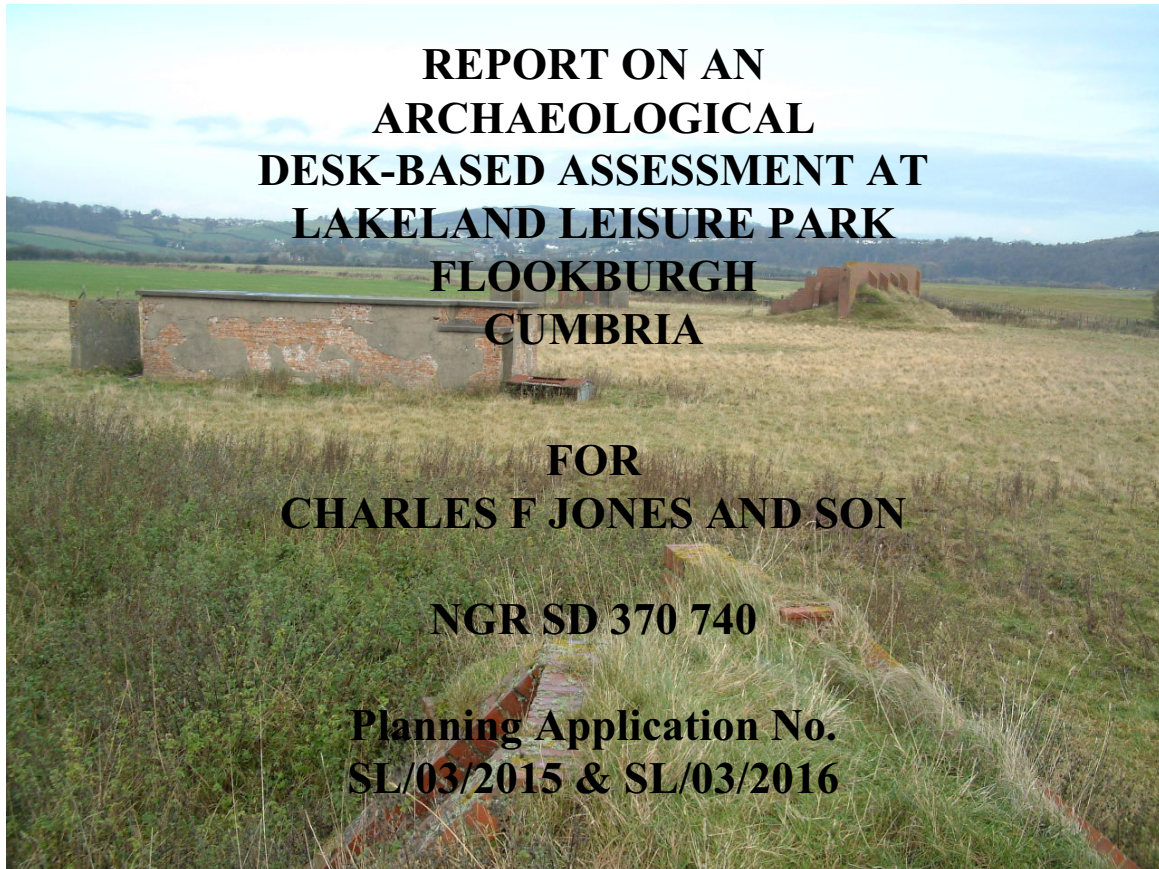

NORTH PENNINES ARCHAEOLOGY LTD

Project Designs and Client Reports No. CP/89/03



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NON TECHNICAL SUMMARY

North Pennines Archaeology Ltd was commissioned in November 2003 to undertake a desk-based assessment at the Lakeland Leisure Park, Moor Lane, Flookburgh, Cumbria. The work was carried out on behalf of the Client, represented by Charles F Jones and Son, according to a brief written by Cumbria County Council Archaeology Service in response to a proposal for a leisure development.

The desk-based assessment included the consultation of the County Sites and Monuments Record, Kendal and the County Record Office, Barrow. This involved the assessment of all readily available primary and secondary maps, documents and aerial photographs relevant to the study area, in order to place the site within its known historical, archaeological, geographical and topographical context.

The results of the assessment found the site to occupy land south of the line of medieval flood defences. Map evidence suggests the site consisted of sand on the shore of Morecambe bay prior to 1796, at which time a programme of enclosure by Act of Parliament was undertaken, leading to the construction of post-medieval flood defences.

During the First World War an airship hutment factory was built on the site by Vickers, but never completed. In 1941 Cark Airfield was created as a fighter aerodrome, later used for flying training and as a staff Pilot Training Unit. The airfield closed in 1945 but was later reopened for private use.

It is likely that the proposed development will have a positive impact upon the setting of the upstanding remains present on the airfield, enhancing understanding and awareness of their historic character.

ACKNOWLEDGEMENTS

North Pennines Archaeology Ltd would like to thank the staff at the Cumbria Sites and Monuments Record in Kendal and County Records Office, Barrow-in-Furness.

The project was undertaken by Chris Jones, BA, MA, PIFA, Assistant Archaeologist, North Pennines Archaeology Ltd. The project came under the overall management of Frank Giecco, BA, Dip. Arch, Technical Director, North Pennines Archaeology Ltd. The report was edited by Juliet Reeves, BA.

1 INTRODUCTION

- 1.1 In November 2003 North Pennines Archaeology Ltd was commissioned by Charles F Jones and Son to undertake an archaeological desk-based assessment at Lakeland Leisure Park, Flookburgh, Cumbria. The aim of the project was to provide valuable information regarding the history and archaeology of the site. The project arose in response to a proposal for a leisure development and was undertaken in accordance to the requirements of a brief prepared by Cumbria County Council Archaeology Service (Parsons, 2003).
- 1.2 The desk-based assessment consisted of a search of both published and unpublished records held by the Cumbria Sites and Monuments Record (SMR) in Kendal, and the Cumbria County Record Office in Barrow (CRO/B).
- 1.3 This report follows a standard format and sets out the methodology employed during the course of the work, the results of the work and the potential of the area with any recommendations for further work.
- 1.4 The site is located approximately 2 miles south of Flookburgh, on the north coast of Morecambe Bay and is situated on land comprising part of the former Second World War airfield (Cark airfield) NGR SD 370740. The area is shown in figure 1. There are 10 scheduled ancient monuments on the airfield including a battle headquarters, watch office, fighter pens and pillboxes (SAM 34998). The site falls within the modern civil parish of Lower Holker.

2 METHODOLOGY

2.1 Project Design

- 2.1.1 A project design was prepared in response to a brief prepared by Cumbria County Council Archaeology Service. This included a detailed specification of works to be carried out, which consisted of a visual site inspection and a desk-based assessment.

2.2 Visual Site Inspection

- 2.2.1 A site inspection was made by the author on 13th November 2003. This was in order to note any surface features of potential archaeological interest and to identify any potential hazards to health or constraints upon archaeological work, such as the presence of live services, Tree Preservation Orders or problems of access to the site.

2.3 Desk-Based Assessment

- 2.3.1 This involved the consultation of the County Sites and Monuments Record in Kendal in the first instance. This assessment involved the collection of all available and pertinent information regarding the locations and type of current sites held within the SMR database, including grid references and descriptions. Following this the County Records Office in Barrow was consulted in order to consult maps and documents relevant to the study area. This included the

collection of historic maps, including Tithe or Enclosure maps and early Ordnance Survey maps. All relevant historical documentation was also studied in order to provide information concerning tenure and ownership and the general history of the site. Several secondary sources and journals, such as the Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society, were also consulted. Collections briefly consulted for pertinent references included Directories, Business Records, Miscellaneous Records and Diocesan Records.

2.3.2 There were no aerial photographs relevant to the study area held within the County Sites and Monuments Record in Kendal. An aerial photographic search was also made of the collection at the National Monuments Record at Swindon, but the results of the search were not forthcoming at the time of the submission of the report.

2.3.3 Some use of the internet was made, including private websites relating to historic airfields (www.users.globalnet.co.uk/~rwbarnes/defence/cark.htm).

2.3.4 The desk-based assessment was undertaken in accordance with the Institute of Field Archaeologists *Standards and Guidance for Archaeological Desk-Based Assessments* (IFA 1994).

2.4 Project Archive

2.4.1 A full archive has been produced to a professional standard in accordance with English Heritage guidelines (1991). The archive will be deposited as the client wishes with two copies of the report deposited in the County SMR in Kendal. A synthesis of the project has been produced for inclusion in the National Monuments Record and for submission to the OASIS project.

3 TOPOGRAPHY AND GEOLOGY

3.1 The site is situated on flat ground at a height of approximately 7m AOD, on reclaimed land south of the line of medieval flood defences, at the south end of the Cartmel peninsula, on the north shore of Morecambe Bay (see figure 1).

3.2 The geology of the area consists of alluvium overlying Permian and Triassic, undifferentiated sandstones (Freeman et al, 1966; Aitkenhead et al, 2002).

4 PREVIOUS WORK

4.1 No archaeological work has been undertaken on the site.

4.2 In 2001 Oxford Archaeology North undertook an excavation of Bronze Age cremation cemeteries at Allithwaite, approximately 6 miles north of the present site, within the Cartmel Peninsula. This excavation recovered one complete and three fragmentary Bronze Age Collared Urns (Wild 2002).

5 HISTORICAL BACKGROUND

5.1 Place Name Evidence

- 5.1.1 The place name Flookburgh (Flookborough) derives from Floki's hill, or fortified mound, with the earliest record of this name from 1246. Flook could also refer to a type of fish caught in the area, fluke (OE *floc*), the second name element is from the Old Norse *borg* (Lee 1998; 33). Cark derives from the Old Welsh *carrec*, meaning rock (Ibid.).
- 5.1.2 Flookburgh first appears as Flokeburg in 1246-7, Flokesburgh in 1394, Flokeberew in 1395 and Flukeburwe in 1412 (Armstrong et al 1951).

5.2 Prehistoric

- 5.2.1 There has been a significant amount of prehistoric activity within the Cartmel Peninsula and surrounding landscape, although little is known regarding prehistoric settlement of the area. The earliest evidence for human activity was found at Kirkhead Cave (SMR 2415), c. 7 km north of the development site where Upper Paleolithic (11,000 – 10,000 BC) remains were identified and a Late Mesolithic (10,000 – 4,000 BC) lithic assemblage was identified beneath a buried Bronze Age soil horizon at Levens (SMR 2650). There have been finds of prehistoric axes (Neolithic, 4000-2300 BC) and palstaves (Bronze Age, 2300 – 700 BC) close to the study area (SMR 2413, 2417, 2421, 2423, 2427, 2431, 3573, 4147, 4148, 4375, 15123) and a prehistoric stone hammer (4149) was found from Winder Moor during drainage works close to the town dyke. There are two barrows within close proximity of Flookburgh (SMR 2440, 2441) and two cremation cemeteries at Allithwaite (2442, 19756).

5.3 Roman

- 5.3.1 There is little evidence for Roman period activity within the Cartmel Peninsular. The remains of a possible Roman road outside Flookburgh (at Rack Lane and Flookburgh Bank) are visible as a bank and raised section of modern road on aerial photographs (SMR 5746). Three coins of Tetricus (270-273 AD), Victorinus (268-270 AD) and Valentinian (364-375 AD) were also found within the Cartmel area prior to 1872 (SMR 2418).

5.4 Medieval

- 5.4.1 The earliest evidence for Cartmel dates to 677, when the Northumbrian King Egfrid granted the newly conquered district to St Cuthbert, including "... the whole of the lands called Cartmel with all the Britons therein." (VCH, 234). At the time of the Norman Conquest, the southern part of Cartmel was known as Kirkby, which had 6 ploughlands and was held by Duuan, where the remainder of the parish was part of the Hougum lordship of Earl Tostig (Ibid.).

- 5.4.2 In 1186, Henry II granted the manor (of Cartmel) to William Marshal, Earl of Pembroke, who granted the whole territory of Cartmel to the Canons of Cartmel Priory (VCH, 264). There was a market held on Thursdays ‘somewhere within the parish’ at the time of William Marshal, as evidenced from pleadings of 1292, but there is little or no evidence whether it was maintained or not (Ibid.).
- 5.4.3 The first recorded evidence of a settlement at Flookburgh dates to the 1246 Assize Rolls, and was granted the right to hold a market by Edward I in 1278, although it is unclear whether the Prior of Cartmel ever did so. In 1412 Henry IV granted a market charter to Thomas of Lancaster. Winchester suggests the town was a deliberate plantation at a market site more suitable than at the existing parish church at Cartmel, although by 1509 Flookburgh remained only a large, locally important village (Winchester 1987).
- 5.4.4 In 1508 the house at Canon or Chanon Winder was held of the Prior of Cartmel by the widow of John Kellet. The house is 16th century in origin, ‘with a very large chimney at the back’ (SMR 3336). Wraysholme Tower, to the north-east of the development site, is also a medieval construction, ‘the ruined home of the once powerful Harringtons’ (Croston 1882, 83) and was described in 1882 as ‘an antiquated building with mullioned windows, now half buried in the ground, which in former times served as a granary for the storage of rich harvests gathered by the fraternity of Cartmel ... hence the name of Grange’ (Ibid.).
- 5.4.5 In 1536 a survey of the tithes collected by the Cartmel Priory included those collected at the tithe barns of Godderside, Flookburgh and Allithwaite (Croston 1883, 261).
- 5.5 Post-Medieval**
- 5.5.1 In 1609, Flookburgh’s cottage industries, including the production of cogware, Kendals, Cartmels and coarse cottons, were granted encouragement by Act of Parliament (VCH, 253).
- 5.5.2 Flookborough’s market charter was confirmed by Charles II in 1675 (CCCAS, 200), although the settlement was a relatively poor one by this date, with 128 families but no minister nor maintenance for its chapel in 1650 (VCH, 276).
- 5.5.3 A regular chaise route operated across the sands, through the Cartmel peninsula through Flookburgh and the Leven estuary to Ulverston from 1781 (VCH, 245). In 1620 a paper mill existed at Cark and in 1782 was a cotton mill was opened at Cark, although this was later converted to a corn mill (Ibid). According to the Victoria County History ‘small vessels were built at Cark during the 18th century, and an iron boat was used on the Winster by the Wilkinson’s, who there established a forge for making flat smoothing irons in about 1748 (VCH, 256; Stockdale 1872).
- 5.5.4 The 1796 Enclosure Act saw the enclosure and improvement of 8,000 acres of common land, roads and bridges were built and “... a long line of embankment was constructed to protect the marsh lands of Wyke, Bank Moor and Winder Moor.

- 5.5.5 The principal industry at Flookburgh was the catching of cockles on the sands which were sold either locally or for the mass markets of Blackpool, Southport and Morecambe (Croston, 1883, 249).
- 5.5.6 The lowland setting of the area and its proximity to the railway (Ulverston and Lancaster), lended itself to the use of the military for training purposes. Towards the end of World War I an airship factory was constructed, described as ‘an enormous wooden structure’ (Dickinson 1991). New housing was started to house the workers of the airship factory, and although never finished, these were taken over by Vickers of Barrow (Garbutt et al 1991).
- 5.5.7 Cark airfield was opened in 1941 as a wartime fighter aerodrome, but was used mostly for anti-aircraft training, the Flying Training Command and as a staff Pilot Training Unit. The airfield was also the base for the Royal Air Force Mountain Rescue Unit. The airfield closed at the end of World War II but re-opened in later years as a private airfield.
- 5.5.8 Part of the site is currently occupied by the Lakeland Leisure Park and caravan site, although the south-west part of the main circular airfield road has been re-used by the leisure park.

6 ASSESSMENT RESULTS

6.1 The study area consists of a flat landscape of reclaimed land, which silted up during the early post-medieval period, therefore it is unlikely that traces of permanent settlement prior to the early 19th century would be found. There are few SMR sites and findspots within the study area, and those references are connected to the later history of the site (20th century military archaeology).

6.2 There is no prehistoric settlement within the study area, although there has been significant Bronze Age activity within the Cartmel peninsula and significant evidence of Neolithic activity within a broader regional context. Such coastal environments have also traditionally been a focus for earlier Mesolithic activity. There is also little evidence for Roman activity within the Cartmel peninsula, but the presence of a possible road and significant evidence of Roman activity within the broader region (Hardknott Fort, for example) indicates a Roman presence close to the study area.

6.3 Cartographic Evidence

6.3.1 The earliest cartographic evidence for the study area dates to Saxton's map of 1577 (figure 2). This map shows the area, as part of Lancashire (North of the Sands) and clearly shows the site as under water at this time, with the coastline shown on the map conforming to that of the medieval sea defences. Humphrey Head (marked as Oumfrey head), Wraysholme Tower and Winder (Canon Winder?) are marked on the map. Flookburgh is marked as Flokebarre. Similarly, John Speed's map of 1610 (figure 3) shows the location of Ken Sandes (sands), and the coastline again conforming to the line of medieval flood defences. Flookburgh is marked as Flokesbarro, Winder as Wynder and Humphrey Head as Gowborn Head.

6.3.2 Bowen's *Map of the County of Lancaster*, which dates to the mid 18th century, shows the medieval coastline prior to extensive silting which is visible on the 1786 map (figure 4). William Yates' map of Lancashire, 1786, shows Winder Moor, Holme, Wraysholme Tower, Canon Winder and Ravens Winder. This map shows that the coastline has altered since 1610, perhaps indicating the natural silting of the former bay area close to the medieval flood defences, out of use by this date. Yates' map is extremely useful in that it shows the landscape prior to the 1796 Act of Parliament, when the land was formally enclosed and new flood defences constructed.

6.3.3 On the Ordnance Survey 1st Edition of 1850 (figure 5), the new embankment has been constructed and the land has been divided into East Plain and West Plain farm. The fields are marked out in an arrow straight, regularly spaced grid pattern and the line of the new flood defences can be seen encircling East Plain Farm. The remains of the post medieval embankment can be traced at West Plain as an earthwork at Bank End, the remainder marked on the map as 'site of embankment'. The fields at East and West Plain are of markedly different character from those to the north, close to Flookburgh, and to the west around Chanon Winder, being of an irregular nature with the remains of medieval strips fossilised by enclosure.

- 6.3.4 Little change is visible on the Ordnance Survey 3rd Edition (1914, Surveyed in 1910, figure 6). Much of the enclosed fields around West Plain have returned to marsh and the post medieval flood defences have vanished at this point, although West Plain farm has been extended across Moor Lane. The remains of an old tramway can be seen on the new embankment south of East Plain Farm, running from the southern tip between East and West Plain in a north-easterly direction for two thirds of the course of the embankment before changing course 90° in the direction of Rougholme Point. It is likely this tramway was built in connection with the cockling industry, which flourished in the late 19th century. The 1956 Ordnance Survey edition omits any detail within the airfield itself, though the area is marked 'airfield'. The line of medieval flood defences is marked only by a dotted line, and it is certain that the bank and ditch had been destroyed here prior to the construction of the airfield in 1941.

6.4 Site Visit

- 6.4.1 A site visit was undertaken on the 13th November. This identified that most of the airfield is currently used by a skydiving club, extending well beyond the study area. Adjacent to the skydiving club lie the remains of the Battle Headquarters, bath house, Bellman Hangar, Gas building, and parachute store and a number of shelters and pillboxes which survive in an excellent condition. To the south and east of the airfield, within the area of proposed development, lie a number of buildings and associated structures, including the upstanding remains of anti-aircraft gun emplacements, a rifle range and pillboxes, including a cantilever 'mushroom' pillbox, situated close to the post-medieval flood defences. Designed for all-round (360°) fire, this was designed by the F.C. Construction Company Ltd and was a feature of many aerodromes (R W Barnes website).
- 6.4.2 The upstanding remains survive largely to their original height and are in good condition, although the entrances to the anti-aircraft emplacements have been blocked in by modern debris, presumably to prevent sheep from entering. The main road encircling the airfield survives in good condition, and the remains of 'cat's eyes' can be seen, presumably from the post-war use of the airfield. The runway itself, which largely falls outside the scope of the development, has been used for the dumping of modern debris, including a tyre dump associated with a karting track which has utilised part of the airfield, although it too survives in good condition.
- 6.4.3 Nothing of the line of medieval flood defences survives within the development area, and it is likely this was destroyed prior to the construction of the airfield, as they survive outside of the area of the aerodrome. The post medieval flood defences, which form the southern boundary of the site, survive in good condition, although the old tramway has been removed there is an associated building beside the bank of the flood defence system likely associated with the tramway (see Plate 8).
- 6.4.4 The buildings of East Plain farm survive as do those of West Plain farm, although the former have been enveloped by the caravan park.

7 DISCUSSION

- 7.1 Although there has been a high incidence of medieval activity within the Cartmel peninsula, there is no evidence of medieval activity within the development site as it lies south of the medieval flood defences. The early cartographic evidence suggests the site was under water in the 16th century and gradually silted up prior to 1786. The character of the fields south of the line of medieval flood defences relate to the programme of reclamation and Parliamentary Enclosure from 1796, although the fields of West Plain were inundated and the defences destroyed between 1796 and 1850.
- 7.2 There is extensive evidence of 19th century activity visible on the early Ordnance Survey maps, in the form of an old tramway probably related to the cockling industry, which flourished in the late 19th century, in addition to extensive agriculture. The early Ordnance Survey maps also show a number of groynes or wooden flood defence measures, established to protect the newly reclaimed land at East Plain.
- 7.3 The location and level ground were highly suited for use by the Ministry of Defence to utilise the area as an aerodrome and training station during the First and Second World Wars. There is extensive evidence of the airfield including a number of buildings and associated structures in addition to two main runways and a principal road which encircles the airfield. The precise significance of the airfield is unknown, however, it formed an important part of the World War II air defence and military training system which includes numerous airfields and stations throughout Cumbria and Lancashire.

7.4 IMPACT

- 7.4.1 The extension of the leisure park, including the creation of a golf course within the area of the airfield will have a direct impact upon the archaeological resource. However, this impact will be of positive benefit in that it will enhance the physical attractiveness of the area currently abandoned and in disrepair and will safeguard the historic structures associated with the airfield. The planned use of interpretation boards will also enhance understanding and awareness of the historic character of the airfield.

7.5 SIGNIFICANCE

- 7.5.1 As Scheduled Ancient Monuments (SAM 36998), the historic structures associated with the World War II airfield are of high historic significance. No other archaeological remains are of such significance across the site.
- 7.5.2 Consultation was made with English Heritage's Inspector of Ancient Monuments who has indicated no objections in principle to the proposed development, however, detailed plans must be consulted by English Heritage prior to any formal consent.

7.6 FURTHER WORK

- 7.6.1 As the structures associated with the airfield are of high significance, further documentary study would be useful in preparing information boards in order to ensure the remains are placed within their proper historic context.

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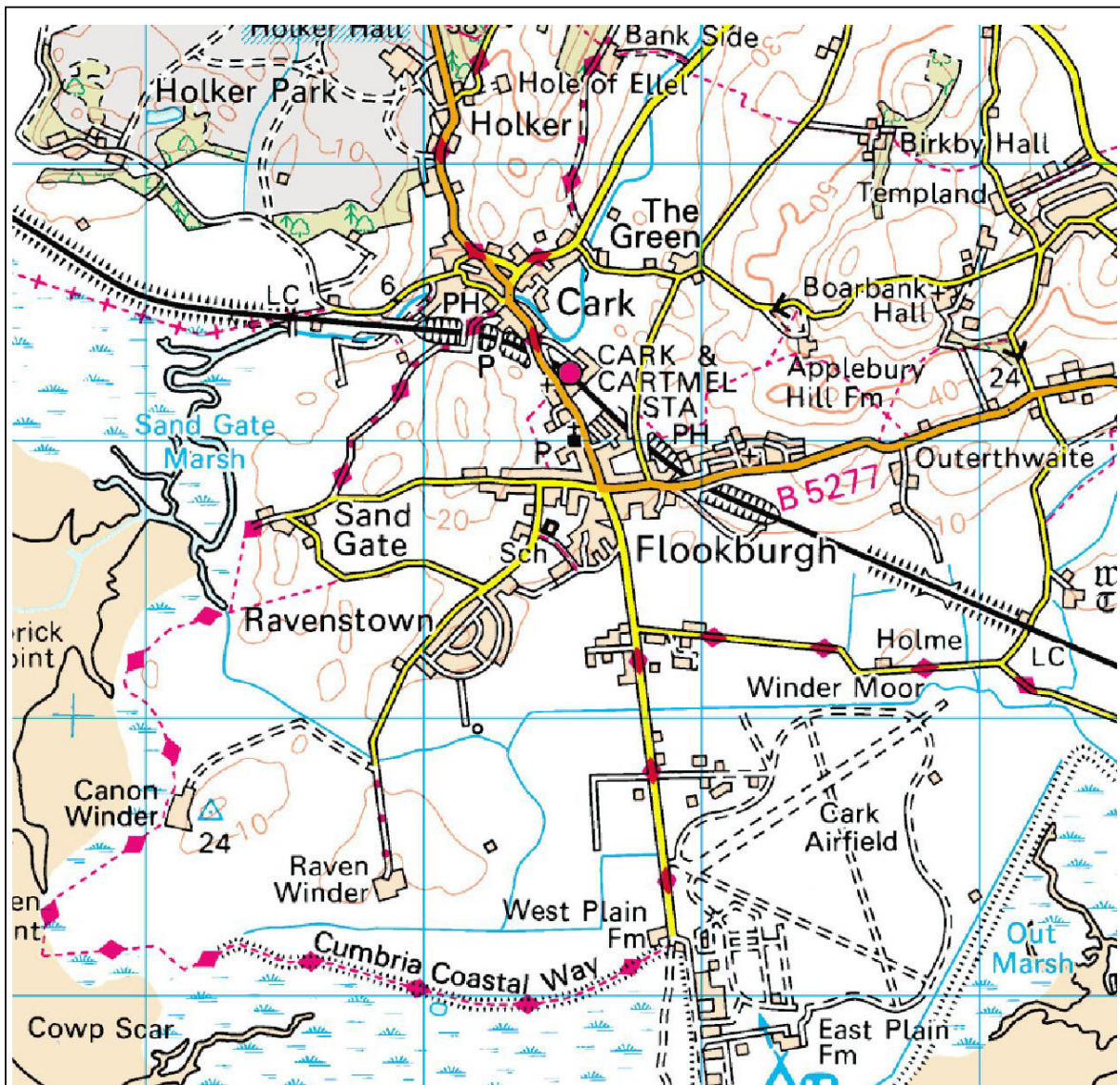
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PROJECT: CARK AIRFIELD, FLOOKBURGH

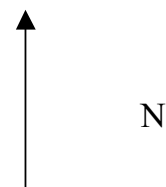
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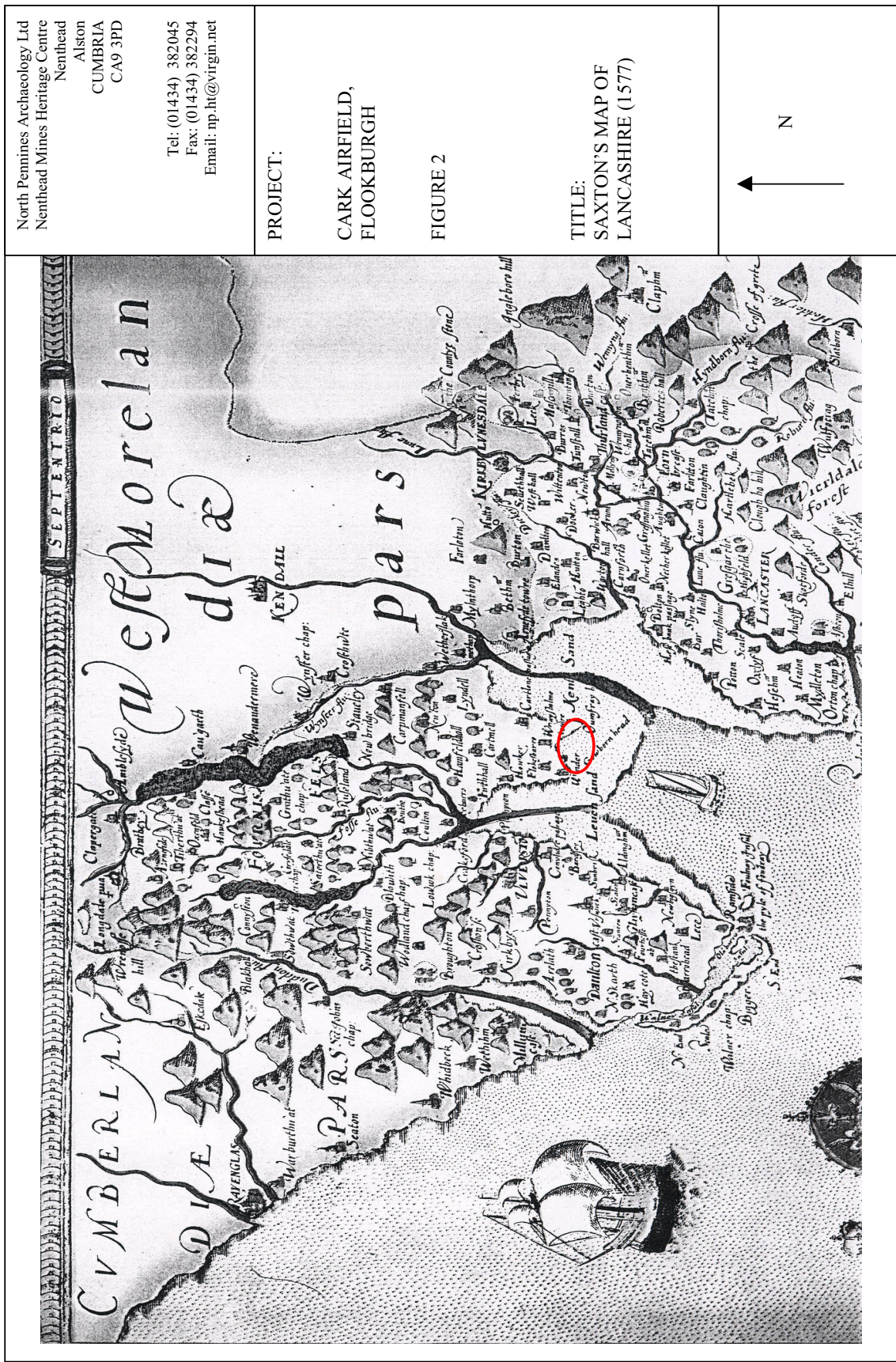
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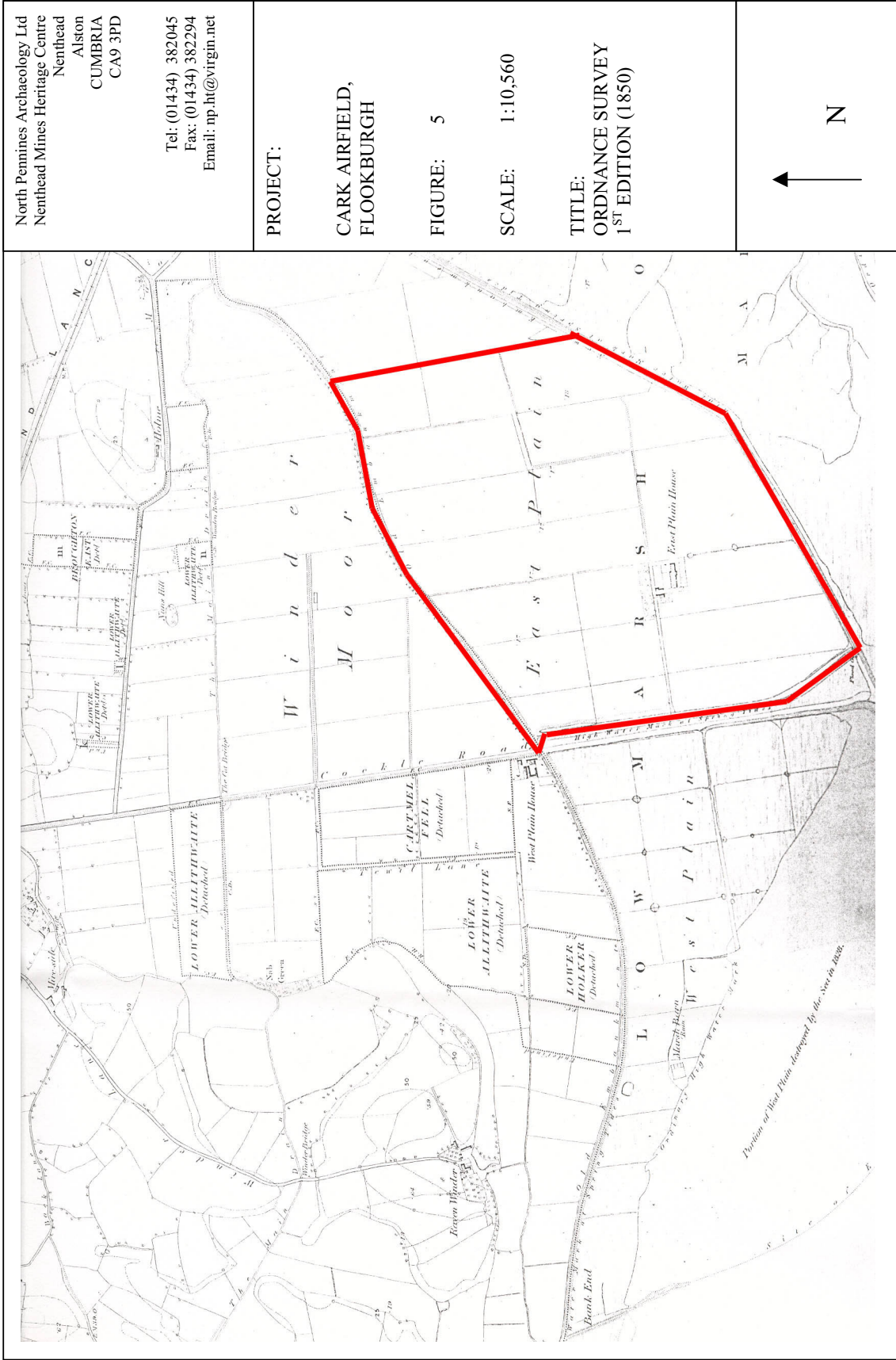
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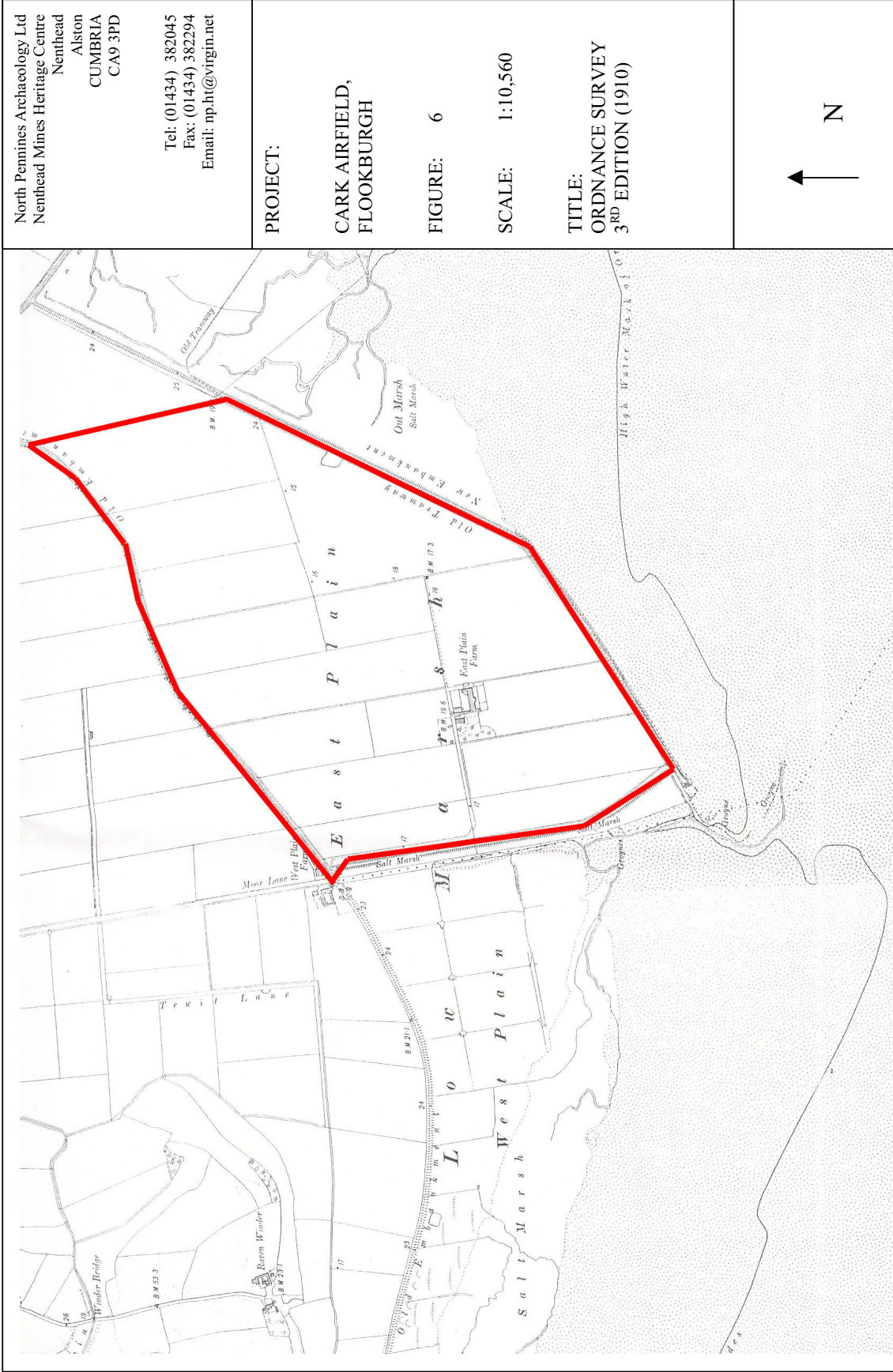


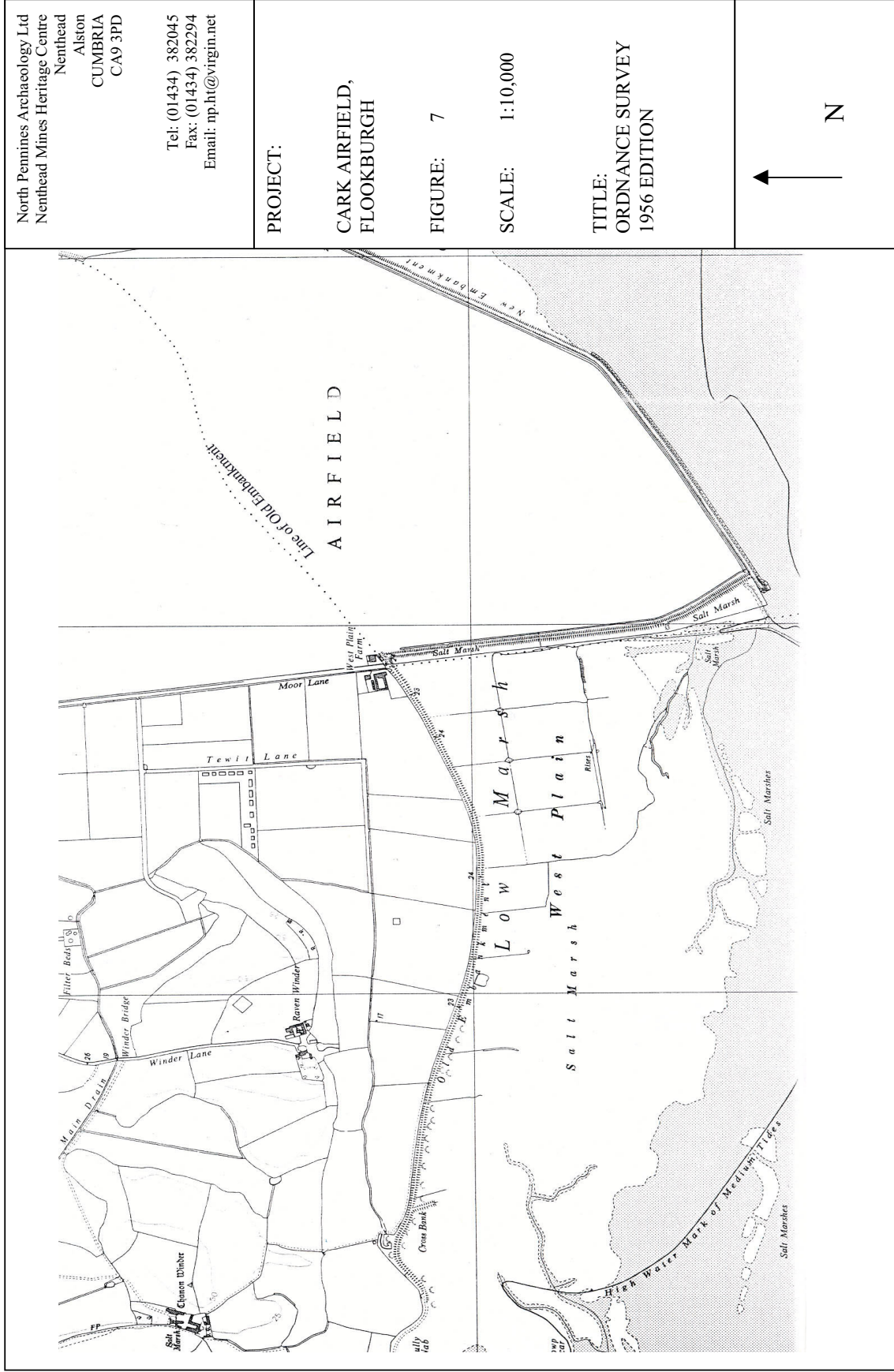












APPENDIX – GAZETTEER OF SITES

Site No	1
Location	Lower Holker
Site type	Findspot
Potential	Low
Significance	2
Site name	Winder Moor Axe Find
NGR	337000 475000
Period	Prehistoric; Neolithic
Source	SMR 2417
Description	In 1864-5, several stone axes were found on Winder Moor.
Site No	2
Location	Lower Holker
Site type	Findspot
Potential	Medium
Significance	1
Site name	Cartmel Coin Finds
NGR	336000 476000
Period	Roman
Source	SMR 2418
Description	Three Roman coins and one of 9 th century origin found in the Cartmel area prior to 1872.
Site No	3
Location	Lower Holker
Site type	Findspot
Potential	Medium
Significance	1
Site name	Cartmel Axe Find
NGR	336000 476000
Period	Prehistoric; Bronze Age
Source	SMR 2421
Description	Perforated stone axe hammer found at Cartmel.

Site No	4
Location	Lower Holker
Site type	Findspot
Potential	Medium
Significance	2
Site name	Flookburgh Palstave Find
NGR	336000 475000
Period	Prehistoric; Bronze Age
Source	SMR 2427
Description	Two or three bronze palstaves found in a ploughed field near Flookburgh before 1886.
Site No	5
Location	Lower Holker
Site type	House
Potential	High
Significance	2
Site name	Chanon Winder House
NGR	335140 47420
Period	Medieval; Post-Medieval
Source	SMR 3336
Description	16 th century house with a large chimney to the rear, with mullioned and transomed windows. The original doorway has
Site No	6
Location	Lower Holker
Site type	House
Potential	Medium
Significance	2
Site name	Raven Winder Hall House
NGR	335840 474400
Period	Medieval; Post-Medieval
Source	SMR 3337
Description	18 th century house on the site of a 16 th century house. Two storeyed stucco faced building with plain rectangular windows

Site No	7
Location	Lower Holker
Site type	Hazard Area
Potential	Medium
Significance	2
Site name	Flookburgh Medieval Village
NGR	336700 475700
Period	Medieval
Source	SMR 3571
Description	
Site No	8
Location	Lower Holker
Site type	Findspot
Potential	Medium
Significance	2
Site name	Stone Hammer Finds, Winder
NGR	337000 475000
Period	Prehistoric; Bronze Age
Source	SMR 4147
Description	Several stone hammers found during drainage works near the town dyke at Flookburgh, once part of Winder Moor.
Site No	9
Location	Lower Allithwaite
Site type	Findspot
Potential	Medium
Significance	2
Site name	Winder Moor Axe Find
NGR	337600 475400
Period	Prehistoric; Neolithic
Source	SMR 4148
Description	Polished stone axe found in 1955.

Site No 10
Location Lower Holker
Site type Findspot
Potential Medium
Significance 2
Site name Flookburgh Axe Find
NGR 336700 475700
Period Prehistoric
Source SMR 4149
Description Stone axe hammer found at Flookburgh.

Site No 11
Location Lower Holker
Site type Findspot
Potential Medium
Significance 2
Site name Nab Green, Axe Find
NGR 336300 475000
Period Prehistoric; Bronze-Age
Source SMR 4375
Description

Site No 12
Location Lower Holker
Site type Road
Potential Medium
Significance 2
Site name Rack Lane
NGR 336300 475500
Period Roman
Source SMR 4979
Description Alleged line of Roman road.

Site No	13
Location	Lower Holker
Site type	Road
Potential	Medium
Significance	2
Site name	Flookburgh Bank/Roman Road
NGR	336700 475500
Period	Roman
Source	SMR 5746
Description	Remains of a bank visible crossing fields outside Flookburgh. Slight rise to the modern road where the agger runs underneath.

Site No	14
Location	Lower Allithwaite
Site type	Pillbox
Potential	High
Significance	1
Site name	Lower Allithwaite WW II Pillbox
NGR	337000 474000
Period	Modern
Source	SMR 6342
Condition	Good
Description	Scheduled as part of SAM 34998. A five sided brick and concrete structure of local design with gun loops on its south

Site No	15
Location	Lower Holker
Site type	Ridge and Furrow
Potential	Medium
Significance	2
Site name	Lower Holker Field System
NGR	335100 474800
Period	Unknown
Source	SMR 15118
Description	An area containing stacksteads and ridge and furrow, as shown on aerial photograph.

Site No	16
Location	Lower Holker
Site type	Findspot
Potential	Medium
Significance	2
Site name	Celt Finds, Flookburgh
NGR	336000 475000
Period	Prehistoric; Bronze
Source	SMR 15123
Description	See also SMR 4147, 4149

Site No	17
Location	Lower Holker
Site type	Earthwork
Potential	Medium
Significance	2
Site name	Winder Moor Embankment
NGR	335200 474120
Period	Unknown
Source	SMR 16404; OS 1851.
Description	Site of old embankment

Site No	18
Location	Lower Allithwaite
Site type	Earthwork
Potential	Low
Significance	2
Site name	Winder Moor Embankment,
NGR	336880 474200
Period	Unknown
Source	SMR 16405
Description	Site of old embankment, disappeared to make way for Cark airfield by 1973

Site No	19
Location	Lower Allithwaite
Site type	Earthwork
Potential	Medium
Significance	2
Site name	Low Marsh New Embankment
NGR	336920 474200
Period	Unknown
Source	SMR 16406
Description	Site of earthwork known as New Embankment
Site No	20
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	1
Site name	WWII Pillbox, Flookburgh
NGR	336990 474300
Period	Modern; Wartime
Source	SMR 19829
Condition	Good
Description	Cantilever Mushroom Pillbox 6m in diameter with 360 degree vision. Contains an internal ricochet wall and an entrance on its
Site No	21
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	1
Site name	WWII Pillbox, Flookburgh
NGR	336920 477404
Period	Modern; Wartime
Source	SMR 19830
Description	Type 22 hexagonal concrete pillbox with gun loops on each face and an entrance to the east. SAM 34998.

Site No	22
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	1
Site name	WWII Pillbox, Cark Airfield,
NGR	337600 474600
Period	Modern; Wartime
Source	SMR 19831
Description	Possible Pickett Hamilton Fort. Part of SAM 34998

Site No	23
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	1
Site name	WWII Pillbox, Cark Airfield,
NGR	337900 474200
Period	Modern; Wartime
Source	SMR 19832
Description	Part of SAM 34998

Site No	24
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	1
Site name	WWII Pillbox, Cark Airfield,
NGR	337300 474400
Period	Modern; Wartime
Source	SMR 19833
Description	Part of SAM 34998

Site No	25
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	1
Site name	WWII Pillbox South of East
NGR	337600 473600
Period	Modern; Wartime
Source	SMR 19834
Description	Part of SAM 34998

Site No	26
Location	Lower Allithwaite
Site type	Pillbox
Potential	Medium
Significance	2
Site name	WWII Pillbox South of Caravan
NGR	337200 473300
Period	Modern; Wartime
Source	SMR 19835
Description	Part of SAM 34998

Site No	27
Location	Lower Allithwaite
Site type	Airfield
Potential	High
Significance	1
Site name	Early Airfield Defences, Cark
NGR	337500 474500
Period	Modern; Wartime
Source	SMR 19881
Condition	Good
Description	Ten areas are scheduled (SAM 34998) Includes Battle Headquarters, gun platform, air raid shelter, watch office.



Plate 1: Parachute Store, Cark Airfield (Photo: Author)



Plate 2: ‘Mushroom’ Pillbox. Cark Airfield (Photo: Author)



Plate 3: Anti-Aircraft Bunker, Cark Airfield (Photo: Author)



Plate 4: Interior of Bunker, Cark Airfield (Photo: Author)



Plate 5: Substantial Pillbox south of East Plain Farm (Photo: Author)



Plate 6: Structural remains of the training area, Cark Airfield. The Rifle range is in the background. (Photo: Author).



Plate 7: The Rifle Range. (Photo: Author)



Plate 8: Building adjacent to the 'New' early 19th century flood defences. (Photo: Author)



Plate 9: Remains of the Medieval Flood Defences, West Plain Farm. (Photo: Author)