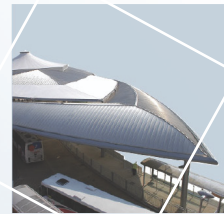


**Report № 1899**

**Former Service Station, Salhouse, Norfolk:  
An Historic Building Record**

NHER 51770



Fiona Wooler

September 2008

BAU1899

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Location:	Former Service Station, Salhouse
District:	Broadland
Grid Ref.:	TG 30705 14219
HER No.:	51770
Dates of Fieldwork:	26 June 2008

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## **Summary**

*A Level 2 archaeological building survey was undertaken of redundant buildings to the rear of the former Service Station at Salhouse, Norfolk. The service station is located on the site of a windmill, shown on the 1883 Ordnance Survey map and which stood until the 1930s. The documentary evidence indicates that the windmill was constructed at some point between the production of the Tithe Award Map of 1840 and the publication of the First Edition Ordnance Survey map in 1883. Between 1883 and 1906, other buildings were constructed to the north-west of the windmill, which may have related to a maltings.*

*The buildings which were the subject of the present survey include three brick-built structures (Buildings A, B and C), and modern garage buildings (Buildings D and E) which have utilised the earlier buildings. Buildings A and B are two-storey structures with regularly spaced windows, which appear to have been some form of industrial buildings. Building C is constructed of a different bond, suggesting it may have been built later, but cartographic and archaeological evidence suggest that it was contemporary.*

*The need for further survey work during demolition work is not considered to be necessary.*

## **1.0 Introduction**

In May 2008, Norfolk Landscape Archaeology issued a brief for a building recording project and archaeological watching brief at the Former Salhouse Service Station, Mill Road Salhouse, Norfolk (Gurney 2008). The former Salhouse Service Station is situated to the west of the village of Salhouse, on the east side of Mill Street, and to the south of the historic properties on Lower Street. The site is located at a height of c.20m AOD and is presently surrounded by modern housing (Figs 1 and 2). The brief was issued in response to the granting of planning permission to demolish the existing garage and associated buildings and redevelop the site for 20 dwellings (App No: 2007 1578).

The brief was concerned with the site of a windmill which is shown on the First Edition Ordnance Survey map of 1883, and which stood until the 1930s. It was suspected that some of the extant garage buildings on the site may have been connected with the mill, evidenced by an undated photograph that shows a number of buildings around the mill (NHER 43124).

The objective of the historic building recording project was to make a record of the extant buildings prior to their demolition. According to the NHER, no previous archaeological work has been undertaken at the site.

A 'Level 2' archaeological building survey, as described by English Heritage (2008), was undertaken by Fiona Wooler on 26 June 2008.

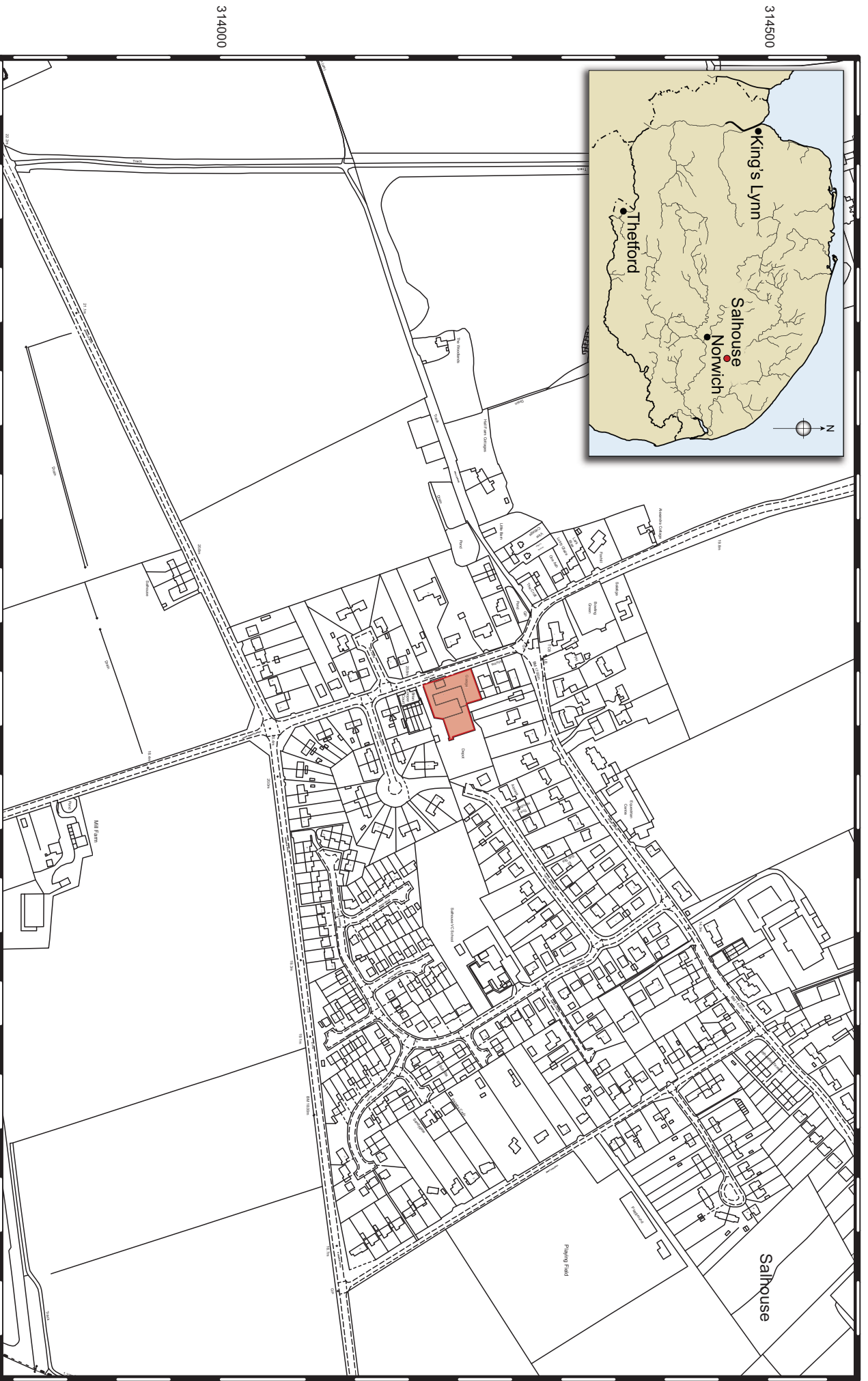


Figure 1 Site Location



314200

630750

**Depot**

Modern  
single-storey  
extension

Building  
D

Building  
B

Building  
A

Building  
C

Building  
E

**Garage**

1

630700

630700

**Figure 2 Site Plan**

630650

630650

**MILL ROAD**

314250

314200

## 2.0 Historical Background

The NHER site notes that a windmill stood at this location, as is shown on the First Edition Ordnance Survey map of 1883. It was, however, not present on the earlier Tithe Award Map of 1840, or on the later Ordnance Survey 25" map of 1938 (HER 43124). By the publication of the 25" Second Edition Ordnance Survey map of 1906, an L-shaped building had been constructed to the north of the windmill. The building against the south-west end of the L-shaped building is no longer extant.

The *Post Office Directory of Cambridgeshire, Norfolk and Suffolk* (1869) lists two millers at Salhouse: William Hargrave, miller, grocer and farmer, and Herekiah Howlett, miller. Neither are attributed to a specific location, but this appears to suggest that there were two mills in the parish operating at the same time.<sup>1</sup>

*Kelly's Directory of Norfolk* (1896), describes Salhouse (or Salhouse or Sallowes) as being a village and parish near the River Bure, with a station one mile south-west from the village on the East Norfolk branch of the Great Western Railway, 6 miles north-east from Norwich. The directory noted that the soil in the area was of a light, mixed character with a marl sub-soil. The chief crops at that date were wheat, barley, turnips and hay. This trade directory names a Horace Howlett as a miller (of wind and steam) in Salhouse parish although it does not specifically say the mill was on Mill Road, he is also described as a coal and corn merchant, and a farmer.<sup>2</sup>

Within the NHER secondary file is an undated photograph which shows the windmill and associated buildings from the south-west. This is an interesting photograph as it clearly shows the four-sail windmill, with a building to the right with tall chimney, suggesting the presence of a steam engine, and the distinctive conical roof of a malting kiln to the left. An old railway carriage appears to be located to the left of the windmill.

Also within the secondary file is a document of unknown origin which provides some historical information regarding Salhouse Mill. According to this source, there were two mills in Salhouse, although it suggests that neither was contemporary with the other. The earliest known was located on Mill Hill (to the north-east of the village) and is visible on an 1826 map, although not shown by the publication of the First Edition Ordnance Survey in 1887. It is suggested within this document that windmills were sometimes moved from one place to another. The windmill at Mill Hill was convenient for the wherries which moored in Salhouse Broad as the waterway used to come up to the road, however the mill on Mill Road was better sited to take advantage of improved roads at the latter part of the 19th century.

In 1901, the mill on Mill Road was owned by Mr Frank Read, although by this date it is believed that the mill only worked occasionally. As well as the mill grinding corn, there was also a maltings on the site, for which there were concrete bins for

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<sup>1</sup> Post Office Directory for Cambridgeshire, Norfolk and Suffolk, 1869 – available online at <http://www.historicaldirectories.org/> - accessed 2/07/2008

<sup>2</sup> Kelly's Directory of Norfolk, 1896 – available online at <http://www.historicaldirectories.org/> - accessed 2/7/08

drying the barley. By the latter part of the 1930s, the windmill was demolished (NHER 43124).

Included within the secondary file is an aerial photograph of unknown date which shows the site without the windmill, or any evidence for the chimney and maltings kiln. This photograph clearly shows the modern garage buildings which face Mill Road. Aerial photography from 1946 shows that buildings were on the site in that year, standing relatively isolated from the rest of the village, with no evidence for the windmill or the modern garage buildings.

### **3.0 Results of the Survey**

The buildings that are the subject of the present survey are located to the rear (east) of the modern service station buildings that face Mill Road (Fig. 2; Plates 1–4). They consist of a long range (Building A) orientated roughly north–south and a further range extending from the south end, orientated roughly east–west (Building B). Also included is an additional building at the north-west end of Building A (Building C). The modern garage buildings will be briefly mentioned for completeness (Buildings D and E) (Fig. 2). For ease of reference within this report, these will be referred to as Buildings A, B, C, D and E, as there is evidence that these form separate construction phases.

#### **3.1 Building A – Exterior**

Building A is a two-storey brick-built structure laid in Flemish Bond, which consists of alternate headers and stretchers used in each course. The roof is laid in red pantiles with semi-circular-section ridge tiles. It is gabled at its northern end, although this does not appear to be original. There is a partly hipped roof to the southern end and this seems to respect the western end of Building B (Plate 4).

Along its western elevation there are four windows at ground level with arched heads, and a single doorway (Plate 3). At first-floor level along this elevation there are four windows located just below the eaves and directly above those on the ground floor, although these have straight heads (Plate 6), and above the doorway is a long narrow window with six fixed panes, and horizontal timbers acting as lintel and cill.

In the south facing elevation of Buildings A there is window at ground level, now boarded over like those on the west elevation, and at first floor level are two windows below the eaves (Plate 5). It is interesting to note the change in roof pitch to accommodate these windows, this may be due to the windows being a later addition, however the roof was clearly raised like this on the pre-1930s photograph. At ground floor level in this elevation are two decorative metal grilles for ventilation (Plate 7). To the right of these is a vertical iron wall tie (Plate 8).

The change in roofline between Buildings A and B as seen from the south is an interesting feature (Plate 9). It was not possible to note externally or internally any vertical construction break between these two buildings due to external render and internal wall coverings, yet the change in roof line does suggest two separate construction phases. Although it was not possible to note during the site survey, modern satellite photography via Google Earth does show that Building A incorporates part of Building B within its fabric in the south-east corner (suggesting that Building B was in existence prior to Building A).



The east-facing elevation of Building A was obscured by the presence of Building D, however internally it was possible to note features (see below).

The north elevation of Building A was not possible to observe due to foliage and restricted access. It was consequently not possible to note if there was a vertical construction break between Buildings A and C on the north elevation (Plate 10).

### **3.2 Building B – Exterior**

Building B is located against the south-east end of Building A and is orientated at a 90° angle to it (Fig. 2). Like Building A, it is also a two-storey structure constructed of brick laid in Flemish Bond. The roof, as already noted, is not on the same ridge line as that of Building A. It is laid in slate with inverted-V-section ceramic ridge tiles, and is hipped at its eastern end (Plate 11).

Along the south-facing elevation of Building B are concrete steps which provide access to the first floor, which may not be an original feature (Plate 12). At ground level there is a doorway and large window, both have been covered over with metal sheets to restrict access, and at first-floor level there are two windows of different sizes just below the eaves (Plate 11). In the east-facing elevation is a boarded-over window at first-floor level. At ground level it was not possible to note any original windows or doors due to the presence of the modern flat-roofed extension constructed from block work (Plate 13).

The north elevation of Building B could not be observed externally due to the presence of the modern garage building (Building D), however features were observed internally (see below).

### **3.3 Building C – Exterior**

Building C is located against the north-west side of Building A, and orientated at a 90° angle to it (Plate 14; Fig. 2). This is two-storey brick-built structure laid in English Bond, which consists of alternate courses of headers and stretchers. This type of bond is considered to be very strong because of the complete absence of straight joints running vertically in the wall, although it is more expensive and difficult to lay compared to other bonds.<sup>3</sup> The gabled roof is laid in slate. It is interesting to note that the roof of this building is not a continuation of that of Building A. In fact, at the northern end of Building A there is a modern pitched roof which faces north, over what was clearly once part of Building A due to its width and lack of evidence internally for a construction break (this was observed more clearly internally – see below). It seems likely that if Buildings A and C, as is the case with Buildings A and B, were contemporary they would not have shared the same roofline anyway due to the fact that Building A is wider and the pitch would have been wrong.

In the south-facing elevation of Building C there is a standard-sized doorway allowing human access, with arched head over similar to those of the windows of Building A, and to the left is an inserted large doorway presumably relating to the

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<sup>3</sup> Brunskill 1990, 87.



use of the site as a garage (Plate 15). Above the smaller doorway is what may be an original rainwater hopper constructed from timber (Plate 16).

The west and north elevations of this buildings could not be observed due to the presence of Building E to the west, and lack of access to the north.

### **3.4 Building D – Exterior**

Building D is the large modern garage building located to the east of Building A (Plate 17). Its eastern and northern walls are constructed of concrete blocks, whilst the south and west walls use those of the earlier brick-built Buildings A and B. The east elevation contains four large doorways to provide vehicular access separated from each other by brick piers. To the southern end of this elevation is a window, also covered over. The roof is laid in profile sheeting with inserted skylights; the roof has a hint of architectural detail in the form of a circular feature at the apex of the southern gable, although it can not be easily seen (Plate 18).

The north elevation of Building D could not be easily observed due to proximity of the site boundary, however it was possible to note two large windows in this elevation, now covered over, which would have provided natural light into the interior (Plate 19).

### **3.5 Building E – Exterior**

Building E actually consists of two structures which make up the modern service station fronting Mill Road. They are located to the west of all the other buildings on the site, one to the north constructed against the western gable end of Building C (Plate 14; Fig. 2), the other oriented north–south and forming the main frontage (Plate 20). Both are single-storey structures, the section to the west of Building C has a flat roof, whilst the main frontage building has a shallow pitched roof (Plate 21). It would appear that these buildings provided the space for the requirements of a modern garage, i.e. space for vehicular access for servicing and MOTs, office and counter space, a showroom and forecourt for fuel (Plates 20–24).

### **3.6 Building A – Interior**

The interior of Building A could be accessed via the door on the west elevation (Plate 3). The floor of the interior of the building is of concrete and the walls have been painted in bold horizontal strips of blue and red with white above (Plate 25). The interior of Building A has two internal cross-walls, one to the north is of brick laid in Flemish Bond (Plate 25), and the southern cross-wall is of modern concrete blocks with iron columns supporting a concrete lintel (Plate 26). Within the northern cross-wall (Plate 25) there is a modern doorway with sliding door, and at its eastern side, a blocked doorway (Plate 27). Three steel girders project from this wall; these appear to be the ends of the girders which support the first floor of the room to the north. Along the east internal wall of Building A were formerly two large doorways to allow vehicular access, although one has subsequently been blocked-up, and has a blocked window above (Plate 28). To the north of this blocked doorway is a blocked window, above which is a further blocked window at first-floor level. The presence of the windows at first-floor level indicates that there was originally a first floor, however this has obviously been removed, although it was difficult to observe any blocked up holes for the joists.

The room to the north of the brick cross-wall shown on Plate 25 contained no windows, therefore it was very dark and difficult to note any original features. The walls appeared relatively plain and there was no evidence for a blocked-up ground-floor window which may have been present in the northern end of the building. There are wooden stairs which provide access to the first floor (Plate 29) and in the north-west corner is a further staircase, now redundant, which would have provided access from the ground floor of Building C to the first floor of Building A (Plate 30).

In the west wall of this room is a large blocked doorway, which would have provided access into Building C (Plate 29). On the other side of the brick cross-wall shown on Plate 25, there remains a door *in situ*, although this door is blocked behind (Plate 31); this is the blocked doorway shown on Plate 27. Where a brick has been removed on the north side of the internal brick cross-wall in Building A, it was possible to note that it was constructed of 'Fletton' bricks; these were a type of common brick made from the Oxford clays of the Peterborough area.<sup>4</sup> Flettons were a blotchy pink self-firing brick which were pressed in a mould. They were manufactured from around 1900, and were often used for internal walls (Plate 32).

The first floor at the north end of Building A was accessed via the stairs shown on Plate 29. The roof of this section of the building is the modern pitched roof shown on Plate 14. Within this room it was obvious that the walls have been heightened to accommodate this pitched roof (Plates 33–34). In the east wall of this room there are blocked holes between a horizontal band of projecting bricks which may have been to hold joists for a floor. This would suggest that the floor would have been just below the level of the windows, consequently the roof space would have been utilised in this part of the building. There are former windows visible in both the south and west walls of this room (Plates 34–35), although it is not known if either of these windows were originally external; that in the west wall (Plate 34) may have been if Building C was constructed later, whilst that in the south wall (Plate 35) is within the internal brick cross-wall. There was no evidence observed in Building A (in the form of a vertical construction break) that it had been extended at its northern end, which would have made this an exterior facing window. In the north wall is an extant window, with the projecting line of horizontal brick just below its cill (Plate 36).

At the southern end of Building A is the modern concrete block wall already noted and shown on Plate 26. Beyond this cross-wall, the interior was very dark due to the covered over windows in the south and west elevations. It was, however, possible to note a section of brick wall extending from the eastern wall, with openings at the top (Plate 37). It is clear that this wall originally extended further, but it has been cut away to provide a larger opening. The function of this wall, with its upper openings, is unclear, as it is not known to which phase of the building's history it belongs.

The first floor at the southern end of Building A could only be accessed via the external stairs on the south elevation (Plate 5); these stairs also provide access to the first floor of Building B. The first-floor space has more recently been used as

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<sup>4</sup> Brunskill 1990, 100.

offices for the garage (Plate 38) . All the walls were covered so it was not possible to note any earlier windows, particularly on the south elevation. The floor was partly of concrete and partly timber floorboards. Where a section of the ceiling had fallen away it was possible to note some of the roof structure of Building A, with a single king-post observed and the timber cladding of the underside of the roof, which may suggest that originally there was no ceiling to the first floor, and that the roof space was utilised (Plate 39).

### **3.7 Building B – Interior**

The ground floor of Building B could only be accessed at the time of survey via one of two doorways from Building D (Plate 40). The ground floor has more latterly been used as a waiting room for the garage (Plate 41), with a kitchen located the small extension on the east elevation. As the walls were covered it was not possible to note any potential original features.

The first floor of Building B was accessed via the external stairs on the south elevation. It was observed that at the point where Buildings A and B meet, the difference in floor level was 20cm higher to Building B (Plate 42). This change in floor level may be indicative of these two buildings being of separate construction phases.

The flooring of the first floor of Building B was noted, where visible, to be timber boarding oriented north–south. The ceiling was timber-clad, and its profile suggests that the roof structure consists of roof truss with collars (Plate 43), rather than tie-beams, although this could not be substantiated. Where a section of this timber-cladding had come away it was possible to note some lengths of reeds or straw, laid horizontally, within the roof space which have been covered with plaster; this may have been a form of insulation on the underside of the roof (Plate 44). The walls of this part of the building were covered in modern laminate sheets, but where sections have come away it would appear that the walls have been previously covered in sections of wooden chests, such as tea chests (Plate 45).

### **3.8 Building C – Interior**

The interior of Building C could only be accessed through the modern garage buildings (Building E) and was relatively featureless internally. The only feature of note was the eastern internal wall, between Building C and Building A, which was laid in Flemish Bond, and the brickwork was noted to be clean and unweathered. A circular tie-plate was also observed in this section of wall (Plate 46). If Building C had been constructed after Building A, then this would have been originally a section of exterior wall. As it shows no sign of weathering then it could be that Building C is contemporary, or this wall has been rebuilt recently, but in the same bonding as the original fabric of Building A. The presence of the circular tie-plate, however, would seem unnecessary in a recently reconstructed wall.

### **3.9 Building D – Interior**

The interior of Building D could only be accessed at the time of survey via Building A. Although this is clearly a modern garage, from within the interior it was possible to note features along the original external walls of Buildings A and B, as these were incorporated within this modern garage service area. The flooring is of concrete, and at the northern end there are two inspection pits with steps down. In

the northern wall there are two metal-framed windows containing six horizontal panes of glass (Plate 47).

Along the western wall of this building (the original external east wall of Building A), it was noted that there was blocked doorway with arched head, and a blocked window with arched head to the north of that (Plates 48–50). A single square tie-plate was noted in the wall between these two blocked apertures (Plate 51).

The south wall of Building D (the original north exterior wall of Building B) has two doorways (Plate 40), one with double doors (Plate 52) and the other is standard doorway to the eastern end which provides access to the kitchen in the single-storey extension. Located between these two doorways is a window with arched head (Plate 53). Above the double doors is a circular, decorative, tie-plate (Plate 54) similar to that already observed in the wall between Buildings C and A (see Plate 46). The presence of metal tie-plates within the brick walls could suggest that there were few original internal walls which could have provided some stability to the structure. The tie-plates may have had internal tie-rods spanning the width of the building, which prevented the walls from ‘bellying out’,<sup>5</sup> although they would have had to be located at a height that did not impinge on operations within the building.

### **3.10 Building E – Interior**

The two structures which make up Building E would have originally been the garage office, showroom, car service area and customers counter. As these are modern buildings they have been photographed internally and externally as a record of their form. Plates 55 and 56 show the interior of the garage building which faces the forecourt and Mill Road.

## **4.0 Conclusion**

The cartographic evidence indicates that the site of the former service station at Salhouse remained undeveloped until the second half of the 19th century, as the Tithe Award Map of mid-19th-century date shows the land as fields. By the date of the publication of the 25” First Edition Ordnance Survey map in 1883 a windmill (corn) is shown on the site with associated buildings, one of which may be Building B. By 1906, further buildings have been added to the north and these appear to consist of Buildings A and C. The existence of Building B prior to the construction of Buildings A and C is reflected in the change of roof line between the two buildings.

The documentary evidence obtained from the NHER and historical trade directories indicates that the windmill on Mill Road was in existence by 1887, and it has been suggested that the earlier mill on Mill Hill may have been moved to this new site. The undated photograph of the windmill on Mill Road shows a chimney as well as a malting kiln; in the 1896 trade directory, a Horace Howlett is listed as a miller (of wind and steam), indicating that this refers to the Mill Road site.

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<sup>5</sup> Brunskill 1990, 110.

The buildings which were the subject of the present survey include three brick-built structures (Buildings A, B and C), and modern garage buildings (Buildings D and E) which have utilised the earlier buildings. The largest of the brick-built buildings is Building A orientated roughly north–south and two storeys high. The external appearance of this building suggests a structure constructed for industrial activity. It is a fairly ordinary building, with little in the way of architectural features suggesting a utilitarian use. Internally it appears to display little in the way of original features and has evidence for only one internal cross-wall, which may suggest that the building was constructed with a requirement of open space. The presence of first-floor windows does indicate that there may have been a first floor originally, although it would have been a low space, within the rafters. It is possible that Building A was constructed as part of the malting process undertaken on the site. The undated photograph clearly shows a malting kiln on the site, located to the north of Building A. Maltings were places where barley was converted into malt by means of controlled germination. The malt was used in the brewing of beer, although it was also part of general human diet.<sup>6</sup> According to Brunskill, a malting site needed space for the storage of the barley, and then required a large floor where the barley was spread and allowed to germinate. The germinating barley was then dried in the kiln, after which it was bagged and stored ready for sale.<sup>7</sup> The lack of internal walls within Building A may indicate the need for open space for the storage of barley, possibly in bins located on the ground floor, and then the barley was spread on the first floor to allow to germinate before being transferred to the kiln at the north end of the building. It must be noted, however, that Buildings A and C appear to be shown on the Second Edition Ordnance Survey map of 1906, although no malting kiln appears to be shown at this date.

Building C was considered separately within this report as it is constructed of a different bond to Building A suggesting it may have been built later. Cartographic and archaeological evidence does, however, suggest that it was contemporary, unless of course it is a replacement for an earlier structure.

As the location of original features such as former windows and tie plates could be observed within the interior of Building D, the need for further survey work during demolition work is not considered to be necessary.

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<sup>6</sup> Brunskill 1999, 100.

<sup>7</sup> Brunskill, R.W, 1999, Page 101



**Plates**



Plate 1. Salhouse Service Station on Mill Road as seen from the south



Plate 2. View looking east from south of the service station



Plate 3. West elevation of buildings to the rear of modern service station



Plate 4. South elevation of Building A



Plate 5. South elevation of Building A



Plate 6 Detail of ground and first floor windows, west elevation of Building A



Plate 7. Decorative ventilation grilles in south elevation of Building A



Plate 8. Metal wall tie, south wall of Building A



Plate 9. Change in roof lines and materials between Buildings A and B



Plate 10. View looking west along the north elevation of Building A



Plate 11. South facing elevations of Buildings A and B



Plate 12. Concrete steps set in a brick surround, south elevation of Building B



Plate 13. East-facing elevation of Building B



Plate 14. View looking north showing Building C



Plate 15. South-facing elevation of Building C



Plate 16. Rainwater hopper, south elevation of Building C



Plate 17. East-facing elevation of Building D



Plate 18. Detail of the circular feature on south elevation of Building D





Plate 19. North elevation of Building D



Plate 20. West elevation of Building E fronting Mill Road



Plate 21. Main service station building fronting Mill Road



Plate 22. South elevation of former service station



Plate 23. East elevation of former service station



Plate 24. Part of west elevation of service station



Plate 25. Interior of Building A, view looking north



Plate 26. View looking south of interior of Building A



Plate 27. Blocked doorway in northern cross-wall, interior of Building A



Plate 28. Eastern interior wall of Building A



Plate 29. View west showing stairs to 1st floor at north end of Building A



Plate 30. Redundant stairs in north-west corner of Building A



Plate 31. Door (blocked behind), northern cross-wall, interior of Building A



Plate 32. 'Fletton' brick visible in northern interior cross-wall in Building A



Plate 33. First floor, east wall at north end of Building A



Plate 34. First floor, north end of Building A



Plate 35. First floor, north end of Building A, south wall



Plate 36. First floor, north end of Building A, north wall





Plate 37. South end of Building A, ground floor



Plate 38. South end of Building A, first floor



Plate 39. Detail of roof structure as seen from the south end of Building A



Plate 40. North wall of Building B as seen from the interior of Building D



Plate 41. Ground floor of Building B, waiting room area



Plate 42. Difference in floor level between Buildings A and B



Plate 43. First floor of Building B, view looking east



Plate 44. Roof space of Building B showing reeds/straw covered in plaster



Plate 45. North internal wall, first floor, Building B



Plate 46. View of the wall between Buildings C and A



Plate 47. View looking north of the interior of Building D



Plate 48. West wall of Building D showing blocked door

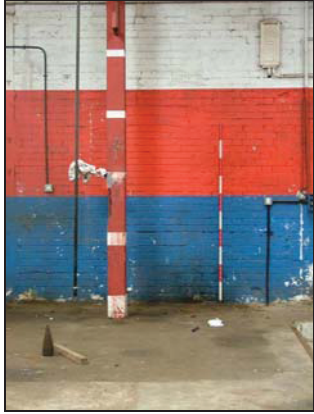


Plate 49. Blocked door in west wall of Building D



Plate 50. Detail of arched head to blocked door



Plate 51. Square tie-plate, original east external wall of Building A

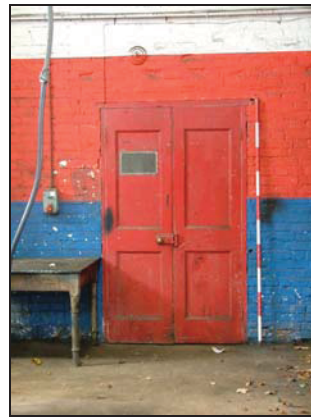


Plate 52. Inserted double doors in south wall of Building D

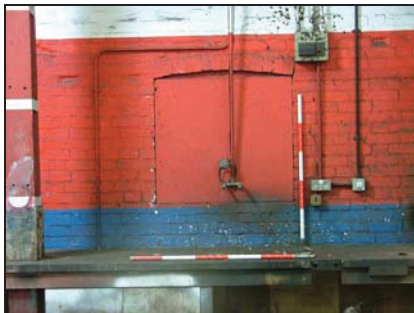


Plate 53. Window with arched head in original north wall of Building B

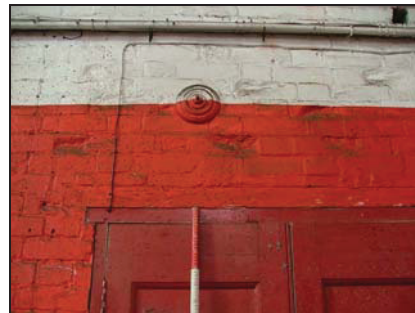


Plate 54. Circular tie-plate, original north wall of Building B



Plate 55. Interior of Building E which faces Mill Road



Plate 56. Interior of Building E which faces Mill Road, view looking north

## Appendix 1: NHER Records

### Norfolk HER Records within a 300m radius of TG 30705 14219

HER No.	Site Name	Grid Ref	Record Type	Description	Period
2796	Fen Causeway Roman Road	Various	Monument	The Fen Causeway is the name given to the Roman road which runs from a junction with Ermine Street and King Street near Peterborough across the Cambridgeshire and Norfolk Fens.	Roman
8470	Bronze Age flint arrowhead	TG 3079 1428	Findspot	Found in garden of 17 Topcliffe Avenue in 1965	Early Bronze Age
8472	Undated iron working site	TG 3071 1451	Monument	Large mass of iron slag ploughed up	Unknown
13581	Route of Midland and Great Northern Joint Railway	Various	Monument	The Midland and Great Northern Joint Railway link between Great Yarmouth and Sutton Bridge was opened in sections	Post Medieval
13586	East Norfolk Railway, Cromer line	Various	Monument	Work on the East Norfolk Railway began in 1867 designed to create a route from Norwich to Cromer	Post Medieval
18911	Possible post medieval woodland boundary park	TG 3056 1342	Monument	Cropmark of possible curvilinear bank perhaps relating to a post medieval boundary, visible on aerial photograph taken in 1979	Unknown
31053	The Grange, Lower Street	TG 3072 1438	Listed Building	House dates to c.1600, with 18th and 19th century additions	Post Medieval
41200	Former Equestrian Centre	TG 3079 1438	Listed Building	Includes listed barn of 18th century date, built from brick of an older core	Post Medieval
43124	Site of Post Medieval windmill	TG 3066 1422	Monument	Windmill shown on 1883 map, remnants apparently visible until 1980s	Post Medieval
46036	Providence Cottage, Lower Street	TG 3066 1431	Listed Building	Formerly an estate cottage. Dates mainly to 19th century but incorporated re-used earlier material	Post Medieval
46102	Braemar, Lower Street	TG 3069 1432	Listed Building	House with inscription dating it to 1714 with possible earlier core	Post Medieval
45166	Cropmark of undated oval enclosure	TG 3133 1387	Monument	Possible oval enclosure of unknown date visible on aerial photographs	Unknown
50823	Possible Post Medieval field boundaries and other cropmarks	TG 2974 1488	Monument	Group of undated field boundaries and other cropmarks visible on aerial photography	Unknown/possible Post Medieval
51477	Medieval and Post Medieval coins, tokens and	TG 30 14	Findspot	Found during metal detecting in 2008	Medieval/Post Medieval