

uncovered at Theobalds Road (MLO24965) and on Tottenham Court Road itself (MLO17799).

### **Anglo-Saxon & Medieval**

The city went into decline after the 4<sup>th</sup> century when the Romans left, although for the time period it was still considered to be a major city. The Saxon settlement at *Lundenwic*, located to the west around Charing Cross, is thought to have been seasonal in the first and second quarters of the 7<sup>th</sup> century. Blackmore (2002) writes that as it became more established the northern and eastern limits may have been located along Long Acre and Drury Lane, to the south east of the study area (2002:284). It is likely that the area was used during the Saxon period by people moving through the area to *Lundenwic*.

Blacklock writes that ‘...[b]y 802, *Lundenwic* had suffered three major fires, two in close succession (in 764, 798,...)’ (2002:292) and this coupled with the Viking raids of 842, 851 and 872 led to a decline in population and a move towards the old walled city.

The eastern edge of the site lies within the Archaeological Priority Area designated by the London Borough of Camden for the medieval and later village of St Giles. Figure 2 plots the location of the archaeological (and built heritage) recorded sites.

### **Post-medieval**

Tottenham Court Road was described in 1878 in Volume 4 of *Old and New London* as ‘...one of the busiest thoroughfares in London...’ (1878:467-480). This was a country road which ran ‘...between green hedges and open fields...’ (1878:467-480) to the Manor House which belonged since the time of Henry III, to one William de Tottenham. After several changes of ownership the land eventually came to be owned by Queen Elizabeth I and became known as Tottenham Court. As befits a road of some hierarchical distinguishment it is long and wide, the fitting approach for a courtly Manor House. The area is located just to the north of what was called Soho Fields in the 1700s.

The area of Dean Street and Fareham Street was becoming developed in the 1800s. However, the character of the street was recorded as being unfinished in 1720 by local commentators. Strype comments that walking north from Carlisle Street, the path led ‘...into waste Ground betwixt Wardour-street and the Backside of Dean-street: Which Ground is designed to be built upon, there being a street laid out and some houses built.’ (Strype: 1720:86-87). Sheppard notes that building was probably very haphazard as this vacant ground was built on after Titchfields (current day Fareham) was laid out (1966:149).

The intersection where Charing Cross becomes Tottenham Court Road is a busy hub of activity and forms part of a road network ostensibly designed in the 19<sup>th</sup> century by the Metropolitan Board of Works under the Metropolitan Street Improvement Act of 1877. The improvement works occurred after concerns over large volumes of people coming from Paddington and Euston Stations who were likely to converge on the eastern end of Oxford Street and have to be funnelled elsewhere. An improved line of street was therefore needed to move people down to Charing Cross (Vol. 33 & 34, 1966:296-312).

Charing Cross Road was designed to assist flow in a north to south orientation from the Thames towards Oxford Street (past Trafalgar square, the National Art Gallery and Portrait Gallery, Leicester Square, Covent Garden and the British Museum) and then on, following the old path to the Manor towards Euston. Shaftesbury Avenue takes people east to west, towards the British Museum, towards Piccadilly and the theatres, and Regents Street, both designed to ease congestion in the nineteenth century around what is now Tottenham Court Road tube.

The area is considered to have a high potential for remains relating to the post medieval urbanisation known to exist throughout this area. The STR identifies a number of previous archaeological investigations have identified foundations, cellars, floors, drains, cesspits, quarries and dumps of this date. Table 3: Deposit Survival from previous archaeological investigations, summarises a number of these sites and investigations.

The 'Oxford' Music Hall is recorded as being located on the site of the *Boar and Castle Hostellery and Posting House* near the Junction of Oxford Street and Tottenham Court Road. The Posting House dated back to c. 1620. The "Oxford" was recorded as being one of the earliest and most popular of the metropolitan music-halls (VCA: 1878:469)

Soho Square has been noted as the possible site of post medieval brick kilns (GLSMR 083772) and these could be present to some extent within the Crossrail worksite. St Giles Pound, medieval and post medieval gallows also close the Worksite at the junction of Tottenham Court Road, Charing Cross Road and Oxford Street. Other heritage resources include the remains of Falconberg House, built in the 1680s on the north-eastern corner of Soho Square, and demolished in 1924; its construction spread was identified in excavations at 11, Sutton Row (XRB92).