

LLPH17



LAKELAND LEISURE PARK, MOOR LANE, FLOOKBURGH, CUMBRIA

HISTORIC BUILDINGS RECORDING (LEVEL 2)
PLANNING REF. SL/2016/0940

commissioned by Bourne Leisure Ltd

January 2018

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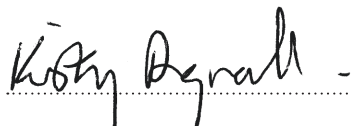
PROJECT INFO:

HA Project Code **LLPH17** / NGR **SD 37364 73519** / Parish **Lower Holker** / Local Authority **South Lakeland District Council** / OASIS Ref. **headland1-304339** / Archive Repository **Kendal Museum of Natural History and Archaeology**

PROJECT TEAM:

Project Manager **Kirsty Dingwall** / Author **Stephen Cox** / Fieldwork **Stephen Cox** / Graphics **Beata Wieczorek-Oleksy, Caroline Norrman**

Approved by **Kirsty Dingwall**



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PROJECT SUMMARY

A historic building survey was undertaken by Headland Archaeology (UK) Ltd of a World War II bunker-type structure at the former RAF Cark Airfield, north of Morecambe Bay, Cumbria. The survey comprised a descriptive and photographic survey of the structure prior to its demolition in advance of construction of an extension to an existing caravan park. It identified that the structure was a bunker used for ammunition storage and probably related to the Royal Artillery occupation of the site. The structure was constructed of concrete blocks with a concrete roof and contained 16 cubicles arranged either side of a central passageway. The cubicles had later been adapted to form pig pens. The structure was surrounded by a reinforced concrete blast protection wall, with four entrances in total.

CONTENTS

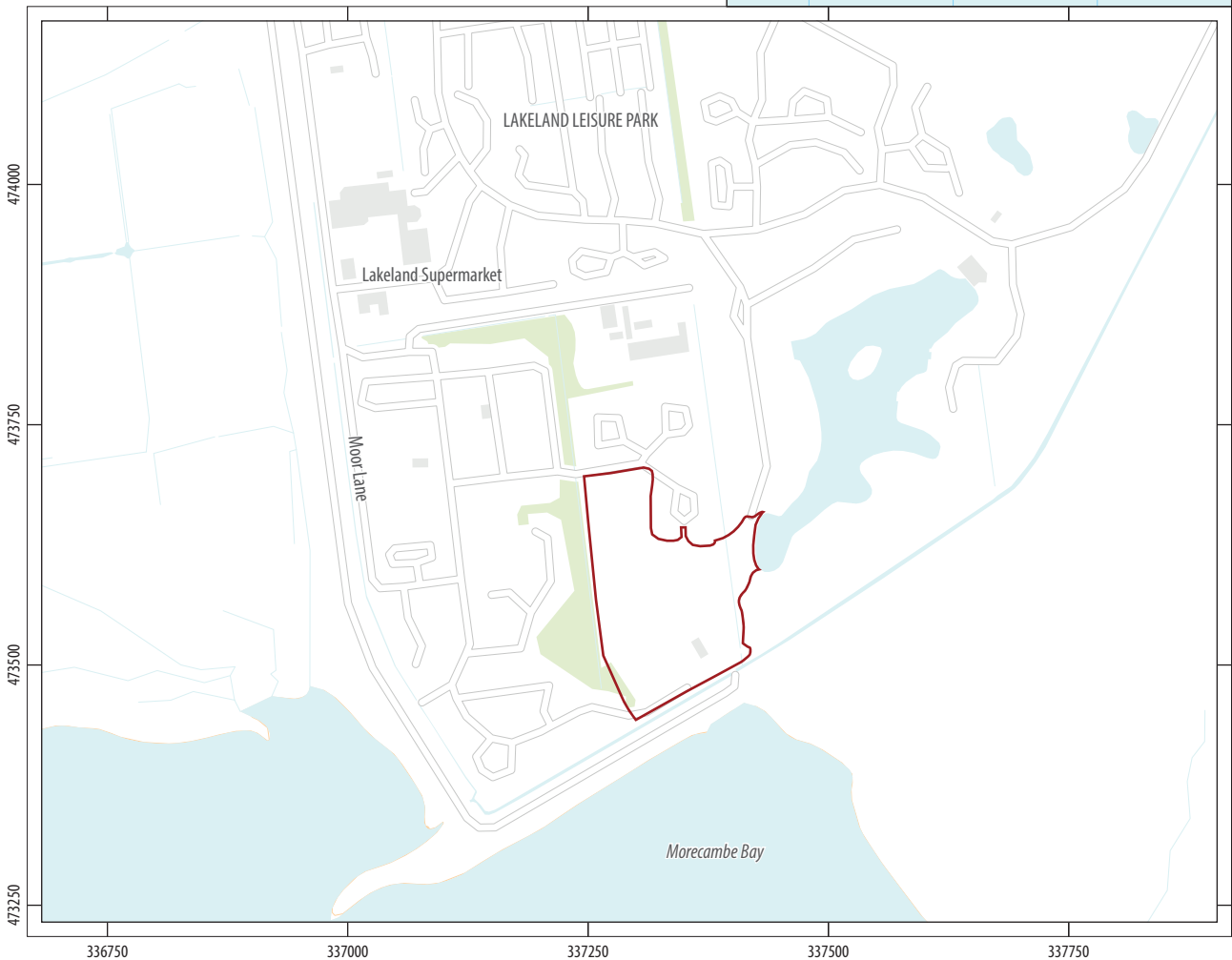
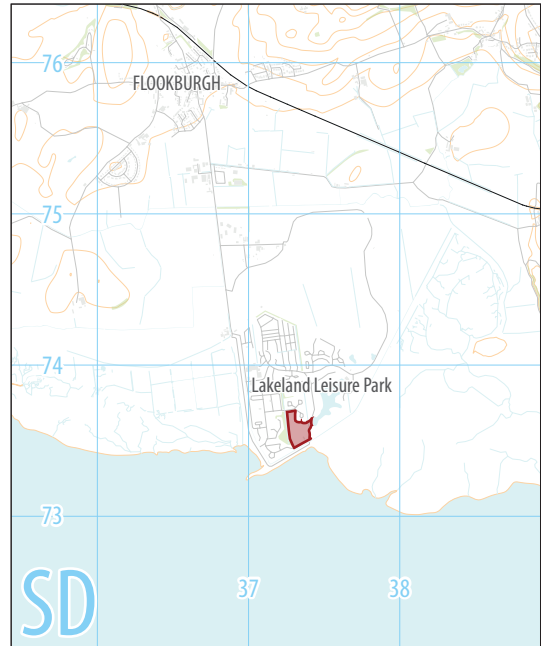
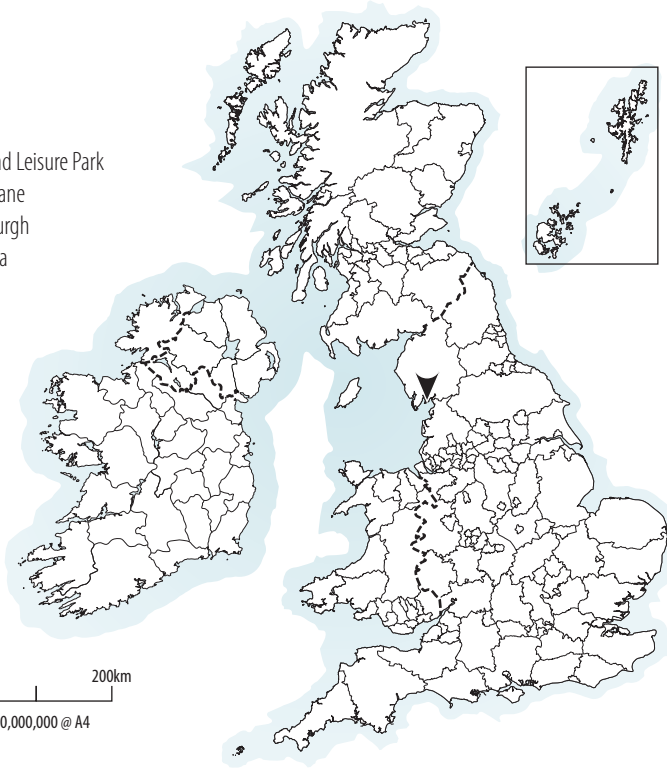
1	INTRODUCTION	1
2	SITE LOCATION AND DESCRIPTION	1
3	METHOD	1
4	RESULTS	2
5	DISCUSSION	2
6	REFERENCES	2
7	APPENDICES	7
	APPENDIX 1 PHOTO REGISTER	7

LIST OF ILLUSTRATIONS

ILLUS 1 SITE LOCATION	VIII
ILLUS 2 SITE PLAN	3
ILLUS 3 PLAN AND ELEVATIONS OF STRUCTURE	5
ILLUS 4 SOUTH FACING GENERAL SHOT OF BUNKER	3
ILLUS 5 SOUTH-WEST FACING SHOT OF NORTH-EASTERN ENTRANCES	3
ILLUS 6 SOUTH FACING SHOT OF NORTH-EASTERN AND NORTH-WESTERN EXTERNAL WALLS	3
ILLUS 7 WEST FACING SHOT OF NORTH-EASTERN AND SOUTH-EASTERN EXTERNAL WALLS	3
ILLUS 8 NORTH-EAST FACING SHOT OF SOUTH-WESTERN ENTRANCES	3
ILLUS 9 SOUTH-WEST FACING SHOT OF NORTH-EASTERN ENTRANCE	3
ILLUS 10 SOUTH-WEST FACING SHOT OF ENTRANCE DOOR DETAIL	3
ILLUS 11 SHOT OF INTERNAL WALL DAMAGE	3
ILLUS 12 SHOT OF INTERNAL CORRIDOR	3
ILLUS 13 SHOT OF WINDOWS	3

Lakeland Leisure Park
 Moor Lane
 Flookburgh
 Cumbria

0 200km
 1:10,000,000 @ A4



0 150m
 1:7,500 @ A4

 development boundary



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ILLUS 1 Site location

LAKELAND LEISURE PARK, MOOR LANE, FLOOKBURGH, CUMBRIA

HISTORIC BUILDINGS RECORDING (LEVEL 2)

1 INTRODUCTION

Headland Archaeology (UK) Ltd was commissioned by Bourne Leisure Ltd to undertake a Level 2 Historic Building survey of a World War II military building within Cark Airfield north of Morecambe Bay, Cumbria in advance of any works of demolition. An archaeological condition attached to the planning permission (SL/2016/0940) required that Level 2 Historic Building Recording be undertaken of the building prior to any works of demolition.

Condition 14 of the planning notice states:

Prior to the commencement of any works of demolition, the existing building affected by the proposed development shall be recorded in accordance with a Level 2 Survey as described by Historic England's document Understanding Historic Buildings: A Guide to Good Recording Practice, 2016. Within 3 (three) months of the commencement of the demolition of the building, 2 (two) copies of the completed Level 2 Survey Report shall be furnished to the Local Planning Authority.

Reason: To ensure that a permanent record of the heritage asset is made in accordance with saved Policy C15 of the South Lakeland Local Plan.

In order to fulfil this condition, a Written Scheme of Investigation (WSI) was prepared by Headland Archaeology (UK) Ltd (2017) on behalf of Bourne Leisure Ltd setting out the proposed strategy for archaeological mitigation. The WSI was submitted to and agreed with the South Lakeland District Council (SLDA). Fieldwork was undertaken on the 24th November 2017 and this report details the results of the work.

2 SITE LOCATION AND DESCRIPTION

Cark Airfield lies on a flat piece of land immediately north of Morecambe Bay, South Lakeland, Cumbria with marshes to the south-east and south-west (Illus 1). The structure is located to the south of the airfield close to an embankment that protects the flat land from the sea. The airfield is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 (List entry Number 1020988) although the structure surveyed in the current phase of work is not included in the listing.

Initially, the land was designated for the development of an Airship factory and station during World War 1 but construction was abandoned in 1917. RAF Cark was constructed in 1941 as a standard fighter station but was used initially to train RAF and army gunners by target towing over Morecambe Bay. In 1942 it became a Staff Pilot Training Unit in order to train operational aircrews as instructors. In 1944 the training unit left and the airfield was used for test flying and the development of remote control target drones, and as a Gliding School. In 1945 the RAF Mountain Rescue Team moved to Cark. On December 31st, 1945 RAF Cark closed. It was sold off and later reopened for private use initially by the Lakes Gliding Club, then the North West Parachute Centre. The south-eastern part of the airfield is currently the site of a caravan park.

3 METHOD

A basic archive assessment was undertaken prior to fieldwork commencing. This comprised the consultation of readily available photographic and documentary records. The survey itself comprised a measured drawing of the plan and elevations with a short descriptive summary of the structure including assessment of the internal and external features and any other relevant constructional details.

A fully referenced photographic survey of the structure was made using digital media as a primary record of the existing building within its surroundings and any significant features of architectural interest. This has been used in conjunction with the written record and provides an interpretative account of the building's use. A full photographic record can be found in Appendix 1. All aspects of the work were carried out in accordance with the current relevant Standards and Guidance for Recording Standing Buildings and Structures by the Chartered Institute for Archaeologists (CIfA 2016) and Historic England's document *Understanding Historic Buildings: A Guide to Good Recording Practice* (2016). An overall site plan was recorded using survey data supplied by the client and related to the National Grid.

4 RESULTS

The fieldwork was carried out in clear and sunny weather, although the site had been subject to flooding the previous day and the ground conditions were poor. The structure was inspected and a photographic and written record was undertaken. The location of selected photos is shown on the site plan (Illus 2).

The structure was a single story building with a low gabled roof. It was rectangular in plan and oriented NNW / SSE on its longest axis. It was surrounded by a reinforced concrete blast wall with two entrances at each end (Illus 3).

The concrete blast wall measured 3.2m high and 0.3m thick and on its longest sides was supported by five external concrete buttresses (Illus 4 to 8). The buttresses were spaced between 4.5m and 4.8m apart, were 0.15m thick and extended 0.8m from the wall. The two entrances on each end measured 1.3m wide and 2.06m high and included a porch extending 2.9m from the wall with a roof 0.15m thick. The presence of a door in each porch was indicated by a hinge and mortice recorded on the side jamb. A single buttress was recorded between the porches. In front of each porch entrance was the remains of a small annex (Illus 9). This comprised a wall 0.2m thick extending off the outer wall of the porch enclosing a 7.5m² space. The walls enclosing the space in the north-east corner of the building were the only ones that survived to their original height (0.8m) as all the other walls had been partially demolished. From the surviving annex in the north-east corner, it was seen that these spaces had always been unroofed.

The main structure within the buttressed concrete wall comprised a building constructed of seven concrete ribs/arches which supported a gently sloping roof. The walls were constructed of a double skin of concrete blocks with a 0.05m gap between them, with an external concrete render. Six windows were located along each side of the structure (12 in total). Only one of these still contained the window frame comprising a steel multi-pane casement with no glass panes extant (Illus 13). There were four entrances to the structure all of which aligned with the four entrances of the buttressed wall. The entrances were 1.3m wide and 2m high, and each had a thick metal sheet door (Illus 10). The doors lead to passageways on each side of the building that continued to the entrances at the opposite end of the building (Illus 12).

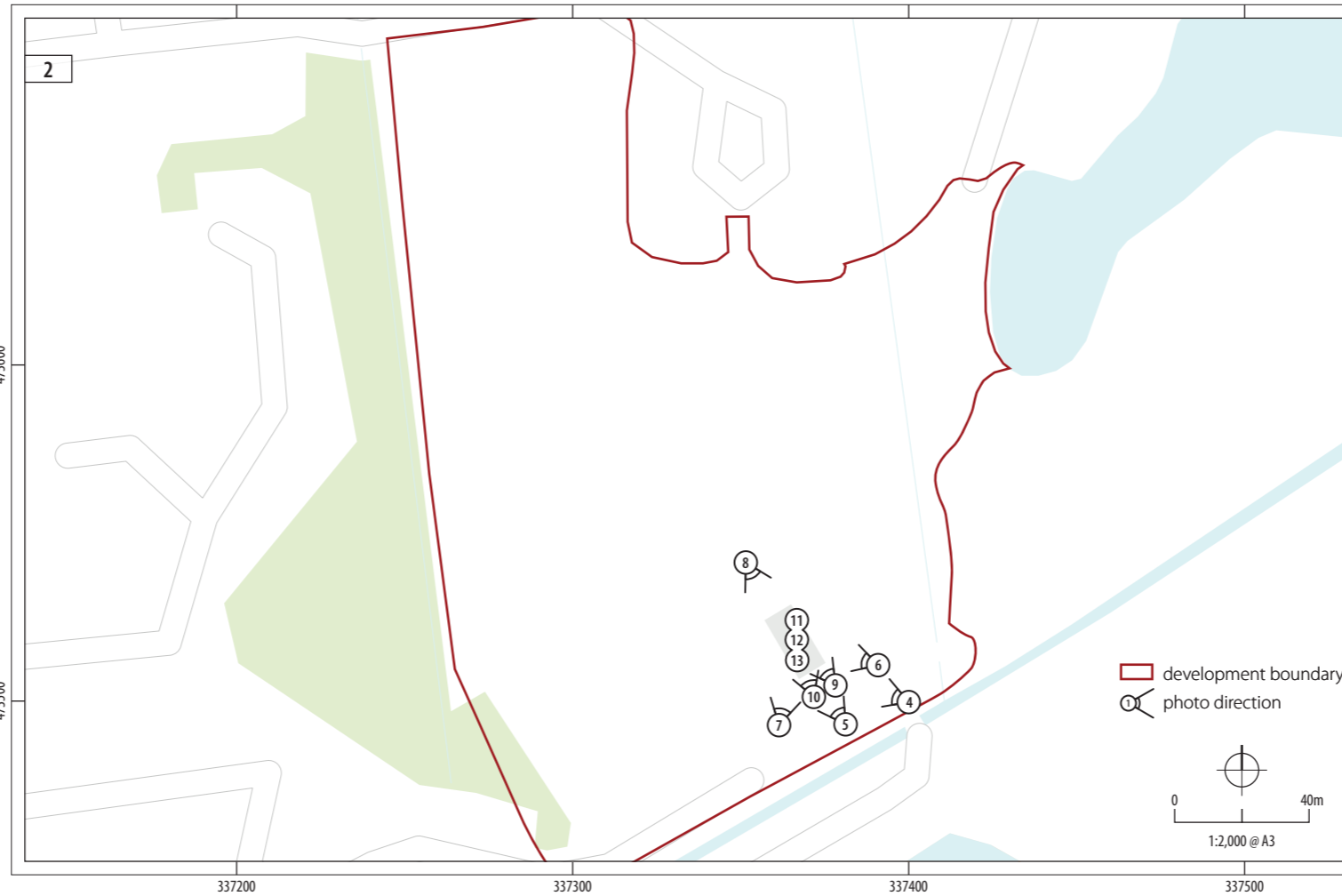
The area between the passageways was subdivided into 15 cubicles each measuring 2.7m by 2m. The walls of the cubicles were constructed from poured reinforced concrete and would originally have been open to the passageways. 1m high walls had been added later to enclose the cubicles (Illus 11). The cubicles were organised either side of a central passageway 0.9m wide. A sixteenth cubicle in the north-west corner lacked a back wall presumably to allow access to the central passageway, however, there appeared to be no way to access the cubicles themselves from this central passageway. Holes appeared to have been crudely cut in the back walls of the cubicles at a later date.

5 DISCUSSION

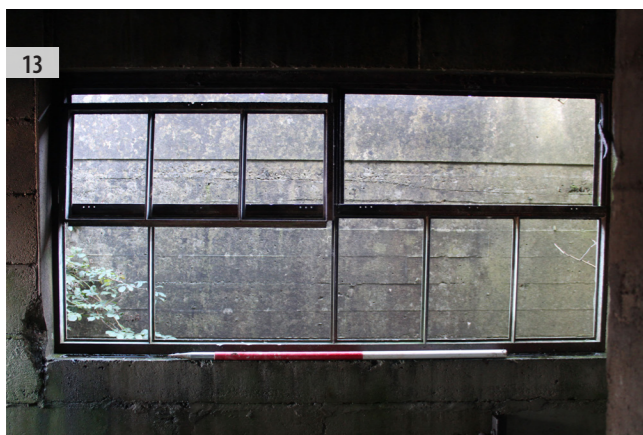
The location of the building away from the main area of the airfield, the presence of a blast wall around it, and the division of the interior space into compartments suggests the structure functioned as a bunker/magazine constructed for storage of ammunition or other explosive devices. The temporary camp for the Royal Artillery is known to have been located in the south-east corner of the airfield (Nixon 2012) and the proximity of the building to the camp suggests a function related to the artillery target practice that took place in the early part of the history of the airfield.

6 REFERENCES

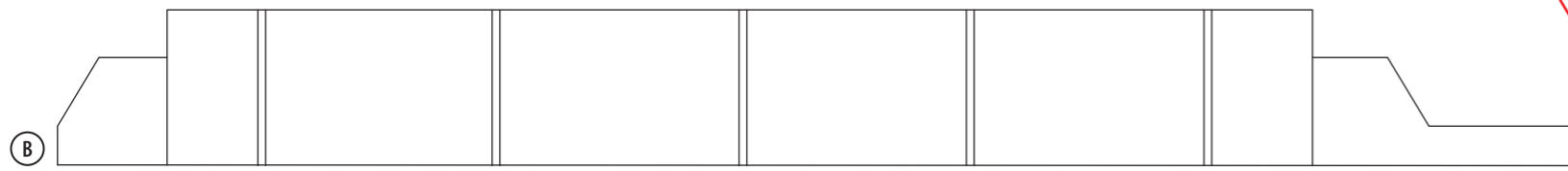
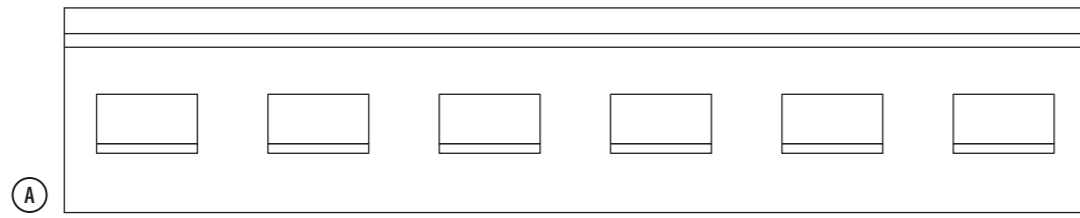
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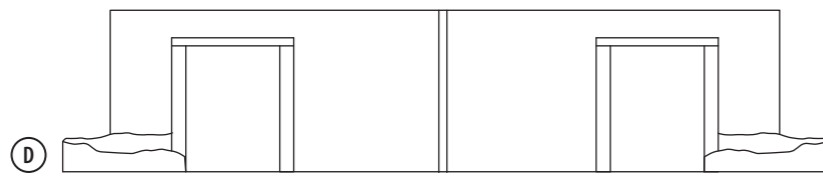
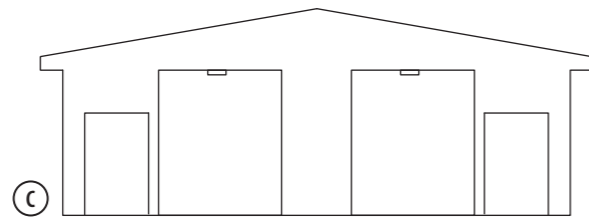
ILLUS 2 Site plan
ILLUS 4 South facing general shot of bunker
ILLUS 5 South-west facing shot of north-eastern entrances
ILLUS 6 South facing shot of north-eastern and north-western external walls
ILLUS 7 West facing shot of north-eastern and south-eastern external walls
ILLUS 8 North-east facing shot of south-western entrances
ILLUS 9 South-west facing shot of north-eastern entrance
ILLUS 10 South-west facing shot of entrance door detail
ILLUS 11 Shot of internal wall damage
ILLUS 12 Shot of internal corridor
ILLUS 13 Shot of windows



ELEVATIONS OF STRUCTURE

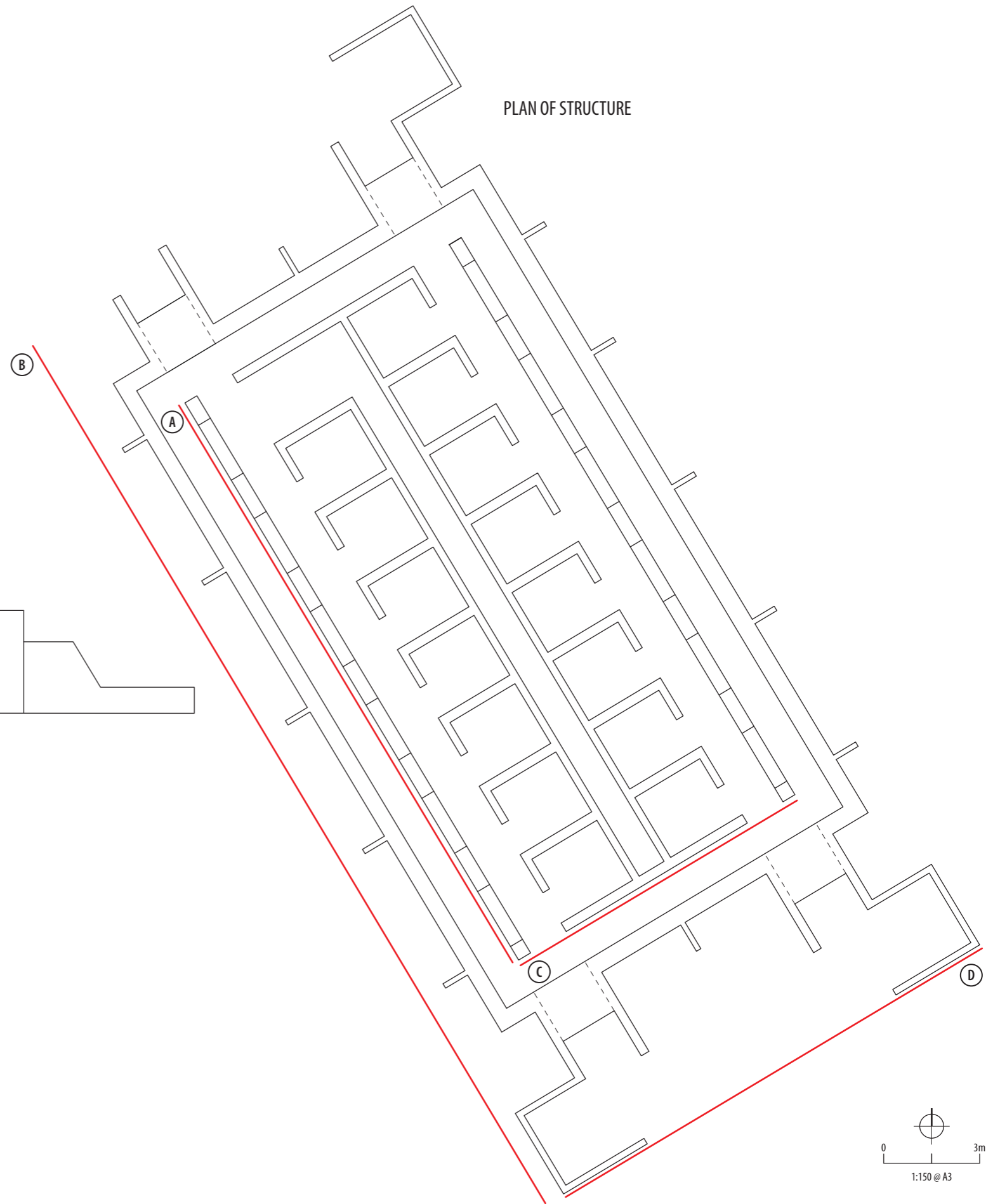


South-west facing elevation



South-east facing elevation

PLAN OF STRUCTURE



7 APPENDICES

APPENDIX 1 PHOTO REGISTER

Photo	Direction facing	Description
LLPH-001-01	N	South facing elevation
LLPH-001-02	N	South facing elevation
LLPH-001-03	N	South facing elevation
LLPH-001-04	N	View of porch at south-east corner
LLPH-001-05	N	View of porch at south-west corner
LLPH-001-06	E	View of porch and partially demolished wall
LLPH-001-07	E	View of west facing outer wall showing buttresses
LLPH-001-08	S	North facing elevation
LLPH-001-09	W	View of east facing outer wall showing buttresses
LLPH-001-10	W	General view of bunker
LLPH-001-11	NW	General view of bunker
LLPH-001-12	SW	General view of bunker
LLPH-001-13	NW	General view of bunker
LLPH-001-14	N	View of porch at south-east corner
LLPH-001-15	E	View of window frame (without flash)
LLPH-001-16	E	View of window frame (with flash)
LLPH-001-17	S	View of passageway (with flash)
LLPH-001-18	S	View of passageway (without flash)
LLPH-001-19	S	View of passageway (without flash)
LLPH-001-20	S	View of passageway (with flash)
LLPH-001-21	N	View of space between structure and outer wall
LLPH-001-22	W	View of cubicle (without flash)
LLPH-001-23	W	View of cubicle (with flash)
LLPH-001-24	S	View of central internal passageway
LLPH-001-25	S	View of central internal passageway
LLPH-001-26	E	View of space between structure and outer wall
LLPH-001-27	E	Close up view of door mortice
LLPH-001-28	E	Close up view of door hinge
LLPH-001-29	NE	General view of bunker
LLPH-001-30	N	South facing elevation
LLPH-001-31	N	South facing elevation
LLPH-001-32	N	View of porch at south-west corner
LLPH-001-33	N	South facing elevation
LLPH-001-34	N	View of porch at south-east corner

Photo	Direction facing	Description
LLPH-001-35	S	North facing elevation
LLPH-001-36	SE	General view of bunker
LLPH-001-37	SE	General view of bunker
LLPH-001-38	N	View of sheet metal door
LLPH-001-39	N	View of sheet metal door
LLPH-001-40	NW	General view of bunker from embankment
LLPH-001-41	N	General view of bunker from embankment
LLPH-001-42	NE	General view of bunker from embankment
LLPH-001-43	SW	Close view of gaps in upper wall of cubicle
LLPH-001-44	SW	View of gaps in upper wall of cubicle
LLPH-001-45	N	View of internal space between structure wall and outer wall
LLPH-001-46	S	General view of window showing double skin of wall
LLPH-001-47	S	View of double skin of wall



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