

**THAMES WATER**  
**VICTORIAN WATER MAINS REPLACEMENT WORKS**  
**IN THE VICINITY OF ST PAUL'S ROAD, SHELBOURNE**  
**ROAD AND LANSDOWNE ROAD**  
**TOTTENHAM N17**

**LONDON BOROUGH OF HARINGEY**  
**DMA WOODFORD 82**

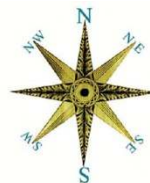
**AN ARCHAEOLOGICAL WATCHING BRIEF**



**August 2011**



**COMPASS**



**ARCHAEOLOGY**

THAMES WATER  
VICTORIAN MAINS REPLACEMENT WORKS

IN THE VICINITY OF ST PAUL'S ROAD, SHELBOURNE ROAD AND LANSDOWNE  
ROAD, TOTTENHAM N17  
LONDON BOROUGH OF HARINGEY  
DMA WOODFORD 82

AN ARCHAEOLOGICAL WATCHING BRIEF

SITE CODE: TXL11  
APPROXIMATE SITE CENTRE NGR: TQ 3443 9084

COMPASS ARCHAEOLOGY LIMITED  
5-7 SOUTHWARK STREET  
LONDON SE1 1RQ

Telephone: 020 7403 9660  
e-mail: [mail@compassarchaeology.co.uk](mailto:mail@compassarchaeology.co.uk)

August 2011

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### ***Abstract***

*This report details the results of an archaeological watching brief undertaken during Thames Water Victorian mains replacement works in the area of St Paul's Road, Shelbourne Road and Lansdowne Road, Tottenham, N17, London Borough of Haringey (DMA Woodford 82) between 26<sup>th</sup> May and 14<sup>th</sup> July 2011. DMA Woodford 82 is approximately centred at NGR TQ 3443 9084.*

*Approximately 0.9km of trenching was observed within three defined areas of DMA Woodford 82, constituting open cut trenches and pits across five roads. The majority of trenching exposed modern road layers directly overlying truncated natural deposits of silty clays and gravel. Several areas exposed shallow layers of truncated subsoils, presumably dating from the later 19<sup>th</sup> century. Modern services and backfills were observed in several areas.*

*No significant archaeological finds or features were observed during the course of the archaeological watching brief.*

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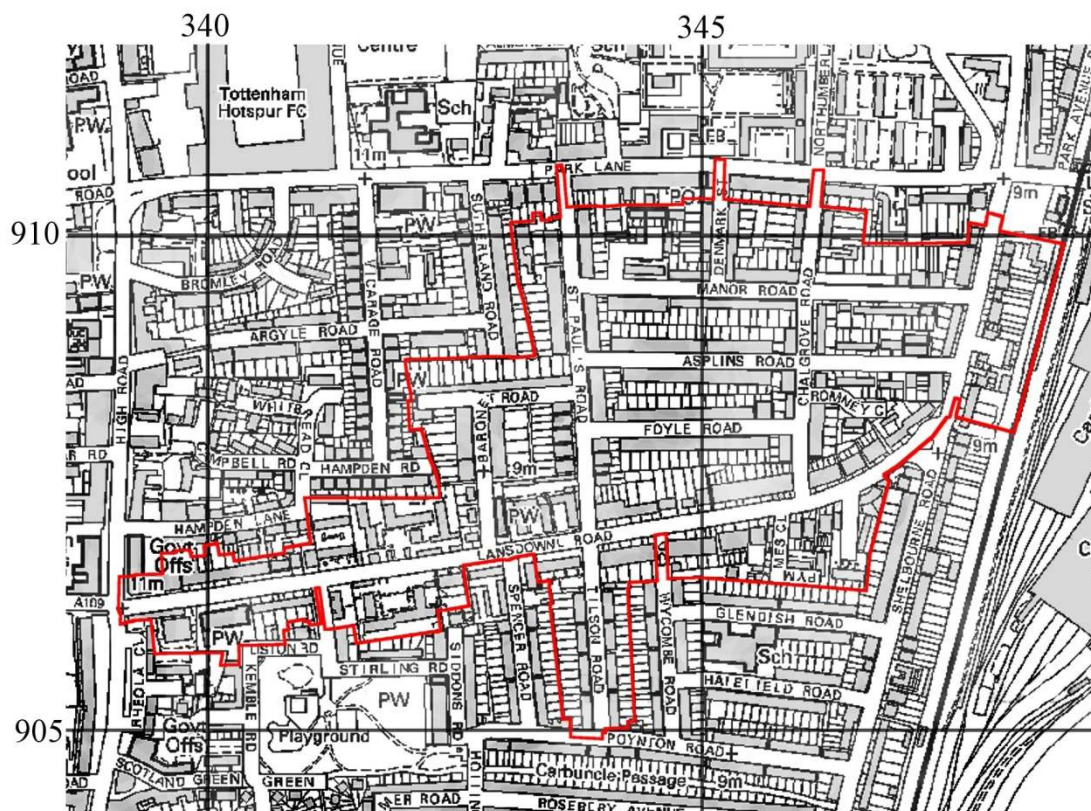
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## 1. Introduction

- 1.1 This report details the results of an archaeological watching brief undertaken during Thames Water Victorian mains replacement works in the vicinity of St Paul's Road, Shelbourne Road and Lansdowne Road, Tottenham, N17, London Borough of Haringey (DMA Woodford 82). Archaeological monitoring was undertaken between 26<sup>th</sup> May and 14<sup>th</sup> July 2011. District Metering Area (DMA) Woodford 82 is approximately centred at NGR TQ 3443 9084 (*cf.* Figure 1 below).
- 1.2 Archaeological monitoring was undertaken following preliminary research study by Compass Archaeology and discussions with English Heritage. Three areas were targeted for monitoring (*cf.* Figure 7), defined by their proximity to Areas of Archaeological Interest (AAI) and Archaeological Priority Areas (APA). Following initial monitoring (as described in this report) it was agreed, in consultation with English Heritage, that no further work was required.
- 1.3 Contractors groundworks were undertaken by Optimise on behalf of Thames Water Utilities Ltd. Archaeological monitoring was undertaken by staff of Compass Archaeology, overall management of the project was undertaken by Geoff Potter.



**Figure 1:** Site location plan in relation to the current Ordnance Survey 1:5000 map, showing the Thames Water DMA (District Metering Area) of Woodford 82 in red.

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## **2. Site Location and Geology**

- 2.1** DMA Woodford 82 is approximately bounded to the north by Park Lane, to the east by the railway lines adjacent to Shelbourne Road, to the south by roads running perpendicular to Lansdowne Road, and to the west by High Road (A1010) and Hampden Lane.
- 2.2** The British Geological Survey (1993, North London, Sheet 256) shows DMA Woodford 82 overlying predominately Enfield Silt (brickearth, sandy clay and silt) with river terrace deposits of Kempton Park Gravels to the western end.

## **3. Archaeological and Historical Background**

- 3.1** The London Borough of Haringey has policies relating to archaeological remains and to sites with archaeological potential and has identified Areas of Archaeological Interest (AAIs) across the borough. There are three areas of archaeological significance affected by these works, as follows:

First, the AAI concerning Saxon Settlement and a Medieval Manor House, located in the south-western corner of the DMA. The area around Lordship Lane and Scotland Green appears to have been a focus of medieval and early post-medieval occupation. This includes a medieval chapel, a manor house, tenements and almshouses. An early stone bridge crossed the Moselle River at this point. The AAI also includes the Roman road, which runs to the west of the High Road, and Iron Age pottery has also been found in the vicinity. However, the majority of the AAI falls outside the DMA and the focus of medieval and early post-medieval activity lies just outside the DMA.

Secondly, the prehistoric and later AAI of the Lea Valley, which lies just to the east of the DMA. The Lea Valley is one of the most significant areas of archaeological potential in the borough, as the alluvial floodplains and resources have been exploited since the earliest times. Remains from the prehistoric periods, including wooden structures and a dugout canoe have been recovered, as has evidence for early occupation areas. The Lea was used as a navigation route in the Roman period, and remains of this date are recorded. By the medieval period much of the river was in use, with farmsteads located on its banks. A quay was established at Tottenham Hale, and watermills are known from the Ferry Lane area. The waterlogged conditions of ground adjacent to the Lea can lead to excellent survival of organic and environmental remains, and such deposits are very important to our understanding of past environments and land conditions.

Finally, the medieval moated manor house of Mocking. Located in the north-western corner of the DMA, Mocking Manor is first referred to in 1427, although it may have been an earlier foundation. It was a modest manor, consisting of a house, moat and drawbridge, and was demolished prior to 1803. The moat, however, was still visible when the 1873 Ordnance Survey map was drawn.

- 3.2** Preliminary research for this watching brief indicated that there was some evidence for significant early development or archaeological interest in distinct areas of the

DMA (*cf.* Map regression Figures 2 to 6). Analysis of the results of previous archaeological investigations in the majority of the area also showed a similar pattern (*cf.* Section 3.6 below). It is possible that there was some prehistoric activity in the area owing to its geological location, being partly on rich silt geology and part on gravels adjacent to the River Lea. For these reasons it was agreed that the far eastern end (along and to the east of Shelborne Road) should be monitored.

- 3.3 The High Road runs along the line of a Roman road, however little evidence for Roman activity has been found along or around it, although Park Lane is also a medieval road.
- 3.4 The name 'Tottenham' is Saxon and means 'Totta's Village'. The 1086 Domesday Survey described Tottenham as a fairly small farming community with wooded and undeveloped surrounding land, although it must be noted that the medieval centre of Tottenham lay alongside the High Road, just to the south of the DMA. Ribbon development formed along the line of the High Road, as is reflected in Rocque's map of 1746 (Figure 2 below).



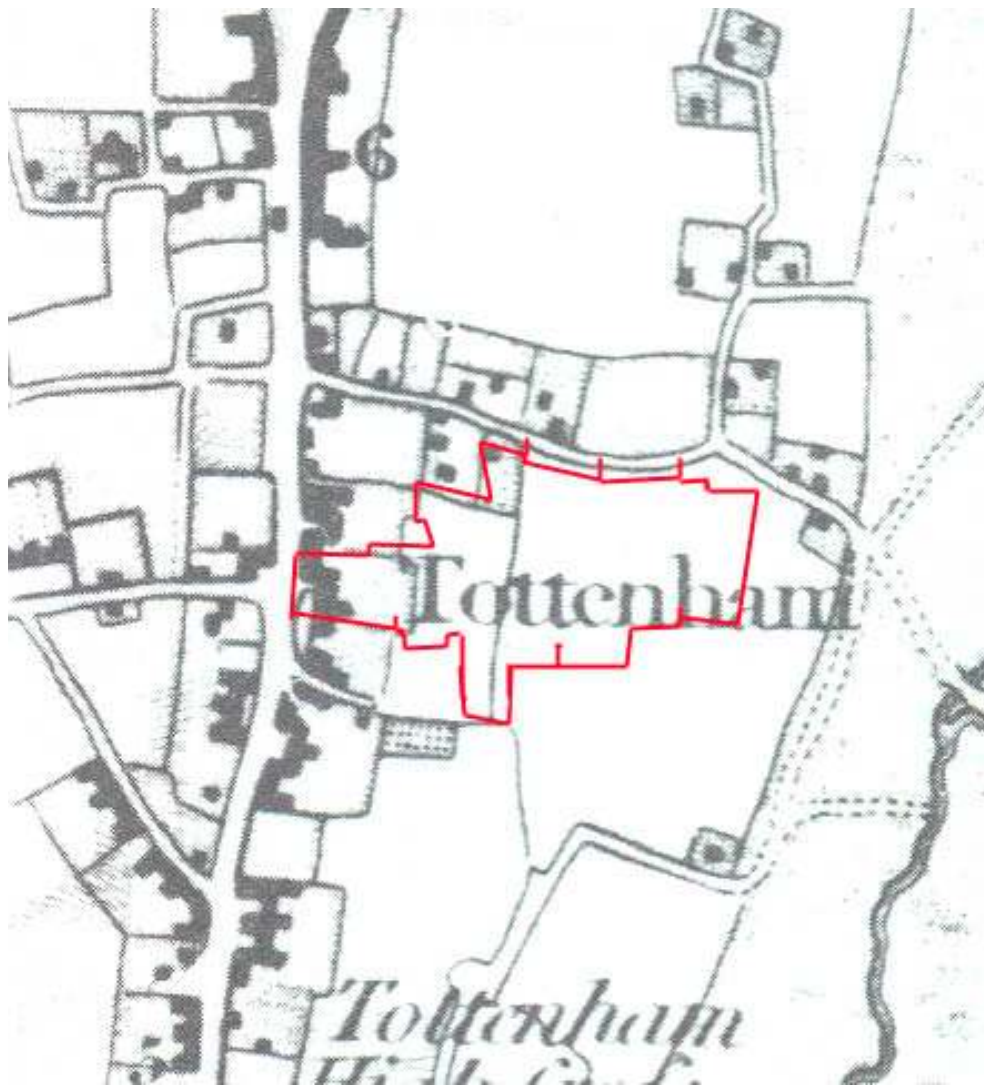
**Figure 2:** Detail from Rocque's plan of 1746, showing the DMA approximately circled in red. The historic maps show that the DMA was an area of open land in the mid-18<sup>th</sup> century (*cf.* Figure 3 below), with a few of the major roads already in existence and some development along the line of the High Road.



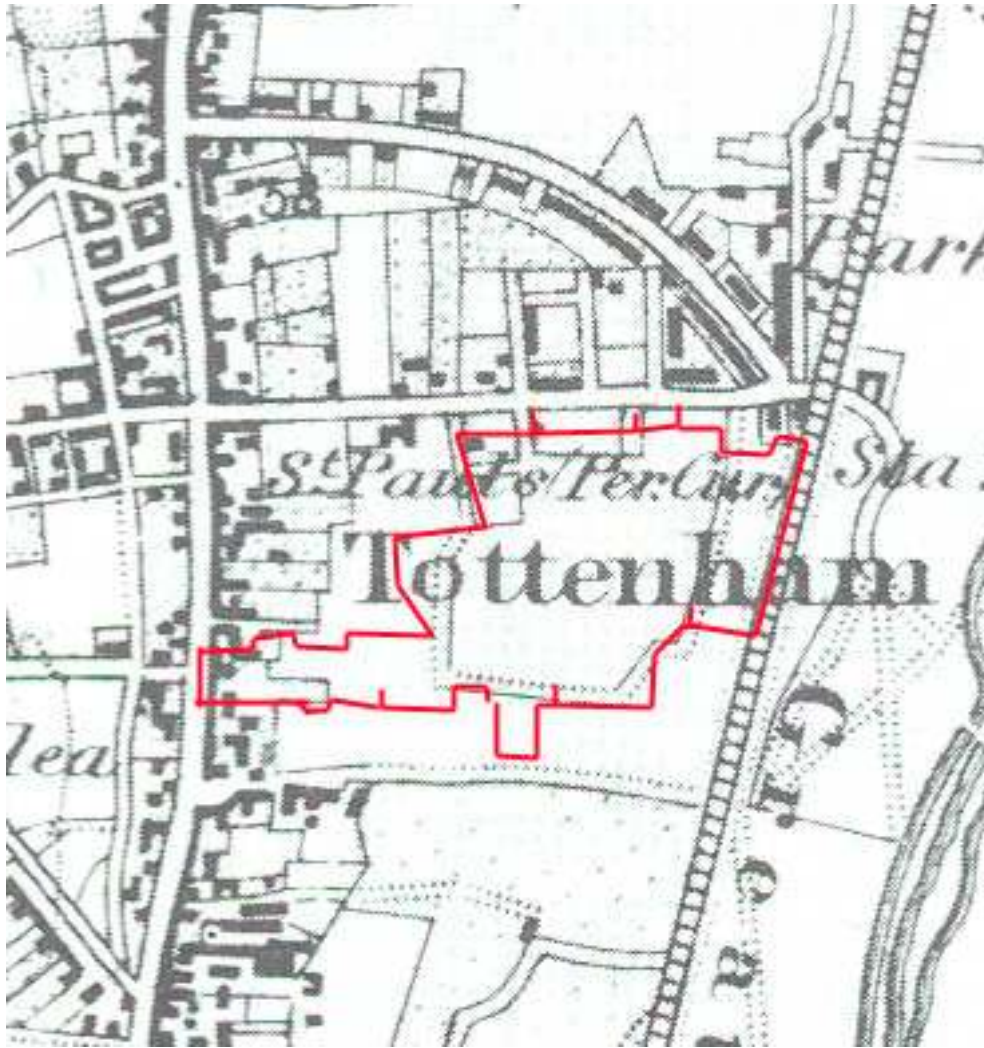
- 3.5** The manor-house of Mockings, on the south side of Marsh (later Park) Lane, was retained by Joan Gedney in 1455-6, but had been leased to Alice Marsh, widow, in 1585. It was a comparatively modest building, with a moat and some four acres of grounds, when in 1619 it was leased with other demesne lands to John Burrough. Mockings is described as a 'neat' dwelling, leased with farm buildings and 68 acres to Edwin Paine, when offered for sale in 1789. It was bought by Thomas Smith and retained its moat and drawbridge in 1792, but was sold in 1803 to a Mr. Cooper, who demolished the house. The moat survived in 1840 and was still partly visible, south-east of St. Paul's church, in the 1860s. The manor itself is of 15<sup>th</sup> century date and was located in the north-western corner of the DMA, and in 1997 excavations in St Paul's Road (just within the DMA) uncovered the remains of a farmhouse presumably part of the Mockings estate.



**Figure 3:** Extract from Cary's plan 1786, showing the DMA outlined in red. The manor house can be seen on the south side of Park Lane and is also indicated in the local street name – Manor Road. Archaeological watching brief works monitored this area of the DMA but no traces of the manor were evident.

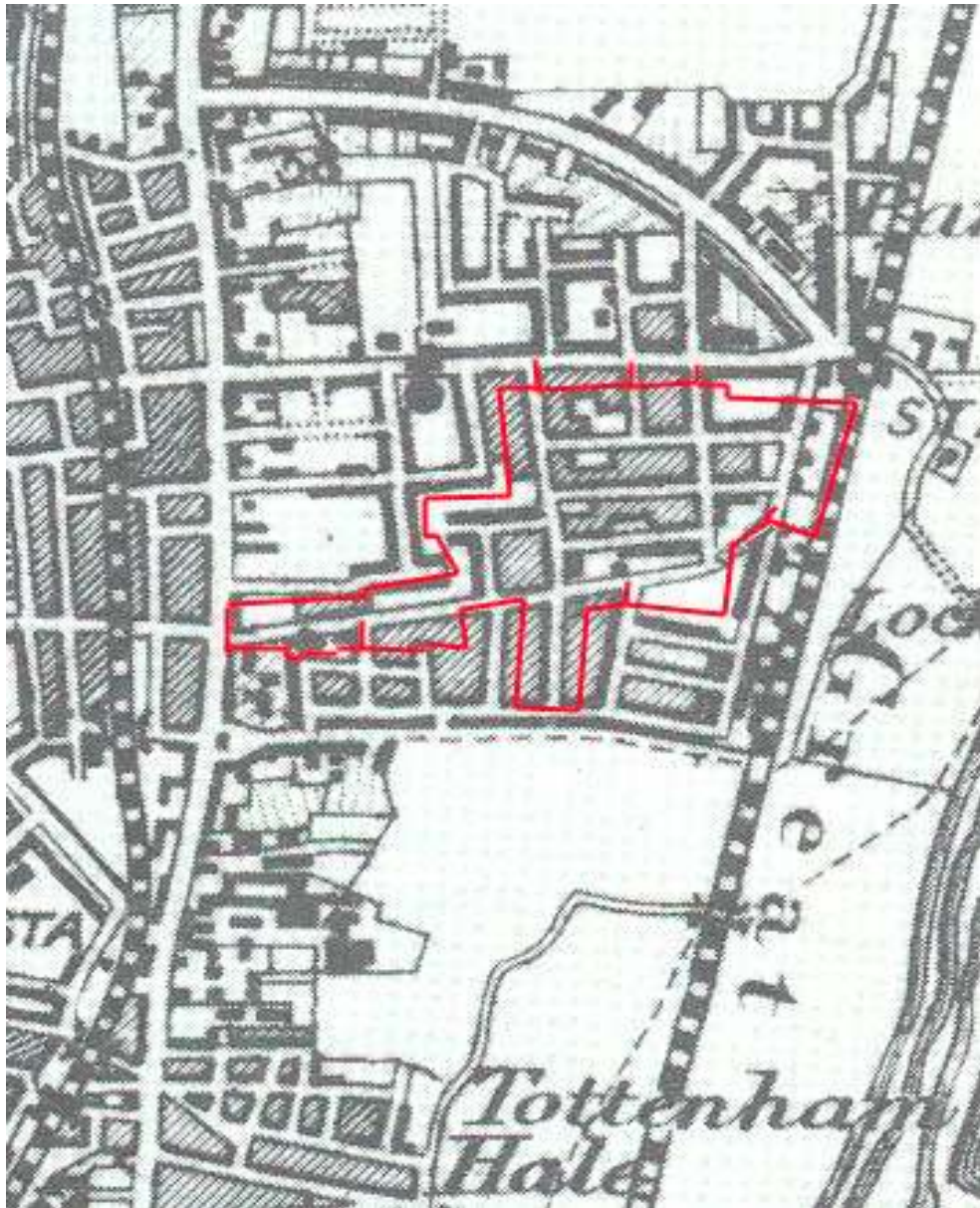


**Figure 4:** Extract from the OS 1822 series, showing the DMA outlined in red. From the beginning of the 19<sup>th</sup> century, there appears to have been some further development, with a few more roads and localised residential development.



**Figure 5:** Extract from OS 1862-71 series, showing the DMA outlined in red. By the mid-late part of the 19<sup>th</sup> century residential development lined the High Road and Park Lane, and the railway had emerged.





**Figure 6:** Extract from the OS series 1902, showing the DMA outlined in red. By the 1902 OS Map there was further development in the DMA, mainly residential development generally in the same form as it is today.

### 3.6 Previous Archaeological Investigations (LAARC Search)

Investigations at 71 St Paul's Road, Tottenham in 1997 (PAU 97) in the form of two trenches revealed masonry foundations, and a possible yard surface in the southern trench. These structures may have been part of the farm buildings belonging to the medieval moated site of Mockings Manor, which occupied a position to the east of the site.

Investigations at 628 High Road, Tottenham, 2000 (HRM 00) revealed a series of ground-raising dumps dated to the late 15th -16th century, with residual Iron Age pottery in one of them, the dumps were cut by two pits dated to the 18th and the 19th century respectively.

#### **4. Archaeological Research Questions**

The objectives of the archaeological watching brief included contributing to knowledge of the archaeology of the area through the recording of any remains exposed as a result of excavations in connection with the groundworks. Particular attention was made to the character, height below ground level, condition, date and significance of the deposits. The fieldwork presented an opportunity to address the following general and specific research questions:

- Is there any evidence for prehistoric to medieval activity, and what is the nature of this?
- Is there any evidence of the Roman or pre-roman road system?
- Is there any evidence for the line of the medieval roads or early settlement patterns in this area?
- Is there any evidence for the medieval manor house complex?
- What evidence is there for post-medieval activity in the area?
- At what level do archaeological deposits survive in the highways across the area?
- Can the watching brief works inform on the site-specific research questions of local archaeological sites and archaeological priority areas?

#### **5. The Archaeological Programme**

##### **5.1 Standards**

The field and post-excavation work was carried out in accordance with current English Heritage guidelines (in particular, *Standards and Practice in Archaeological Fieldwork, Guidance Paper 3*) and to the standards of the Institute of Field Archaeologists (*Standard and Guidance for Archaeological Watching Briefs*). Overall management of the project was undertaken by a full member of the Institute.

The recording system followed the procedures set out in the Museum of London recording manual. By agreement with MoLA the recording and drawing sheets used were directly compatible with those developed by the museum.

##### **5.2 Fieldwork**

The archaeological watching brief was undertaken during contractors groundworks, and involved one or two archaeologists on site as required to monitor works and to investigate and record any archaeological remains. Close liaison was maintained with the groundworks team to ensure a presence on site as and when necessary.

The Client and the representatives of English Heritage were kept advised of the progress of the fieldwork, and in particular any significant finds or remains that may require additional archaeological work.

### **5.3 Methodology**

Archaeological deposits and features were investigated and recorded in stratigraphic sequence, and where appropriate finds dating and environmental evidence recovered.

Stratigraphic deposits and features were recorded as appropriate on *pro-forma* context or trench sheets, and/or drawn in plan or section generally at scales of 1:10 or 1:20. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. The fieldwork record was supplemented as appropriate by photographic images.

## **6. Post-Excavation Work**

The fieldwork was followed by off-site assessment and compilation of this report, and by ordering and deposition of the site archive.

### **6.1 Finds and samples**

Had any finds and samples been present they would have been treated in accordance with the appropriate guidelines, including the Museum of London's '*Standards for the Preparation of Finds to be permanently retained by the Museum of London*'. Assessment of finds and samples would have been undertaken by appropriately qualified staff. However, no archaeological finds or samples were recovered from this watching brief.

### **6.2 Report procedure**

Copies of this report will be supplied to the Client, English Heritage and the local studies library.

The level of reporting is dependent upon the results of the fieldwork. However, this report includes details of any archaeological remains or finds, an interpretation of the deposits investigated and a site plan located to the Ordnance Survey grid. A short summary of the fieldwork is appended using the OASIS Data Collection Form, and in paragraph form suitable for publication within the 'excavation round-up' of the *London Archaeologist*.

## **7. The Site Archive**

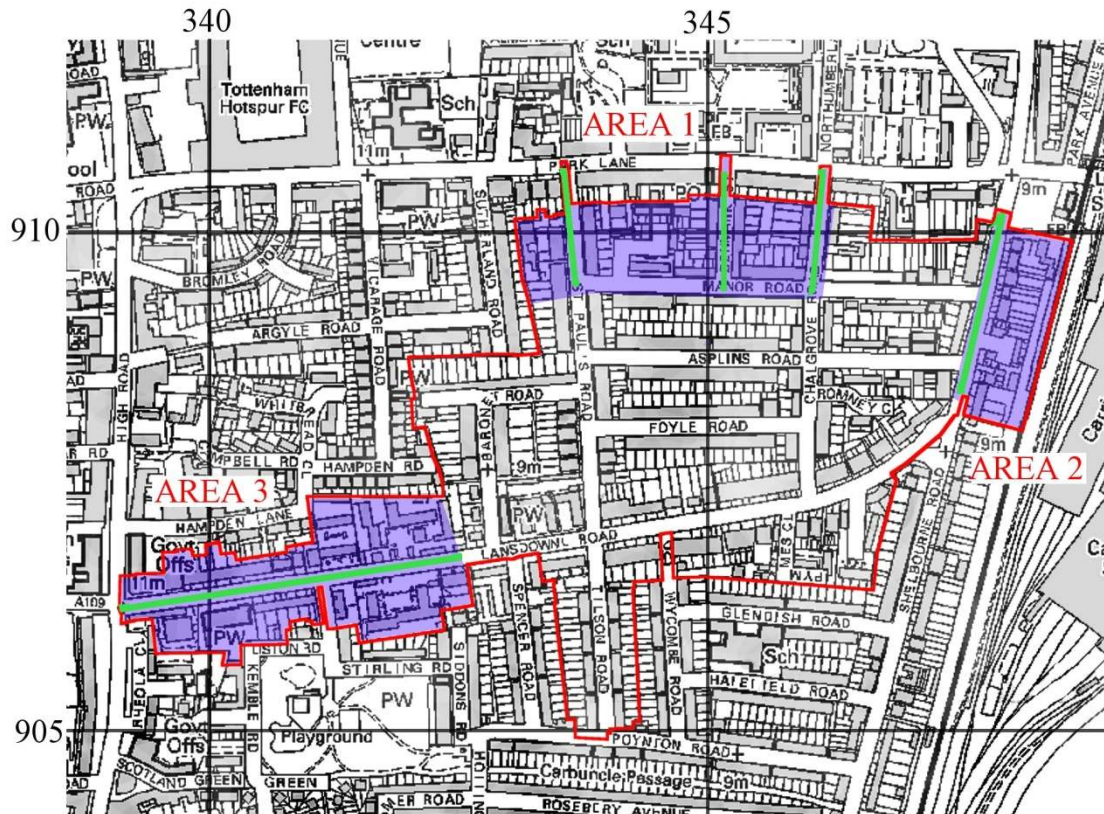
The records from the archaeological project will be ordered in line with the Museum of London's *Guidelines for the Preparation of Archaeological Archives* and will be deposited in the Museum of London Archaeological Archive. The integrity of the site archive will be maintained.

## 8. The Archaeological Watching Brief

Archaeological monitoring was undertaken in three areas defined in consultation with English Heritage (*cf.* Figure 7 below). Area 1, in the northern area of the DMA, was defined by proximity to the site of the medieval moated manor house of Mocking. Monitoring in Area 1 was undertaken on St Paul's Road, Denmark Street and Chalgrove Road. No works were being undertaken at the current time in Manor Road. Area 2, in the eastern part of the DMA, borders an Archaeological Priority Area (as defined by the London Borough of Haringey UDP) associated with the Lea Valley and the fertile river terrace deposits on which significant prehistoric sites have been recorded. Monitoring in Area 2 was undertaken on Shelbourne Road. Area 3, located in the southwest corner of the DMA, was defined by proximity to Saxon settlement and a medieval manor house, to earlier post-medieval development and to the Roman road which ran to the west of High Road. Monitoring in Area 3 was undertaken along Lansdowne Road. The following table lists the monitored streets within Areas 1-3, along with the extent of monitored groundworks (metres) and a summary of the results – this should be read in conjunction with Figure 7 below.

Street	Extent	Results
Area 1		
St Paul's Road	130m	Modern road layers over truncated natural deposits.
Denmark Street	98m	Modern road layers over truncated natural deposits.
Chalgrove Road	100m	Modern road layers over modern made-ground and truncated natural deposits.
Area 2		
Shelbourne Road	267m	Modern road layers over truncated subsoils and natural deposits.
Area 3		
Lansdowne Road	363m	Modern road layers over truncated subsoils, modern service deposits and natural deposits.





**Figure 7:** Areas 1-3 within DMA Woodford 82 and monitored streets, in relation to the current Ordnance Survey 1:5000 map.

## 8.1 Area 1 (Figure 7)

Approximately 330m of trenching was observed in Area 1 across three roads running north-south between the junctions with Park Lane and Manor Road.

### 8.1.1 St Paul's Road (Figure 8)

Groundworks on St Paul's Road constituted a series of fourteen launch pits and trial holes located in the western carriageway approximately 1m from the kerb line, and covering approximately 130m of the road between Park Lane and Manor Road. The existing tarmac road surface was observed overlying brick rubble and bitumen road makeup to a depth of *c.* 0.35m. Truncated natural silty clay, disturbed at the upper horizon, was observed to 0.75m overlying orange/brown gravels to the remaining depth of excavation at *c.* 1.2m below the existing ground level. No archaeological finds or features were observed during trenching on St Paul's Road.





**Figure 8:** Section of trenching on St Paul's Road (1m scale).

### 8.1.2 Denmark Street (Figures 9 and 10)

Groundworks on Denmark Street constituted a single open-cut trench running north from the junction with Manor Road for *c.* 98m towards the junction with Park Lane. The existing tarmac road surface was observed overlying road make-up of mixed gravels, stone and crushed red brick to a depth of 0.4m. Discoloured, reworked natural silty clay (light grey and mottled) was observed for a further 0.26m overlying undisturbed natural orange-brown silty clay and gravels to the full depth of excavation at 1.1m. No archaeological finds or features were observed during monitoring on Denmark Street.



**Figure 9:** General view of trenching on Denmark Street (1m scale, looking northwest).



**Figure 10:** Section of trenching on Denmark Street (1m scale).

### 8.1.3 Chalgrove Road (Figures 11 and 12)

Groundworks on Chalgrove Road constituted seven launch pits and trial holes excavated in the east carriageway adjacent to the kerb line, and within the eastern pavement, covering approximately 100m of the road between Park Lane and Manor Road. Paving slabs in sand bedding were observed to 0.1m, overlying *c.* 0.35m of modern made-ground (dark-brown/grey silty clay with gravel). Natural silty clay was observed to the remaining depth of excavation at 0.95m, the upper horizon (*c.* 0.1m) was disturbed and discoloured, becoming orange/brown and clean with depth. No archaeological finds or features were observed during trenching on Chalgrove Road.



**Figure 11:** General view of trenching on Chalgrove Road, looking northeast.





**Figure 12:** Section of trenching on Chalgrove Road (1m scale).

## **8.2 Area 2 (Figure 7)**

### **Shelbourne Road (Figures 13 to 15)**

The groundworks in Area 2 constituted of *c.* 270m of open-cut trenching along Shelbourne Road between the junctions with Lansdowne Road (south) and Park Lane (north). The trench was excavated in the western carriageway, *c.* 2.2m from the kerb line. The existing tarmac road surface was observed overlying reinforced stone and concrete mix hardcore to an average depth of 0.4m. The majority of trenching exposed truncated natural orange/brown silty clay and gravels immediately below modern road layers. In two areas thin layers of made-ground or surviving subsoil was observed, in all cases of relatively recent date and consisting of mid-dark silty clay with gravel inclusions and occasional brick fragment. The trench was excavated to a maximum depth of 1.3m below the existing road level. No archaeological finds or features were observed during the course of monitoring on Shelbourne Road.



**Figure 13:** General view of trenching on Shelbourne Road (looking north).



**Figure 14:** Section of trenching on Shelbourne Road (1m scale).





**Figure 15:** Section of trenching on Shelbourne Road (1m scale).

### **8.3 Area 3 (Figure 7)**

#### **Lansdowne Road (Figures 16 to 18)**

Groundworks on Lansdowne Road constituted a single open-cut trench running east from the junction with High Road for approximately 363m to the line of Stirling Road. The trench was excavated in the southern carriageway, and was located approximately 0.6m north of the kerb line. The existing tarmac road surface was exposed overlying concrete and gravel road makeup to an average depth of 0.4m. At the west end of Lansdowne Road, towards the junction with High Road, modern road levels immediately overlay truncated natural silty sand and gravel. Further east, outside St Mary the Virgin Church, the southern section exposed approximately 0.2m of surviving subsoil, constituting dark brown-grey silty clay with gravel, brick rubble and mortar inclusions. Compact mid-brown/yellow silty clay and gravel was exposed from 0.6m to the remaining depth at 1.1m below the existing road surface. To the west of the Burlington Road junction the trench was excavated within the cut of an existing sewer and consequently exposed only mixed backfill deposits. To the east of the junction with Burlington Road service backfills were observed to the full depth of excavation at c. 1.05m. No archaeological finds or features were observed during trenching on Lansdowne Road.



**Figure 16:** General view of trenching on Lansdowne Road (looking west).



**Figure 17:** Section of trenching on Lansdowne Road (1m scale).





**Figure 18:** Section of trenching on Lansdowne Road (1m scale).

## 9. Archaeological Research Questions

The fieldwork presented an opportunity to address the following general and specific research questions:

- Is there any evidence for prehistoric to medieval activity, and what is the nature of this? *No evidence for prehistoric to medieval activity was recorded.*
- Is there any evidence of the Roman or pre-roman road system? *No evidence of Roman occupation was recorded.*
- Is there any evidence for the line of the medieval roads or early settlement patterns in this area? *No evidence of the medieval roads or early settlement patterns was recorded.*
- Is there any evidence for the medieval manor house complex? *No evidence for the medieval manor house complex was recorded.*
- What evidence is there for post-medieval activity in the area? *Truncated subsoils were recorded which may date to 19<sup>th</sup> century residential development of the area.*
- At what level do archaeological deposits survive in the highways across the area? *No significant archaeological remains were recorded, but truncated subsoils were recorded at an average of 0.4m below the existing road surface.*
- Can the watching brief works inform on the site-specific research questions of local archaeological sites and archaeological priority areas? *No significant remains were recorded.*

## **10. Summary and Conclusions**

- 10.1** Approximately 905m of groundworks were observed within three defined areas of archaeological monitoring in DMA Woodford 82, across 5 roads.
- 10.2** The majority of trenching exposed modern road layers directly overlying truncated natural clay and gravel deposits. Several areas exposed thin layers of surviving subsoil, presumably dating from the later 19<sup>th</sup> century, and no thicker than 0.2m. Modern services and associated deposits were also recorded, as well as a large sewer cut and fill. Natural deposits were recorded at an average of 0.6m below the existing road level.
- 10.3** The exposed sequence suggests that the area of DMA Woodford 82 was almost entirely stripped of earlier deposits and levelled prior to road construction – no features, finds or deposits pre-dating the later 19<sup>th</sup> century were recorded during the course of the archaeological watching brief.

## **11. Bibliography**

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## APPENDIX I: OASIS Data Collection Form

**OASIS ID: compassa1-107729**

### Project details

Project name	Water Mains Replacement Works in the Vicinity of St Paul's Road, Shelbourne Road and Lansdowne Road, Tottenham N17, London Borough of Haringey
Short description of the project	Approximately 0.9km of groundworks were observed during the course of Thames Water mains replacement works in the Tottenham area of the London Borough of Haringey. Modern road layers were exposed over truncated subsoils, presumably of late 19th century date, and truncated natural clays and gravels. The exposed sequence suggests the entire area was stripped and levelled prior to road construction. No archaeological finds or features were observed.
Project dates	Start: 26-05-2011 End: 14-07-2011
Previous/future work	No / No
Any associated project reference codes	TXL11 - Sitecode
Type of project	Recording project
Site status	Area of Archaeological Importance (AAI)
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	N/A None
Significant Finds	N/A None
Investigation type	'Watching Brief'
Prompt	Water Act 1989 and subsequent code of practice

### Project location

Country	England
Site location	GREATER LONDON HARINGEY TOTTENHAM Water Mains Replacement Works in the Vicinity of High Road and St Paul's Road.

	Tottenham, London Borough of Haringey (DMA Woodford 82).
Postcode	N17
Study area	0.90 Kilometres
Site coordinates	TQ 3443 9084 51.5998486088 -0.05880747913770 51 35 59 N 000 03 31 W Point

### Project creators

Name of Organisation	Compass Archaeology
Project brief originator	English Heritage/Department of Environment
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Rosie Cummings
Type of sponsor/funding body	Water Utility
Name of sponsor/funding body	Thames Water Utilities/Optimise

### Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London archive
Digital Contents	'none'
Digital Media available	'Images raster / digital photography','Spreadsheets','Text'

Paper Archive recipient	Museum of London Archive
Paper Contents	'none'
Paper Media available	'Miscellaneous Material','Notebook - Excavation',' Research',' General Notes','Photograph','Report','Unpublished Text'

## Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Water Mains Replacement Works in the Vicinity of St Paul's Road, Shelbourne Road and Lansdowne Road, Tottenham N17, Tottenham, London Borough of Haringey (DMA Woodford 82): An Archaeological Watching Brief
Author(s)/Editor(s)	Cummings, R
Date	2011
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark St, London SE1 1RQ
Description	22-page spiral bound report

Entered by	Rosie Cummings (mail@compassarchaeology.co.uk)
Entered on	14 August 2011

## APPENDIX II: London Archaeologist Summary

Site Address:	Water Mains Replacement Works in the Vicinity of St Paul's Road, Shelbourne Road and Lansdowne Road, Tottenham, N17, London Borough of Haringey (DMA Woodford 82).
Project type:	Watching brief
Dates of Fieldwork:	26 <sup>th</sup> May 2011 – 14 <sup>th</sup> July 2011
Site Code:	TXL11
Supervisor:	Rosie Cummings
NGR:	TQ 3443 9084
Funding Body:	Thames Water Utilities

Approximately 0.9km of groundworks were observed during the course of Thames Water mains replacement works in the Tottenham area of the London Borough of Haringey. Modern road layers were exposed over truncated subsoils, presumably of late 19<sup>th</sup> century date, and truncated natural clays and gravels. The exposed sequence suggests the entire area was stripped and levelled prior to road construction. No archaeological finds or features were observed.