as a relief channel in case of flooding on the Witham, the former watercourse is now little more than a trickle along a rubbish-filled, stony trench. The Little Gowt was a smaller medieval stream, once a boundary to Sewell’s Walk, crossed by several small bridges or fords on the High Street and is now culverted.

Walkers along the former Sewell’s Walk when it was a public space had a good view north across the Great Gowt too – not the backs of houses as now but a large nursery extending from the High Street to the Drain. This was Pennell’s Nursery, established by at least 1842, famous for fruit trees and roses, with “garden shops” on the high street. The existing shop on the corner opposite the

school may be one of these, although it no longer sells plants. The width of the nursery grounds can be judged from the present width of Pennell Street and the houses each side – this whole area was largely a pleasant open green space until Pennell's relocated to Brant Road and the land was sold for housing in 1907.

Industry arrives

With the reconstruction of Stamp End Lock and the great improvement made in the Witham navigation, industry and warehousing began to appear along the north and south banks of the river around Stamp End and along the Watersides. The risk of floods subsided (but did not disappear) and the marshy areas were drained as the level of the Sincil Dyke was lowered. To improve transport further a road was built from the foot of Canwick Hill to Broadgate in 1843. With the arrival of the railways (yes, plural – an ongoing issue for Lincoln for years to come) in 1846 and 1847 engineering and other industrial activities in Lincoln rapidly expanded.

Engineering works began to appear along Canwick Road in the 1840's, taking advantage of the new railway connections, and all the engineering works now appearing in the lower part of the city along both river and railway required workers who could live nearby. As a result in the second half of the 19th century Lincoln's population grew rapidly and new densely-built housing estates went up along both Monk's Road and the lower High Street. The Corporation had sold off the Bargate Closes in 1835 and in 1852 much of what is now the eastern SBA was purchased by the wealthy Reverend Francis Swan (1787 – 1873) of Sausthorpe. By 1856 he was parcelling up the land and selling it off to speculative builders.

In 1854 the Perseverance Works of Robey and Scott was built on Canwick Road (having started in Rumbold Street), an engineering works specialising in steam engineering, including stationary, traction and railway engines, along with wagons and threshing machines. It became Robey and Co. in 1868, employing 114 men by 1865. Expanded in 1871 (now called the Globe Works), occupying 7 acres, it was renamed again (and partially rebuilt) in 1885 as the Globe Ironworks; the grand entrances still survive. It moved into mining machinery and electrical plant as well as all forms of steam engineering and was a major employer in the city – by 1892 it was said to be employing 1,200. The huge works finally closed in 1988 and the site is now partially occupied by Jackson's Builder's Merchants, although much of the grand frontage along Canwick Road survives.

A photograph of 1877 shows the area in front of Robey's works when flooding once again hit the area. Taken from Ripon Street, there are no houses in the photograph at all – only the fences and hedges of the remaining Bargate Closes; housing had not yet completely covered the Sincil Bank area, despite the construction of the factories along Canwick Road.

The Lower High Street

Successive maps of the 19th century indicate the gradual expansion of housing over this district. Initially just a ribbon of houses and workshops run along the High Street, more or less continuously up to the Great Gowt. In the Middle Ages, when Lincoln was one of the most prosperous towns in the country, a succession of fine houses owned by various notables lined the Wigford suburb as far as the Gowt; one survives – now St. Mary's Guildhall, it was once a palace probably owned by King Henry II.

Dwellings and workshops were sparser from the Gowt to Great Bargate. Somewhere around the 10th century a large market area was established at the southern end of Wigford. Called St Botolph's

Green, it extended from just north of St Botolph's church, widening out considerably towards Great Bargate, and then continuing over Sincil Dyke as Swine Green. Chains and posts lined the green to prevent vehicles using it as a road but these were removed c. 1843 and it rapidly deteriorated. Sold off by the corporation in 1847, the present line of the High Street was established and a row of houses and shops, St Botolph's Terrace, was built on the east side of the former green from 1850. The line of the former green can still be discovered at the backs of the houses and the boundaries of various buildings south of Spencer Street.

The 1851 Stranger's Guide described the southern entrance to the city as "presenting no very improving appearance" but mentioned the recent construction of lodges at the toll and common gates and the recent enclosure of the "wood green" (St Botolph's Green) where formerly the "wondering tinkers" left their carts and "took up abode in the Old Factory, a nest of filthy lodging houses where vagrants of all descriptions used to congregate". This appears to have been on the west side of High Street, opposite or just to the south of St Botolph's. The 1842 Directory of Streets lists it as 42 High Street. It was demolished in 1848. The Lincolnshire Chronicle also reported in 1845 on the "thieves, swindlers and beggars" that resorted to other ruinous buildings in the lower part of the city – probably referring to the various courts that had been built up on both sides of the street behind the existing houses on the old burgage plots. However, the guide goes on to describe better classes of houses the farther up the high street the visitor goes, with signs of extensive improvement and remarks on the magnificent view presented of the rising streets and buildings up the hill towards the cathedral and castle.

A line of no less than 12 churches once ran along the High Street from the Stonebow to Great Bargate in the medieval period, suggesting the extent of both population and economic activities in Wigford; however there was a decline in the later Middle Ages which was much sharper in the 16th and 17th centuries. Recovery only began with the improvements to the water transport links in the later 18th century.

The 19th Century Development of the Sincil Bank Area

The population of Lincoln as a whole increased rapidly in the 19th century; in 1801 it stood at 7,197. 50 years later it was 17,536 and 1901 it was 48,784. Yet housing did not increase at the same rate – there was overcrowding and haphazard and unplanned development – for instance in the Sincil Bank area the Shakespeare Street block running back to the dyke was full by 1883 but the area bounded by the Avoiding Line and Ripon Street east of the Dyke was empty. Further in towards the town Sibthorpe and Pennell Streets were not begun until after 1900.

It is something of a mystery how the increasing population of the first half of the 19th century was accommodated in the city, because the maps clearly show very little new housing appearing. The Corporation and the Church, both big landowners, appeared reluctant to release land for housing initially. So, the result was the appearance of the notorious "courts," "passages," "rows" and "yards" usually built behind existing areas of housing or shops in former burgage plots. The result was gimcrack infill of any available space with poor quality dwellings and every available space was rapidly built up. These were slums of the worst kind, crowded alleys and narrow passages with small open yards that filled up with rubbish, and because of the very limited amenities provided, with cess pits often overflowing.

In the SBA two of these areas of infill developed. At St. Peter at Gowt's, south from St Mary's Guildhall and then further along from the church were Bray's Passage and Linton's Place (where the luxury of 3 privies were added to nos. 1 – 9 in 1878), incorporating Ashton's Court (on the site

of the former Ashton's Paddock). Some of these dwellings were marked as condemned in the 1899 directory, others lasted until 1937; progressive demolition from c. 1913 resulted in 1937 in the new Ashton's Court that is now on the site. There was a Congregational Mission Room, the Mission Church of the Holy Rood, in a couple of the old cottages, and on the High Street itself the Standard Inn, originally (1830-1863) an anonymous beer shop, occupying a couple of properties until 1922. Gowt's Passage, with 7 dwellings, was on the site of the present Scorer Street and they were demolished possibly around 1867.

At the south end of the High Street, by Great Bargate and further east than the present High Street, on the line of the former Green, was South Bar Court, incorporating Turner's Row. The original cottages were in existence by 1842, and probably around 40 – 50 years old at least by then; 6 adjacent dwellings were demolished in 1881 for the erection of the South Bar Congregational Mission Room, a "tin tabernacle" funded by Joseph Ruston and which eventually had a classroom lecture hall and Sunday school added. Part of this collection was pulled down in some time around 1970 for expansion of Bray's (later Champion's) garage and filling station. South Bar Court went earlier in 1938/9 for the original garage and showroom. The South Bar Congregational Chapel survives in the middle of the garage area, built 1913 as the lecture hall and Sunday School and subsequently became a United Reform Church. It closed in 1992/3. Its eastern boundary is on the line of the former St. Botolph's Green, the big medieval market area.

When the Corporation finally sold off the Bargate Closes and land speculators like the Reverend Francis Swan bought up the land, then at last new housing could be developed to provide accommodation for the workers now required for the growing industries of Lincoln in the 2nd half of the 19th century. New streets were laid out, all private initially; they were gradually adopted by the Council.

While much of the housing was quickly put up by speculative builders and was for renting out, there was also better quality housing built for sale – Lincoln had building societies (e.g. the Lincoln Land and Building Society, established in 1872 and the Lincoln Cooperative Society were also involved) enabling the better-paid and those in more regular work to purchase houses on a mortgage. Houses were almost entirely built in blocks, from 2 up to 27. Housing was very mixed in the newly developed SBA; mostly terraced but with rare exceptions; the better types of terraced housing had small front gardens, bay windows, moulding around doors and windows and occasional names, but these were very close (indeed often side by side) to streets of narrow closely-packed houses, with arches or narrow alleys leading through to more crammed housing in courtyards (the "courts" frequently encountered in old addresses). Monson Street along with many others in the area has examples of these arched openings which also led to workshops and stabling. Cowkeepers are listed in occupations or other returns and the cows were kept in courts, led in and out under these arches onto the nearby common land. The keepers sold their milk direct to local customers. Cowkeepers are still being referred to until the late 1940's.

Using maps made in the 19th century, both from local commercial map surveys and those carried out by the Ordnance Survey, it is possible to trace the gradual development of housing in the SBA as space after open space was built over. Data also exists in the Lincolnshire Archives in the form of building application records that began in 1866. Unfortunately the record as it is transcribed online is incomplete for earlier house building, but a great deal has survived.

One complicating factor in the SBA was the construction in 1882 of the Avoiding Line, or Great Northern and Great Eastern Junction Railway, a high level line on an earth embankment that crossed over the High Street, Sincil Dyke and Canwick Road on ugly, utilitarian steel and brick

viaducts, built to alleviate the constant and much-complained of closures of the High Street and Canwick Road crossing gates as goods and passenger trains passed through the town on the two separate railway lines (operated by two separate companies) running east to west across the city. It was closed and then removed in 1988 (controversially as anyone who has been held up repeatedly and for long periods at the two railway crossings over the single railway line that now crosses High Street and Brayford) and new housing marks the old line. Little is left of the Avoiding Line apart from the stumps of two tubular steel pillars on Sincil Bank just past the football ground that once carried one of the bridges, the brick piers of the former viaduct each side of High Street and some of the embankment itself remaining in the Cow Paddle. Its construction in 1882 effectively split the area in two and partially explains the odd way the area was built over. To the east of the dyke the open space south of the embankment was left open well into the 20th century apart from the establishment of the Football ground after 1895 and the ribbon development along the northern side of South Park Road, which was laid out in 1868.

The Growth of the Sincil Bank Area 1846 - 1919

1). Development west of the Sincil Dyke

Monson Street was one of the first new streets to be laid out to the east off High Street in 1846, a few months before the railways arrived. Lemuel Pepperdine was the speculator and it was adopted as a public road quite early, in 1861. The north side was built up by 1851, the south by 1868 according to Padley's map of that year. Some cramped courts lay at the back of the frontages, all removed by the 1950's, and much of the south side has been replaced by Homer House and newly built properties. The first road bridge to cross the Dyke was built at the end of Monson Street to link up with proposed streets on the east side in 1855. The street may have been named after the aristocratic Lincolnshire Monson family or possibly for the 6th Baron Monson, who was then the Deputy Lord Lieutenant of the county.

A Roman tessellated pavement was revealed as early as 1845/6 along with other remains, suggesting a mausoleum. Two soldier's tombstones were also found in 1849. One (now in the British Museum), commemorates 37 year old Titus Valerius Pudens, of the Second Adiutrix legion, born in Savaria in Hungary, the other, more fragmentary, Lucius Licinius, also of the 2nd Adiutrix, from near Lyons, aged 20. More recently much more Roman material has been found all of which suggests a substantial semi-industrial suburb along with a roadside cemetery. A Roman lane was also found along with medieval pits, indicating occupation.

Monson Street had 3 pubs at various times. The Hop Pole, formerly Coach Maker's Arms, (built 1849) was once suggested as being the first property to be built in the street. It was rebuilt in 1937 and is now closed. The Ripon Arms and Chequers Inn both of 1867 were the others, both are closed.

Lost former housing includes Caledonian Place of around 1855, north of Monson Street and west of Sincil Dyke, pulled down in the slum clearances of 1937, and Monson Cottages of c. 1860 also on the north side, behind the Ripon Arms, probably demolished in the late 1950's. Albion Place, a terrace on the South side of Monson Street, west of the Dyke, built around 1850 – 57 was demolished under the 1957 Housing Act in 1964. Lock-ups now occupy the site. Chester's Yard (also known as Monson Passage) lay behind no 9 Monson Street; the 4 properties were built around 1846 and were demolished after 1956. A nursing home now fills the area.

63 Monson Street (now the site of Homer House) was constructed as a brewery and malkiln, becoming a pea processing factory in 1903 (as the Wrinkleville Pea Mills); an undated

photograph shows a steam wagon pulling two trailers emerging from an arch in the street where the factory lay. From the 1930's to the 1960's the site housed the firm of Godfrey Holmes until the 1973 rebuild by Frederick Gibberd Partners (responsible for Liverpool Catholic Cathedral and the Thomas Cooper Memorial Chapel in Lincoln) as Homer House. After use as offices it was refurbished for the Lincolnshire Employment Accommodation Project (LEAP) a charity that helps young people gain independent living skills. It also houses mental health services.

Just west of Homer House, no. 64 used to house a large steam-powered commercial biscuit bakery, built 1859, and used as such until 1892. It has had several uses since. Excavation in 1998 discovered stone walls – there is no map or other evidence to suggest what they belonged to.

On the corner of High Street and Monson Street the headquarters of the newly-established County Constabulary was constructed. It included a drill-yard and shed (for use in the wet) carriage entrance and lock up. There were also offices for the Chief Constable and a sergeant's residence. It has been altered since and the frontage onto the high High Street is now shops (added in 1920) but the original shape of the building can still be discerned. The buildings to the South up to the medieval Guildhall (now shops) were also part of the headquarters, as housing for the Superintendent and the deputy Chief Constable.

Chaplin Street preserves the name of Henry Chaplin, the very wealthy Squire of Blankney, a prominent racehorse owner, whose large plot of land included stables and an exercise track extending to the Dyke from the High Street. Hermit Street, built on the same land, preserves the name of Chaplin's 1867 Derby winner. There is story to tell of a beautiful woman, two rivals in love and two horses. Chaplin lost the woman but had the winning horse. The original housing of c. 1870 was demolished and replaced with the present apartments in 1972. There was some previous housing on part of the High Street in this area, possibly Capp's yard, of unknown date, and an anonymous beershop existed around 1873. When the area was cleared for the current car park excavations revealed Roman drainage ditches.

Queen Street followed Monson Street, with a gap of 14 years, in 1860. The layout of Queen Street preserves a mediaeval field boundary parallel to the Dyke and it can be seen in the western boundary of 63 Queen Street to 63 Shakespeare Street. Queen Street itself, narrow and initially a cul-de-sac, was only linked with Sincil Bank by a footbridge in 1918. Some evidence of medieval activity has been found in the street, and in the mid-19th century a sandpit was begun to extract sand for building.

Portland Street was proposed in 1871 by the land speculator the Reverend Swan, and was possibly named after the Dukes of Portland or from Portland Place built earlier on St. Mary's Street. It was laid out in the 1870's and preserves the line of a medieval lane of unknown name. It had a pub, the Portland Arms, built 1877, which became a residence and the pub moved east in 1960 onto land which had been a stonemason's yard, bordering the Dyke. The pub is now closed and the building has become the Yorlinc Assessment and Training Centre. On the southern side of the street is an impressive terrace of three-story houses with fine mouldings around the doors and bay windows, high ceilings and servant's quarters, built 1876. The most easterly part of the range has been demolished and the once-grand dwellings were converted into flats in 1938. Across the Dyke, the bridge over which was built in 1871 by the combined efforts of the Reverend Swan and the City council, the street continued and development there is dealt with below.

By 1880, the area to the north from and including Monson Street to Portland street and the area to the south from Queen Street south to the Dyke boundary (ie Knight, Shakespeare, Gibbeson,

Spencer and Little Bargate streets etc.) had been built up in the grid pattern familiar to residents and two road bridges over the Dyke connected to streets established over on the east side (both incidentally replaced in 1964).

This first burst of development left a substantial gap of fields and open space behind the High Street and stretching up to the Dyke between Queen Street and Monson Street. The Avoiding or High Level line cut across this area; immediately to the south of it was an open space (now Smith Street and an Education Centre), to the north, Sewell's Walk and Pennel's Nursery. Behind St Mary's Guildhall was a large open space where in 1884 the new Lincoln City Football Club established its first ground, called John O'Gaunt's Field (the Guildhall for many years was called John O'Gaunt's Stables). It was reached originally via a passage from High Street. Dressing rooms and a grandstand were added, the latter in 1888 but in 1895 the land, rented by a local brewer, Dauber, on behalf of the club, was sold on his death. The LCFC moved to the present site on Sincil Bank and the grandstand was dismantled and re-erected on the new site.

After the sale, a new street, **Sibthorpe Street**, was laid out on the former pitch along with **Abbot** and **Prior Streets** and part of **Nelthorpe Street**. The Lincoln Land and Building Society developed part of Nelthorpe Street, and it is suggested that it is named after William Tweed Nelthorpe (or one of his family), quarry owner and lime burner of Lindum Road.

Completing the building up of the western part of the area, **Sewell's Walk** was laid out in 1871/2. A considerable gap still remained between here and Sibthorpe Street; **Pennell Street** was laid out in 1907, and the same year the western section of **Scorer Street** was laid out to link up with the eastern section which had already been constructed in 1897 (proposed by the Reverend C. T. Swan, son of the original land speculator). A road bridge, the last to be constructed across the dyke, was built to link the two sections. The last houses along the western section were still being built in 1913.

The Skin Yard, a fellmonger's business, was established on the north side of the later Scorer Street as early as 1851, according to Padley's map, utilising the water of the Dyke for cleaning animal hides from the city slaughterhouses to make them ready for tanning. This was a messy and smelly process, and added to the filth in the drain. Access was originally via Ashton's Court, where the fellmonger lived. Tanning was carried out elsewhere and has been recorded in various places along Wigford from the late 16th/17th century (so the Skin Yard might well have been established much earlier). It is not known when it closed but appears to have been built over by 1912.

Shakespeare Street appears to have been begun to be built up around 1877 although the site of the modern garage was a builder's yard or stables from the 1860's to the 1920's. **Knight Street, Knight Place, Spenser Street, Little Bargate Street, Gibbeson and Cross Spencer** streets all belong to the same phase of development. **Featherby Place**, following the line of a medieval lane to Little Bargate, was laid out in 1872 but all the 19th century housing was replaced by modern housing in 1976. All the 19th century houses in the southern part of Little Bargate Street have also been replaced with modern apartments and houses.

Smith Street is much later – the layout was proposed in 1911, by Mrs. Peck, who owned an open space (the last in this area to the west of the Dyke and south of the Avoiding Line embankment) which stretched up to the drain. Negotiations with Mrs. Peck by the council lead to the building of Sincil Bank Council School on part of the site in 1912. William Watkins was the architect. It has had several changes of name since, extensions have been and gone and what is left is now the Mary Knox Education Centre.

The very last housing to fill the western section of the SBA was constructed after the closure and levelling of the Avoiding Line in 1984. Removal of the bank has allowed several apartments and houses to be built along its former line.

The Growth of the Sincil Bank Area 1846 - 1919

2). Development east of the Sincil Dyke

With the exception of the Chaplin Arms on Canwick Road, built shortly after 1843 and some properties opposite on the western side, Turton's yard (1867), Turton's Cottages (1877 - 1881) and Turton's Buildings (1885- on), an assortment of domestic and commercial properties (all demolished c.1965) built by (guess who?) Matthew Turton who lived alongside in a rather grander house probably one of those now numbered 121 – 129, built 1857, there were no houses to the east of the Sincil Dyke in the SBA as defined above before c.1850-1860 (but see below for Martin Street!).

Bridging the Dyke

A medieval road bridge crossed the Dyke at Little Bargate to the south of the area and a footbridge carrying the Watergang footway over the dyke from Sewell's Walk had been in existence since medieval times (see above), while another bridge over the dyke well to the north outside the modern SBA lay in St. Mary's parish. In 1855 a road bridge was built to cross the dyke at the end of Monson Street, allowing development at last on the opposite bank, the first such bridge to make communication by wagon and carriage easier from the High Street to the new streets being laid out to the east. In 1871 the Reverend Francis Swan pushed for the building of a second road bridge over the dyke to carry Portland Street eastwards and allow further development on his land on the opposite bank. Another footbridge was built across the Dyke in 1871 from Shakespeare Street. The last road bridge to cross the Dyke was built in 1906 to carry the Scorer Street extension from the eastern side to the High Street. It was replaced in 1964. A further footbridge was built to link Queen Street with the eastern side in 1918. All but the Little Bargate footbridge were reconstructed in concrete in 1964. Little Bargate bridge, reconstructed in the mid 20th century using bits and pieces from the old High Street tramlines, finally got a spanking new bridge only very recently.

The Streets

The Reverend Francis Swan was the landowner of practically all the land to the east of the Dyke up to Canwick Road. He had bought the land in 1852 and began parcelling it up to sell on to speculative builders in 1856, although the sale of his parcels was slower than he expected. His successor was the Reverend Charles Trollope Swan who continued the sales into the 20th century. They were responsible for the laying out of almost every street listed below, the main exception possibly being Sincil Bank itself. The grid that emerged is intriguing; while it is logical to lay out a grid pattern on virgin flat land, the regularity of this street pattern as applied (at least until the Avoiding Line cut through the area) suggests an overall plan produced from the start and put into action piece by piece. The streets are listed in chronological order of their proposal/laying out.

Sincil Bank appears to have had a footpath along its whole section from early times, and part of it was paved for the picturesque walk outlined earlier. It only became a street with the building of the first housing in the 1850's or early 1860's. It was called variously The Banks, Banks or Banks Road before the current name stuck. A small group of houses were built on a newly-laid out street to the north of the SBA across from St Mary's Bridge around 1842 – 1867 but were cut off by the railway

when it arrived. They were demolished in 1964. The roadway continues south, widened south of Ripon Street in 1904 and a wall south of Monson Street bridge, built 1912, limited flooding damage. The council only adopted the street in 1913.

The first houses along it in what is now the SBA were built either side of the Monson Street bridge some time in the late 1850's or early/mid 1860's - the exact date is unknown and even the position a little uncertain. They are shown on a Padley map of 1868 and may be nos. 39-44 (Hallam's Cottages), built before 1867, to the north of Ripon Street. The low doorways suggest an early date. The houses to the south are of also a pattern that indicates an early date.

A row of stone-faced cottages, the only stone-faced houses in the SBA, continue the row north, (nos. 34 – 38) and continue round the corner into Chelmsford Street. They were built c. 1873. On the corner the now rounded infill and large blocked window indicates that there was a corner shop here (it lasted into the 1960's). A large arched opening in the Chelmsford Street frontage indicates that there was a yard behind for a workshop or business.

On the southern corner of Portland Street and Sincil Bank was a smithy and carriage building business, along with a house, with a yard and outbuildings to the rear, all built in 1872. No. 22 (across the road) was originally a house, warehouse and stables for a transport company, built around 1873. It later became a theatre store for the Theatre Royal. Now demolished (2007), the site is occupied by a block of flats.

Building continued further south during the 1870's right up until 1912, but further development stopped at the Avoiding Line.

Ripon Street was laid out as early as 1864 (named by Swan after the Marquis of Ripon) linking Monson Street to Canwick Road but only two houses were built by 1867. Further development began after 1869 running from the west end. By 1883 the street was complete. No. 1 was a shop. A grand Lincoln Cooperative Society branch shop was built on the plots of nos. 37 – 41 in 1900.

Portland Street, mentioned already in the section on the western side of the SBA, was laid out after 1871. Most of the houses across the bridge to the east appear to have been built after c.1883 and building actually appears to have been quite slow, although several workshops and businesses were established there before this date. New houses towards the eastern end were still being built after 1906 and as late as 1910. Houses towards that end appear to have been somewhat larger with carriage houses and stables recorded as being built with some of them. An industrial building on the north side, including a sawmill, was converted to a Salvation Army barracks, eventually being demolished and replaced by housing in 1906. The fine frontage of the United Methodist Free Church Chapel was built in 1903, although a Methodist schoolroom and other buildings had been on the site to the rear since 1883. It is now a motorcycle shop and showroom.

St Andrew's Street was proposed by Swan in 1871, running north-south, parallel to Canwick Road; building began in 1875 and included a builder's yard and stables at no. 1. The church was built in 1876 and an infants school followed in 1883 on an adjacent site; the architect of the school was Watkins of Lincoln. Additions followed in 1886 and 1888; by 1900 there were 1000 mixed pupils both junior and infants. It closed in 1976 and is now the Bridge church. There were corner shops at nos. 10 and 12. The street was extended south to join Thesiger Street in 1881 and again to join Norris Street in 1883.

Kesteven Street was laid out initially in 1870, to link Sincil Bank with Canwick Road. It also joined Cross Street later. The houses lay along the south side and many of the houses were built by the Lincoln Land and Building Society after 1873. When Pelham Bridge was built, several houses at the eastern end were demolished.

Chelmsford Street was proposed in 1873 but apart from the stone cottages extending round from Sincil Bank, plots were only laid out in 1876. It was possibly named after the 1st Baron Chelmsford (Frederic Thesiger). Houses were built after 1877 on the rest of the street and a cul de sac, **Palmer Street**, was laid out on the south side in 1877. The housing in Palmer Street has all been cleared away. Chelmsford Street was the site of a tragic murder case in 1891 when a young Nottingham butcher became obsessed by a lady he had lodged with. Rejected, he shot her and then himself, but while she died, he lived, the bullet lodging in his skull. He was hanged.

Cross Street was proposed in 1873, running north-south, and building began from the northern end. It was extended in 1882 to Thesiger Street and further extensions took it to the Avoiding Line in 1900. Oddly, it was originally to be named Victoria Street. On the eastern side, between Kirby and Thesiger streets was St. Andrew's vicarage, a large handsome building erected in 1887. It is now apartments. In WW2 a public air raid shelter here held 50 people.

Harrod's/Harrad's/Taylor's Cottages were built on the eastern side in 1876, reached by a passage north of 51 Cross Street. One may originally have been a stable and was converted to a house in 1883.

43 Ripon Street and 54 Cross Street, on the corner, became Lincoln Cooperative Society Branch shop, no. 41, in 1875. In 1900 the branch was rebuilt as much larger and grander shop on Ripon Street (still there but no longer a shop) and the corner premises reverted to residential use.

A cul-de-sac, **Edna Street**, was laid out at the south end of Cross Street in 1901, proposed for a change by Cornelius Taylor, a local builder who erected many of the houses in the area.

Thesiger Street was proposed late in 1881, linking Sincil Bank with Cross Street eventually. It was extended in 1882 and 1900 but house building was slow and the street wasn't complete until 1899. Again this may be named after Frederic Thesiger, 1st Baron Chelmsford. **Lancaster Place**, a cul de sac leading north off Thesiger Street, may have been begun in c. 1883 but in the 1885 directory was named Lorne Place.

Linton Street was proposed in 1881, linking Thesiger and Ripon streets, and plots were laid out in 1882.

Trollope Street and Charles Street (named possibly for the inheritor of the Swan estate, Charles Trollope Swan) were laid out in 1881 and 1882 respectively. Both linked Portland and Chelmsford streets.

Norris Street, that now links St Andrews Street to Hope Street, was laid out in 1883, but then only lead north east, ending around Arthur Street. Possibly housing was slow to be built on the plots.

Archer Street, a cul-de-sac on the north side of Portland Street, was laid out by C. H. Marshall in 1883. New houses were built there in the 1990's.

Arthur Street and **Hope Street** completed the angle between Norris and Thesiger Street in 1887. Hope Street was extended towards the Avoiding Line embankment in 1890.

Kirkby Street was another of the streets that linked Sincil Bank to St. Andrew's street in the familiar grid pattern of the SBA (which also reflects the former layout of the closes). Proposed in 1897, it didn't initially run the full length to St. Andrew's Street, but was extended in 1900.

Scorer Street was the last of the linking streets, running from Sincil bank directly to St. Andrew's Street. It was laid out in 1897, probably named after the Scorer family, prominent Lincoln solicitors and architects. In 1907 it was linked to the High Street by the building of a road bridge, and housing then followed along the western section. It was still being built up by 1913. At the St. Andrew's Street end a school was built in 1886 as an extension of the original St. Andrew's school next to St. Andrew's church. It became Bishop King Secondary in 1957, and a primary school in 1974. It was demolished after the new Bishop King primary was built on the other side of the Avoiding Line embankment in 1984 and new houses now occupy the site.

Martin Street was laid out in 1897, linking Kirkby Street to Scorer street but there is an odd reference to a much earlier building there, that can be traced on maps or other documents. It has been suggested that it may date to as early as 1700. Possibly including a house, certainly outbuildings, it lay on a footpath reached from the north and appears to be the only structure to have been built in the old closes.

Grace Street was proposed in 1897 linked Scorer Street to Kirkby Street at the eastern end.

Hood Street came late to development. As Sincil Bank and Cross Street both filled up slowly southwards towards the end of the 19th century, it was proposed in 1900 to link the two, but with building seemingly slowing down, no construction seems to have begun before 1904, and by 1907 only 8 houses are shown as being built on the north side in the OS survey.

Also indicative of slowing development was the proposal for **Sausthorpe Street**, named after the home village of the Swan family where they lived in the hall. It was originally made in 1900 but no building took place until around 1911. St Andrews Parish Hall lay on this street, built 1913 and since demolished; new houses were built on the site in 1984 as Sausthorpe Court.

Linking Sausthorpe Street to Scorer Street quite late in the sequence was **Henry Street**, again proposed in 1900 but only built up after 1911.

Canwick Road forms the eastern boundary of the SBA and the industrial sites on the opposite side were where many of the (mostly male) residents of the SBA worked. However, on the western side were a variety of buildings, including one of the most remarkable in the area. The road was opened in 1843 along with the associated roads, Pelham Street and Melville Street to connect Broadgate with Canwick. The Lincoln surveyor J. S. Padley supervised the work – he also made the best maps Lincoln had in the 19th century. The three roads were known locally as Jobber's Road for some time, and the initial name on Padley's 1851 map was Pelham Street for the whole stretch. "Branston New Road" was another name. Eventually maps and people settled on Canwick Road.

A mixture of shops and houses occupied the west side, including a stable, post office, bakery and in 1894 an NSPCC shelter for deserted children at no. 75. Robey's fine Coffee Palace still survives at no 95, a Temperance establishment providing food and drink for the abstemious workers in the factory opposite. It went downhill eventually, becoming a strip club before being converted into apartments. The former Traveller's Rest pub, a fine example of the type, is listed as a beer retailer in

1857 and by 1880 a beer house; it may have been built c. 1849. It was converted into apartments in 2011. However no. 85 is the jewel; Joseph Fambrini, an Italian from Florence, formed a partnership with J. Daniels to make “artificial stone” ornaments, including both concrete and terracotta mouldings, popular on many buildings both in Lincoln and the country generally. The business started in 1860, moved to Canwick Road in 1878 and in 1889 a showroom was built decorated on the outside with examples of their work. This is the building that can still be seen in all its grimy glory. Further examples of their work can be found all round Lincoln – the architect William Watkins worked closely with the company on several Lincoln buildings. Fambrini and his family lived in the Villa Firenze that he built in Monk’s Road (no. 95, now a doctor’s).

The grid was now complete, the plans for the area originally laid down by the Reverend Francis Swan and his son the Reverend Charles Trollop Swan had been carried out, at least up to the Avoiding Line. Whether or not the Swans had plans to complete the grid in the southern part of the SBA, plans that were spoiled by the building of the Avoiding Line in 1882, is unknown. Certainly C.T. Swan put forward plans for 13 streets altogether to be built between the Avoiding Line, Canwick Road and South Park road in 1911 and 1912. Only one, **Kingsway**, was actually laid out, in 1911, the houses following from 1912, although more were applied for in planning permissions than were actually built.

Sincil Bank South and the South Common fringe.

South Park was laid out in 1867/8, replacing the original medieval road that lay across the South Common slightly to the south of the new road. Both the old and the new roads linked the Sleaford and Newark roads exiting at Great Bargate with Canwick Road. The new road was widened and “metalled” from 1872 and housing began to appear on it from 1874 at the west end. Building continued somewhat haphazardly until 1912.

The road may have been laid out in response to the building of the Lincoln Honiton railway line by the Great Northern Railway, opened in 1867. It was built over the south western edge of the South Common. The line closed in 1964 except for a stretch linking the Lincoln coal yards (near Pelham Bridge) to the Bracebridge Gas Works but after they closed the remaining track was taken up in 1972. The road continued across a bridge, constructed to cross over the railway line in 1867. Some very large and grand houses were built by prominent citizens (including Robey) at the south east end of the road.

At the south west end, the handsome Old Police House was originally built as a station for the City Police. There was a lock-up here from 1860, but the station as it is now was constructed in 1876. It stands on the site of the old South Common Tollgate House, built 1843–4, built to replace the demolished Great Bargate toll house.

The South Common itself may not be considered as a part of Sincil Bank but it has been an amenity for local residents from the Roman era right up to the present day. There are Roman burials on the common and residents pastured their animals on it in the quite recent past. Clay and stone was dug from it for building and in the 19th century playing fields were set out on part of it, along with a golf course. There were walks laid out and two tree-edged ponds provided shady places to rest in summer. It was and is currently the only green space available to local people. A small “pocket park” is being established in St Andrew’s Close. Called St. Andrew’s Garden, it will add another small green space for residents to relax in.

On the opposite side of the road from the Old Police House, where the Pleasure Fair site is now there was the Priory Windmill, owned by the Priory and Convent of St Catherine that formerly lay on the west side of St. Catherine's. Erected 1285, a mill continued on the site until at least 1817, when it is marked on Marrat's map of Lincoln. It is marked as demolished on a map of 1848.

Churches, Shops and Pubs

People required not just housing, but schools, shops, pubs and churches, and the present Sincil Bank district has evidence of many former examples of each; only a small fraction of the once-frequent corner shops survive, and only one public house. With the exception of two High Street churches (one now a Greek Orthodox church) and 2 non-conformist chapels there are no other surviving religious buildings still serving their original purpose in Sincil Bank.

At the instigation of the speculator responsible for the overall development of the area, the Reverend Francis Swan, the area east of the dyke was hived off into its own parish, St Andrew's, in 1884. A fine new stone-built Anglican church, St Andrew's, was built for the district on the corner of Portland Street and Canwick Road from 1876 – 1877, and was consecrated in a grand ceremony by the Bishop of Lincoln in 1878. Adjacent was St Andrew's School, later an auction house and now the Bridge Community. The church was designed by the famous James Fowler of Louth, a noted architect responsible for the "restoration" of many medieval churches in the East Midlands as well as many new churches and schools. The chancel was decorated by another famous Victorian gothic-revival architect, George Frederick Bodley, and was paid for by the Reverend Swan. The church incorporated capitals and arches from the old city church of St Martin's (taken down in 1871/2 and completely rebuilt on another site; it was demolished in 1970). The population of the parish in 1884 was 3000 and by 1911 was 7500, suggesting the period of greatest development of this area. Sadly the church was closed in 1968 and was demolished in 1970; the site is now partly a car park. Were the capitals and arches of what was one of Lincoln's oldest churches saved?

One other impressive religious building away from the High Street, whose fabric fortunately survives, was the United Methodist Chapel on Portland Street, now Webb's Motorcycles, built in 1904 in front of a Methodist school and chapel constructed in 1884. The chapel was closed in 1965.

The first of the various religious buildings along the High Street, from the old Midland railway line up to Bargate is the Thomas Cooper Memorial Chapel, commemorating the name of a fiery radical figure in both national politics and religion, born in Leicester, and who worked for a while in Lincoln as a journalist. He later retired to Lincoln and died in the city in 1892. It was constructed in 1972 to the design of Frederick Gibberd and Partners, architects of Liverpool's Catholic Cathedral. However, this had been the site of two previous religious buildings, the Medieval church of Holy Trinity which itself was replaced by the Hannah Memorial Wesleyan Chapel, a magnificent classically-fronted almost baroque edifice built 1873 – 5 and which itself was subsequently disgracefully demolished in 1965.

The Unitarian Chapel follows at 377 High Street. Initially a Presbyterian chapel built 1725/6 by Daniel Disney, it is the earliest non-conformist chapel in Lincoln. It was altered in 1891 and subsequently in the later 19th and early 20th century, but still preserves elements from the early building in its elegantly charming interior. It has its own small cemetery. The reminiscences of Mansfield Pennell (Lincs Past and present 61, Autumn 2005, page 10) suggest that the old punishment stocks were situated around here along with a watch-box.

Next in line is St. Peter at Gowt's, at heart an Anglo- Saxon church, with a typical tall nave and also having an equally typical late Saxon western tower. It also has some Roman inscribed stone built into its fabric . Additions were made throughout the medieval period, producing a very fine church which was then butchered in places by 19th century "restorations". Well worth a visit!

St Botolph's church follows – an odd-looking church, the result of a complete rebuild using the original stone, carried out in 1721. The grand cruciform medieval church of unusual length had fallen into poor repair in the 17th century and appears to have been badly damaged in the Civil War, along with most of Lincoln's churches. At least St. Botolph's survived – others have disappeared completely; the inset panel in the tower clearly has two medieval pillars as part of its frame. It was heavily altered in 1878 in "restorations" but has a fine interior. It is now a Greek Orthodox church.

Last in the line is the Congregational Chapel of 1867, a handsome brick building that has been re-purposed variously since it was closed.

Most of the pubs in the lower town were on the western side of High Street. However there were some in the Sincil Bank area. On Canwick Road were the Chaplin Arms and the Traveller's Rest, both now apartments, but to offer alternatives to the local work force, particularly those of a Temperance/Methodist persuasion) Robey's Globe Works Coffee Tavern and Workmen's Dining Rooms was built on the corner of Ripon Street and Canwick Road, right opposite the main gate into the works. It is present on a map of 1887. Directories for 1892 and 1905 indicate that it survived as a coffee tavern under the proprietorship of J. R. Hatton. The building is still there; it subsequently became a club and is now apartments, called Globe House. The others have been referred to in previous sections. Only the Golden Cross, on the High Street, built in 1959, survives.

While there were of course many shops on the High Street, there was also a plethora of corner shops in the terraces behind. Few survive as shops. Most are now converted to housing, their original purpose suggested by the big windows and frequently bricked-up doors on the corner itself. Some have three stories allowing living accommodation above the shop. One large and impressive former Lincoln Co-op store on Ripon Street survives but is now converted into apartments.

POSTSCRIPT

The Future for Sincil bank

The demographic of Sincil Bank has changed and is changing. Old industries have gone, shopping habits have changed, cars dominate the streets where once children could play safely. It is still a community, albeit one in almost constant flux. It would be good to see a sense of place, of ownership of the the area, of community spirit again. Part of that involves making the fabric of the streets and houses acceptable, comfortable, a good place to live and bring up children. It is possible to bring the old Victorian housing stock up to a modern standard, to keep the character of the area and enhance it and by doing so make people happy to live here. It will take time, commitment and money, and it is essential to involve the people of the area as closely as possible and listen to them and respect their ideas.

Sources:

A more detailed set of references will be added later.

This work has used the Survey of Lincoln booklets extensively – they are a great resource for anyone interested in the history of Lincoln as is the website <http://www.thesurveyoflincoln.co.uk/>.

In addition the History of Lincoln series by Sir Francis Hill and the relevant volumes of the History of Lincolnshire published by the Society for Lincolnshire History and Archaeology have been used. Various other books have been consulted and will be listed in due course.

The booklet/online pdf “Sincil Bank, Revitalised; A Place Shaping Framework” commissioned by the City of Lincoln Council and published in 2017 has been very useful.

Online resources consulted include:

<http://heritageconnectlincoln.com/> (absolutely invaluable)

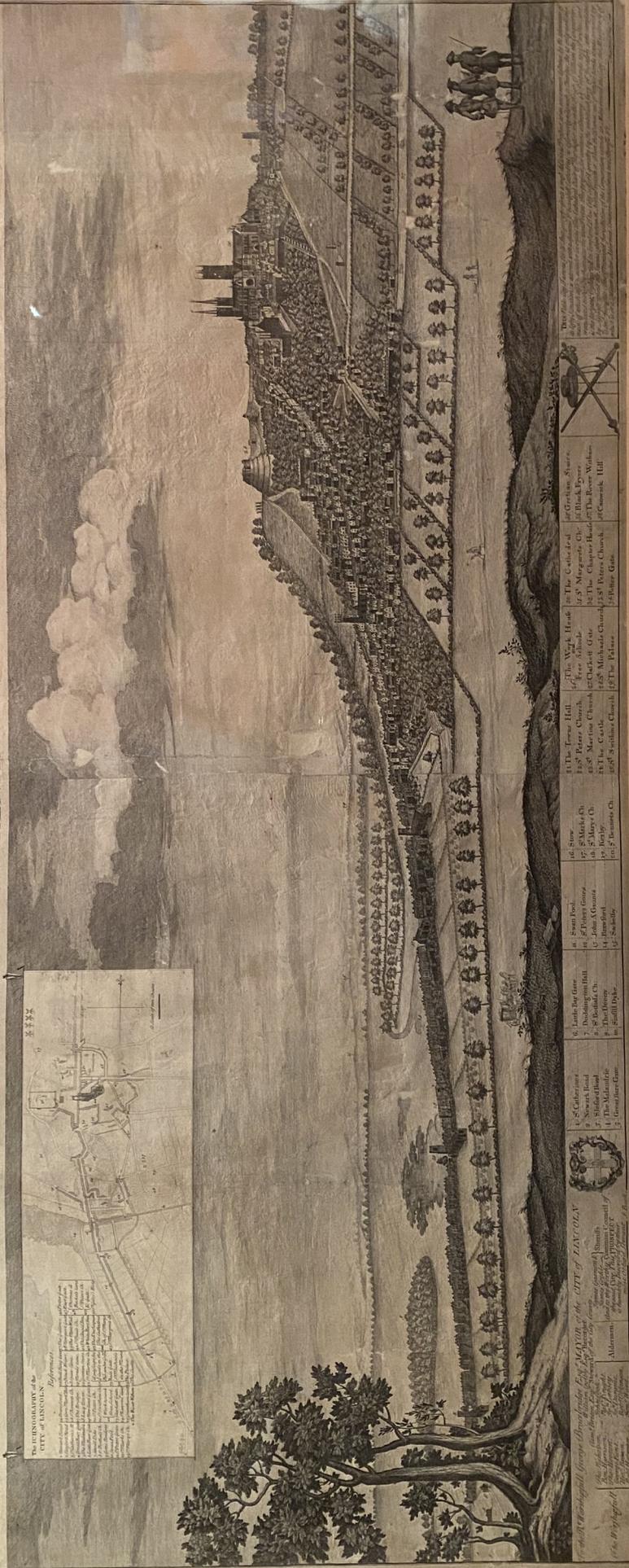
<https://www.lincstothepast.com/>

<http://www.thesurveyoflincoln.co.uk/cityba> (the City building applications database)

The British Newspaper Archive has been used to a limited extent so far – it includes scanned images of all the Lincolnshire newspapers but many are poorly imaged and the site can be difficult to navigate. More information will be added from this resource later.

The two views on the following pages are from the 1724 print by Samuel Buck of Lincoln from the south. This is an unusual view and a rare print, the original of which can be found in the Usher Art Gallery. The map section is almost certainly only the second map made of the city – the first is known as the Speed map and was made in 1610, and is little more than a bird’s eye view.

THE SOUTH VIEW OF THE ANTIENT CITY OF LINCOLN, TAKEN FROM MR. DICKINSON'S SUMMER HOUSE AT CANNICK BY S. BUCK.



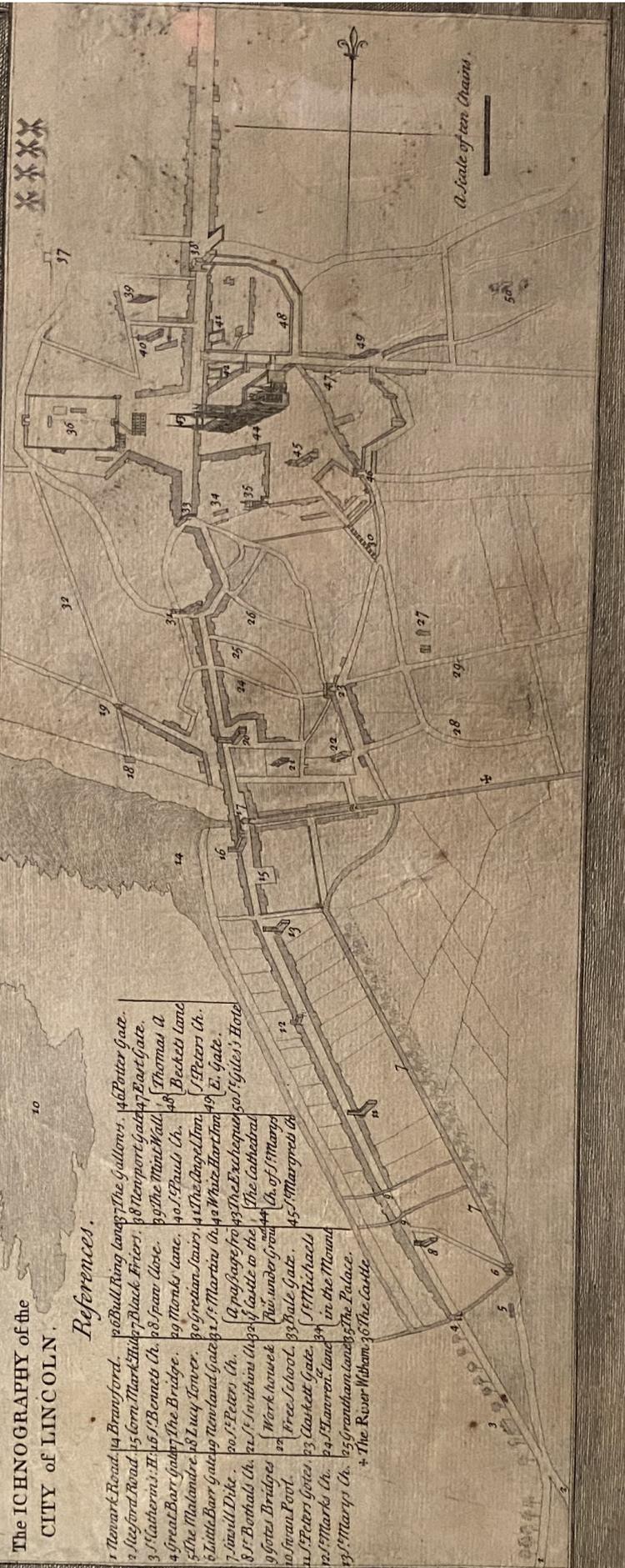
THE CITY OF LINCOLN.
 The City of Lincoln is situated on the River Witham, and is bounded by the River Ouse to the north, the River Trent to the east, and the River Great Ouse to the south. The city is divided into several wards, and is surrounded by a wall of stone and brick. The city is one of the most ancient in England, and has been the seat of a bishopric since the time of King Ethelbert.

1. St. Catherine's
 2. St. Andrew's
 3. St. Martin's
 4. St. Peter's
 5. St. Nicholas
 6. St. Mary's
 7. St. James
 8. St. John's
 9. St. George's
 10. St. Elizabeth's
 11. St. Margaret's
 12. St. Mary's
 13. St. Peter's
 14. St. Nicholas
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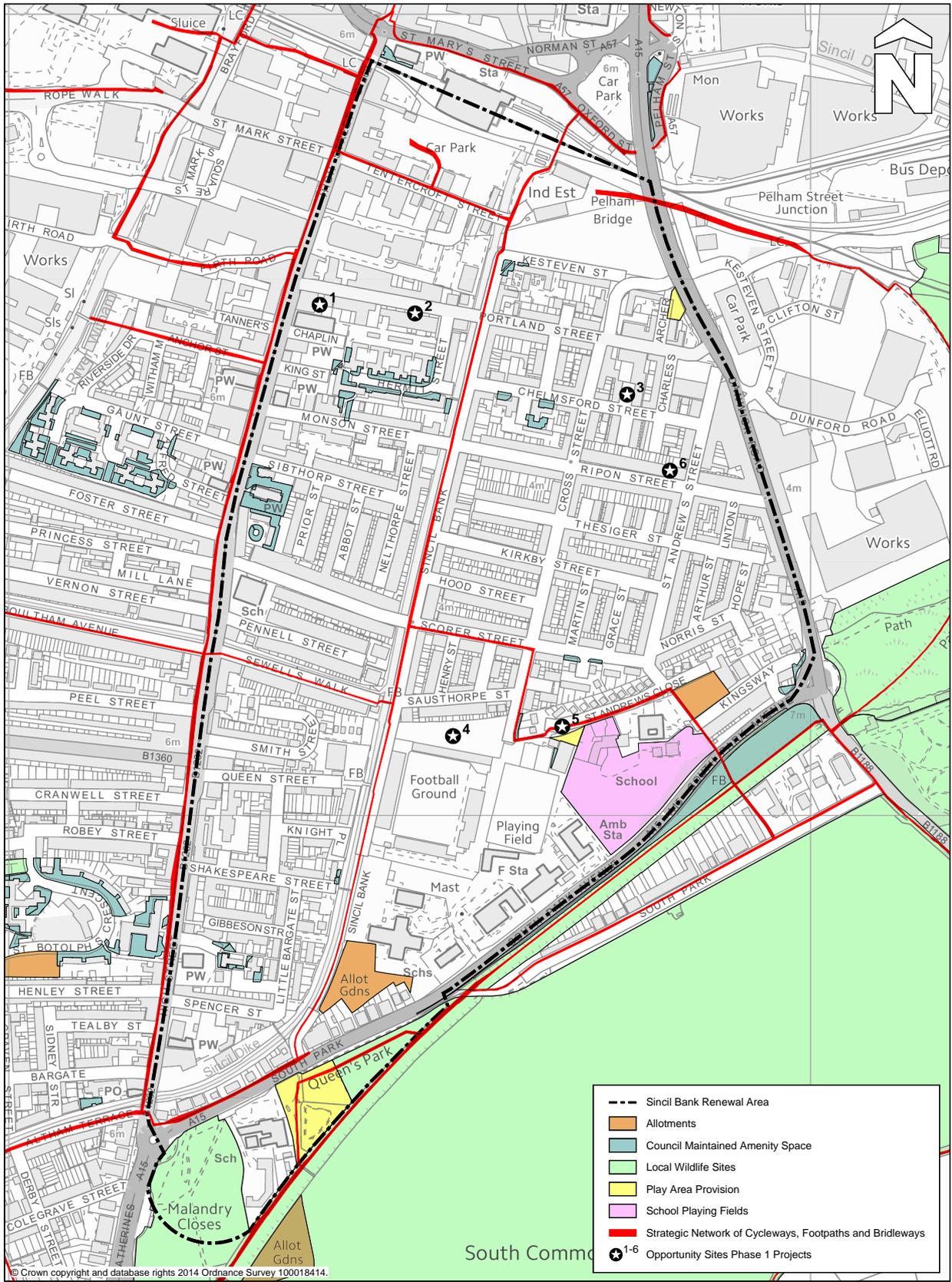
The ICHNOGRAPHY of the
CITY of LINCOLN.

References.

- 1 Newark Road 14 Brassford.
- 2 Steyford Road 15 Corn Market
- 3 St Catharines Ch. 16 St Bennets Ch. 18 Mansport Gate 17 East Gate.
- 4 Great Bar Gate 17 The Bridge.
- 5 The Malandrie 18 Lucy Tower.
- 6 Little Bar Gate 19 Newland Gate 21 St Martins Ch. 40 White Hart Inn 49 St Peters Ch.
- 7 Wills Dike. 20 St Peters Ch.
- 8 St Boothals Ch. 22 St Withuns Ch 23 Castle to the
- 9 Grotto Bridges 24 Work house & 25 Castle to the
- 10 Swan Pond 26 Free School. 27 Hole Gate.
- 11 St Peters spire. 28 Blackett Gate. 29 St Michaels
- 12 St Marks Ch. 29 St James' lane 30 in the Monast
- 13 St Marys Ch. 30 Grantham lane 31 The Palace.
- 32 The River Witham 36 The Castle



A Scale of ten Chains.



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Sincil Bank Renewal Area

Scale: 1:4200 at A3

Version 3: 31-Mar-2014

