Lower Campfield Market,

Liverpool Road, Manchester

Level 3 Historic Building Record

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Prepared for:

Allied London

1st February 2024

Lower Campfield Market, Liverpool Road, Manchester– Level 3 Historic Building

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Final Issued: 1st February 2024

Heritage Architecture Ltd is Registered in England No. 3053944 • VAT GB656883581.

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1. SUMMARY

The Site comprises a former market hall originally known as Lower Campfield Market, which, along with the neighbouring Upper Campfield Market was designed by architects Mangnall and Littlewoods in December 1876 on the site of two earlier, open markets.

In August 1876 the Manchester Markets Committee decided that new covered markets were required to be built over the two open-air Campfield market grounds, and thus a competition between three architects was initiated.

The plans presented by Mangnall and Littlewoods architects were accepted by the Markets Committee and the contract for the construction was with J. Herd of Hulme, whilst the subcontractors for the iron work was Messrs E. T. Bellhouse and Co, with the masonry being undertaken by Messrs Ellis and Hinchliffe. Construction started on the Lower Campfield Market first, and was originally known as 'No. 1 Market'.

Originally, both market buildings were intended to remain open around their sides, However, an article in the Manchester Courier and Lancashire General Advertiser on the 3rd March 1877 stated that even from the outset the architects of the new market buildings had *"made ample provision to meet the expected contingency of the markets hereafter being enclosed"*.

The yet to be fully completed Lower Campfield Market started trading on the 19th August 1878 by way of a 'soft opening' due to about half the ground being unflagged and consequently being temporarily hoarded off at the time of opening.

The market continued to be used in its original function into the early 1900s, however, for a number of years the market had not been a successful or profitable venture. The end of the building's use as a market came with the necessity for a new exhibition hall in anticipation of the proposed demolition of Manchester's existing exhibition hall at St James's Hall exhibition hall, on Oxford Street, which was demolished in 1907.

The first exhibition in the newly converted City Hall took place on the 1st November 1909, with the building's first show "The Bostock Jungle", a three-month American show of wild animals. An advertisement for Bostock's Jungle in the Manchester Guardian on the 15th December 1909 proclaimed that the City Exhibition Hall was the *"largest, best lighted and heated and most excellently adapted covered, enclosed and balconied building in the United Kingdom".*

As part of the conversion from a market to an exhibition hall a new main entrance with cantilevered canopy was formed on the eastern elevation on Byrom Street and internally a new first floor balcony was constructed around the hall's perimeter, accessed by four staircases at each corner.

Due to the success of the new City Hall Manchester City Council replaced the earlier balconies with wider examples in c1910 and was cantilevered slightly out over a new row of simple cast iron columns (without decorative capitals). The simple columns of which largely survive today through successive alterations and replacements of the balcony structures,

On the 27th January 1927, the Market's Committee granted permission for the extension of the City Exhibition Hall, with the intension of extending the building at first floor level across Tonman Street and onto site of the hay and straw Market on the corner of Byrom Street and Tonman Street. The new building was completed in 1928 and almost doubled the floorspace available for future exhibitions which by the late 1930s also included a large new hall beneath the 1927 bridge link across Tonman Street following the street's closure to traffic.

On the 17th May 1974 the City Exhibition Hall, along with the Upper Campfield Market became designated as Grade II Listed buildings. Three years following the building's listing, a fire broke out during an exhibition in 1977 causing substantial damage. Owing to the decline in large exhibitions during this period of the 1970s and damage caused to the building, the City Hall closed permanently.

In 1980 Manchester City Council undertook repair of the former City Exhibition Hall and its conversion as an "aircraft museum" which was to be *"run by an independent charity trust"* (The Guardian, 23rd Feb 1983). The new museum would form a satellite exhibition building to the principal science museum housed within the former world's first railway station site to the western end of Liverpool Road.

The newly refurbished building was opened as the Manchester Air and Space Museum on the 30th March 1983. This use would last until the museum moved out of the premises in 2021.

2. INTRODUCTION

2.1 Purpose

Stephen Levrant Heritage Architecture Ltd (SLHA) have been commissioned by Allied London to undertake a Level 3 Historic Building Record (HBR) survey of the Grade II listed Lower Campfield Market, Liverpool Road, Manchester (the Site - **see Figure 1)** following the submission of a proposed scheme to convert the building into a technology hub, providing flexible workspaces for start-ups and early-stage tech, digital, media and creative companies.

Figure 1: The western elevation of the building as it appeared in 2023 before the current scaffold and hoardings were erected concealing it from view. (Source: SLHA 2023)

Figure 2: An aerial view looking north-east across the Lower Campfield Market (The Site - shaded blue) and Upper Campfield Market (shaded red – not part of this assessment). (Source: Google)

The Lower Campfield Market, along with the Upper Campfield Market (which will be assessed as part of a separate Historic Building Record), were designed as purpose-built covered market halls by architects Mangnall & Littlewoods, with the Lower Campfield Market being completed first in 1878, and the Upper Campfield Market being completed soon after in 1882.

This Historic Building Record provides a detailed record of the Grade II listed Lower Campfield Market.The HBR is in line with the requirements of the National Planning Policy Framework 2024 (NPPF), in particular paragraph 211 which states:

> *"Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible."*

A digital copy of the report will be provided for deposit with Manchester Central Library Archives and the Greater Manchester Historic Environment Record.

3. METHODOLOGY

3.1 Introduction

The below survey has been completed to a **Level 3** standard, as described in Historic England's document '*Understanding Historic Buildings: a guide to good record practice*'. The report involves a full survey of Lower Campfield Market.

3.2 Scope of Survey

3.2.1 Extent and limitations

Full access to all parts of Lower Campfield Market was possible at the time of the survey. The on site surveying was undertaken on the 22nd January 2024.

3.2.2 Historical research

Supplementary research was based upon primary and secondary sources including maps, drawings, photographs, historic articles and on-site surveying. Historic architectural plans and some archival images were obtained from Manchester Central Library Archives.

3.2.3 Written record

This survey follows Historic England's guidance set out in *Understanding Historic Buildings, a guide to good recording practice (2006)*. This essentially forms a descriptive and illustrative record of the surviving buildings and features across the site.

Under the **Level 3** recording guidance; Historic England explains the extent of the approach of the record, that:

> *"Level 3 is an analytical record, and will comprise an introductory description followed by a systematic account of the building's origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined in detail. It will also include all drawn and photographic records that may be required to illustrate the building's appearance and structure and to support an historical analysis…. A Level 3 record may also be appropriate when the fabric of a building is under threat, but time or resources are insufficient to allow for detailed documentary research, or where the scope for such research is limited*." (Historic England, Understanding Historic Buildings - A Guide to Good Recording Practice)

As such, a descriptive and illustrative record has been compiled of typical, and key room types and features covering both the interior and exterior of the building, which is accompanied by general and detailed photographs and plans. The written descriptions comment on historical development, original uses and likely dates/phasing, materials and architectural details.

3.2.4 Photographic record

A photographic record of all main areas of the building supplements the written record of the building, and are compiled in colour digital by Stephen Levrant : Heritage Architecture on the 29th January 2024. Any additional photographs taken on other dates will be specified.

Photographs typically include general views of the exterior and photographs of typical/key rooms internally. Detailed photographs were taken of specific historical or architectural features. Each photograph contains a room location which correspond to the floorplans at the end of each section.

3.2.5 Drawn record

Recent 2023 survey plans of the exterior elevations, sections and floor plans of Lower Campfield Market have been produced previously by Project 3 Architects.

3.3 Authorship

This report has been prepared by Stephen Levrant : Heritage Architecture Ltd., an architectural practice specialising exclusively in the historic cultural environment.

Lee Hutchings BSc (Hons) – Associate Heritage Consultant

4. THE SITE

4.1 Location

The Lower Campfield Market (shaded blue in **Figure 3** below) is bounded by Tonman Street to the north-east, Liverpool Road to the south-west, Lower Byrom Street to the north-west, and Byrom Street to the south-east.

Figure 3 – Map showing the location of the Lower Campfield Market shaded blue, and the Upper Campfield Market shaded red (not part of this assessment). (Source: Historic England)

4.2 Statutory Designations

The Upper and Lower Campfield Markets were separately Grade II listed on the 17th May 1974, with the Lower Campfield Market being amended on the 16th June 1994. The list description for the Lower Campfield Market is as follows:

Lower Campfield Market

Heritage Category: Listed Building

Grade: II

List Entry Number: 1200807

Date first listed:

17-May-1974 Date of most recent amendment: 16-Jun-1994

Statutory Address 1:

MUSEUM OF SCIENCE AND INDUSTRY, AIR AND SPACE MUSEUM, LIVERPOOL ROAD

Statutory Address: MUSEUM OF SCIENCE AND INDUSTRY, AIR AND SPACE MUSEUM, LIVERPOOL ROAD

(Formerly Listed as: LIVERPOOL ROAD (North side) City Exhibition Hall)

17/05/74

GV

II

Formerly known as: Lower Campfield Market LIVERPOOL ROAD. Market hall, now museum. 1876, by Mangnall and Littlewood. Cast-iron and wood with slate and glass roofs. Large rectangular plan in the form of a nave with north and south aisles under parallel roofs, and north and south transepts to the centre and both ends. Two storeys, 1:3:1:3:1 bays, the centre and ends gabled, and the centre both wider and higher. Cast-iron columns with crocket caps, each bay divided horizontally by a moulded cornice, with small columns and decorated cast-iron railings below this and large-paned glazing above.

The centre has a tall segmental-headed doorway rising into the glazed upper portion, a latticed band above eaves level, the gable filled with round-headed lights with slender shafts and margin panes, a bracketed cornice and the gable end of a continuous louvred ventilator, with a finial. Each end bay has a segmental-arched open-work panel in the centre, and an elliptical-arched iron bressummer to the gable, with glazing like that of the centre. The intermediate bays have oversailing eaves with scallop fringes, and continuous ridge ventilators. Three-bay east and west ends in matching style. Interior: cast-iron pillars with decorated caps carrying latticed girders, slender elliptical-arched latticed roof girders. Forms group with former Higher Campfield Market Hall to east (q.v.), by same architects in very similar style.

Listing NGR: SJ8327097786

5. HISTORICAL DEVELOPMENT OF THE SITE

5.1 Introduction

The following section will describe Lower Campfield Market, describing its historical development, former uses, design/decoration and alterations. This will be supplemented with photographs of principal spaces/circulation areas floor by floor, external views and recent floorplans.

5.2 Brief history of the development of the area

The Lower Campfield Market is located within the Castlefield area of Manchester city centre and is formed from a diverse variety of district areas.

To the south of the area is the location of the former Roman fort along with the 18th century Castlefield Basin, canals and warehouses, whilst to the north of the area is the high quality and ornate Gothic designs of the two Campfield Market hall buildings (the Site) and polite architecture of the 1830s Liverpool Road Station immediately west of the site, along with a number mid-to-late 20th century and early-21st century developments.

The area's boom started in the early 18th century, following the River Irwell being made navigable in the 1720s, allowing local man, Edward Byrom, financing the town's first quay located on the River Irwell for loading and unloading goods in 1734. The new quay helped initiate development in the Castlefield area and was followed by the unprecedented boon in shipping and commerce resulting from the cutting of the first canal in Britain between 1758 to 1761, commissioned by the Duke of Bridgewater (employing James Brindley to construct) to carry coal from the Duke's mines in Worsley to Manchester.

The success of this venture halved the price of coal and prompted the construction of the Rochdale Canal (also originally planned by Brindley) which opened in 1804, making the Castlefield Basin the hub of the canal network and centre of transportation, industry and shipping in Manchester. A large number of warehouses were subsequently built in the immediate vicinity to supply the needs of the rapidly growing population of Manchester, which at this time was the fastest growing city in the world.

During the 18th century the eastern end of what is today Liverpool Road was originally known as Priestner Street, which was approached from its current junction with Deansgate, then called Aldport Lane/Street. This corner was the location of the home of a gardener named Robert Humphreys, who grew an abundance of flowers and vegetables on a large plot to the southern side of what is now Liverpool Road.

By the late 18th century only a few small groups of terraced weavers' dwellings had been constructed at the eastern end of Priestner Street (Liverpool Road), following this the street simply stopped and entered into open fields westwards down to the River Irwell along an open lane called Lady's Walk.

The result of Manchester's extreme wealth and prosperity from its cotton manufacturing trade by this time, and the success of the Castlefield basin, which had become established as a major shipping

port by this time, Liverpool Road was the natural location for Manchester's new railway network. Consequently, on the 15th September 1830 the Liverpool Road Railway Station opened as the first passenger railway station in the world (**Figure 4**).

Figure 4: An oil painting of the "Rocket at Liverpool and Manchester Railway Station" by an unknown artist c1830. This view, looking east across the River Irwell from Salford, shows the western end of Liverpool Road. The future site of Lower Campfield Market is outlined red. (Source: curtesy of Elaine Ward, National Trust Collection, Greenway, Devon)

During the early-to-mid 19th century a number of densely-lined streets of terraced houses were constructed primarily to the north of the Site. By the 1930's a programme of slum clearances saw a number of streets in the area being cleared of houses, with further clearances continuing into the 1960's, with swathes of former residential streets being redeveloped to form areas of new flats and other buildings from the 1970s.

5.3 The development of market halls

The first example of a large covered market hall within Britain was St John's Market, built in Liverpool in 1822. It was the first of its kind which sought to 'bring the outdoor market indoors', providing greater security as well as shelter from the weather.

Stalls were typically set up under a huge roof supported on cast-iron pillars, surrounded by walls lined with small shops. Many Victorian market halls of similar type followed. Glass roofs became increasingly popular over the course of the 19th century. The first market hall to have a glass and wrought iron roof was that built at Birkenhead in 1845.

By the 1870s, multi-storey market halls began to appear across the country, lined with shops and with flamboyant façades. They rivalled the department stores then coming into fashion. This generation of market halls, together with shopping arcades were the precursors of the shopping malls of the 20th century.

19th century market halls embraced the new architectural possibilities presented by the use of iron; increased floor spans, and larger openings in external walls, were the two key drivers in creating a recognisable identity of this new building typology. Interestingly, unlike other Victorian retail/ commercial spaces, Victorian market halls were normally publicly financed and conceived of as being public spaces.

Consequently, establishing a recognisable architectural style of these market halls, through the use of traditional materials such as brick and stone, allowed the buildings to sit within a recognised civic architectural language, whilst combining the wonder of the 'modern' internal spaces created by cast iron columns.

Manchester, like many expanding towns and cities in the 19th century, expanded and improved their earlier market buildings, whilst also creating new buildings such as the Lower and Upper Campfield Markets in the 1870s.

5.4 The development of the Site

The Site of the Lower Campfield Market is located a few hundred yards away from the remains of the fort established by the Romans. The indicative location of the Roman's camp became known as "Camp Field", with the Lower Campfield Market being constructed in the north-west corner of that original fort (see **Figure 5**).

Figure 5: An indicative map of Roman Manchester drawn in 1900, showing the location of the Roman fort (shaded orange). The approximate location of the Lower Campfield Market is marked by the blue star. (Source: Gift of Old Manchester Committee)

During the 18th century the land around the site of the future Lower Campfield Market had formed extensive market gardens. During this period, the eastern end of what is today Liverpool Road was originally known as Priestner Street, whilst the western end did not exist, and instead was the site of

open fields and pastureland belonging to the then Lord of the Manor Manchester, Sir John Parker Mosley Bart.

At the beginning of the 19th century Sir John Parker Mosley Bart established a fair on "The Camp Field", known as the "Knott Mill Fair". The land was used as a general market during times when the fair wasn't running. This arrangement lasted until 1876.

The 1857 Stranger's Guide through Manchester and Salford, by J. Cornish, describes that Manchester had two ancient markets. The most extensive was the "Knott Mill Fair" held at Camp Field each Easter, and which generally lasted a week. A second fair held on the same site was known as "Acre's Fair", which was held on the first three days of each October.

In 1822, a large new church called St Matthews, was constructed in the centre of the Camp Field (**Figures 5a & 6**). The church was designed in the Gothic style by the renowned architect Sir Charles Barry, and remained the sole building on the Camp Field for 54 years until the upper and lower parts of Camp Field

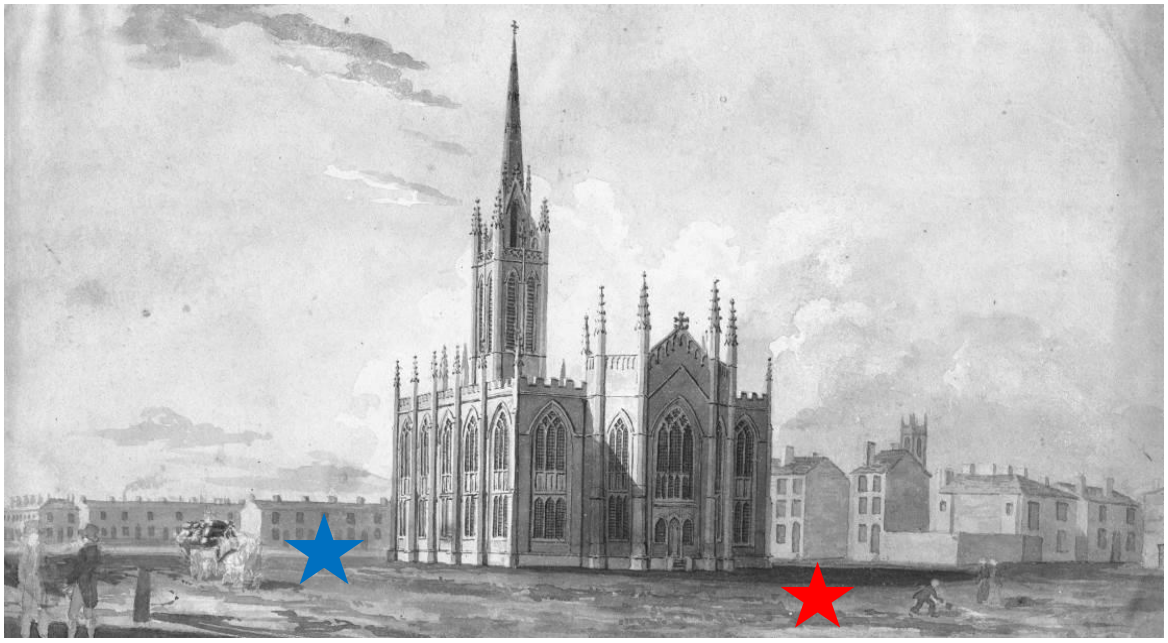


Figure 5a: An etching of the new St Matthew's Church as seen in the c1830s. This view looks north-west from Liverpool Road towards the rear of the church and shows the future location of the Upper Campfield Market denoted by the blue star, and the location of the Lower Campfield Market by the red star.

Figure 6: An etching of the new St Matthew's Church as seen in the c1830s. This view looks south-east towards the front of the church from Tonman Street. The future location of the Upper Campfield Market denoted by the blue star, and the location of the Lower Campfield Market by the red shading. (Source: Manchesterhistory.net)

Figure 7: The same view as appeared in October 2023 (Source: SLHA Oct 2023).

Figure 8: A painting entitled "Factory Girls at The Old Clothes Fair, Knott Mill" dated 1875. This painting shows a romanticised scene of the historic open-air market on the site of the Lower Campfield Market. (Source: Manchester Art Gallery)

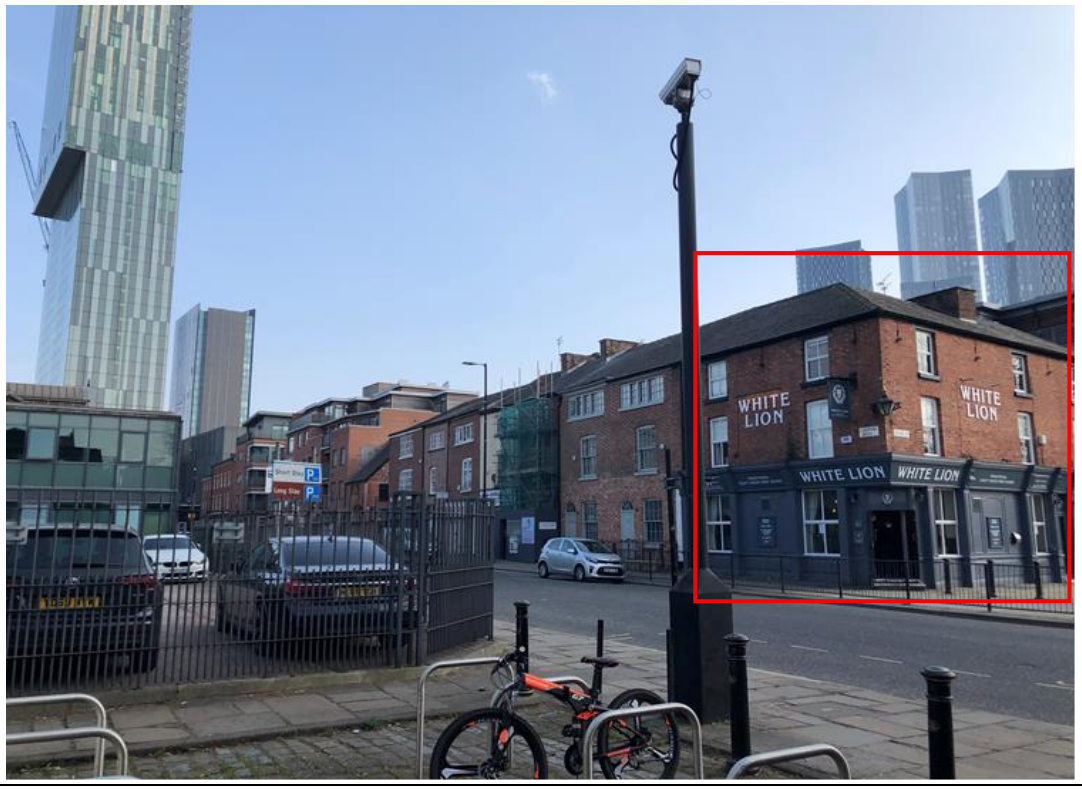


Figure 9: The same view of "Factory Girls at The Old Clothes Fair, Knott Mill" as seen in October 2023. (Source: SLHA Oct 2023)

5.5 Construction of the Lower and Upper Campfield Markets

In August 1876 the Manchester Markets Committee decided that new covered markets were required to be built over the two open-air Campfield market grounds, and thus a competition between three architects was initiated. In December 1876 the plans presented by Mangnall and Littlewoods architects were accepted by the Markets Committee.

The contract for the construction was J. Herd of Hulme, the subcontractors for the iron work was Messrs E. T. Bellhouse and Co, and the masonry was undertaken by Messrs Ellis and Hinchliffe.

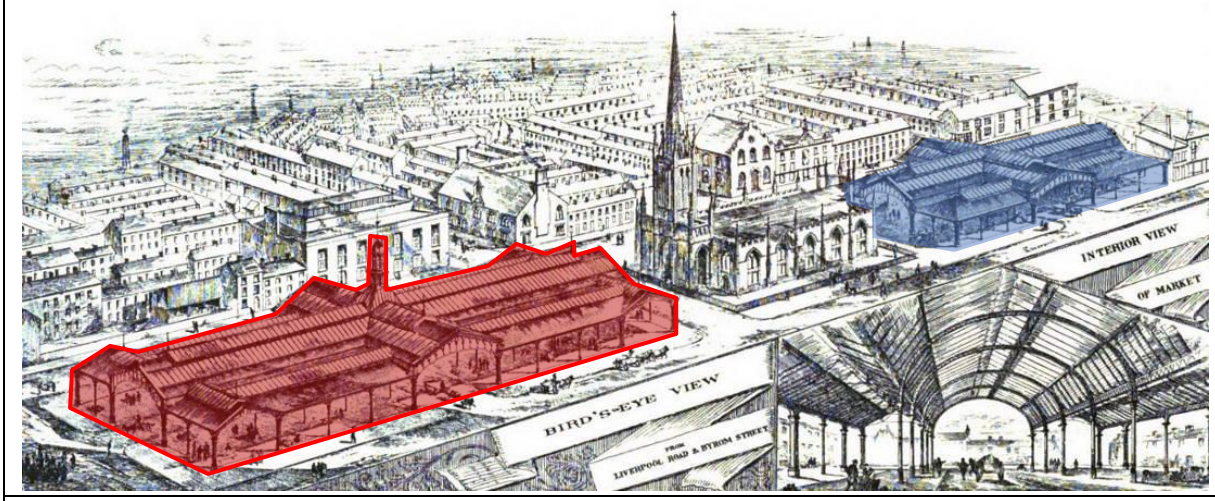


Figure 10: An artists impression of Lower (left – shaded red) and Upper (right-shaded blue) Campfield Markets from March 1877. Note the original open sides to both buildings. (Source: The British Architect and Northern Engineer, 16th March 1877)

Figure 11: An aerial view looking north-east across the Site as seen today, showing the comparison with the 1877 view in Figure 10 above. (Source: Google)

During the speech given to mark the laying of the foundation stone of the new Lower Campfield Market on the 10th May 1877, the Chairman of the Market's Committee, Mr Ashton, described the background to the project, and that:

> *"The markets Committee had for a long time thought that the persons who did business on that ground, and paid toll to the Corporation, had not had that consideration which they should have had, and that they ought to be covered from the elements; because so long as fairs were held on the ground it was impossible to utilise it for the purposes of a market. But the time had now come when fairs in large towns had become a thing of the past, and the Committee were now able to utilise the ground for a better purpose"* (Source: Manchester Courier and Lancashire General Advertiser, 11th May 1877).

The two markets were designed by the architectural practice of Mangnall and Littlewoods, which was started in circa 1846 by William Mangnall and Henry Travis. Following William's death, his son, also called William, took over from him. Henry soon retired from the business, and was replaced by John Littlewood (**Figure 12**), who was later joined by his brother, William Henry Littlewood (**Figure 13**) to form Mangnall and Littlewoods.

Figure 12: A photograph of John Littlewood (Source: The Building News, 19th September 1890)	**Figure 13:** A photograph of William Henry Littlewood (Source: The Building News, 19th September 1890)

The firm was responsible for a number of significant buildings throughout Lancashire and Greater Manchester, with a number of buildings being located in Manchester, Important examples include:

- Watts Warehouse, Manchester (1855 – 1858)
- Waldorf House,, Manchester (1863)
- Lower and Upper Campfield Markets (1876)
- Manchester Gasworks (1876)
- Manchester Fish Market (1877)
- Ormond Building, Manchester (1881)
- Salford Baths, Salford (1889)
- Blackpool Pier and Pavilions (after 1893)
- Morecambe Pier and Pavilions (after 1893)
- Blackpool Winter Gardens Empress Ballroom (1896)
- Victoria Pavilion, Morecambe Winter Gardens (1897)
- Hotel Metropole, Morecambe (1897)
- Colwyn Bay Pier and Pavilion (1900)
- Chester Racecourse – County Stand (1900)
- Pavilion Theatre, Weymouth (1908)
- Blackpool Winter Gardens Opera House (1911).

The original design concept for the two markets was described in an article dated 3rd March 1877: *"The space to be covered consists of two plots of land…and separated in the centre by St Matthew's Church… The markets are intended to be upon a similar plan to those at Smithfield, but of a more ornate though not costly character"* (Source: Manchester Courier and Lancashire General Advertiser, 03rd March 1877).

The structure of the market building was formed from both cast and wrought iron members, forming a classical-styled structure in a cruciform plan. A number of the cast iron columns can still be found to be marked with the name of "E.T. Bellhouse & Co, Manchester" at their bases. The Bellhouse family were a dynasty of local, Manchester-based builders and engineers, with David Bellhouse Junior being the contractor responsible for constructing the neighbouring Grade I listed 1830 Warehouse. In 1842 the company E. T Bellhouse & Co were established, and five years later in 1847 the company provided nine cast iron bridges to the Manchester South Junction & Altrincham Railway.

The company became internationally famous, becoming recognised as the world's foremost supplier of prefabricated iron buildings. However, despite the prolific output of iron structures throughout the 19th century, only two of Bellhouse's iron buildings survive, these being Lower and Upper Campfield Markets.

Figure 14: Original makers stap on the bottom of a number of cast iron columns. (Source**:** SLHA January 2024)

Originally, both markets were intended to remain open around their sides, this is evidenced in several contemporary newspapers, such as in the Manchester Courier and Lancashire General Advertiser, who reported: *"The markets will be open, the roof being supported on ornamental iron pillars. The roof is to be of glass and slates, so that ample provision has been made for lighting, and the subject of ventilation has also been well attended to"* (Source: Manchester Courier and Lancashire General Advertiser, 11th May 1877).

However, an article in the Manchester Courier and Lancashire General Advertiser on the 3rd March 1877 stated that even from the outset the architects of the new market building had *"made ample provision to meet the expected contingency of the markets hereafter being enclosed",* explaining that *"for the present it will be open on all four sides, the work contemplated being simply a shed supported by iron pillars".* A further article dated 20th October 1877 explained that *"the Markets Committee of the Corporation are considering the necessity of enclosing both the new markets with wood and glass"* (Manchester Courier and Lancashire General Advertiser, 20th October 1877).

Construction started on the Lower Campfield Market first, which was originally known as 'No. 1 Market'. The foundation cornerstone of the Lower Campfield Market was officially laid by the chair of the Market's Committee, Mr Ashton on the 10th May 1877, together with copies of the report of the markets committee to the Council recommending the abolition of the Manchester fairs, the Order of the Home Secretary for their abolition and other documents relating to the markets, a copy of *"History of the Manchester Fairs"* and a number of coins and newspapers.

By October 1877 the iron frame of the Lower Campfield Market had been completed, and awaited its timber, slate and glass roof coverings. The yet to be fully completed Lower Campfield Market started trading on the 19th August 1878 by way of a 'soft opening' due to about half the ground being unflagged and consequently being temporarily hoarded off. A few stall owners used "shake down" trestle tables during the completion of the rest of the market building. (Manchester Courier and Lancashire General Advertiser, 19th August 1878).

In late-1878 the Markets' Committee instructed Mangnall & Littlewoods to undertake improvements to the then completed and trading Lower Campfield Market, to enclose the sides of the building with the aim of helping protect the stall-keepers against the weather, and keep trader's goods safe, as well as hoping that the improvements would encourage more respectable traders to take up stalls in the market.

"The sides and ends of the structure, according to the original designs, were left open. By the request of the committee, Messrs Mangnall and Littlewoods have prepared plans, and taken the necessary steps to have the whole of the exterior enclosed…forthwith" (Manchester Courier and Lancashire General Advertiser, 5th November 1878).

The article goes on to explain that *"The lower portion of the new work will consist of ornamental iron railings, some 10 feet in height, and the remaining space above – about 10 feet – will be filled up with rough plate glass in wooden framework extending to the eaves of the building".* The article highlights that when originally completed, Lower Campfield Market did not contain any perimeter railings or gates, and instead was entirely open until the improvements designed by Mangnall and Littlewoods in 1878.

The article continues to explain that *"There can be no doubt that the improvement will conduce much to the comfort and convenience of traders. At close intervals in the railings, sliding gates will be placed so that ingress and egress will be a very easy matter. It will be seen, too, that although enclosed, the market will be perfectly open to public view from the outside".* (Manchester Courier and Lancashire General Advertiser, 05th November 1878)

Regarding the Lower Campfield Market, the Manchester Evening News explains on the 20th May 1879 that *"the shopping and stall space in the other market – which is now entirely completed, with the exception of finishing some of the gateways – is nearly in full occupation, only a few of the butchers' and provision dealers' stalls remaining unlet".*

An article in The Manchester Courier and Lancashire General Advertiser on the 11th May 1877 explained that at the time of print, Manchester Corporation was contemplating on purchasing St Matthew's Church with the aim of demolishing the church and joining both Lower and Upper Campfield Markets together over the site of the church. However, this didn't come to fruition.

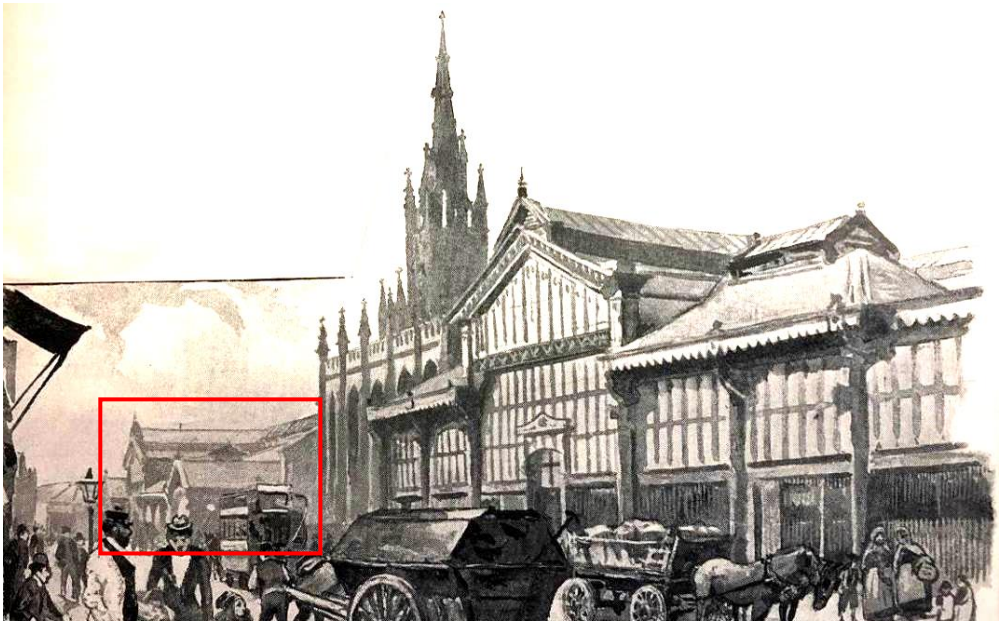


Figure 15: A drawing of the Upper Campfield Market (right) and Lower Campfield Market (left) in 1894 **(Source:** Manchester Old and New, by William Arthur Shaw, 1894)

5.6 The Manchester City Exhibition Hall

The market continued to be used in its original function into the early 1900s, however, for a number of years the market had not been a successful or profitable venture. The end of the building's use as a market came with the necessity for a new exhibition hall for Manchester following the proposed demolition of Manchester's existing exhibition hall at St James's Hall exhibition hall, on Oxford Street, which was demolished in 1907.

Although Lower Campfield Market was converted into an exhibition hall in 1909, due to the Campfield Markets' having never proved to be overly successful, as early as 1902 Lower Campfield Market was being rented out for occasional exhibitions.

An advert dated the 29th August 1907 records that a space would be required for the 1907 RAC motor show for a period of four days, and that it was probable that the *"capacious Campfield Market, Knott Mill, will be acquired for this purpose. It is completely covered by a glass roof, has a perfect flooring space, and can be securely locked up each night"* (an advert in the Manchester Courier and Lancashire General Advertiser, 29th August 1907).

In mid-1909 the Markets Committee proposed to let out Lower Campfield Market for a public hall for shows and exhibitions on a permanent basis, to be called "Manchester City Exhibition Hall", but commonly known as the "City Exhibition Hall", or simply "City Hall".

The exhibition held in previous years at Belle Vue will, however, take place again this year in February, and should gain somewhat in importance, though it can never become thoroughly representative unless authorised by the Society of Motor Manufacturers. It will be held this year in the new City Exhibition Hall now being erected in Liverpool Road, off Deansgate—a building well adapted for the purpose and convenient of access.

Figure 16: Advert from September 1909 exclaiming that a motor show will be held I the new City Exhibition Hall which is *"now being erected in Liverpool Road…a building well adapted for the purpose and convenient of access".* (Source: The Manchester Guardian, 24th September 1909).

The first exhibition in the newly converted City Hall took place on the 1st November 1909, with the building's first show "The Bostock Jungle", a three-month American show of wild animals, which was formed of 300 animals, including 50 performing lions housed in cages around the hall, of which two performances were held daily (**Figure 17 below**).

The opening of the show was attended by Alderman McCabe, Chairman of the Market's Committee, the deputy Mayor of Manchester and the Mayor of Salford. The following article in the Manchester Courier from the following day (2nd November 1909) give further details of the opening event, and a short history of the site of the market.

"NEW CITY HALL. OPENING FUNCTION YESTERDAY, DARING FEATS WITH WILD ANIMALS. To Manchester's amusements there has been an interesting addition in the shape of the Bostock Arena and Jungle, which occupies the new City Exhibition Hall Liverpool-road and Tonman-street, Deansgate. This hall, the property the Corporation, and under the control of the Markets Committee, has been refurbished, and made into a great assembly room of more spacious dimensions than even

the late St. James's Hall. As a covered market it did not pay, and was chiefly a very poor and exiguous imitation of Petticoat-Lane. As a great exhibition hall now should be a useful Corporation "income-maker. Its first occupants—and it is taken for several months—are a very large and varied menagerie and amusement show, under the direction Mr. Frank C. Boetock…

The opening yesterday of this show was made civic function. It should be stated that the lions, leopards, tigers, bears, panthers, etc., are trained, and that there is a huge circular stage at one end, which is caged in, and here most daring and certainly dangerous feats are performed, and charmingly performed by ladies among crowds of savage animals.

…Alderman McCabe gave little history of the place. In 1761, at the time of the opening of the Bridgewater Canal, a fair was held on the site of this market. This pleasure fair and irregular market continued till 1806, when the Lord of the Manor acquired the site, and the fairs and the market continued from time to time till between thirty and forty years ago, when the Corporation bought the market rights and the fair ground.

The fair was discontinued then, and the hall built. The first year the income was £15, and last year was about £800. It rather noteworthy that the opening the newly-arranged hall—the inauguration of a fourth period in the history the site—should be associated with the name of Bostock, for Mr. Bostock's ancestors showed wild animals on the same ground nearly a hundred years ago. Alderman McCabe believes that the Markets Committee has hit on a useful plan for the use of the property; one that will pay and the 6ame time fill want in Manchester. We understand the hall is being well booked up, and it certainly is admirably adapted to the purpose of exhibitions."

CITY EXHIBITION HALL,
CORNER OF DEANSGATE & LIVERPOOL ROAD.
Largest, best lighted and heated, and most excellently adapted Covered, Enclosed, and Balconied Exhibition Building in the United Kingdom.
THE BOSTOCK JUNGLE.
JUST A LITTLE TIME LONGER.
GREAT JUNGLE ESSAY COMPETITIONS.
£50 in Prizes and Diplomas for "YOUNG MANCHESTER."
OPENS DAILY at 2 and 7.
ARENIC PERFORMANCE (Changed Weekly) at 2 50 and 7 50.
THE FEAST of the FOREST KINGS, 4 50 and 9 50.
CARRIAGES at 5 15 and 10 15.
ADULTS ONE SHILLING. CHILDREN SIXPENCE
Seats and Admission Tickets at FORSYTHS'.

Figure 17: An advert for the "Bostock Jungle" (Source: The Manchester Guardian, 14th December 1909)

During Bostock's Jungle show at the City Hall, a local lady took an opportunity to demonstrate her suffragette cause: *"SUFFRAGETTE AMONG THE LIONS. Another way of claiming the vote for women was tried in Manchester yesterday, when at Bostock's Jungle, Mrs Mary Alice Lloyd, a Bolton suffragette, entered the great cage in the hall and, surrounded by lions, asked the people to support the claim of women to the vote. There were eight lions in the cage, but Mrs Lloyd was well protected by trainers, and no untoward incident happened"* (Northern Daily Telegraph, 19th January 1910).

An advertisement for Bostock's Jungle in the Manchester Guardian on the 15th December 1909 proclaimed that the City Exhibition Hall was the *"largest, best lighted and heated and most*

excellently adapted covered, enclosed and balconied building in the United Kingdom" (**See Figure 17**). As part of the conversion from a market to an exhibition hall a new main entrance with cantilevered canopy was formed on the eastern elevation on Byrom Street (**See Figure 18**) and internally a new first floor balcony was constructed around the hall's perimeter, accessed by four staircases at each corner.

Due to the success of the new City Hall Manchester City Council replaced the earlier balconies with wider examples in c1910 and was cantilevered slightly out over a new row of simple cast iron columns (without decorative capitals). The simple columns of which largely survive today through successive alterations and replacements of the balcony structures,

Figure 18: Looking north-west at the City Hall from Liverpool Road in 1914, showing the Hall's main entrance (right) on Byrom Street. The sign to the right advertises the second northern colliery and mining exhibition. The sign to the left advertises the public corporation weighting station, accessed through the inserted timber door to the corner. (Source: Manchester Archives).

Figure 19: Looking north-west at the City Hall from Liverpool Road in approximately 1914, again showing the main entrance into the Hall, to the centre of the Byrom Street elevation. (Source: Manchester Archives).

An early exhibition in the new City Hall was the 1909 RAC Motor Show. An article in the Manchester Courier and Lancashire General Advertiser on the 27th October 1909 details the alterations that had been undertaken to the City Hall in preparation for new exhibitions *"A new and handsome gallery* [which had] *been put round the hall and it is now a better venue for the annual motor car show than Manchester has ever possessed"*.

IMPORTANT EXHIBITIONS
At the CITY EXHIBITION HALL,
LIVERPOOL ROAD, DEANSGATE, MANCHESTER.

MANCHESTER MOTOR SHOW,
February 18 to February 26, 1910.
MANCHESTER BUILDING TRADES EXHIBITION,
March 8 to March 19, 1910.
NORTHERN COUNTIES GROCERS' EXHIBITION,
April 11 to April 23, 1910.
"CHRONICLE" HOME EXHIBITION.
Patrons:
Her Royal Highness the Princess Christian,
the Earl of Derby, &c.
Organised by the "Manchester Evening Chronicle."
May 6 to June 11, 1910.
ENGINEERING AND MACHINERY EXHIBITION.
Organised by "The Engineering Review."
October 14 to November 5, 1910.

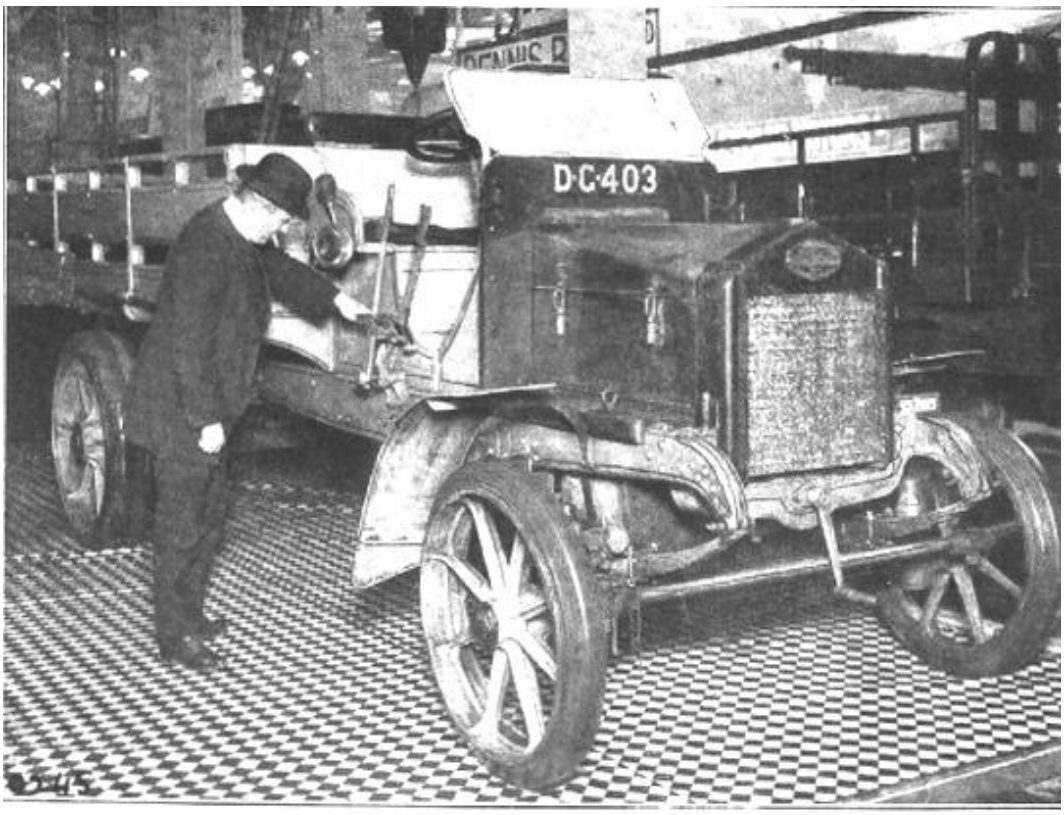
The above Exhibitions, under the Highest Patronage, will be held at the CITY EXHIBITION HALL, the Finest Exhibition Hall in the Provinces.
W. CAWOOD, Lessee, 193, Deansgate, Manchester.

Figure 20: An advert in The Manchester Guardian, 22nd January 1910, providing details to upcoming shows at the City Hall, and exclaiming the building to be *"The finest exhibition hall in the provinces"*.

The new City Hall was a successful enterprise, accommodating regular exhibitions. Examples of early shows included the Building Trades Exhibition in March 1910, the Grocer's Exhibition in April 1910 and 1912 (see **Figures 23, 24 and 25**), the Home Exhibition in May 1910, the Cinderella Doll Show, Christmas 1913 (see **Figure 36**), and frequent motor shows, including the Commercial Vehicle Show

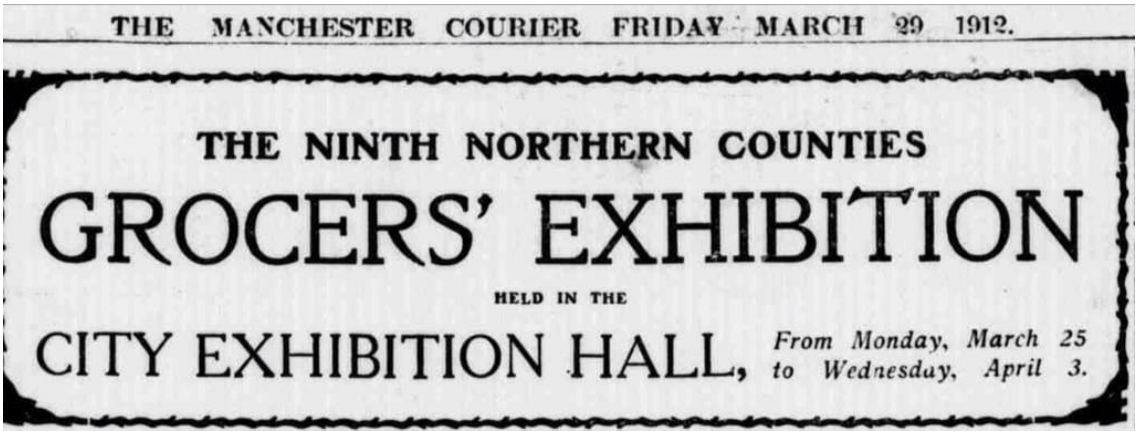
in 1912-13, as seen in **Figure 22** and **Figures 28-35.** The following figures illustrate the long and varied array of exhibitions held in City Hall during the 1910s.

Figure 21: An early motor show in the City Hall, c1909. (Source: Postcard, private collection)



Mr. A. E. Meaden and one of his Hallfords on Stand 19.

Figure 22: A car on display in the Commercial Vehicle Show of 1912, showing the faux "tile" lino used as flooring, which can be seen to be creased/rippled in places. (Source: The Commercial Motor, 22nd February 1912)



THE MANCHESTER COURIER FRIDAY MARCH 29 1912.

THE NINTH NORTHERN COUNTIES

GROCERS' EXHIBITION

HELD IN THE

CITY EXHIBITION HALL, From Monday, March 25 to Wednesday, April 3.

Figure 23: An advert for the 1912 Grocers' Exhibition (Source: The Manchester Courier, 29th March 1912)

Figure 24: The Grocers Exhibition at the City Hall in March 1912. (Source: Postcard, private collection)

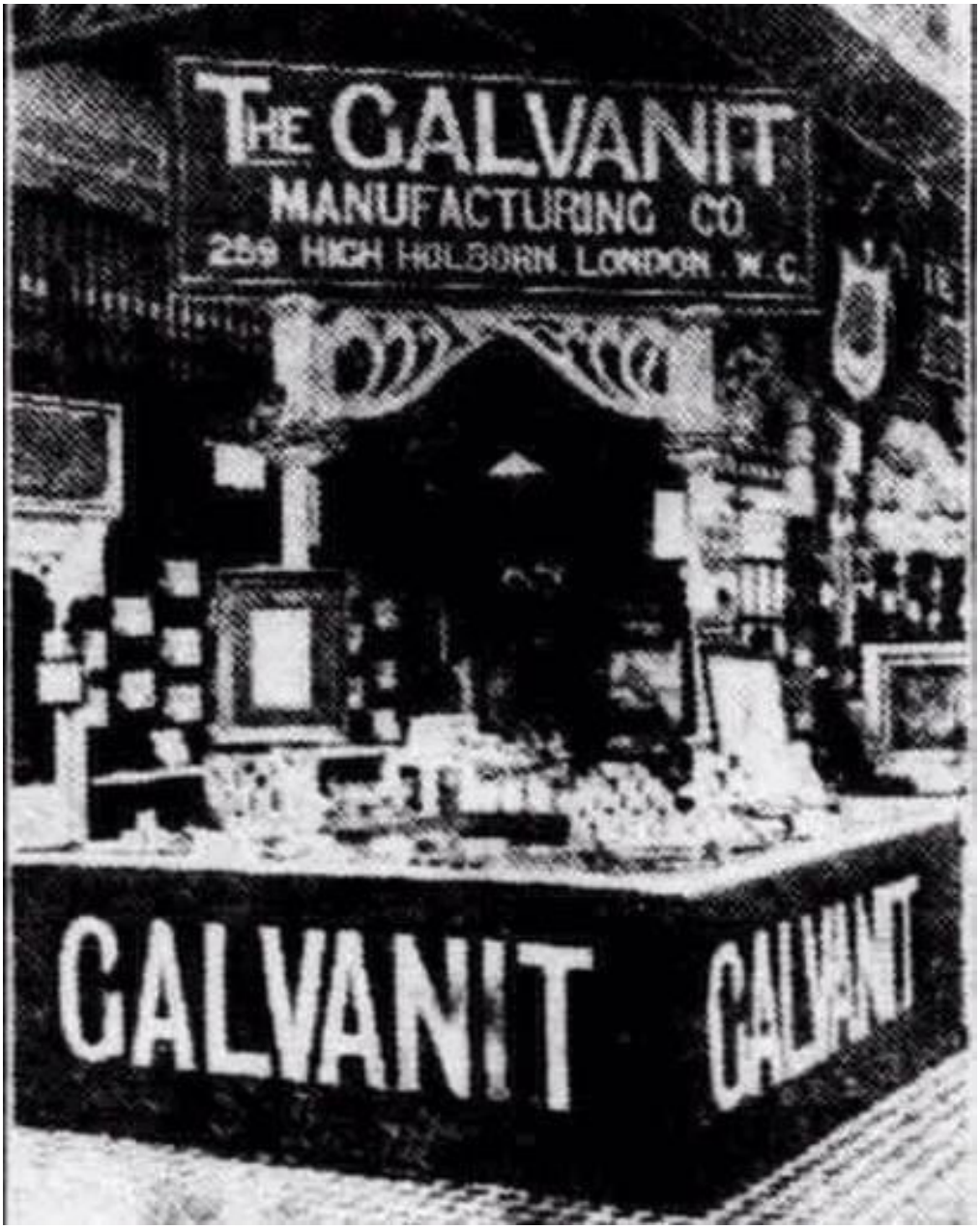


Figure 25: The Grocers Exhibition at the City Hall in March 1912. Note the black and white "tiled" lino floor. (Source: Postcard, private collection)

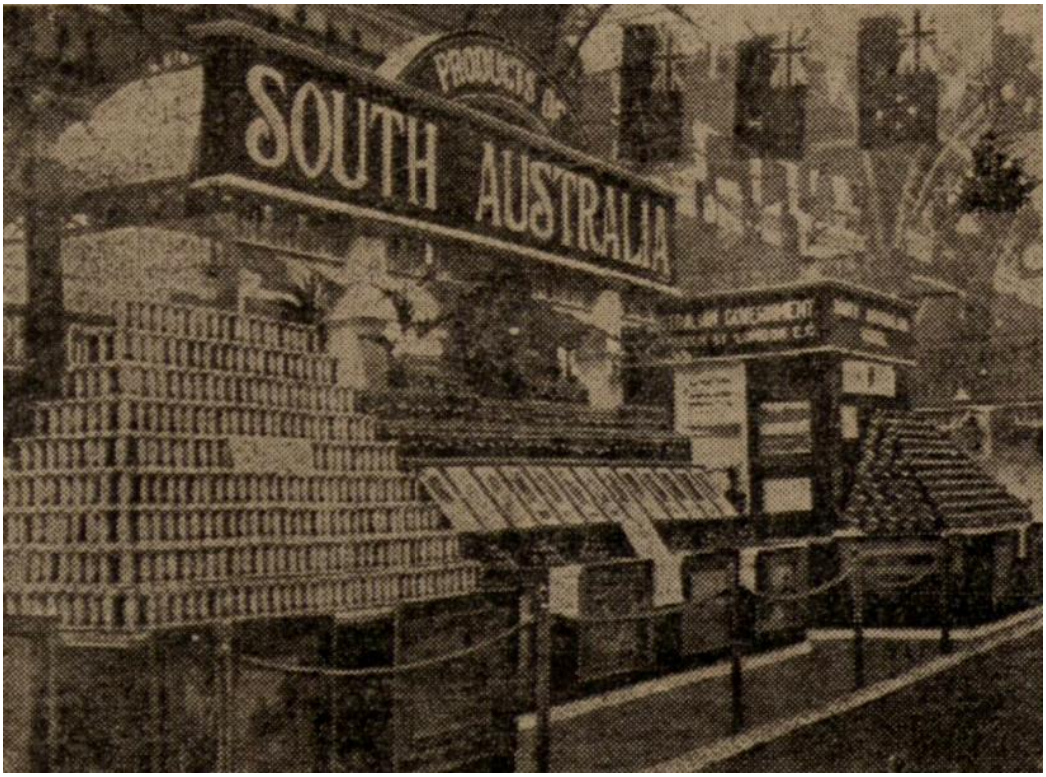


Figure 26: The "Government of South Australia stand" at the tenth northern counties grocers' and allied trades exhibition, April 1913 (Source: Manchester Courier, 10th April 1913)

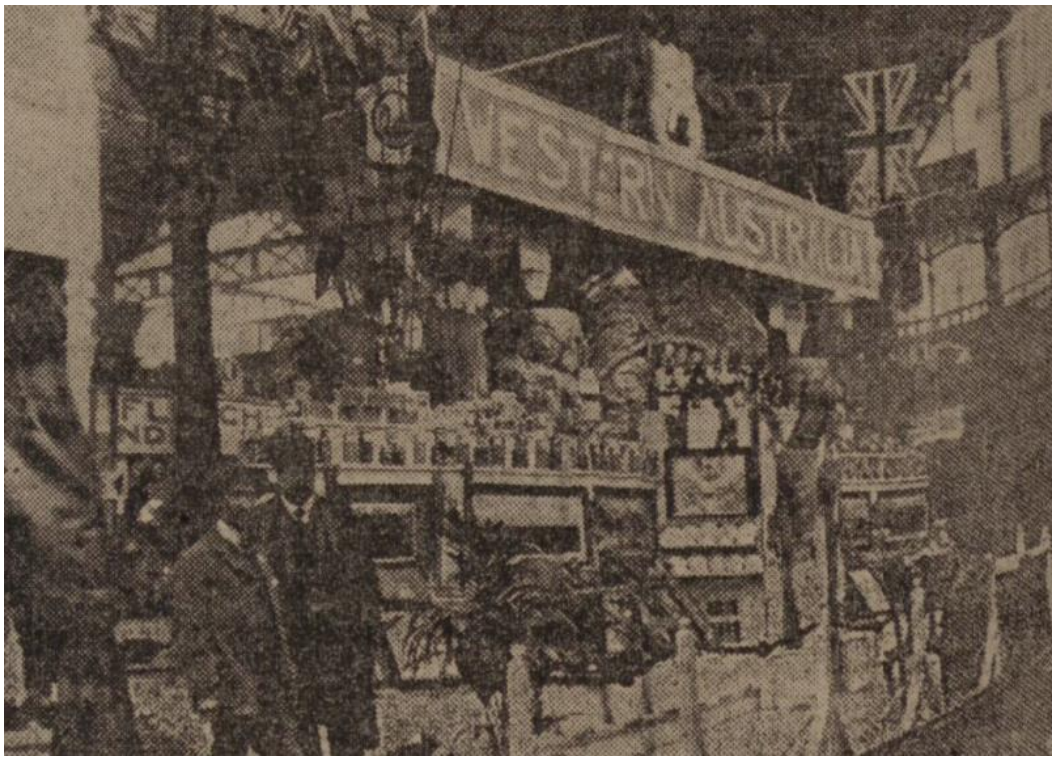
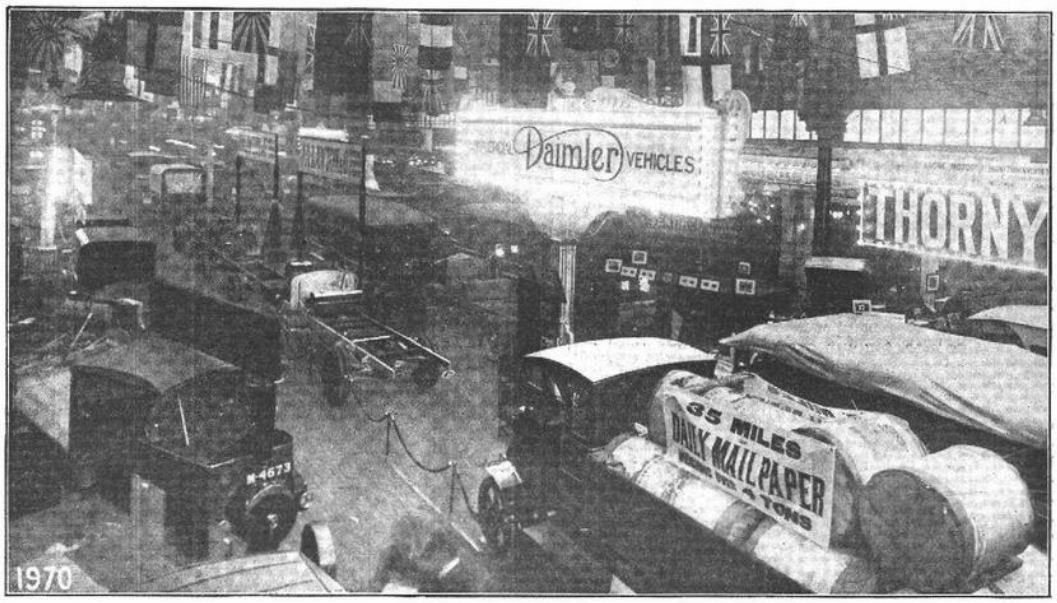


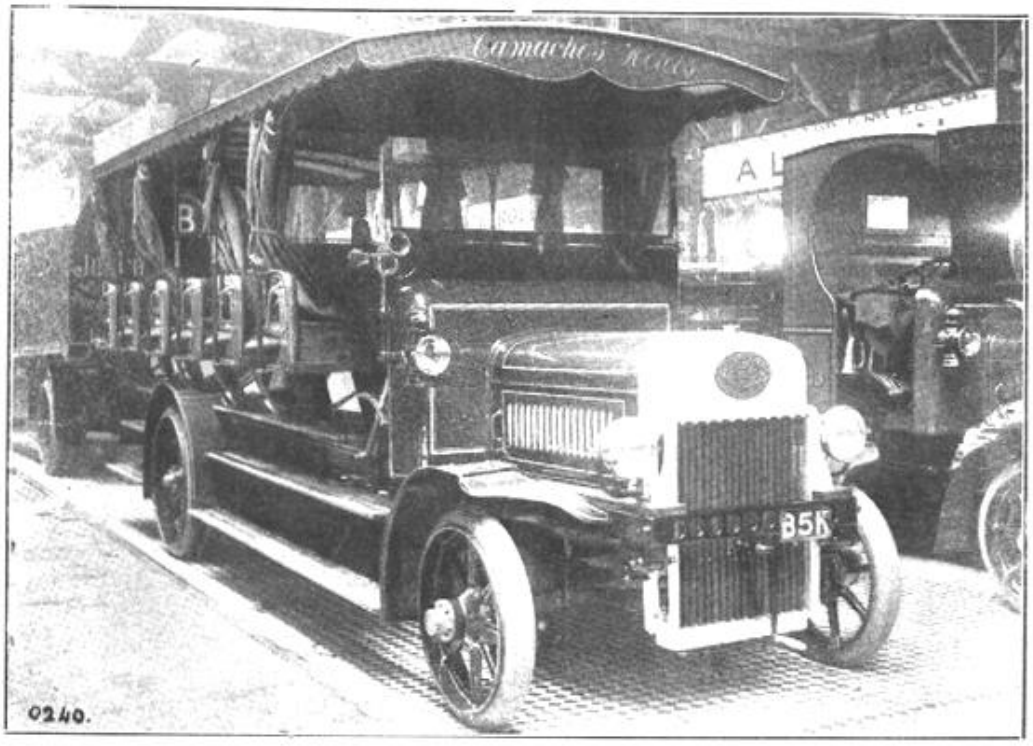
Figure 27: The "Stand of the Western Australian Government" at the northern counties grocers' and allied trades exhibition, April 1913 (Source: Manchester Courier, 10th April 1913)

A FINE DISPLAY AT MANCHESTER DURING THE PRESENT WEEK.



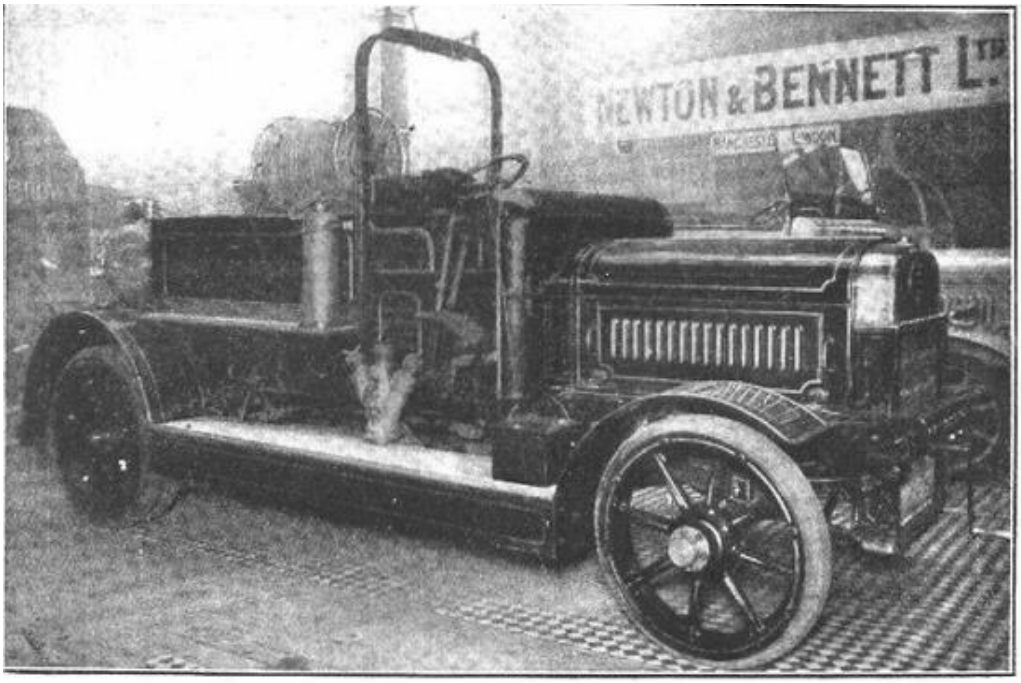
A pleasing view of the interior of the City Hall, Manchester, on the present occasion of the Commercial-Vehicle Show. It will be observed that there is much greater scope for the effective display of such large models than there was for the combined and somewhat-crowded collection at Rusholme last year. We commend the enterprise of the Daimler Co. in showing a loaded lorry, which may be seen in the foreground of the above illustration.

Figure 28: A view looking across the Hall during 1913 Commercial Vehicle Show (Source: The Commercial Motor, 20th February 1913)



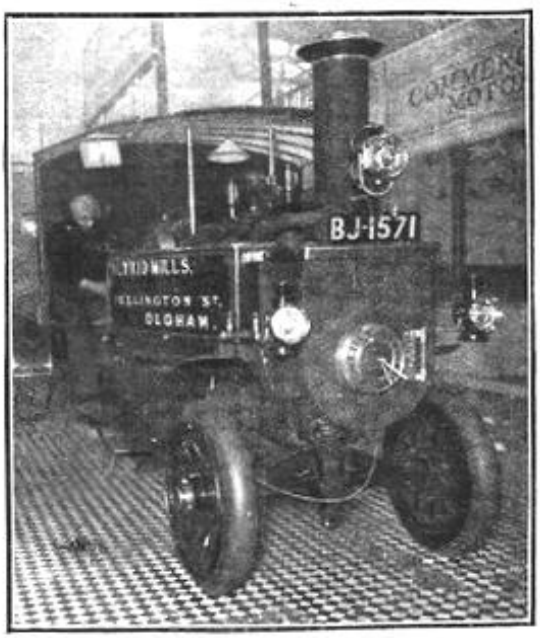
A Leyland char-a-bancs for Teneriffe on Stand 44.

Figure 29: A char-a-banc at the 1913 Commercial Vehicle Show (Source: The Commercial Motor, 20th February 1913)

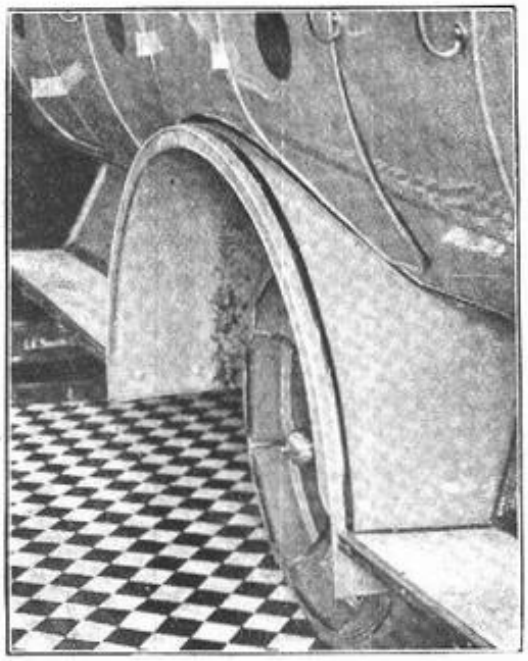


A powerful Leyland fire pump for Hobart, Tasmania, on Stand 13.

Figure 30: A fire pump at the 1913 Commercial Vehicle Show (Source: The Commercial Motor, 20th February 1913)



The Garrett 3-tonner is one of the best finished wagons in the City Hall.



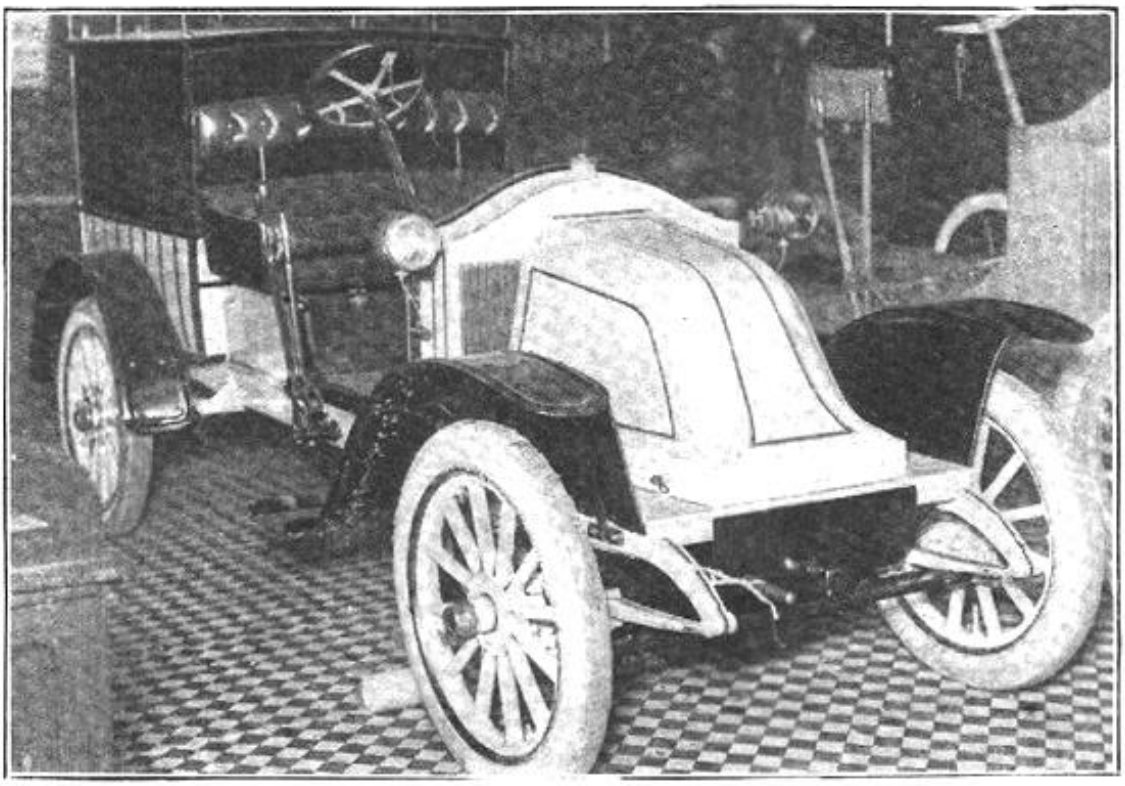
An example of body overhang on the huge Lacre char-a-bancs.

Figure 31 & 32: The 1913 Commercial Vehicle Show (Source: The Commercial Motor, 20th February 1913)

Commer Car's stand is congested.

The Manchester agent for Polacks.

Figure 33 & 34: Car and tire stands at the 1913 Commercial Vehicle Show (Source: The Commercial Motor, 20th February 1913)



The Renault parcelcar, a popular type in Paris. (Stand 2.)

Figure 35: An early Renault at the 1913 Commercial Vehicle Show (Source: The Commercial Motor, 20th February 1913)

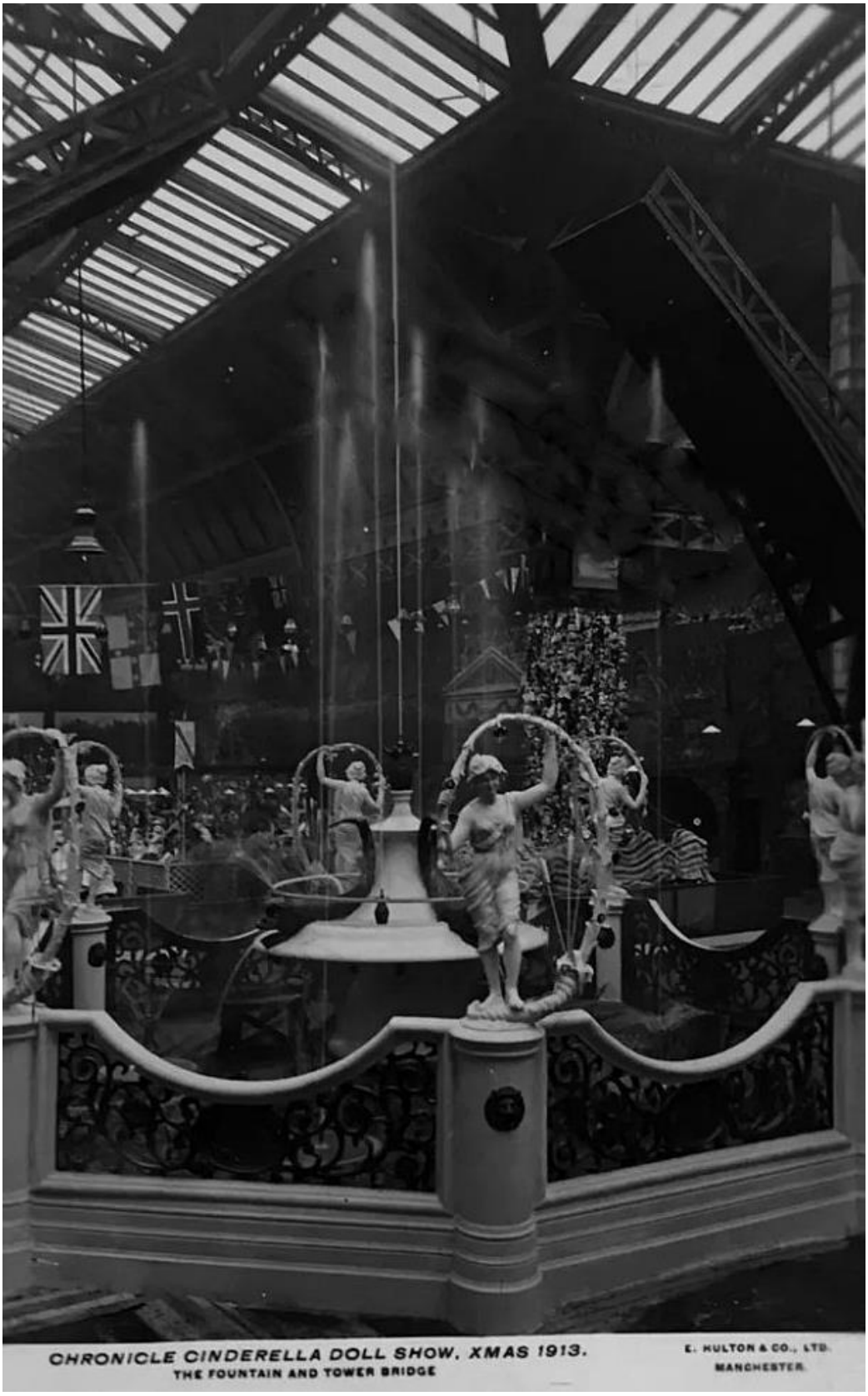


Figure 36: The Cinderella Doll Show, Christmas 1913, showing the fountain constructed to the centre of the City Hall (Source: historic postcard, private collection)

Figure 37: The Grocers Exhibition 1915 showing "the Australia stand" (Source: Manchester Courier, 17th April 1915)

At the outbreak of the First World War in 1914, the City Hall ceased to function as an exhibition hall. Following the end of the War the Markets Committee agreed for the hall to be used for the manual training of soldiers for twelve months on the 21st January 1921.

The first exhibition to be held in the building following the end of the War was the Textile Machinery and Accessories exhibition between the 6th to 20th October 1922. **Figure 38** below illustrates the appearance of the interior of the City Hall in 1922.

Figure 38: Looking lengthways through the City Exhibition Hall in 1922, showing the c1909 mezzanine level around perimeter. (Source: Manchester Archives)

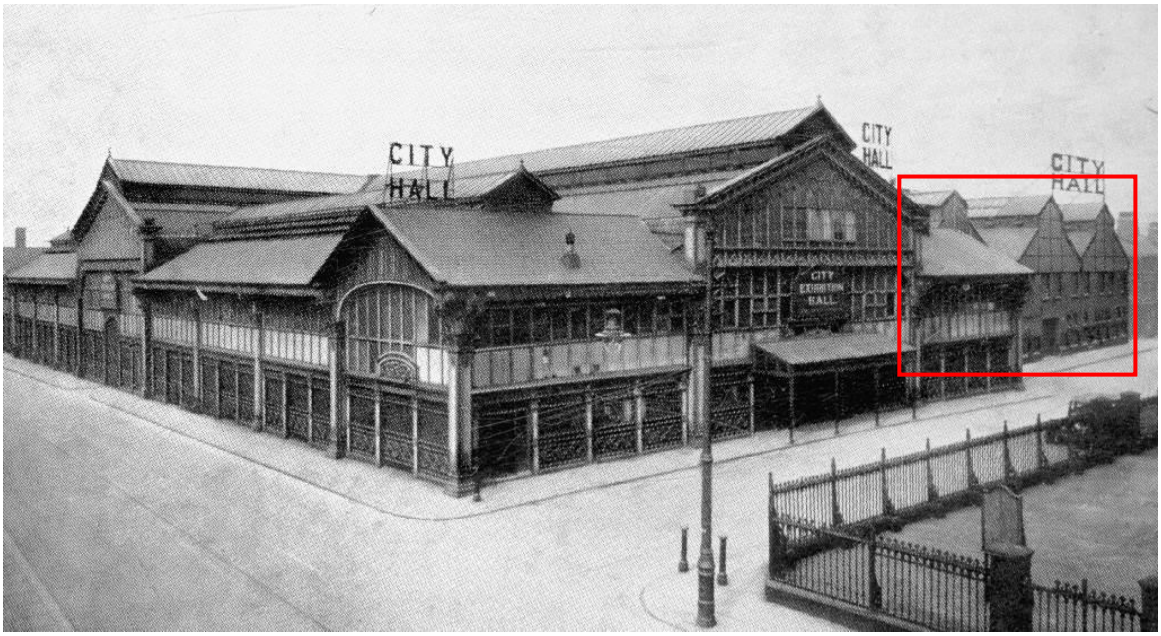


Figure 39: A view looking north-west across the City Hall and the newly completed extension to the right (circled) in c1928 (Source: Manchester Archives)

On the 27th January 1927, the Market's Committee granted permission for the extension of the City Exhibition Hall, with the intension of extending the building at first floor level across Tonman Street and onto site of the hay and straw Market on the corner of Byrom Street and Tonman Street. The new building was completed in 1928 and almost doubled the floorspace available for future exhibitions (**Figure 27 & 28**).

Figure 40: Looking northerly at the original hay and straw market in 1914, which was located on the corner of Tonman and Byrom Streets. This would later become the site of the City Hall extension. (Source: Manchester Archives)

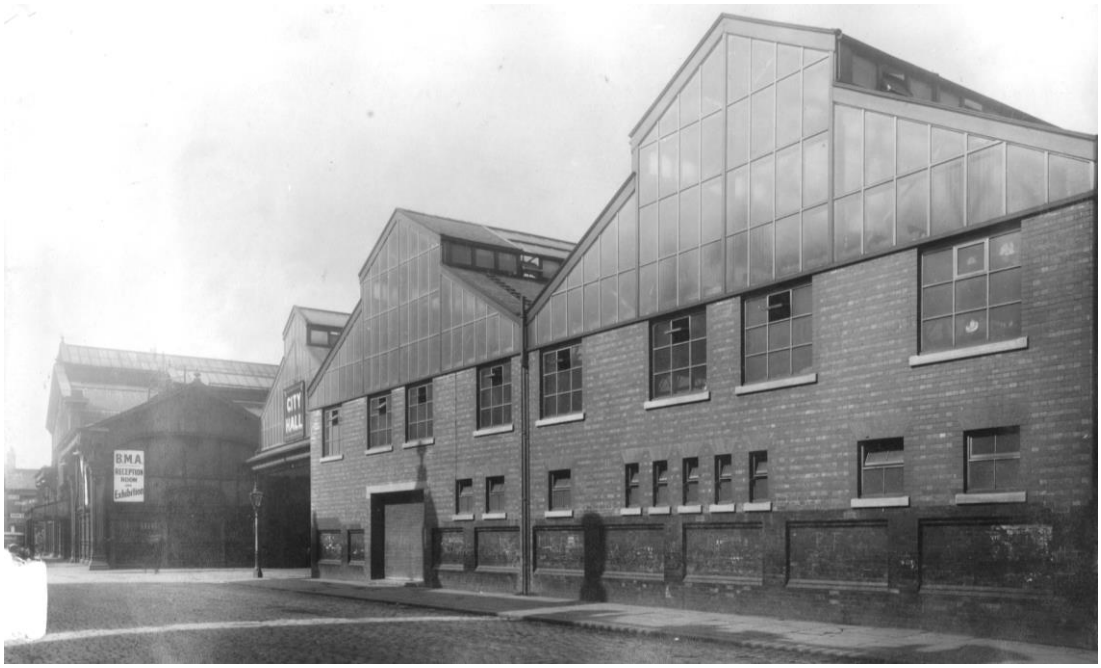


Figure 41: The newly completed City Hall extension (right), known as "New Hall" seen looking south from Byrom Street in c1927 after the extension was constructed upon the original lower walls of the old hay and straw market. The original part of the City Hall, or "Main Hall", can be seen to the far left. Note that originally the new hall was connected to the main hall via a third, first floor hall/circulation space that spanned across Tonman Street, and was called "Tonman Hall". (Source: Manchester Archives)

Figure 42: The same vie as seen in 1965, showing that the ground floor level beneath the first floor Tonman Hall was subsequently infilled to provide an additional hall. (Source: Manchester Archives)

Figure 43: A selection of exhibition brochures for the City Hall during the 1930s. (Source: Ebay)

Following the completion of the new extension to the City Hall, ever larger exhibitions could be held in the building, which by the late 1930s also included a large new hall beneath the 1927 bridge link across Tonman Street following the street's closure to traffic.

In 1939 the ground floor level of the Main Hall included the main entrance to the middle of the east elevation on Byrom Street, which gave access into the Hall via an entrance vestibule. A series of

rooms were located along the east elevation that included offices and enquiry office and toilets. To the north-east and south-east corners were two staircases giving access to the first floor balconies, with a cloak room and tobacco kiosk at their bases. Along the western elevation of the Main Hall was a refreshment bar to the north-west corner, toilets and boiler house/substation, along with a further two staircases to the upper balconies (**See Figure 48**).

At first floor level was a long dining room across the east elevation, with kitchen to its southern end and an office to its norther end. The first floor bridge extension across Tonman Street formed a central access corridor into the first floor level of the New Hall, along with stores and offices to either side (**See Figure 49**).

Figure 44: Stands for the Lancashire Cotton Fair, 11th February – 1st March 1930, showing the use of the 1927 New Hall. (Source: Manchester Archives)

Figure 45: The market department stand at the Imperial Fruit Show at the City Hall in c1931 (Source: Manchester Archives)

Figure 46: A Port of Manchester stand at the North National Coronation Exhibition, April - May 1937 (Source: Manchester Archives)

Figure 47: A Port of Manchester stand at the North National Coronation Exhibition, April - May 1937, shown here located in the Main Hall. (Source: Manchester Archives)

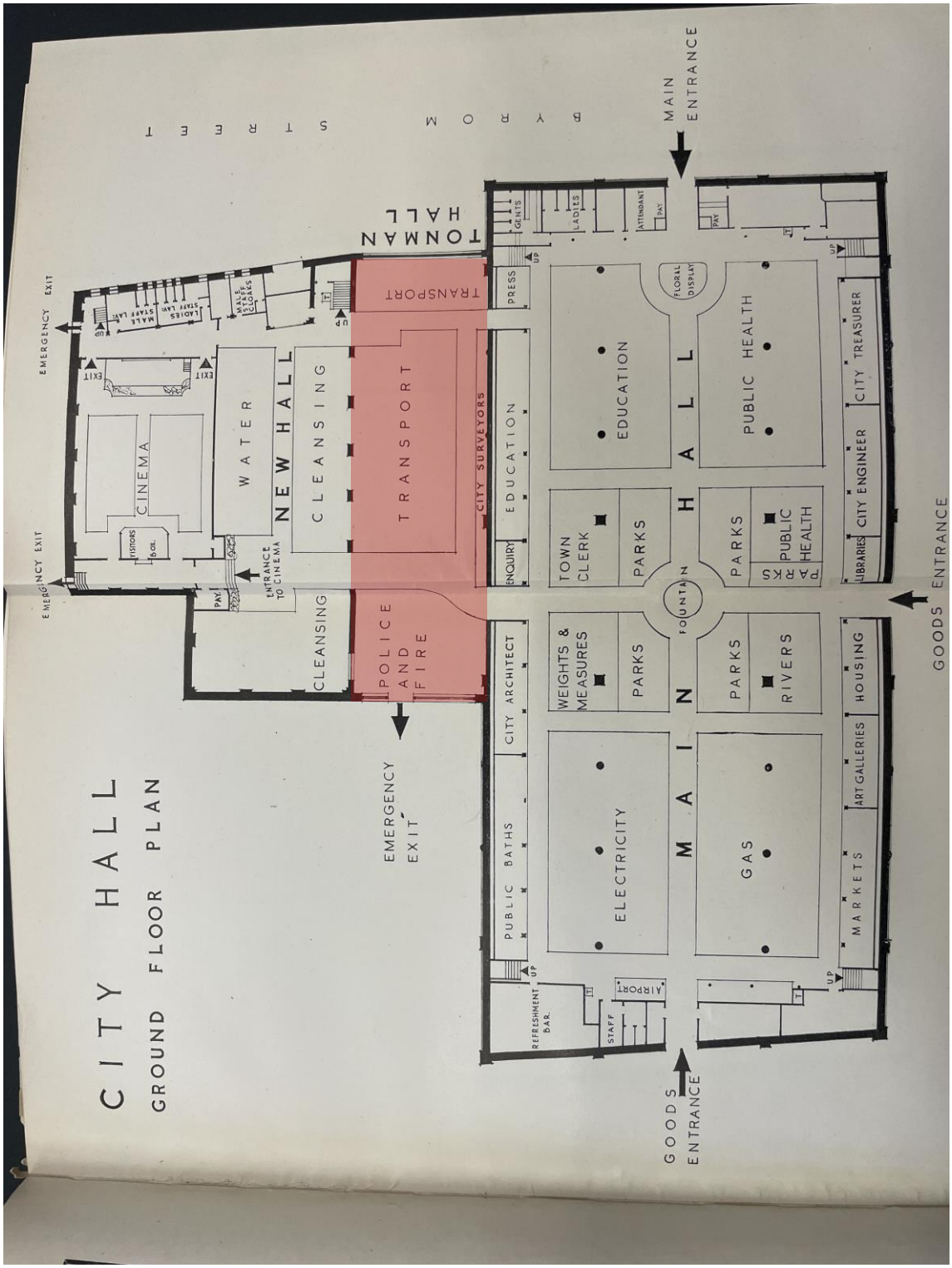


Figure 48: A ground floor plan of the 1938 Manchester Corporation Centenary Exhibition, showing the original extent of the City Hall/Lower Campfield Market to the right, and 1927 extension to the left. The area shaded red denotes the extension across Tonman Street, which by this date included both ground and first floor levels. (Source: Manchester Archives)

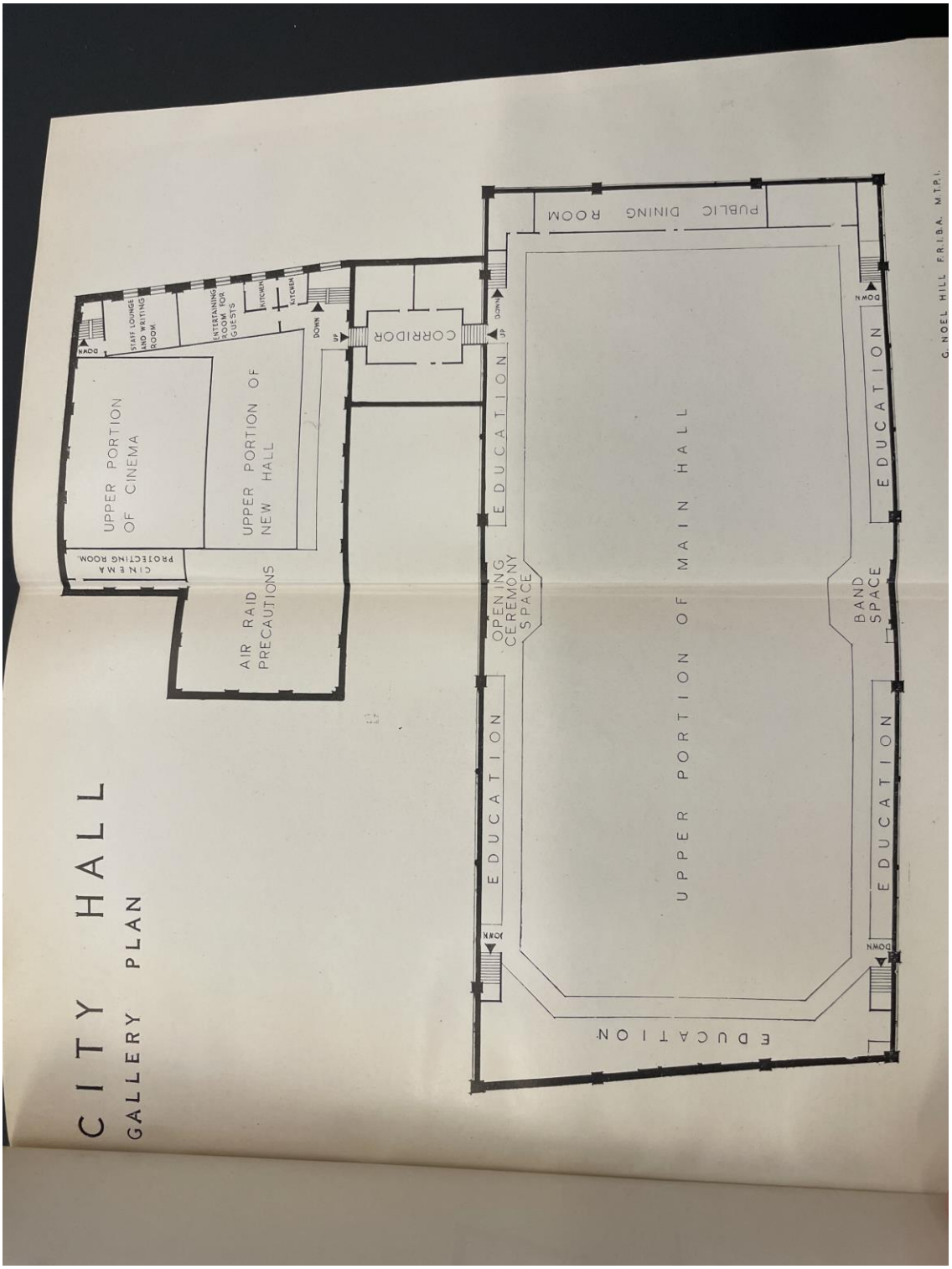


Figure 49: A first floor plan of the 1938 Manchester Corporation Centenary Exhibition. (Source: Manchester Archives)

Figure 50: A view looking lengthways across the Main Hall during the Centenary Celebration of Manchester's Incorporation, Exhibition of Civic Services 3rd May 1938 (Source: Manchester Guardian, 4th May 1938)

Five months before the outbreak of the Second World War in 1939, Structural steel draftsmen Spooner & Seth of 274 Deansgate, drew up structural plans for "additional removable balconies for Provincial Exhibitions Ltd Manchester to be erected for trade exhibition only", which were approved on the 25th April 1939.

It is uncertain how "temporary" the nature of the new infill sections of balcony were, and if these were kept in-situ for a number of years, or simply for a short run of exhibitions.

The plans show the addition of four areas of "infilling" to each corner of the hall, extending to meet with the central line of columns in order to provide extra first floor gallery space, and also included additions to the now demolished Tonman Hall and New Hall to the north-east corner of the main hall.

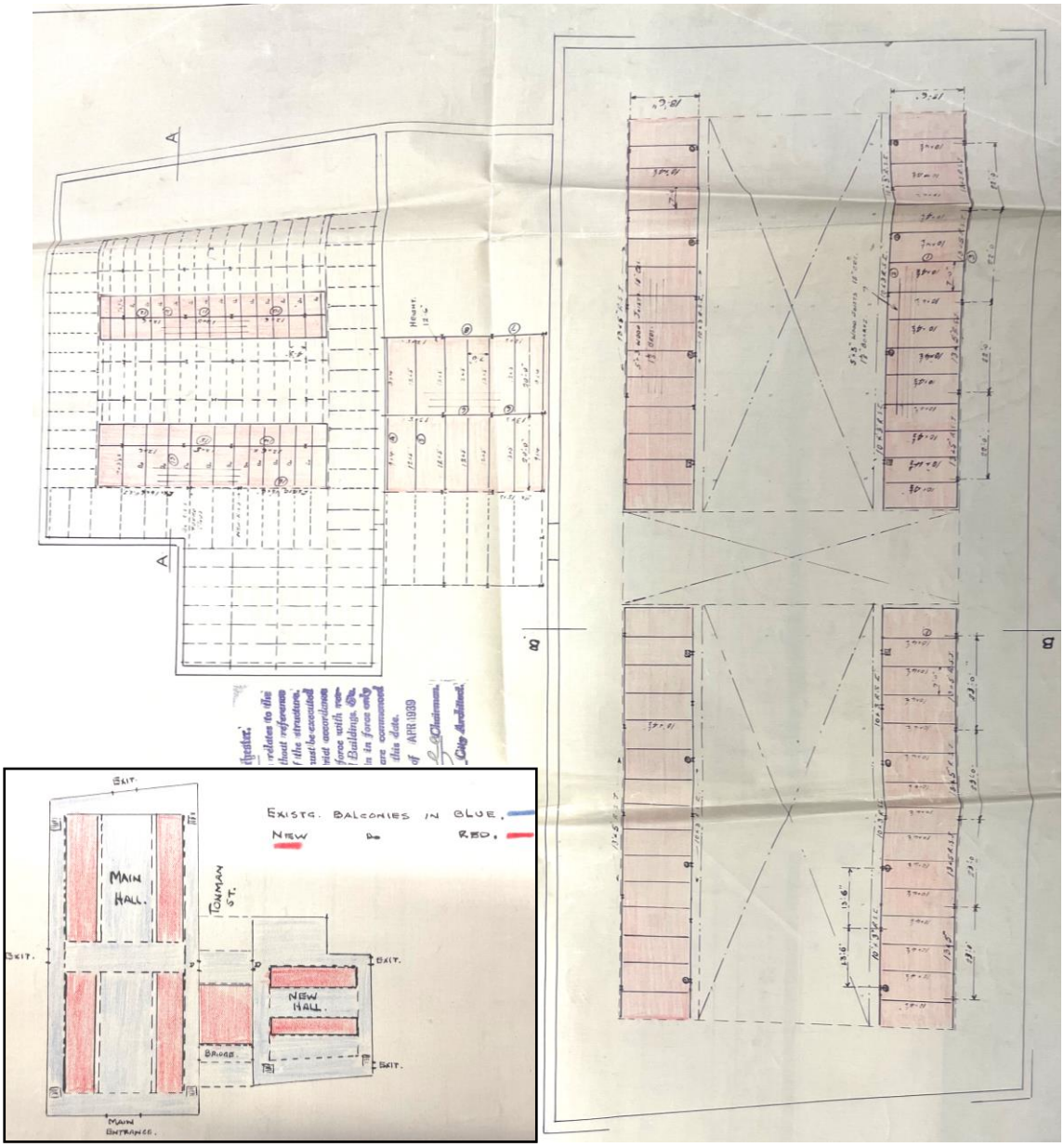


Figure 51: First floor plan by Spooner & Seth, April 1939, showing proposed balconies shaded red. Block plan insert. (Source: Manchester Archives)

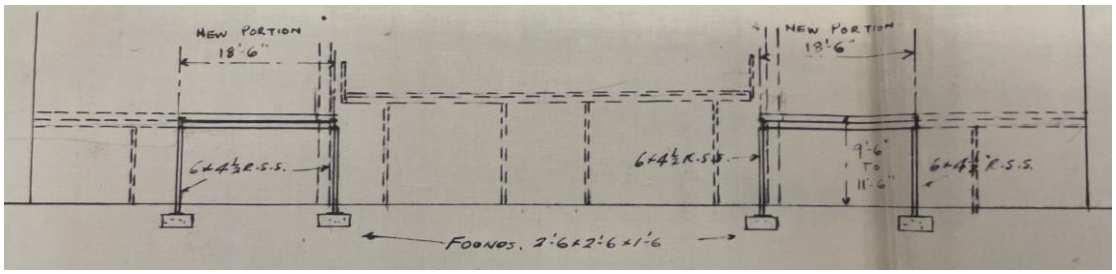


Figure 52: Section plan looking west through the Main Hall by Spooner & Seth, April 1939, showing proposed balconies shaded red. Block plan insert. (Source: Manchester Archives)

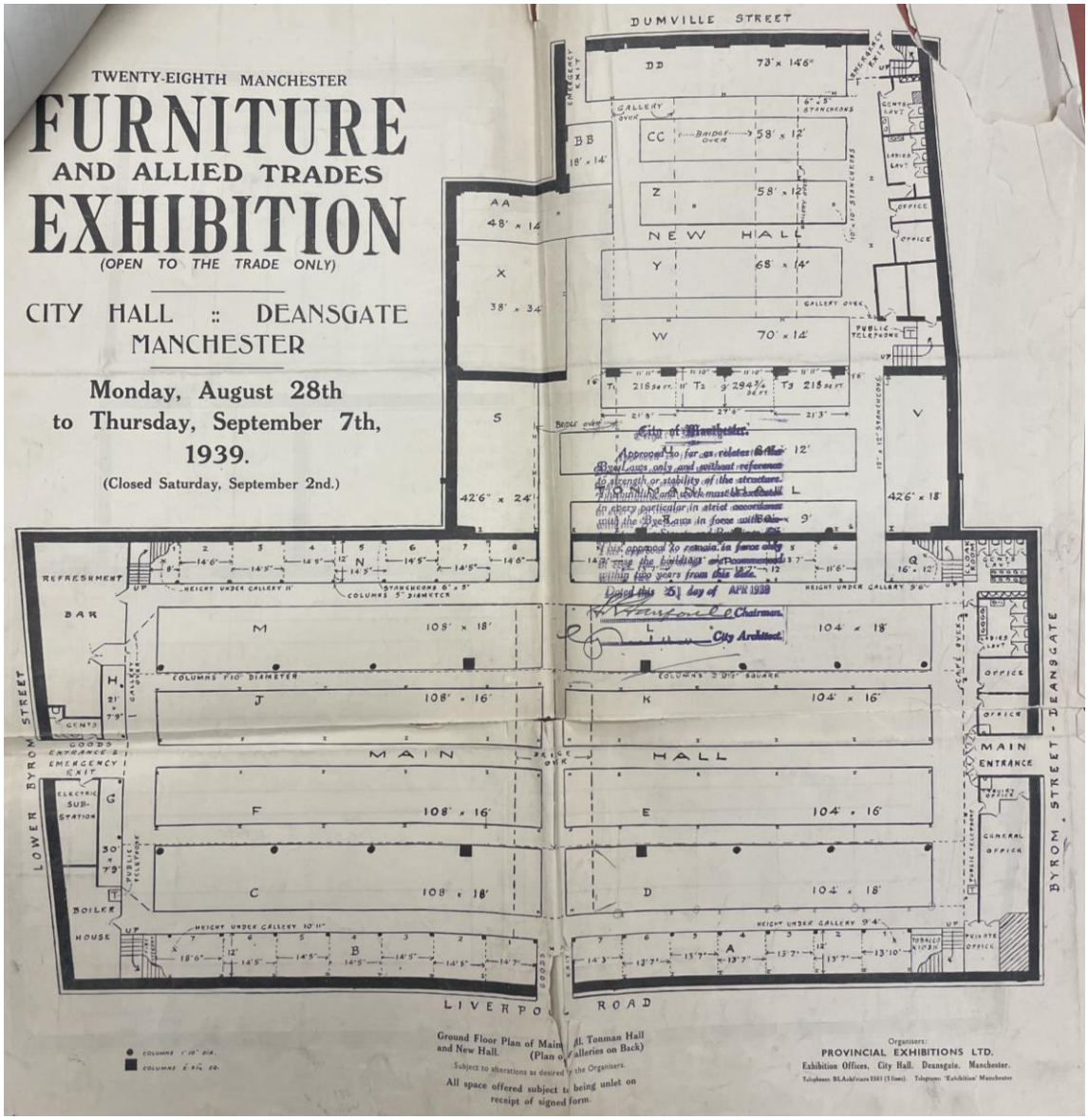


Figure 53: Ground floor plan furniture and allied trades exhibition 1939. (Source: Manchester Archives)

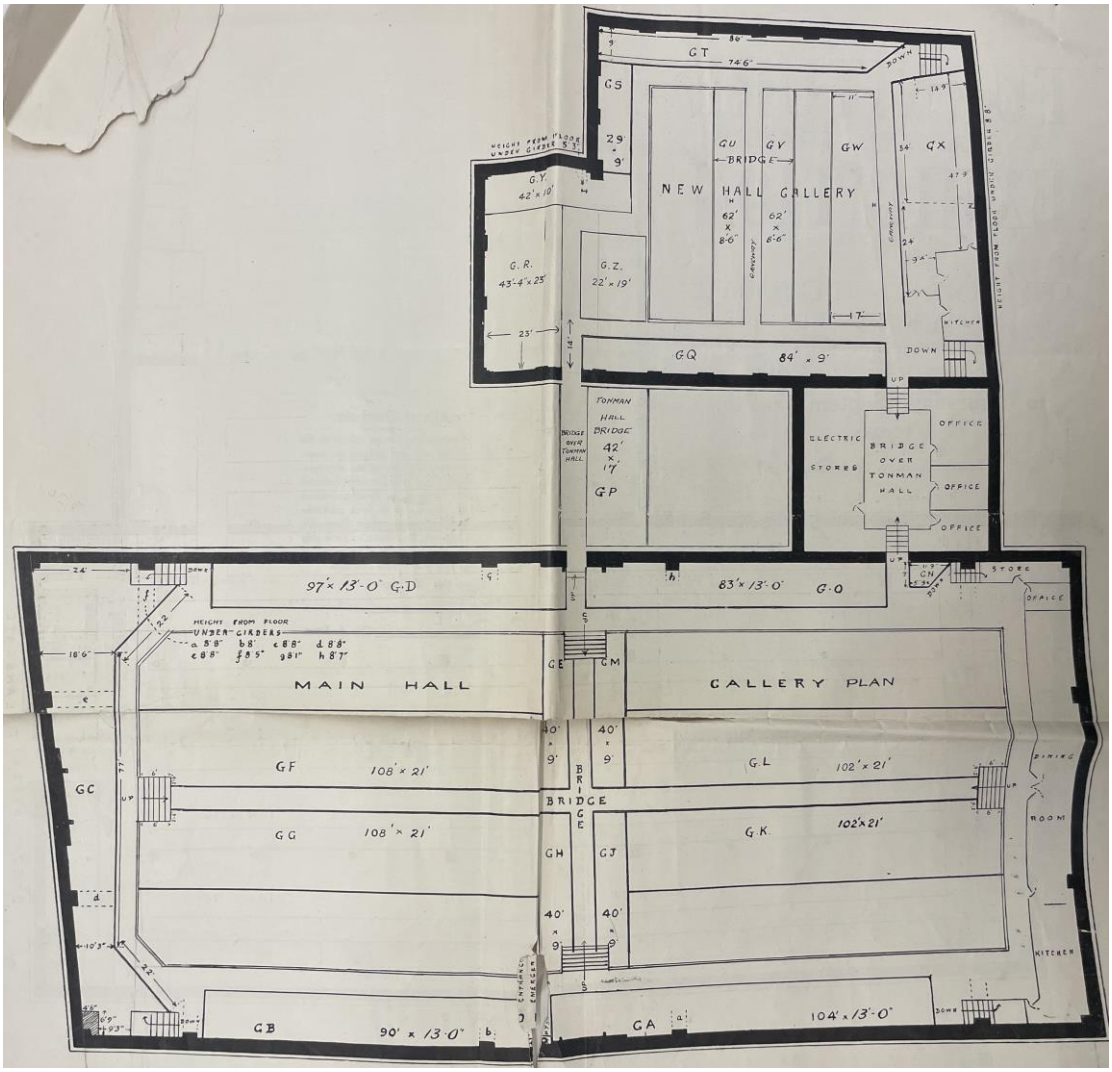


Figure 54: Ground floor plan furniture and allied trades exhibition 1939. (Source: Manchester Archives)

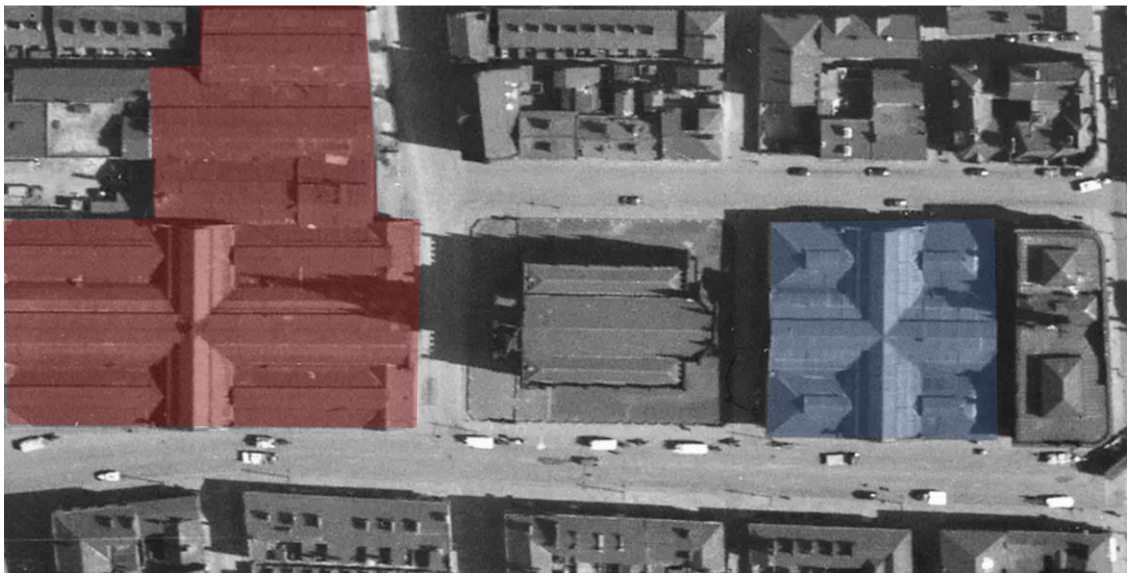


Figure 54a: 1946 aerial view looking north across City Hall (red) and Upper Campfield Market (blue) (Source: Historic England Aerial Images)

Again, at the outbreak of the Second World War in 1939 City Hall closed to the public. However, due to the immense open plan nature of the building, it was for a time used to construct barrage balloons for the War effort. Following the end of the war in 1945, City Hall was re-opened again for exhibitions in 1947.

During the post-war 1950s and 1960s the Hall was home to a new type of modern, lifestyle exhibitions such the Brighter Homes and Ideal Homes exhibitions. In February 1956 designs for the improvement to the existing ground floor toilet facilities within City Hall for the Provincial Exhibitions Ltd, designed by architect Arthur Francis Farebrother of 99 Seymour Grove, were submitted to Manchester City Council for approval.

Although the submitted plans held by Manchester Archives focus on the new toilet arrangement, the plans give an interesting insight into the use and appearance of the City Hall during the 1950s

Figure 55: Elevational plan looking east towards the inner side of the east elevation, showing the large first floor level restaurant, featuring full height glazed windows looking out across the Hall, drawn by Arthur Francis Farebrother, February 1956 (Source: Manchester Archives)

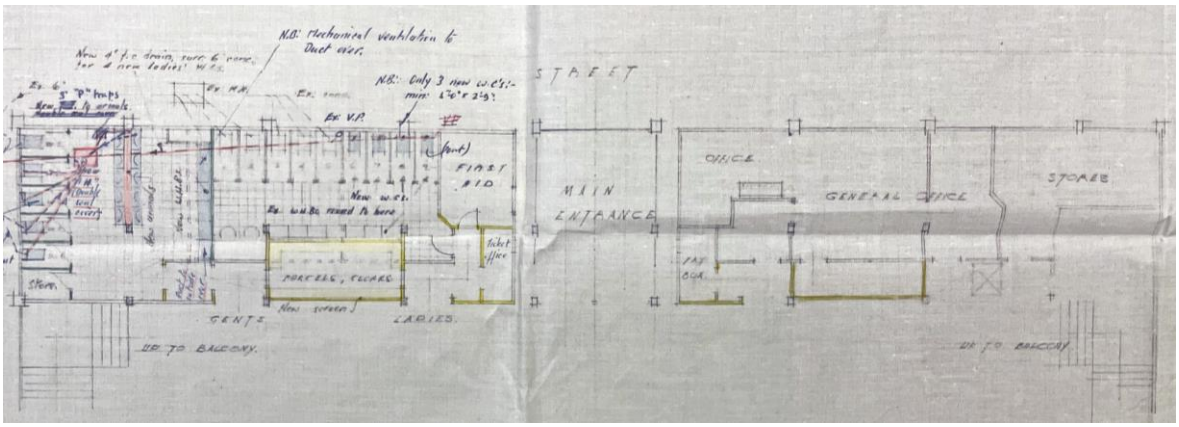


Figure 56: Ground floor plan of the inner side of the east elevation, drawn by Arthur Francis Farebrother, February 1956 (Source: Manchester Archives)

During the 1960s and 1970s the decorative condition of the building began to worsen, with a lack of decoration and general repairs.

Figure 57: 1964 – A view looking at the south-east corner of the building of the building. (Source: Manchester Archives)

Figure 58: A 1964 view looking at the Lower Byrom Street elevation, showing its dishevelled paintwork/mismatched window repairs and changes (Source: Manchester Archives)

Figure 59: A view from 1972 looking north-west towards the south (Liverpool Road) elevation from an archaeological dig site. (Source: Manchester Archives)

Figure 60: Another view from 1972 looking north-east along the south (Liverpool Road) elevation. Note that between the 1964 images above the building has been redecorated. (Source: Manchester Archives)

Figure 61: A view looking north into Byrom Street from Liverpool Road in 1972, showing the main entrance into City Hall. Suring this period the entire elevation was modernised with the use of cladding and signage. (Source: Manchester Archives)

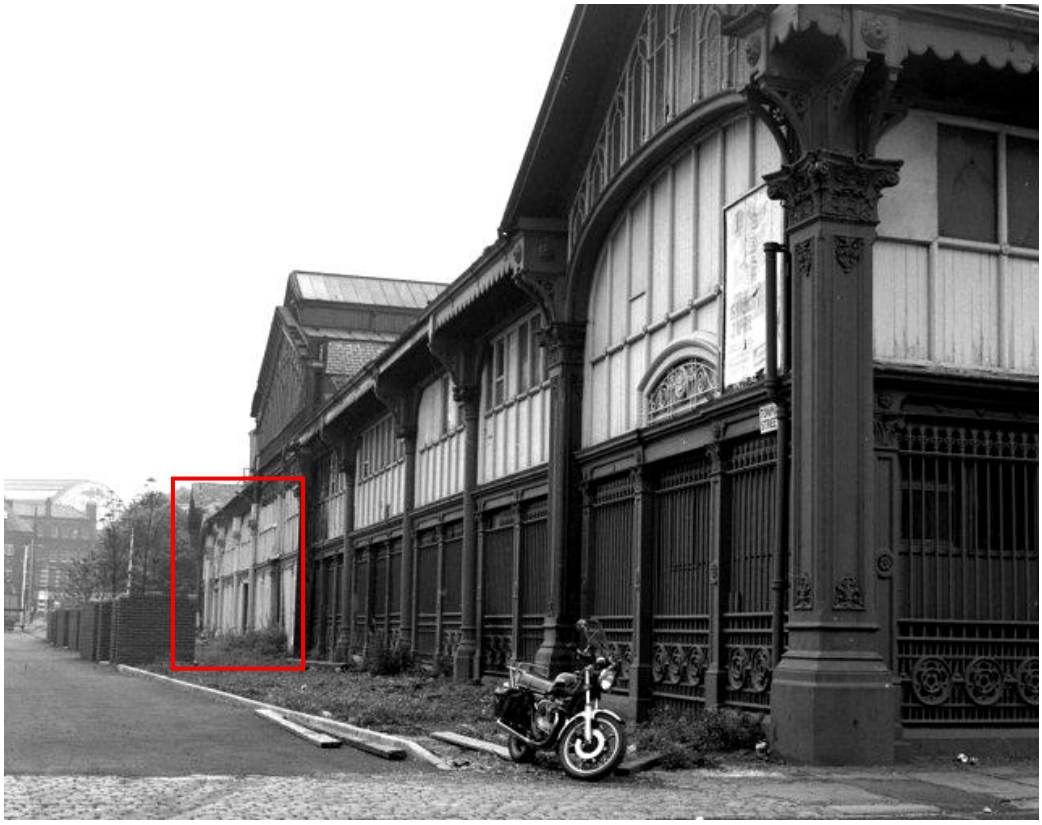


Figure 62: A view looking west into Tonman Street from Lower Byrom Street in c1980 following the closure of City Ha;;. Note that by this date the 1927 extension and road link buildings have been demolished leaving white, previously internal, paintwork remaining (outlined). (Source: Manchester Archives)

On the 17th May 1974 the City Exhibition Hall became designated as a Grade II Listed building. Three years following the building's listing, a fire broke out during an exhibition in 1977 causing substantial damage. Owing to the decline in large exhibitions during this period of the 1970s and damage caused to the building, the City Hall closed permanently.

5.7 Manchester Air and Space Museum

Following the designation of Castlefield as a Conservation Area in 1979, interest in the area's history increased resulting in the establishment of Manchester's Science and Industry Museum in the newly restored former Liverpool Road Railway Station (immediately west of the Site in the early 1980s) and the restoration of the canal network and development of the basin for residential flats.

An advert was placed in The Guardian newspaper on the 29th May 1980 asking for tenders to be addressed to the City Architect at Manchester City Council for the repair of the former City Exhibition Hall and its fitting out as an "aircraft museum" which was to be *"run by an independent charity trust"* (The Guardian, 23rd Feb 1983).

The new museum would form a satellite exhibition building to the principal science museum housed within the former world's first railway station site to the western end of Liverpool Road.

The Guardian advert (29th May 1980) goes on to detail the repair and conversion works required: *"The repairs will include the complete renewal of the timber slated and glazed roof, a new concrete floor, a new block to the lower part of the external walls and repairs to the glazed timber upper part of the external walls…The fitting out will include brick and block plastered walls to form new staff rooms, toilets and display areas"* (**see Figure 63**).

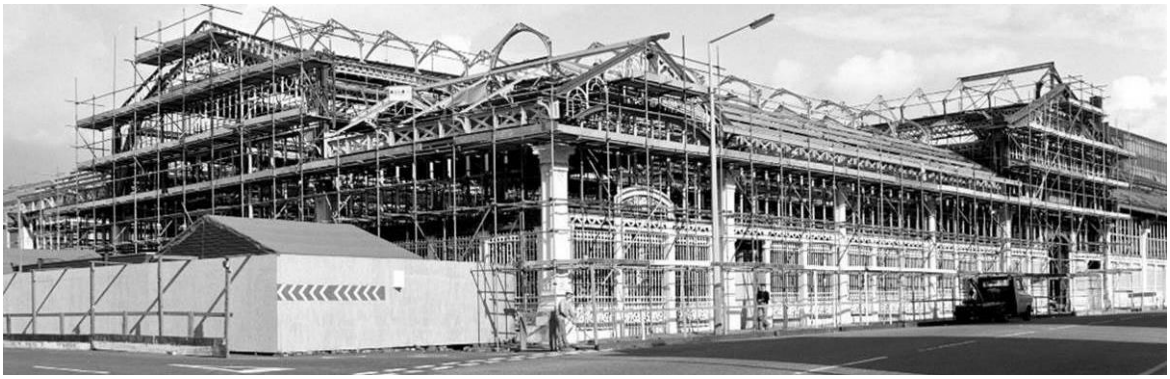
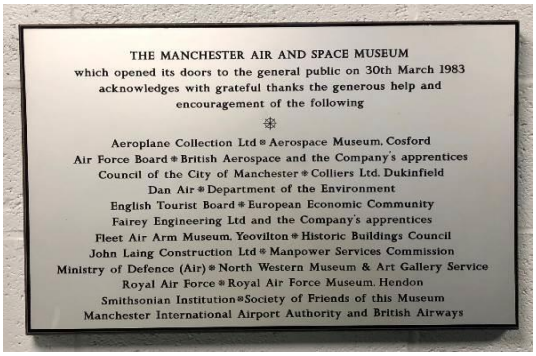
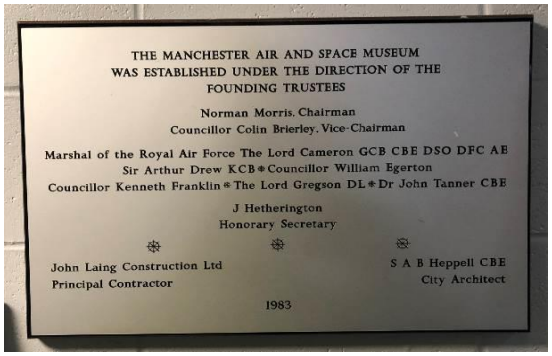


Figure 63: The Lower Campfield Market building during its substantial renovations in 1981 in preparation for becoming the Manchester Air & Space Museum. Note the complete removal of roof and elevation coverings. (Source: Manchester Archives).

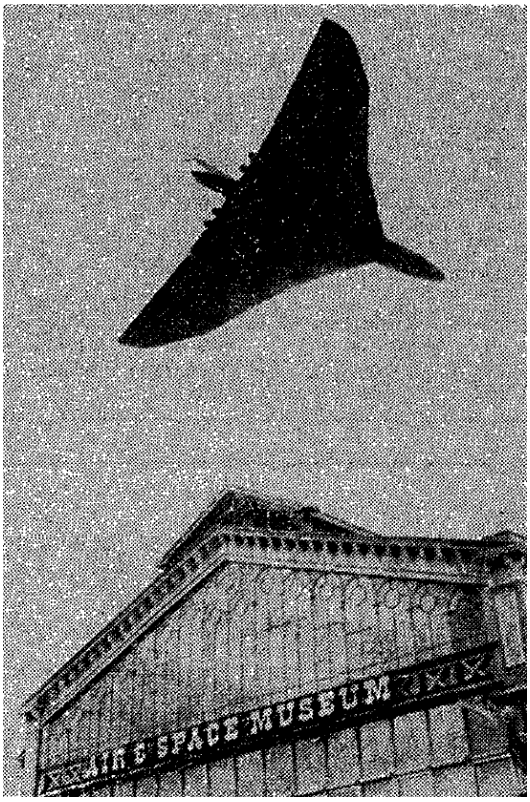
The newly refurbished building was opened as the Manchester Air and Space Museum on the 30th March 1983. This use would last until the museum moved out of the premises in 2021.





Figures 64 and 65: Two plaques located inside the Lower Campfield Market commemorating the official opening of the new Manchester Air and Space Museum on the 30th March 1983.

Figures 6: A fighter plane being lifted into place in the new Air and Space Museum in 1982 (Photograph by Dr Alan Curry)



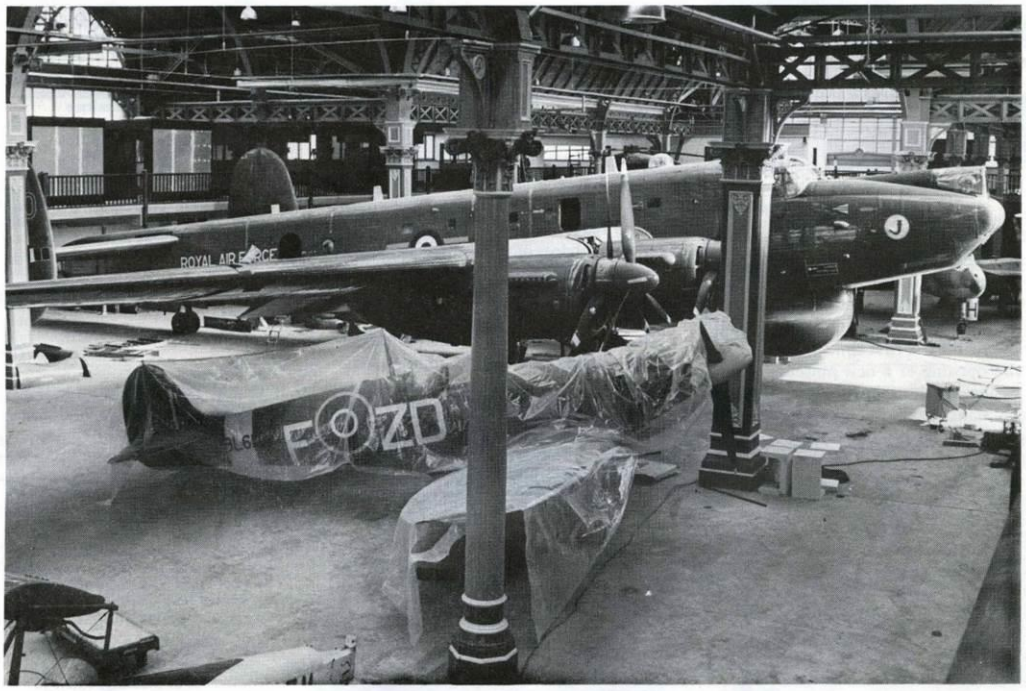
Figures 67: An RAF Vulcan Bomber marked the preview opening of the new Air and Space Museum by a fly past on the 29th March 1983. The article explains that the museum is a joint venture between Manchester City Council and the RAF Museum. (Source: The Guardian, 30th March 1983)

FRIENDS OF THE MANCHESTER AIR & SPACE MUSEUM

Newsletter

10p
FREE TO MEMBERS

Published quarterly *March 1983* *Number 1*
Published by the Society of Friends of the Manchester Air and Space Museum, Liverpool Road, Castlefield, Manchester M3 4FP.



A general view of the Museum, taken just after the re-erection of the Shackleton, the largest aircraft on display. *(photo: Dr. Alan Curry)*

Air & Space Museum Takes-Off

'Chocks away', 'we have lift-off' and whatever other relevant cliches you can think of. It will be 'all systems go' at Liverpool Road at the special preview on Tuesday 29th March, the day before the Museum is opened to the public.

Among those invited to the preview, between 1400 hrs. and 2100 hrs., are members of the Friends of the Manchester Air and Space Museum, and each can bring a guest. Wine will be served and they will be welcomed by Norman Morris, who, as Councillor Morris and Leader of the City Council, was one of the progenitors of an Air and Space Museum in Manchester. Since his retirement from the City Council his interests have remained and he is Chairman of the Trustees of the Museum.

This preview is a unique opportunity to see the Museum in immaculate condition the day before it is opened to the public. We will be very pleased to see as many Friends as possible on the 29th. at the Museum, which is the first element of the Castlefield Heritage Park to be opened, the Museum of Science and Industry and the Roman Fort will be opened later in the year.

AVIATION ART

The well known aviation artist, Mrs. Gib Baxter, will hold an exhibition of paintings on the theme of transport with a strong North West aviation connection in the Brabazon Suite at Manchester International Airport on Tuesday, 5th April.

Pictures will include 613 Squadron Vampires, Winifred Brown's King's Cup winning Avian and a Fairey Battle – there will also be a Falkland Islands selection including a Nimrod.

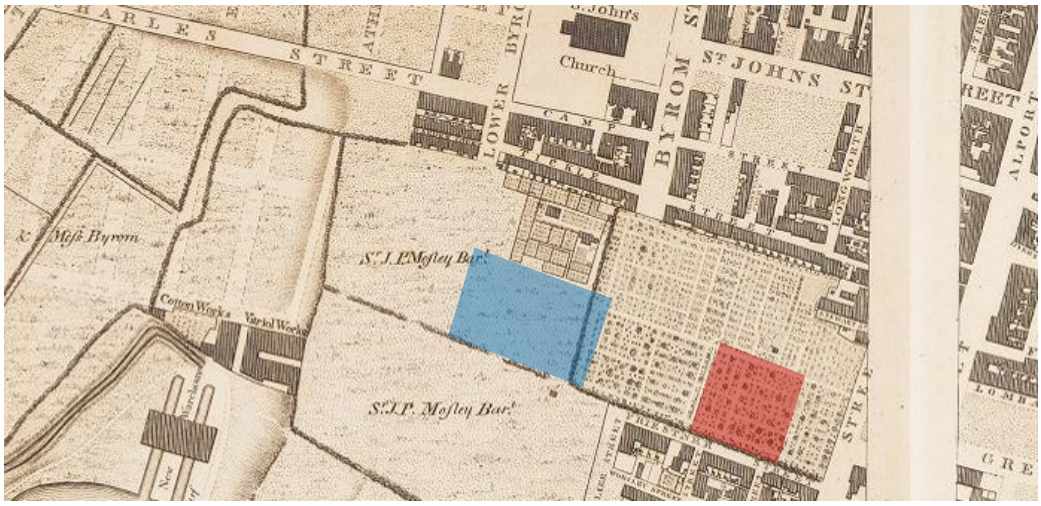
The exhibition at Manchester International Airport will be for one day only but the paintings will also be displayed at Hale Library from 23rd April to 7th May and at Wythenshawe Central Library from 9th to 22nd May.

Figures 68: The first issue of the Friends of the Manchester Air and Space Museum magazine, giving details of the opening of the new museum, and that a preview was given for special guests on the 29th March, the day before the official opening. (Source: The Board of Trustees of the Science Museum)

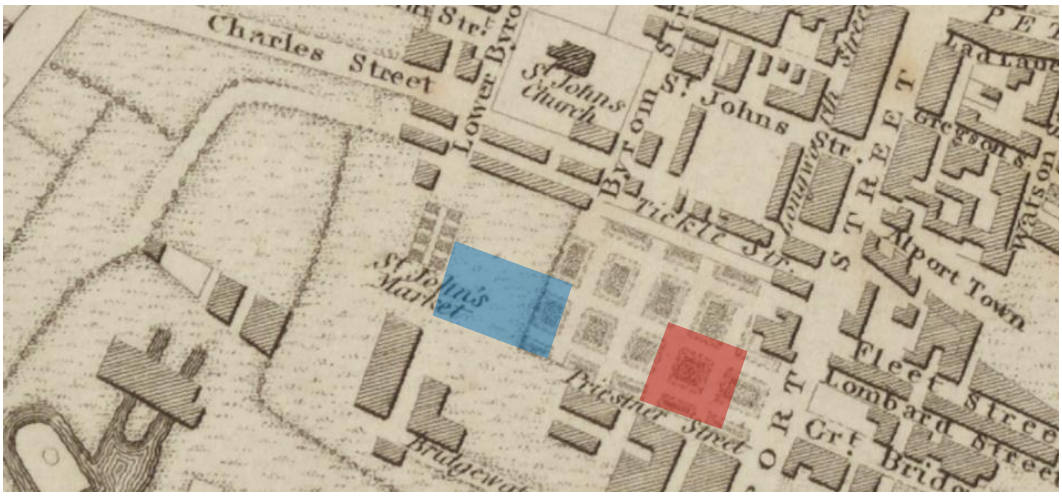
5.8 Map regression

On each map below the location of the Lower Campfield Market is indicated using blue shading, whilst the Upper Campfield Market is indicated using red shading.

Map Regression

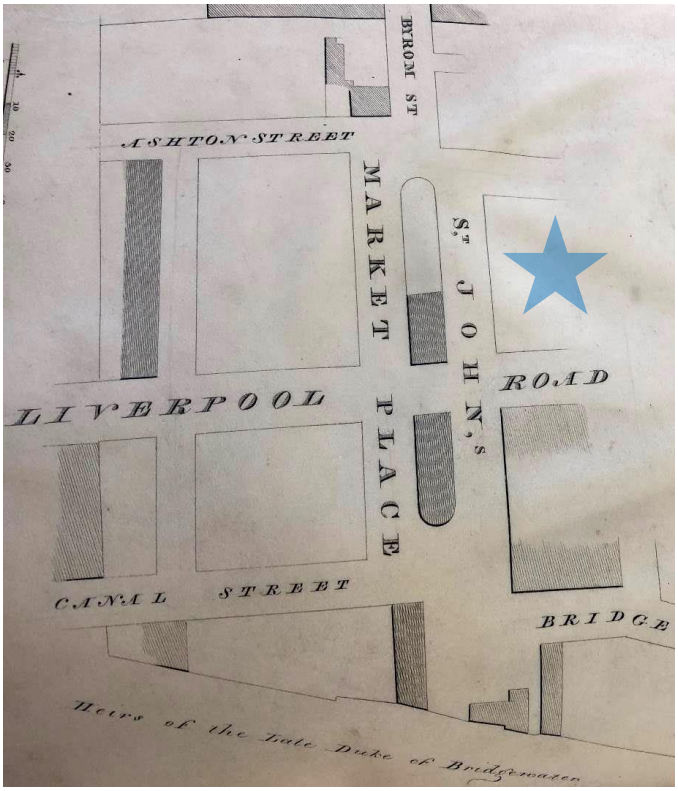


Figures 69: William Green 1794 – This early map shows the position of both markets to be located within a semi-rural area to the west of Aldport Street (now Deansgate). Upper Campfield Market can be seen to have been located on a lage expanse of market gardens. The Lower Campfield Market is partially located on the gardens, but with the majority of its footprint located on a field belonging to Sir John Parker Mosley, lord the manor of Manchester. (Source: Manchester University)



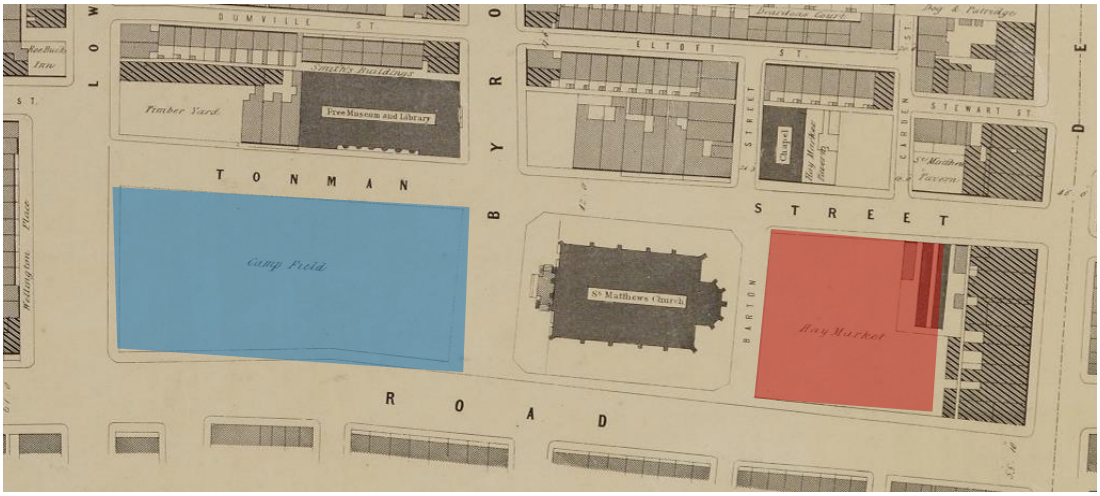
Figures 70: Roper 1807 – By 1807, the area to the west of Lower Campfield Market can now be seen to be the location of a market called "St John's Market", located on the current location of Lower Byrom Street. The footprint of Upper Campfield Market can still be seen to occupy the market gardens. (Source: Manchester University)

Figures 71: Pigot 1821 – By 1821 the open St John's Market appears to remain at the end of Lower Byrom Street. The locations of both Campfield Markets are undeveloped and is used as open markets with occasional fairs being held on the site. The site between the location of the two markets can be seen to be under development with the construction of St Matthews Church (built in 1822). (Source: Manchester University)



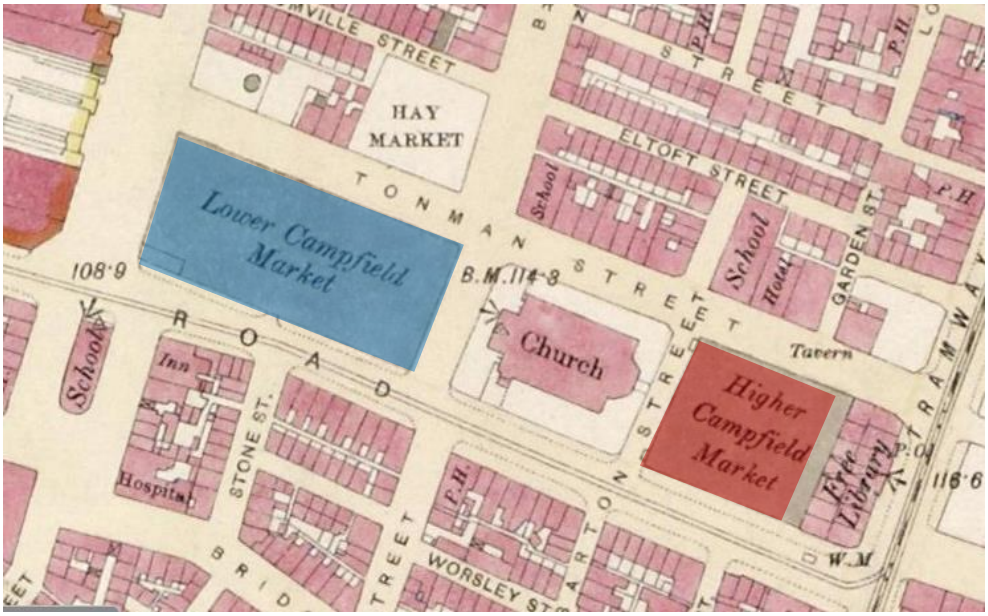
Figures 72: Plans of estates of Sir Oswald Mosley (c1827) prepared by John Hallkirk – This plan of the land belonging to Sir John Parker Mosley, shows the western half of the land on which the Lower Campfield Market was built on (marked by the blue star). The southern part of Lower Byrom Street has now been formally laid out to form an island block, denoted as "St John's Market Place" to the east and west sides of Lower Byrom Street, and dissected east-west by Liverpool Road. (Source: Manchester Archives)

Figures 73: Pigot 1836 – This 1836 map shows that the location of Lower Campfield Market remains an open market, whilst the location of Upper Campfield Market is now marked as "Alport Market", and contains a number of covered stalls. (Source: Manchester University)

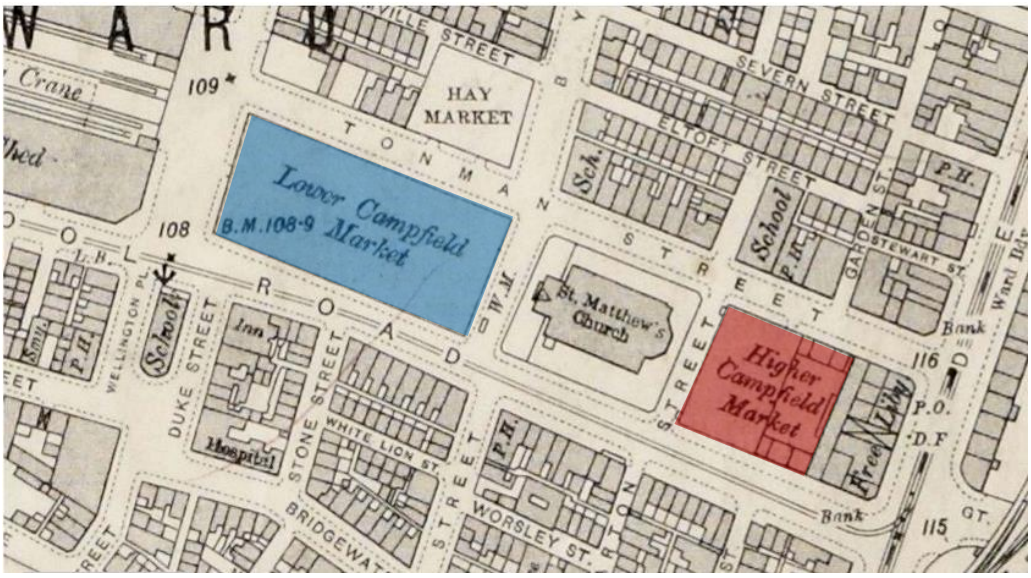


Figures 74: 1850 Adheads – This 1850 map shows the Site to have not changed. (Source: Manchester University)

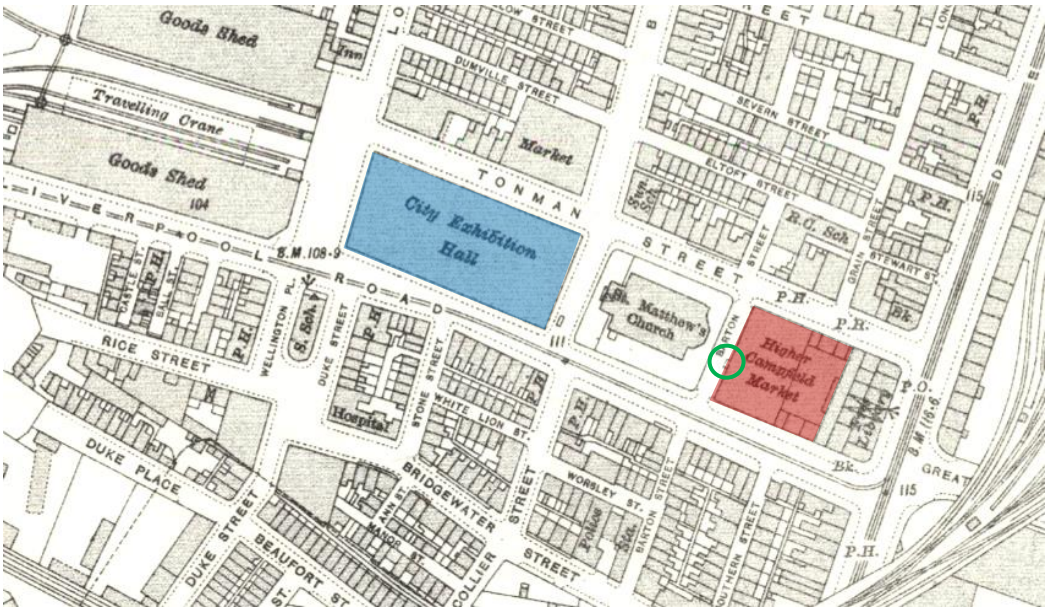
Figures 75: 1891 OS – By 1891 both market buildings had been constructed. Lower Campfield Market can be seen to be considerably larger in size to Upper Campfield Market (marked as "Higher"). This map shows the later, c1880 former Deansgate Free Library and connecting market alley. (Source: Manchester University)



Figures 76: 1896 OS – This 1896 map shows no changes. (Source: Manchester University)



Figures 77: 1908 OS – This 1908 map shows that although there are no changes to the Lower Campfield Market, the Upper Campfield Market can be seen to have been divided into six shops with a large space to the centre. This forms the first floor Fruit Auction Sale Room, with associated ground floor shops below, constructed in 1894. (Source: Manchester University)



Figures 78: 1922 OS – This 1922 map shows that the Lower Campfield Market has now been converted into the "City Exhibition Hall", a change that occurred in 1909. A small external toilet can be seen to have been constructed against the western elevation of the Upper Campfield Market (circled green). (Source: Manchester University)

Figures 79: 1932 OS – The City Exhibition Hall can now be seen to have been extended previously in 1927 northwards across Tonman Street and the location of the former hay and straw market (shaded green). Upper Campfield Market has had its internal buildings enlarged with an additional unit also seen to the south-west corner of the building. (Source: Manchester University)

6. HISTORIC BUILDING DESCRIPTION

6.1 Exterior Description

Due to the current hoardings and scaffold that surrounds the building at the time of writing, photographs taken in 2018 and 2023 have been used to illustrate the exterior of the building where these areas are no longer visible.

Exterior	
South elevation –	 **Figure 80**: The southern elevation of the Lower Campfield Market as seen from Liverpool Road. (2018) **Figure 81**: The central, raised portion of the southern elevation, showing original cast iron Venetian windows to gable and modern glazed openings to lower portions in the place of removed original cast iron railings. (2018)