



Upper Campfield Market, Liverpool Road, Manchester

Level 3 Historic Building Record

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Allied London

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

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1. SUMMARY

The Site comprises a former market hall originally known as Upper 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. Originally Upper Campfield Market was known as “No 2” market, and by the end of the 19th century was known as Higher Campfield Market. During the latter 20th century the building became more commonly known as Upper Campfield Market.

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 Upper Campfield Market following the start of construction of the Lower Campfield 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 foundation stone for the Lower Campfield Market was laid on the 10th May 1877, however, the construction of ‘No. 2’ market (Upper Campfield Market) was slower to commence, with the Manchester Courier and Lancashire General Advertiser explaining in an article on the 22nd September 1877 that *“No evident progress is being made with the portion of the structure between the church and Deansgate”*. By September 1877 the newspaper had been *“informed that this is in consequence of some uncertainty as to the best way of treating the design at Deansgate”*.

Eventually, the land and buildings fronting Deansgate was purchased by Manchester Corporation’s Improvement Committee in 1880 for the purposes of surrendering 57.5 square yards for the widening Deansgate at this location and the remainder for the building of a new lending library, ten shops and a principal covered entrance into the Upper Campfield Market, designed by John Allison and George Meek. The new passageway between the new building and the rear of the Upper Campfield Market, originally called Campfield Market Avenue, was hoped to accommodate fishmonger’s shops among others.

The Upper Campfield Market was opened by the Mayor of Manchester, Alderman Baker, on the 6th October 1882. An article in the Manchester Guardian on the 7th October 1882 notes that at the time the Upper Campfield Market opened, the sides were *“enclosed with wood framing glazed with rough plate glass”*.

In 1894 the Markets’ Committee constructed within the eastern half of the market building a dedicated auction saleroom for the auctioning of fruit brought in by the new Manchester Ship Canal, which was opened on the 8th November 1894 as the *“Manchester Commercial Produce Auction Sales Room”*. Beneath the first floor auction room were shops and a large produce sample room for inspecting fruit before auction.

In 1915 further alterations were proposed by City Architect Henry Price for the extension of these earlier 1894 internal buildings, and the relocation of the original central cartway entrance between Liverpool Road and Tonman Street.

During the 1960s-70s the building's condition worsened and became used as a verity of light industrial uses such as car parking, sign writing warehousing and general storage.

The building was Grade II listed on the 16th May 1974 and has largely remained empty since time time.

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 Upper Campfield Market, Liverpool Road, Manchester (the Site - **see Figures 1-3**) following the submission of a proposed scheme to convert the building into a new workspace hall or, 'Digital Hub', for media, creative and digital industries.



Figure 1: The south (right) and west (left) elevations 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 Upper Campfield Market (The Site - shaded red) and Upper Campfield Market (shaded blue – not part of this assessment). (Source: Google)

The Upper Campfield Market, along with the Lower 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, being completed in 1882 following the completion of the Lower Campfield Market in 1878.

This Historic Building Record provides a detailed record of the Grade II listed Upper 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 Upper Campfield Market.

3.2 Scope of Survey

3.2.1 Extent and limitations

Full access to all parts of Upper 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 Upper 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 Upper Campfield Market (shaded blue in **Figure 3** below) is bounded by Tonman Street to the north-east, Liverpool Road to the south-west, Barton Street to the north-west, and the covered alleyway (originally known as Campfield Market Avenue) between the building and the original Manchester Free Library to the south-east.



Figure 3 – Map showing the location of the Upper Campfield Market shaded red, and the Lower Campfield Market shaded blue (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 16th May 1974, with the Lower Campfield Market being amended on the 16th June 1994. The list description for the Upper Campfield Market is as follows:

Heritage Category: Listed Building

Grade: II

List Entry Number: 1197915

Date first listed: 16-May-1974

Statutory Address: Former Market Hall, Liverpool Road, Manchester

District: Manchester (Metropolitan Authority)

National Grid Reference: SJ 83392 97730

Details

SJ8397NW 698-1/30/214

MANCHESTER LIVERPOOL ROAD (North side) Former Market Hall 17/05/74 GV II Formerly known as: Higher Campfield Market LIVERPOOL ROAD. Market hall. 1878, by Mangnall and Littlewood. Cast-iron and wood, with roof of corrugated sheet and glass. Square plan formed by cruciform intersecting naves with aisles in the angles.

Two-storey five-bay symmetrical facade, the centre wider, higher and gabled. Cast-iron columns with crocket caps, each bay divided horizontally by a moulded cornice with small matching pilasters to the screen below this and large-paned glazing above. The wider centre bay has tall segmental-arched doorway in the centre, rising into the glazed upper portion, a latticed band above eaves level, the gable filled with glazing in round-headed lights with slender shafts and margin panes, a bracketed cornice, and the louvred gable-end of a ridge ventilator, with finial. The outer bays have hipped roofs with scallop fringes, and ridge ventilators. Left return side to Barton Street: three bays in matching style; right-hand end linked by glazed roof to rear of Nos 322-330 Deansgate (q.v.).

Interior: arched roof of cast-iron and glass.

Forms group with Air and Space Museum (former Lower Campfield Market) to west (q.v.), by same architects in very similar style. Shown on OS map as Higher Campfield Market.

Listing NGR: SJ8339297730

5. HISTORICAL DEVELOPMENT OF THE SITE

5.1 Introduction

The following section will describe Upper 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 Upper 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 Upper Campfield Market is approximately marked by the white star. (Source: courtesy 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 Upper 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 Upper Campfield Market is marked by the red star. (Source: Gift of Old Manchester Committee)

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.

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.

On the 1st November 1909, as part of the opening of the conversion of Lower Campfield Market into an exhibition hall called City Exhibition Hall, or "City Hall". Alderman McCabe, Chairman of the Market's Committee, provided historical details in his speech relating to the history of the Campfield site:

...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."
(Manchester Courier from the following day (2nd November 1909)

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.

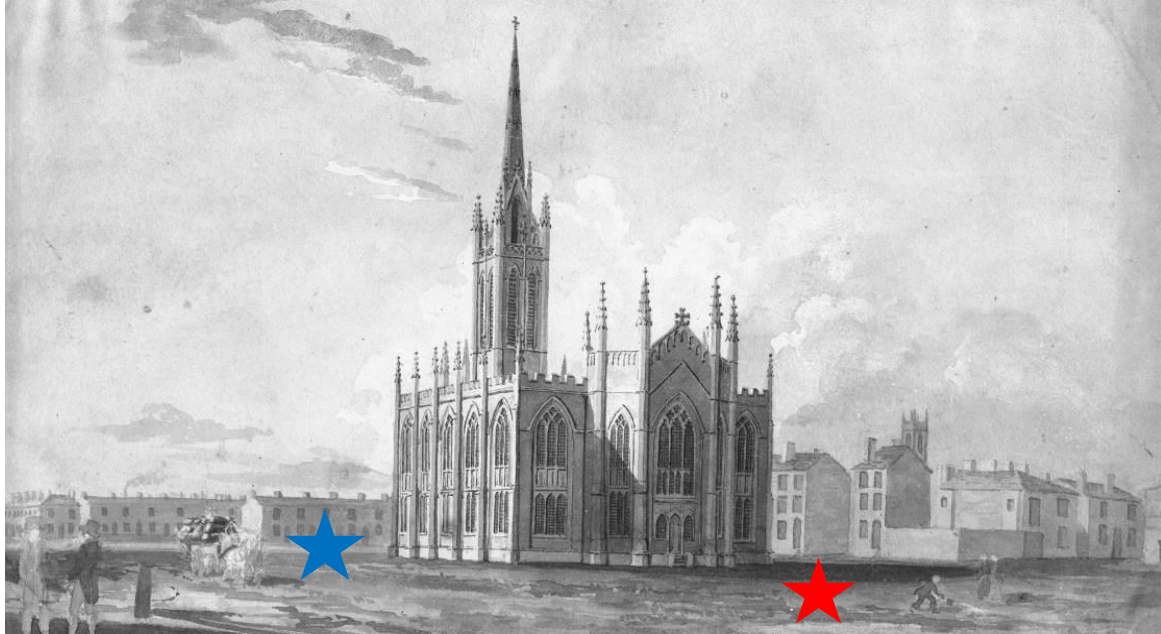


Figure 5a: An etching of the new St Matthew's Church as seen in the c1830s. This view looks north-west from Liverpool Road towards the rear of the church and shows the future location of the Upper Campfield Market denoted by the blue star, and the location of the Lower Campfield Market by the red star.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



Figure 6: An c1830s etching of St Matthew's Church looking south-east towards its front from Tonman Street. The blue star denotes the future location of Upper Campfield Market, and Lower Campfield Market denoted by red shading. (Source: Manchesterhistory.net)



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

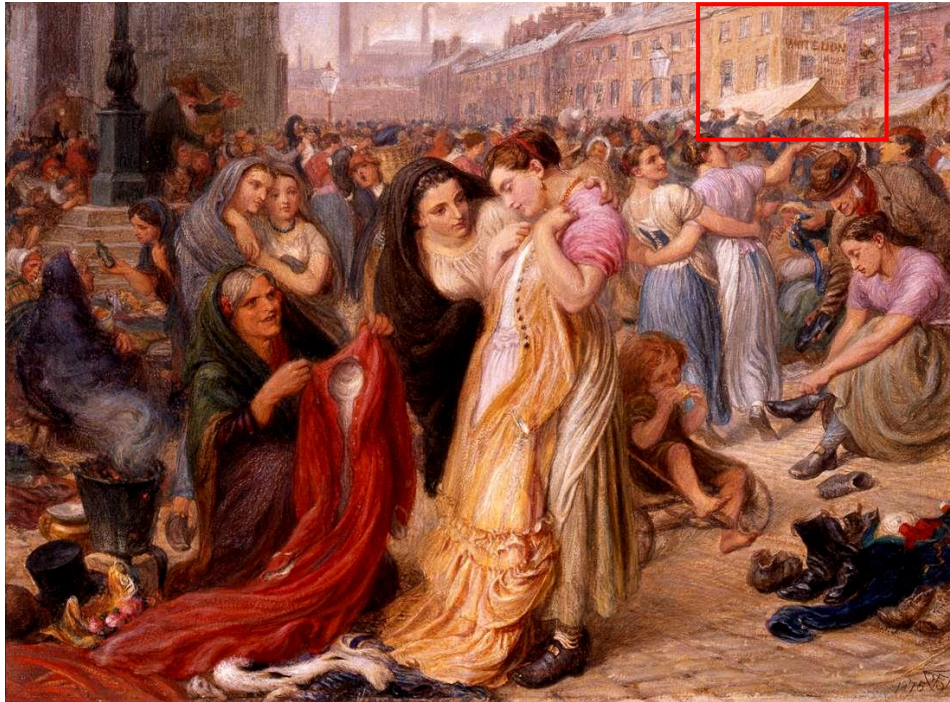


Figure 8: An 1875 painting entitled “Factory Girls at The Old Clothes Fair, Knott Mill”, showing a romanticised scene of the historic open-air market on the site of the Lower Campfield Market. Compare with Figure 9 below. (Source: Manchester Art Gallery)

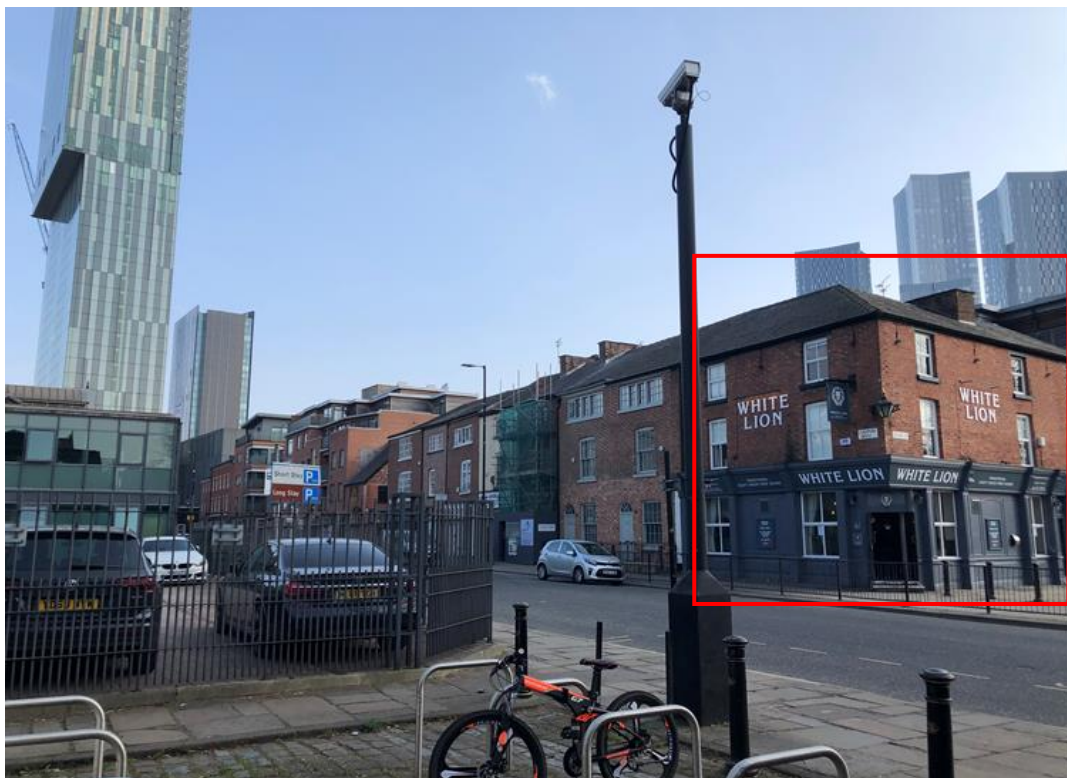


Figure 9: The same view of “Factory Girls at The Old Clothes Fair, Knott Mill” as seen in October 2023. (Source: SLHA Oct 2023)

By the 1820s the result of Manchester's extreme wealth and prosperity from its cotton manufacturing trade and the success of the Castlefield basin, having become 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.

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.

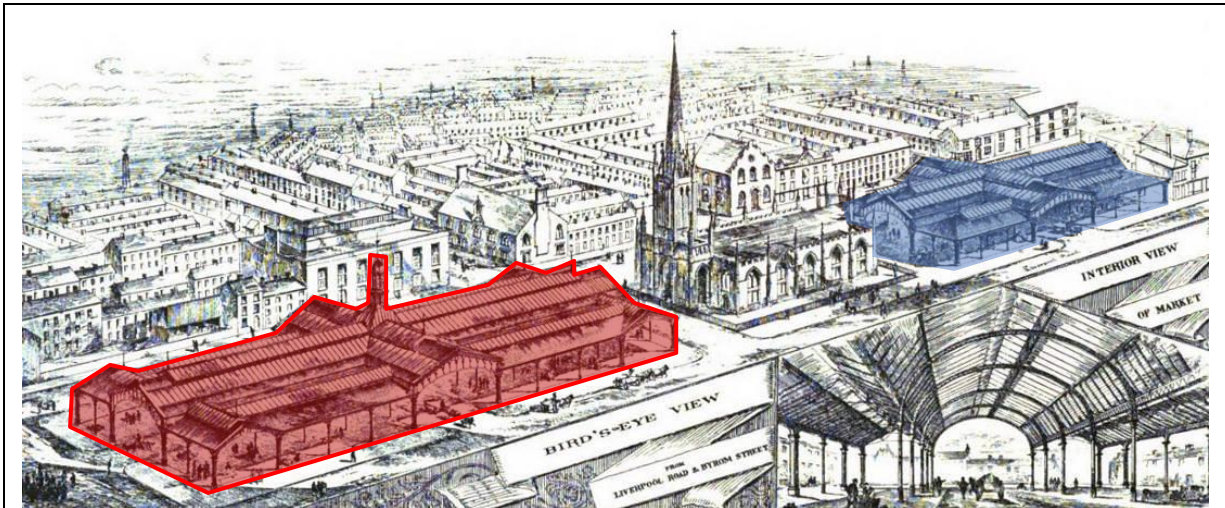


Figure 10: An artists impression of Lower (left – shaded red) and Upper (right-shaded blue) Campfield Markets from March 1877. Note the original open sides to both buildings. (Source: The British Architect and Northern Engineer, 16th March 1877)



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).

An article placed in the Manchester Times on the 12th May 1877 explained the original aspiration for the Upper Campfield Market *“which will reach close to the backs of the houses fronting Deansgate, and it is probable that in the immediate future this building will be continued to Deansgate”*. However, this concept was never undertaken.

Due to the uncertainty of the proposals for the eastern plot fronting Deansgate at this time, the 1879 ground floor plan (**Figure 15 below**) shows that originally the eastern elevation of the market was left open at the bottom with hoardings awaiting the development of the adjacent plot fronting Deansgate and the formation of a connecting, covered alleyway known as Campfield Market Avenue.

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

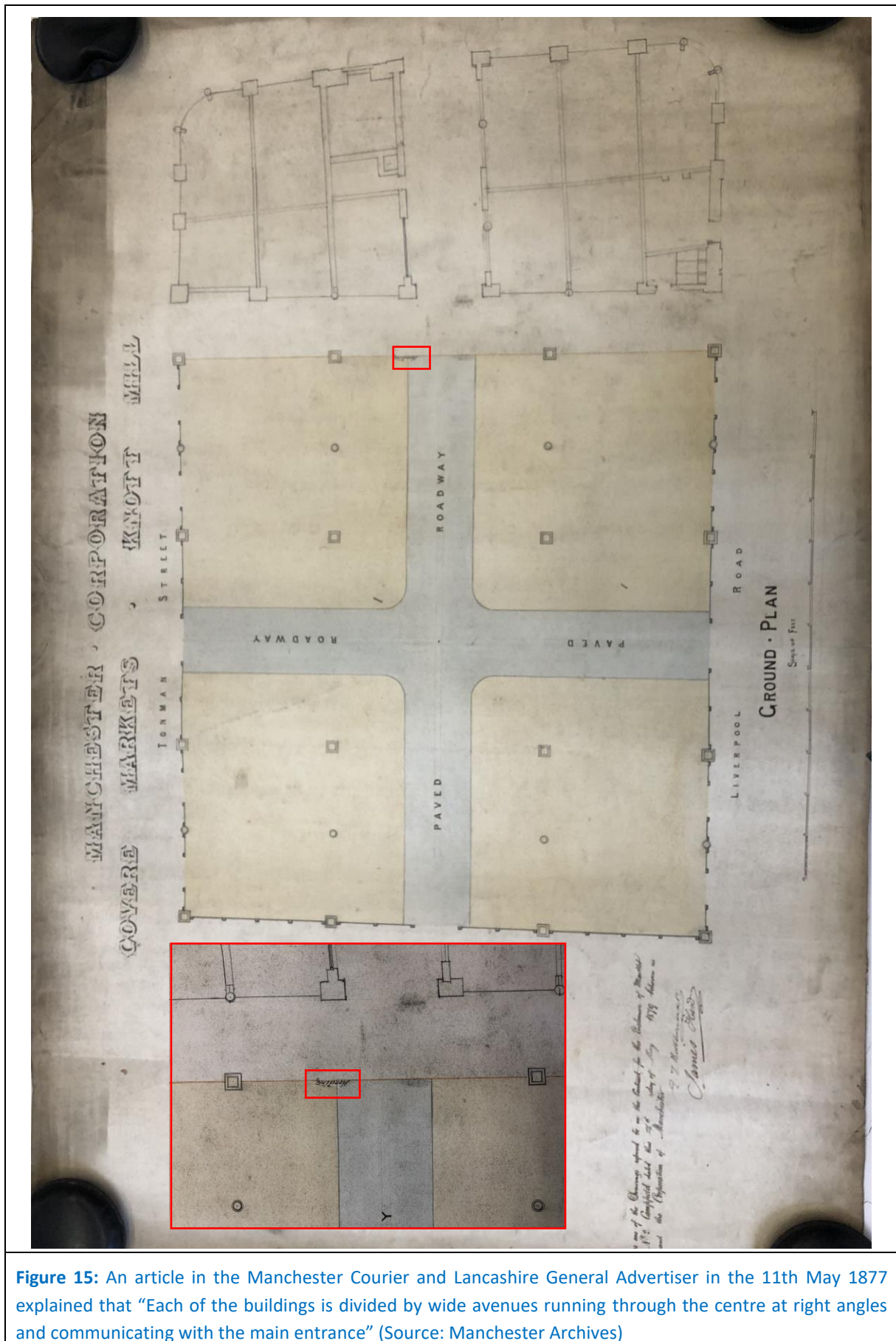


Figure 15: An article in the Manchester Courier and Lancashire General Advertiser in the 11th May 1877 explained that “Each of the buildings is divided by wide avenues running through the centre at right angles and communicating with the main entrance” (Source: Manchester Archives)

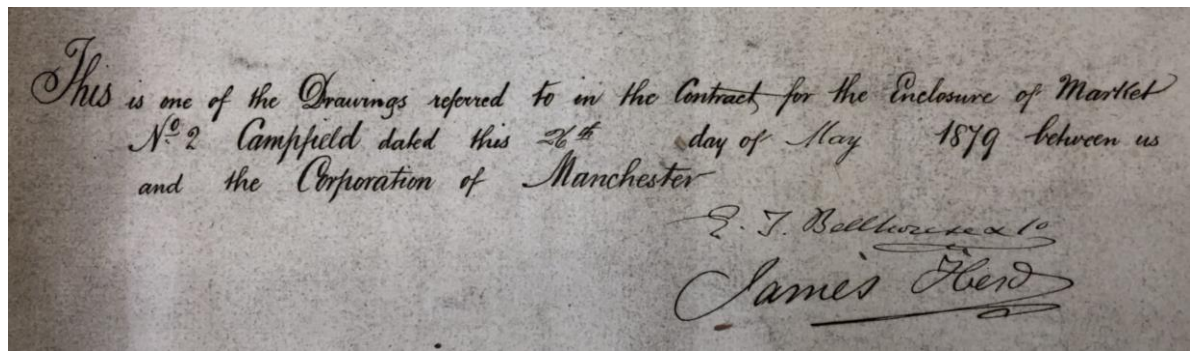


Figure 16: A closer view of the inscription on the 1879 plan above (Figure 15) written by E.T Bellhouse and James Herd. Note the building is called “No 2 Campfield” market at this time (Source: Manchester Archives)

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.

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.

The construction of ‘No. 2’ market (Upper Campfield Market) was slower to commence, with the *Manchester Courier and Lancashire General Advertiser* explain in an article on the 22nd September 1877 that *“No evident progress is being made with the portion of the structure between the church and Deansgate”*. By September 1877 the newspaper had been *“informed that this is in consequence of some uncertainty as to the best way of treating the design at Deansgate”*.

By 1879 Upper Campfield Market was quickly reaching completion. An article dated the 20th May 1879 provided details on the construction progress, explaining that *“The market on the east side of St. Mathew’s Church is rapidly approaching completion”* with the glazing and painting the roof being completed on the 20th May.

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”*.

The article goes on to explain that the upper market was awaiting the fitting of *“sides and gates”*, which was anticipated as being completed in the early summer, along with *“wall work”* and the *“closing-in of the side adjoining St Matthews Church and the hoarding-up temporarily of the end towards Deansgate”*. The hoarding was necessary due to the as yet decided design and configuration of the site fronting Deansgate. (Manchester Evening News, 20th May 1879) see **Figure 15**.

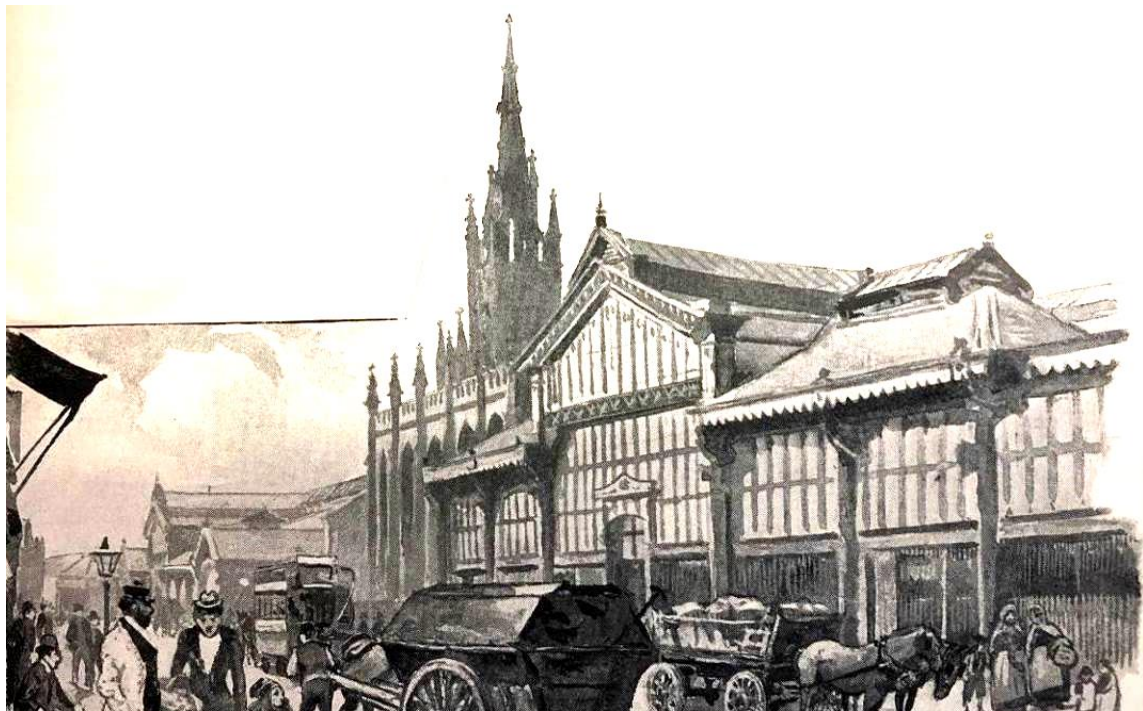


Figure 17: A drawing of the Upper Campfield Market (right) and Lower Campfield Market (left) in 1894 (Source: Manchester Old and New, by William Arthur Shaw, 1894)



Figure 17a: The frontispiece of the Upper market, forming the Manchester Free Library, Deansgate, 1906
(Source: Manchester Archives)

During the construction of both market buildings, the decision of how to finish the eastern end of the site fronting Deansgate had remained undecided. The Manchester Courier and Lancashire General Advertiser explained on the 11th May 1877 that *“A proposition which was made to the Council some time ago to have the front to Deansgate did not find favour and was abandoned, principally, no doubt, because of the expense which would have to be incurred”*.

The article goes on to state that the east elevation of Upper Campfield Market (Deansgate end) was to be of a *“temporary character”* due to there still being a number of buildings with existing leases that needed to run their course before the Corporation could purchase and demolish them to allow for the construction of the new Free Library *“which would then form the main entrance to the market”* (Manchester Evening News, 20th May 1879).

Eventually, the land and buildings fronting Deansgate (an area of 708 square yards between Tonman Street and Liverpool Road) was purchased by Manchester Corporation’s Improvement Committee in 1880 for the purposes of surrendering 57.5 square yards for the widening Deansgate at this location and the remainder for the building of a new lending library, ten shops and a principal covered entrance into the Upper Campfield Market (See **Figure 17a** above).

The new library building was designed by John Allison, the City Surveyor and George Meek, and included the Market Collector’s office and a weighing machine office for the market, which replaced an earlier one on the site. The avenue between the new building and the rear of the Upper Campfield Market was hoped to accommodate fishmonger’s shops among others.

The Upper Campfield Market was officially opened by the Mayor of Manchester, Alderman Baker, On the 6th October 1882. At the opening, Mr Baker compared the Site's ancient history with the new market: *"Instead of the Romans coming out of his encampment to do battle with the whole world, it would be the thrifty citizen or housewife visiting the stalls to see how well she could suit herself and how much she could save by the purchase of the wares in the market"* (Manchester Courier and Lancashire General Advertiser, 7th October 1882).

An article published in The Manchester Guardian the day after the Upper Campfield Market's opening, on the 7th October 1882, explained *"There are to be three spacious entrances in Liverpool Road, Tonman Street and Deansgate, the latter being through the centre of the new block of buildings erected by the Manchester Corporation for a free library"*.

The article notes that, regarding the possible enclosure of the markets, by the time the Upper Campfield Market opened, the sides were *"enclosed with wood framing glazed with rough plate glass"* (The Manchester Guardian, 7th October 1882).



Figure 18: The western half of the Upper Campfield Market. looking north into Tonman Street in c1900.



Figure 19: The same view as seen in January 2024. (Source: SLHA 2024)

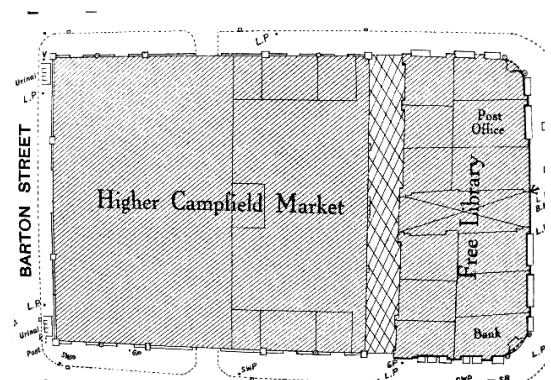
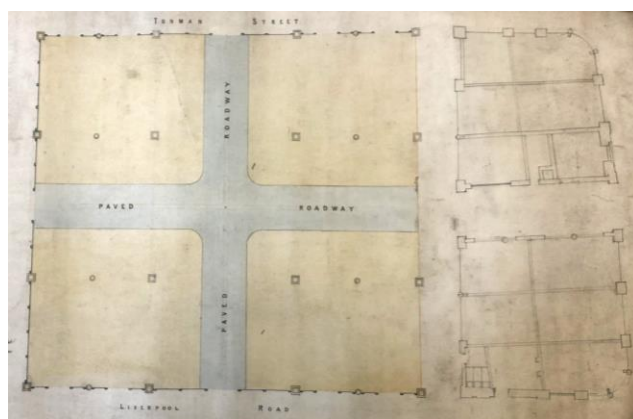
4.1 The Manchester Commercial Produce Auction Sales Room

In early 1894, following the completion of the new Manchester Chip Canal, it was decided by the Markets' Committee that a dedicated saleroom for the auctioning of fruit brought in by the new Canal was required in the Castlefield vicinity. Consequently, the largely unsuccessful venture of both Lower and Upper Campfield Markets, saw the Upper Campfield Market being chosen for the new saleroom.

On the 8th of November 1894 the new “*Manchester Commercial Produce Auction Sales Room*” was officially opened. The new saleroom was constructed to the upper roof portions to the eastern half of the Upper Campfield Market and measured 43 ft by 42 ft with accommodation for 200 people. The new structure included offices for the brokers, and six independent shops at ground floor level (**Figure 22**) utilising the location of areas of removed railings to the north and south elevations.

CORPORATION OF MANCHESTER. — To
GENERAL CONTRACTORS. —The Corporation invite
TENDERS for the **CONSTRUCTION** of a **FRUIT AUCTION**
SALE ROOM, SHOPS, OFFICES, &c., in the Upper Camp-
field Market, fronting Liverpool-road and Tonman-street,
Deansgate. Drawings may be seen and bills of quantities
obtained on and after Thursday, the 15th instant, on payment
of one guinea (which will be returned on receipt of a bona-fide
tender), on application to Mr. John Allison, city surveyor,
Town Hall, Manchester. Tenders to be sent in on the form
to be obtained at the above office, endorsed “Tender for Fruit
Auction Sale Room, &c., Campfield,” addressed to the Chair-
man of the Markets Committee, and delivered at the City
Surveyor's office not later than 9 a.m., on Friday, the 23rd
day of February, 1894. The Corporation do not bind them-
selves to accept the lowest or any tender.
WM. HENRY TALBOT, Town Clerk,
Town Hall, Manchester, 9th February, 1894.

Figure 20: A notice advertising for tenders for the new auction room/shops. (Source: Manchester Courier and Lancashire General Advertiser – 10th February 1894)



Figures 21 & 22: The original 1879 floor plan of the market, compared with the 1909 Goad's Fire Insurance Plan following the completion of the 1894 internal structures (Source: Manchester Archives).



Figure 23: Looking east across the new Manchester Commercial Produce Auction Sales Room in the circa 1890s, showing the horseshoe-like tiered seating for bidders. (Source: Manchester Archives)



Figure 24: The same view as seen from ground floor level in January 2024. The red lines denote the original sides of the auction room as seen in **Figure 23** above. (Source: SLHA 2024).

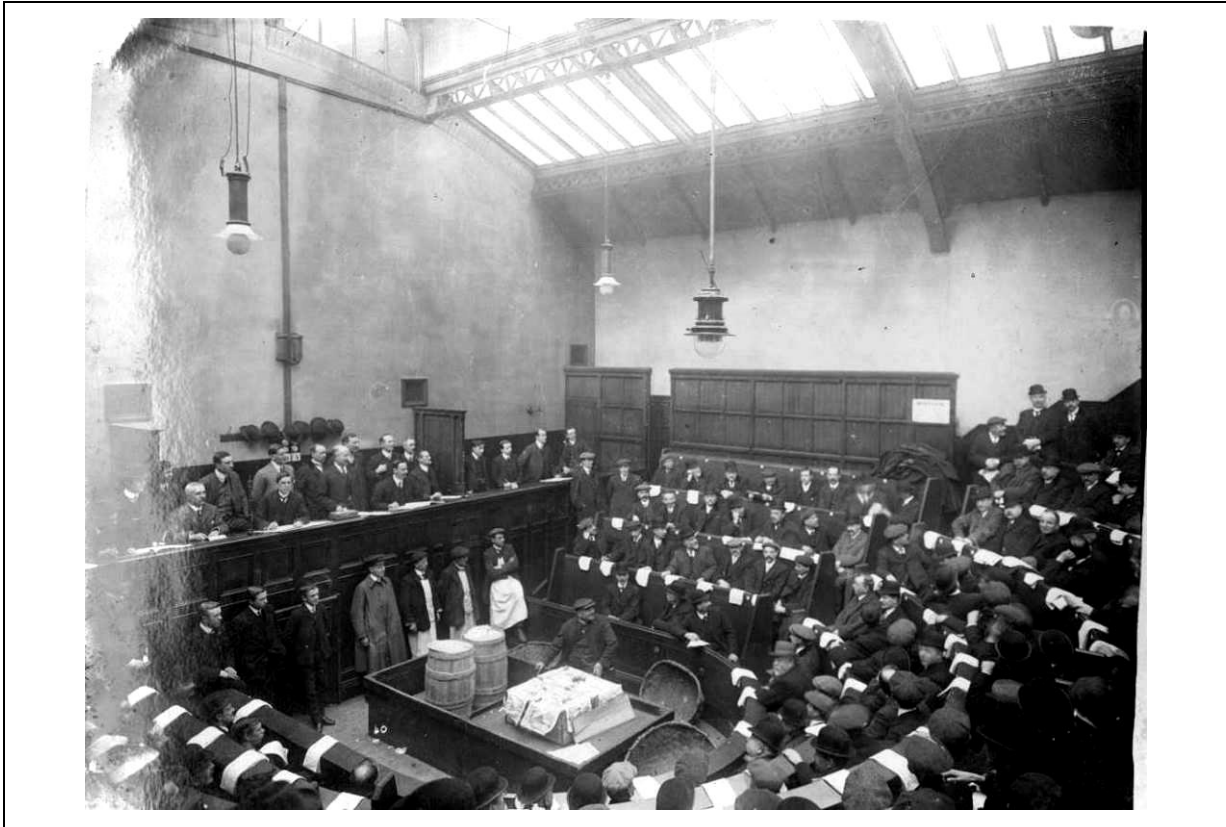


Figure 25: Looking north-west across the Commercial Produce Auction Sales Room in the circa 1890s, showing the auctioneer's podium (left) and horseshoe-like tiered bidders seating (right). To the centre is the two hydraulically-powered produce lifts. (Source: Manchester Archives)

An article placed in the Manchester Evening News on the 27th June 1907, gives a detailed description of the appearance, layout and operation of the new auction room, which can be compared to the contemporary photographs of the room in **Figures 24 and 25** above.

"The auction room is situated in the first floor [meaning ground floor] avenue...Entering the building, one passes up a narrow stairway and suddenly finds oneself in a spacious amphitheatre, around the horse-shoe of which rows of seats tier one above the other forming a gallery...The rostrum occupies the position of a stage in a theatre, stretching across the building..."

The pit is sacred to the auctioneers' assistants and the market attendant. In the centre are two hydraulic lifts which, during the sales are continuously descending to the and ascending from some mysterious cellars, bringing up and taking away samples of all sorts of and conditions of fruit".



Figure 26: The Upper Campfield Market as seen from Liverpool Road in 1914, showing the three ground floor shop units which were constructed under the new Commercial Produce Auction Sales Room in 1894. The gates to the right led into “Campfield Market Avenue” giving access into the Commercial Sale entrance door, which survives today. (Source: Manchester Archives).



Figure 27: A closer view of the two 1894 shop units (left) and entrance to the Commercial Sale Room (right) as seen in **Figure 26** above. The sign to “Campfield Market Avenue” is shown outlined. (Source: Manchester Archives).

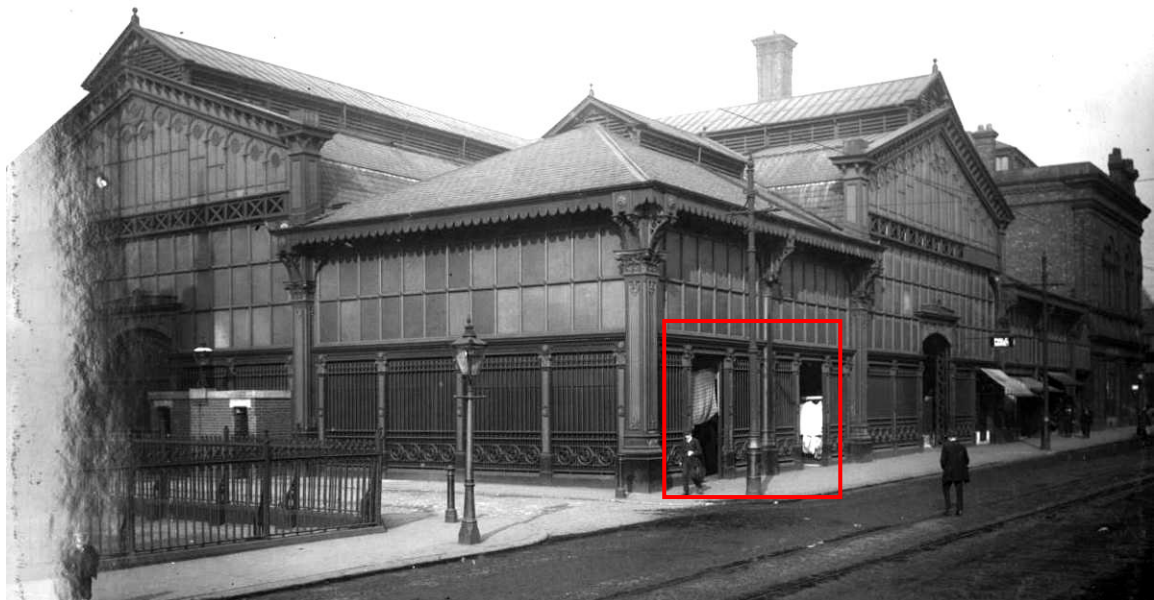


Figure 28: Looking east along Liverpool Road at the western side of the Upper Campfield Market in c1914, showing the two sliding side gates in an open position (outlined – see closer view in **Figure 30** below) (Source: Manchester Archives).

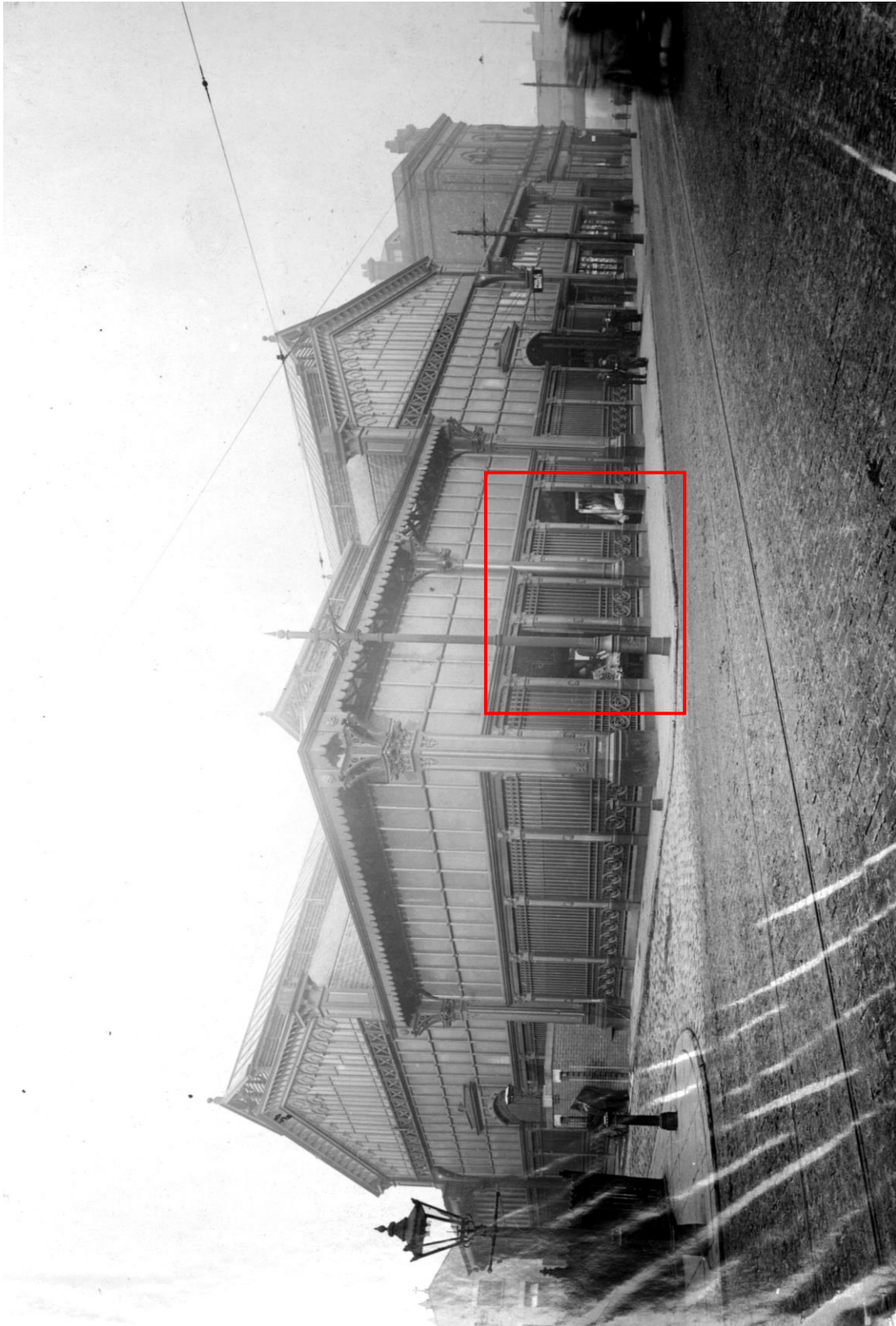


Figure 29: Another view looking east along Liverpool Road at the western side of the Upper Campfield Market in c1914, showing the two sliding side gates in an open position (outlined – see closer view in **Figure 31** below) (Source: Manchester Archives).



Figure 30: c1914 view of the two open market sliding gates **Figure 28** above, showing the market wares within from (Source: Manchester Archives).



Figure 31: Another view from c1914 from **Figure 29** above showing the two open Liverpool Road gates, showing produce within. Note the pigs hanging inside the right gate. (Source: Manchester Archives).



Figure 32: View of the 1881 (or before) men's urinals to the western elevation, which would have, presumably, been utilised by market traders. (Source: Manchester Archives).

5.6 1915 alterations

In May 1915 alterations and extensions to the existing 1894 internal rooms in the market were proposed by Manchester city architect Henry Price for the Markets' Committee, which were subsequently approved on the 31st May (**Figure 33**).

The alterations retained the 1894 internal buildings but focused on the extension of the whole by an approximate additional bay westwards into the market building. This extension was to provide at first floor level two large general offices, a private office and a postal room, whilst at ground floor level the existing large produce sample room was enlarged westwards across the original central cart avenue linking Liverpool Road with Tonman Street and a new shop was added to its south-west corner.

The extension of the new 1915 buildings across the original central cartway resulted in these two gated openings being infilled with windows to Tonman Street and a door into the new shop on Liverpool Road and the creation of a new cartway adjacent to the location of the original. (see **Figures 38 and 39** below).

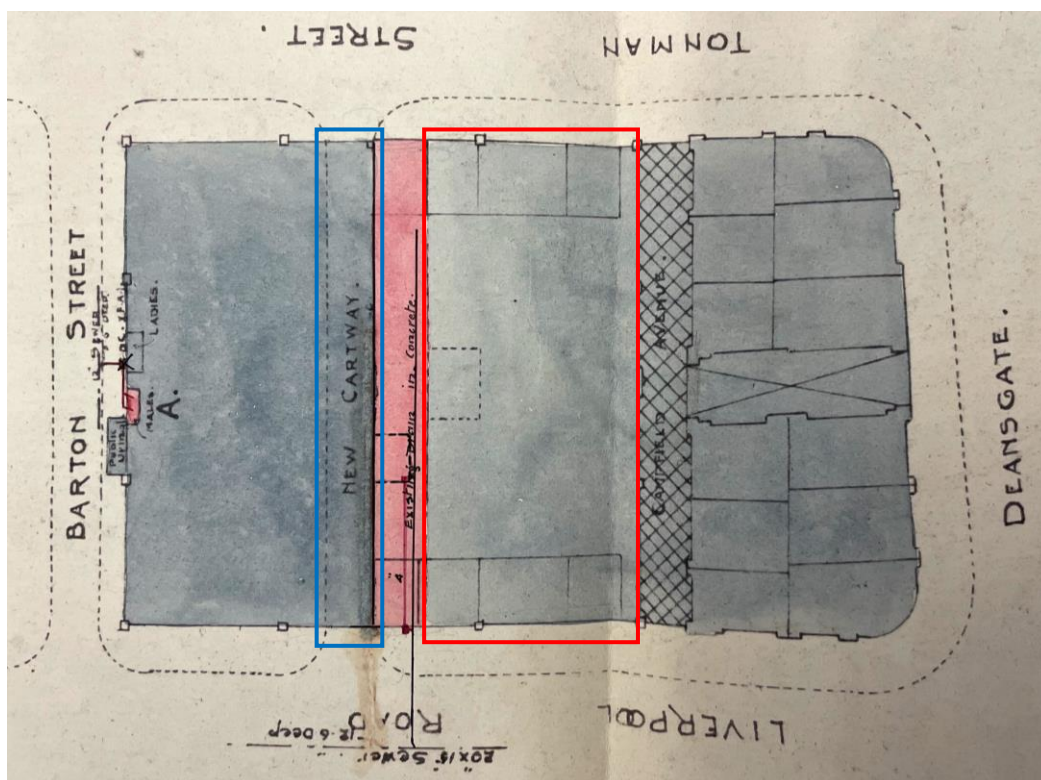
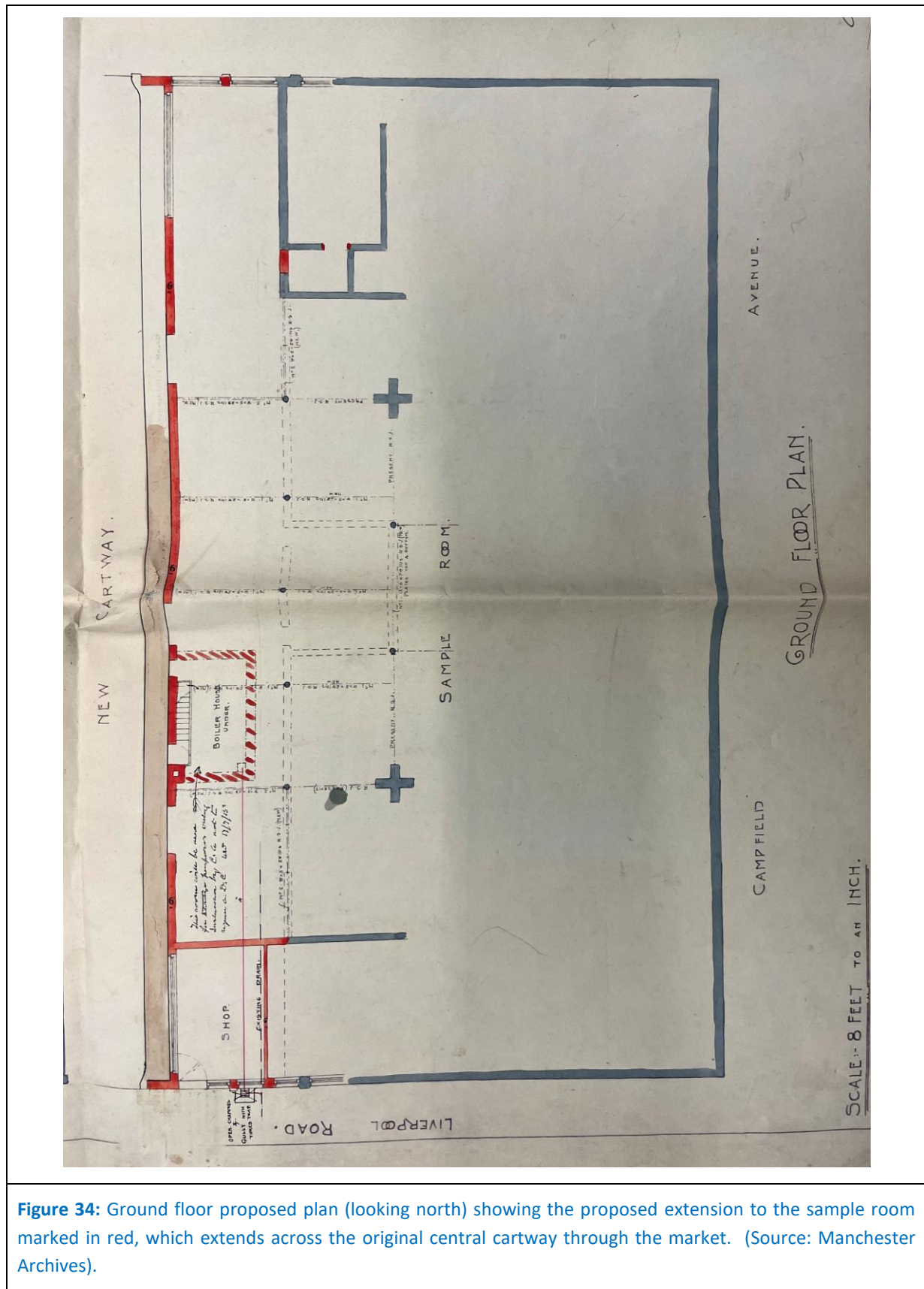


Figure 33: Block plan (looking north) showing the existing 1894 internal rooms (outlined red) and location of new cartway outlined blue. The red shading denoted the 1915 proposed extension across the original cartway. (Source: Manchester Archives)



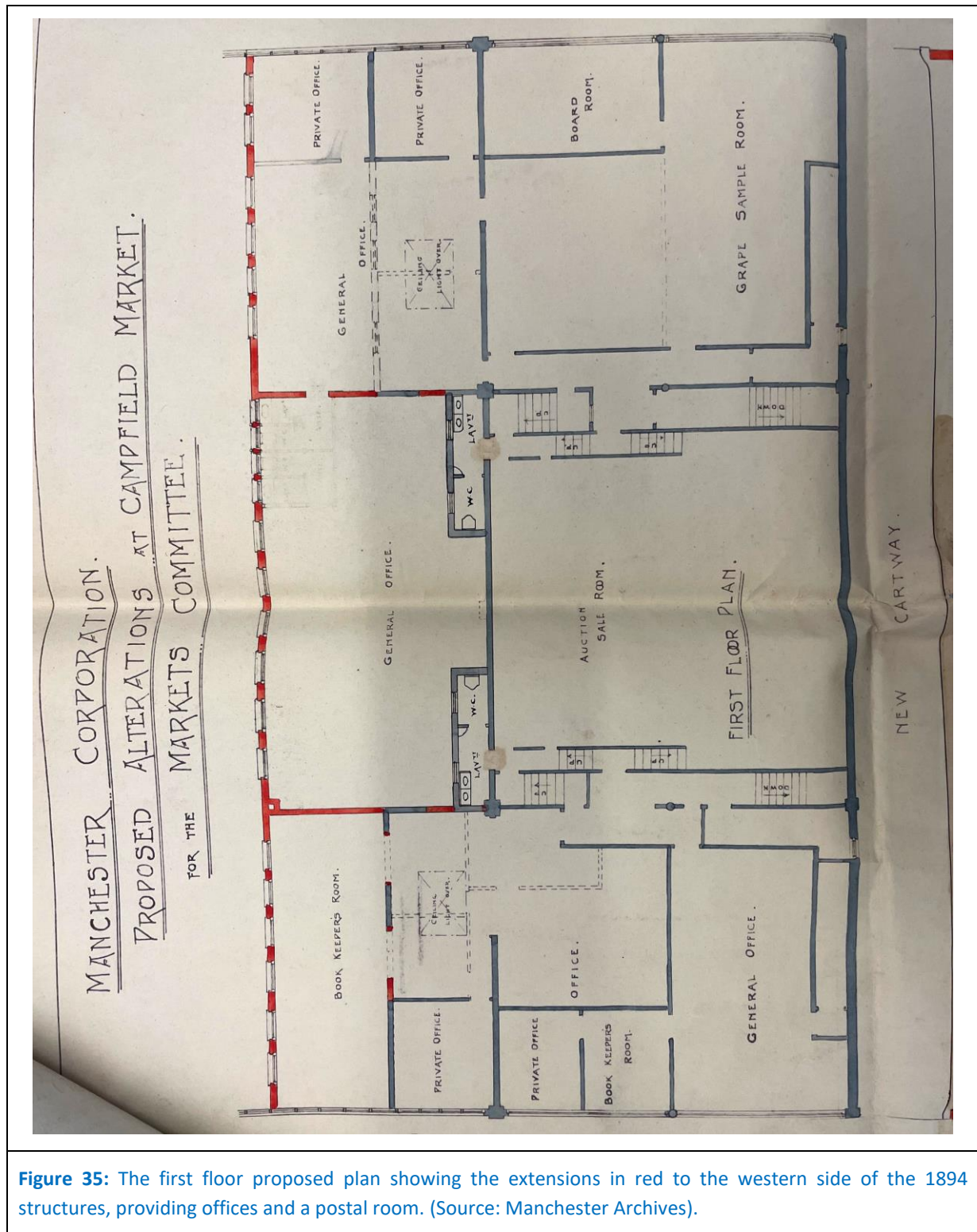


Figure 35: The first floor proposed plan showing the extensions in red to the western side of the 1894 structures, providing offices and a postal room. (Source: Manchester Archives).

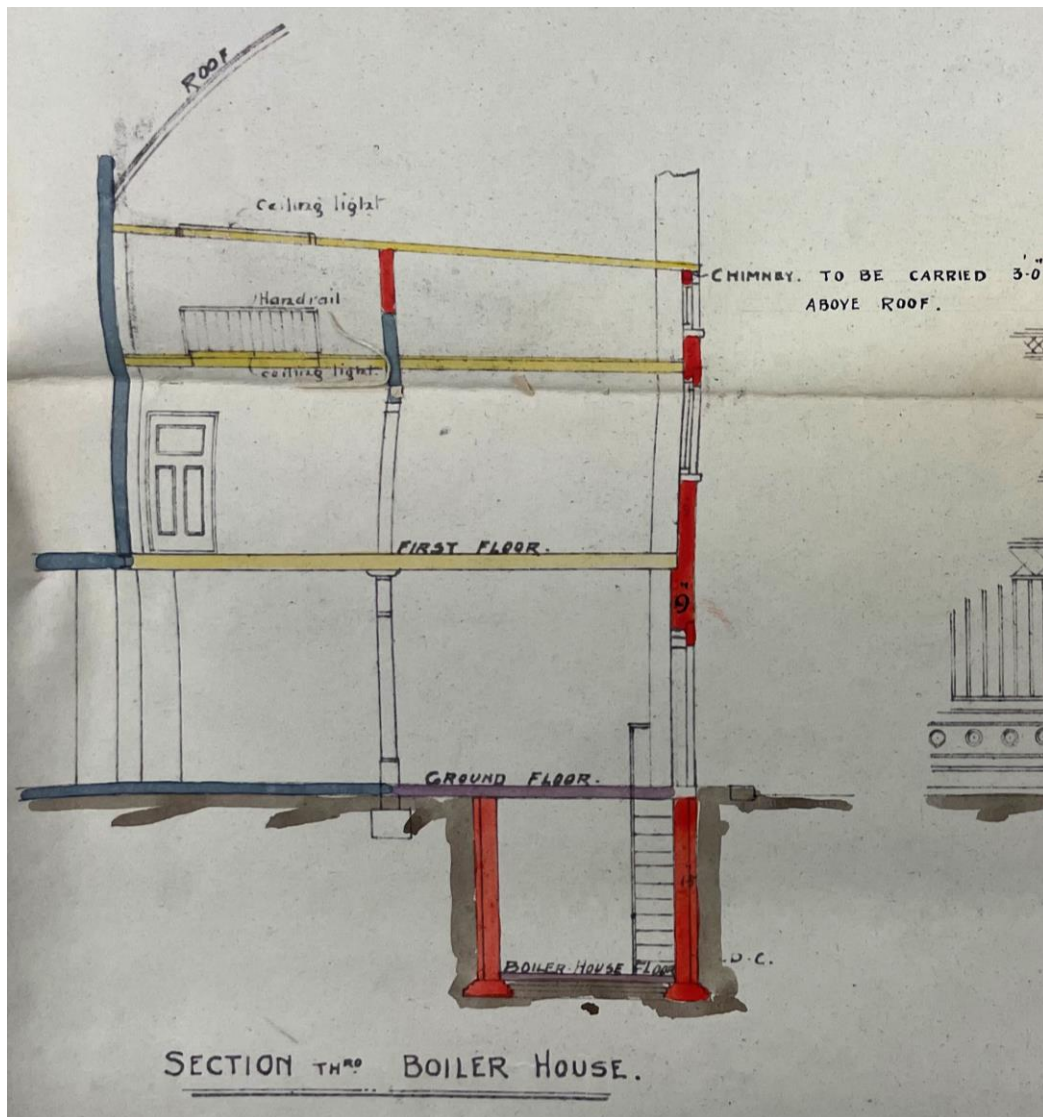


Figure 36: A section looking through the below ground proposed boiler room (looking west-east). This drawing shows that the new structure was built using cast iron columns, and appears to have also included a second floor level. (Source: Manchester Archives).

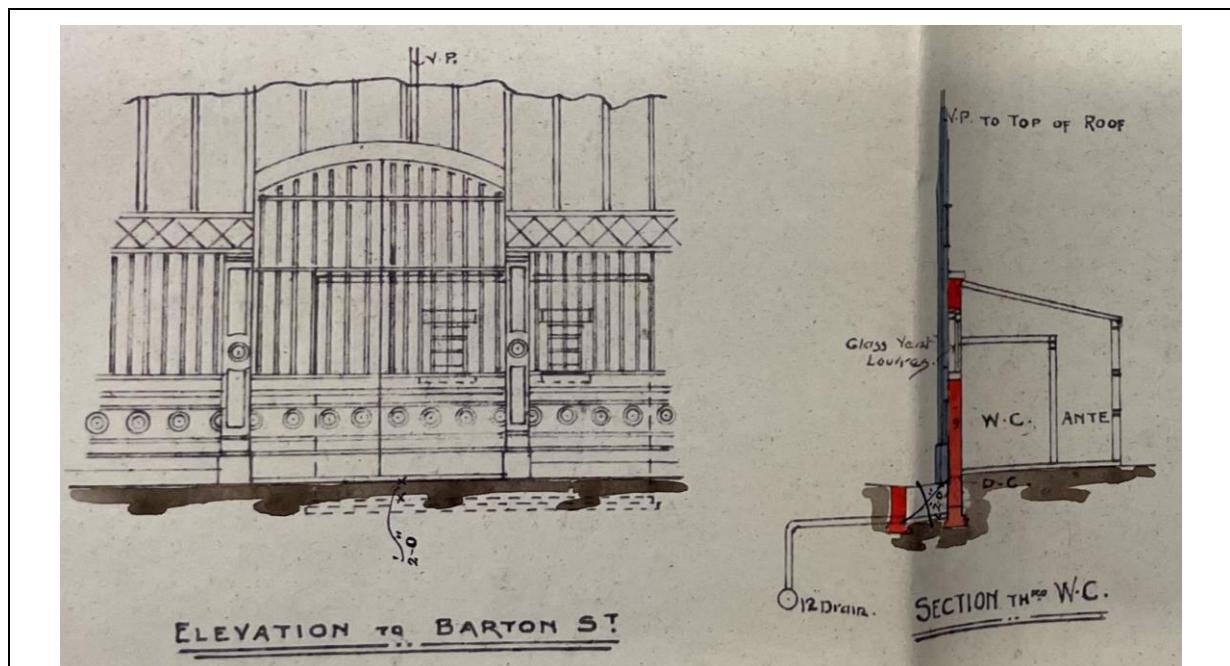


Figure 37: Elevational drawing of the proposed Barton Street gates, with new WC's built behind the railings. (Source: Manchester Archives).

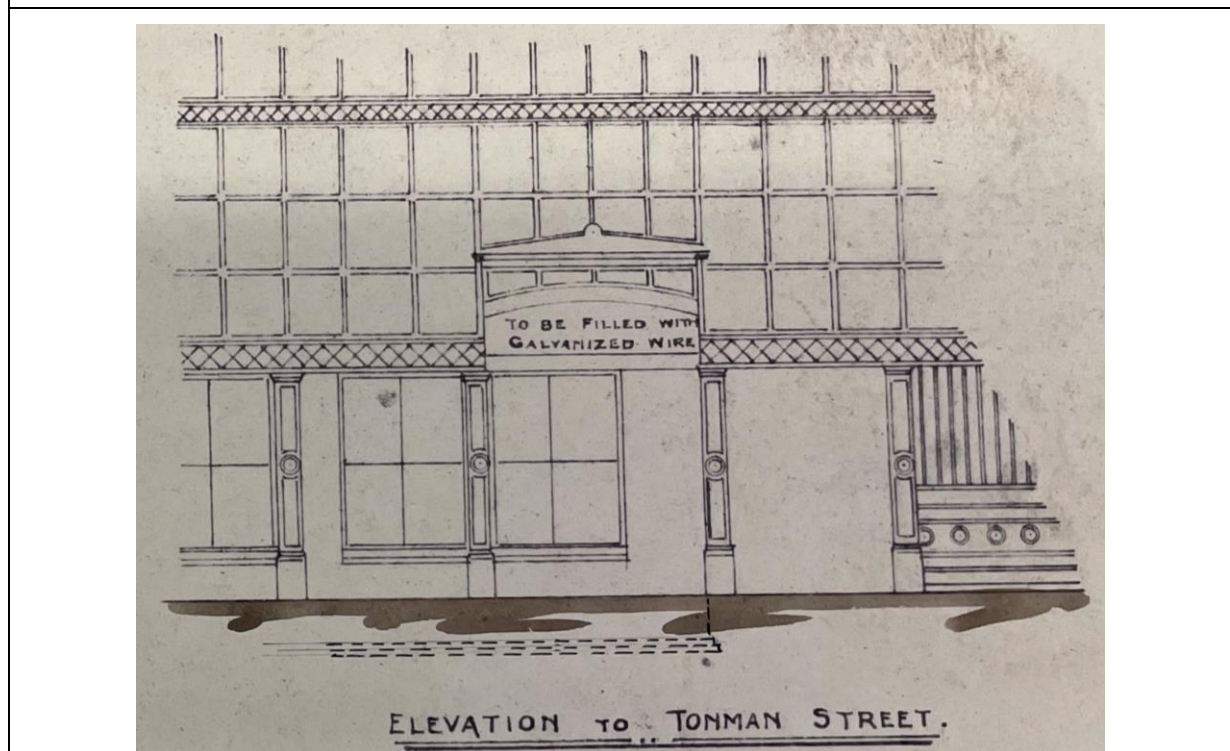


Figure 38: Elevational drawing showing the proposed infilling of the Tonman Street central cartway entrance. (Source: Manchester Archives).

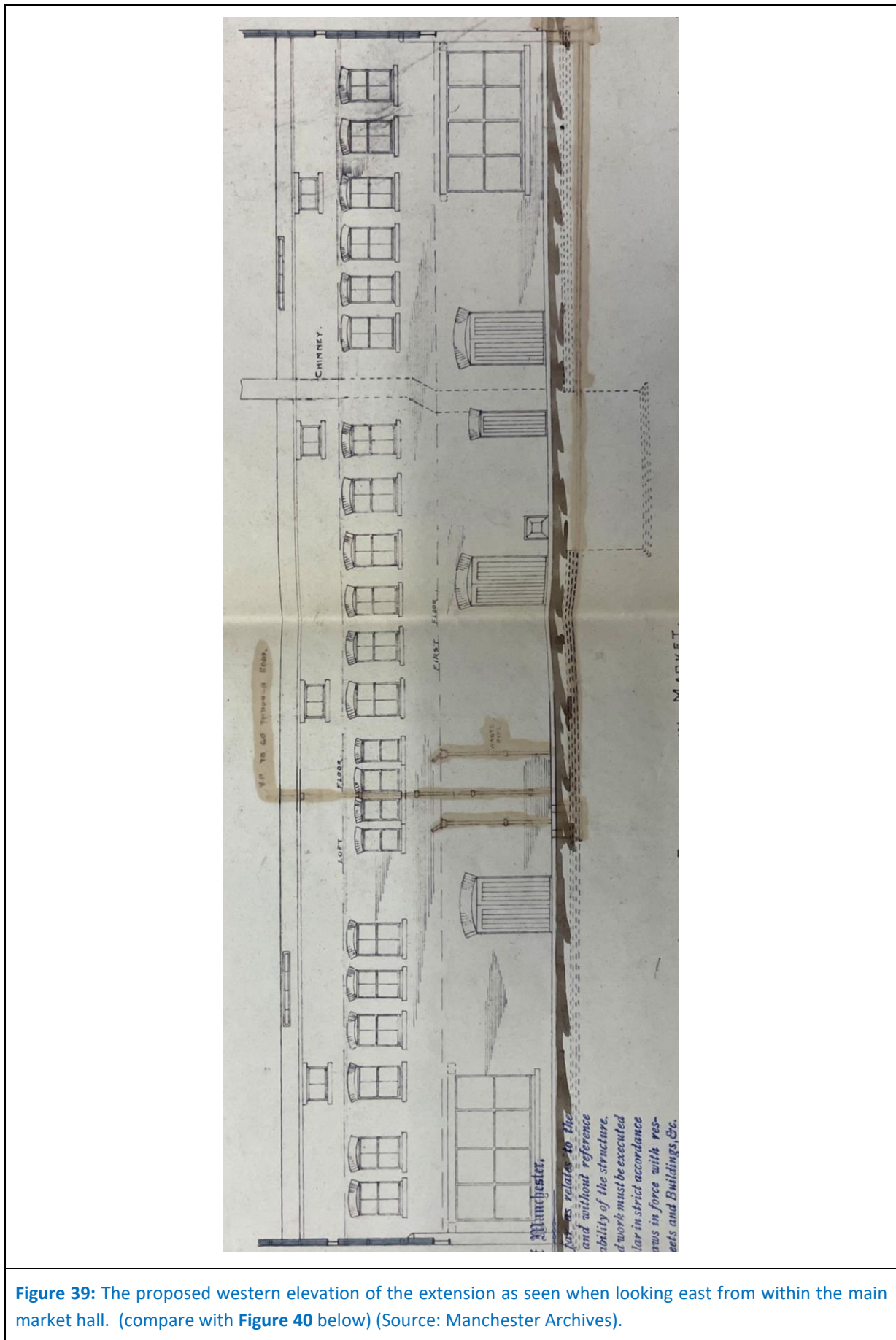
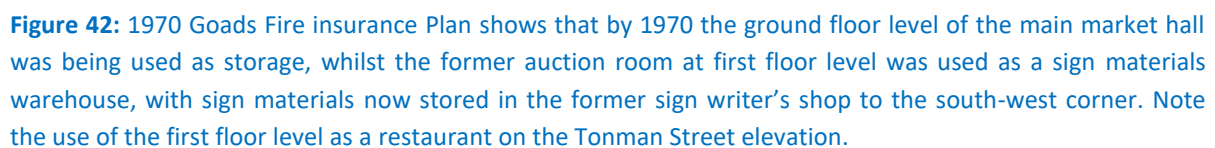
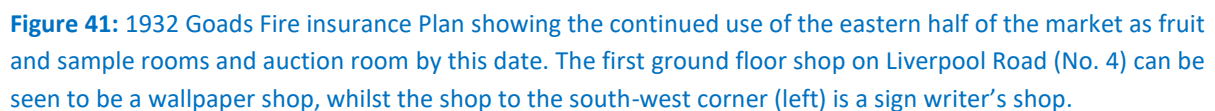


Figure 39: The proposed western elevation of the extension as seen when looking east from within the main market hall. (compare with **Figure 40** below) (Source: Manchester Archives).



Figure 40: A photo of the first cheese fair at Upper Campfield Market on the 17th August 1926, which was taken on the new 1915 cartway. The 1915 western extension wall can be seen to the right (compare with **Figure 43 & 44** below) (Source: Manchester Archives).



During the 1920s the western end of the main market hall was still used as a market on Mondays, and can be seen to hold a cheese fair in 1926 in **Figure 40** above. By the 1960s the majority of the eastern half of the building was used for storing electrical and rubber goods, although it is uncertain if this was located in the former ground floor sample room, the first floor auction room or both.

The 1970 Goads plan in **Figure 42** above shows that the eastern half of the building was used as a sign materials warehouse, with the smaller retail units including a restaurant at first floor level on the Tonman Street elevation. By the circa late 1970s, early 1980s the western half of the main market hall was in use as a car park, as seen in **Figure 46** below.



Figure 43: A view looking west into Liverpool Road from Deansgate in 1960. (Source: Manchester Archives)



Figure 44: A view looking east from the end of Tonman Street towards Deansgate in 1965. (Source: Manchester Archives)

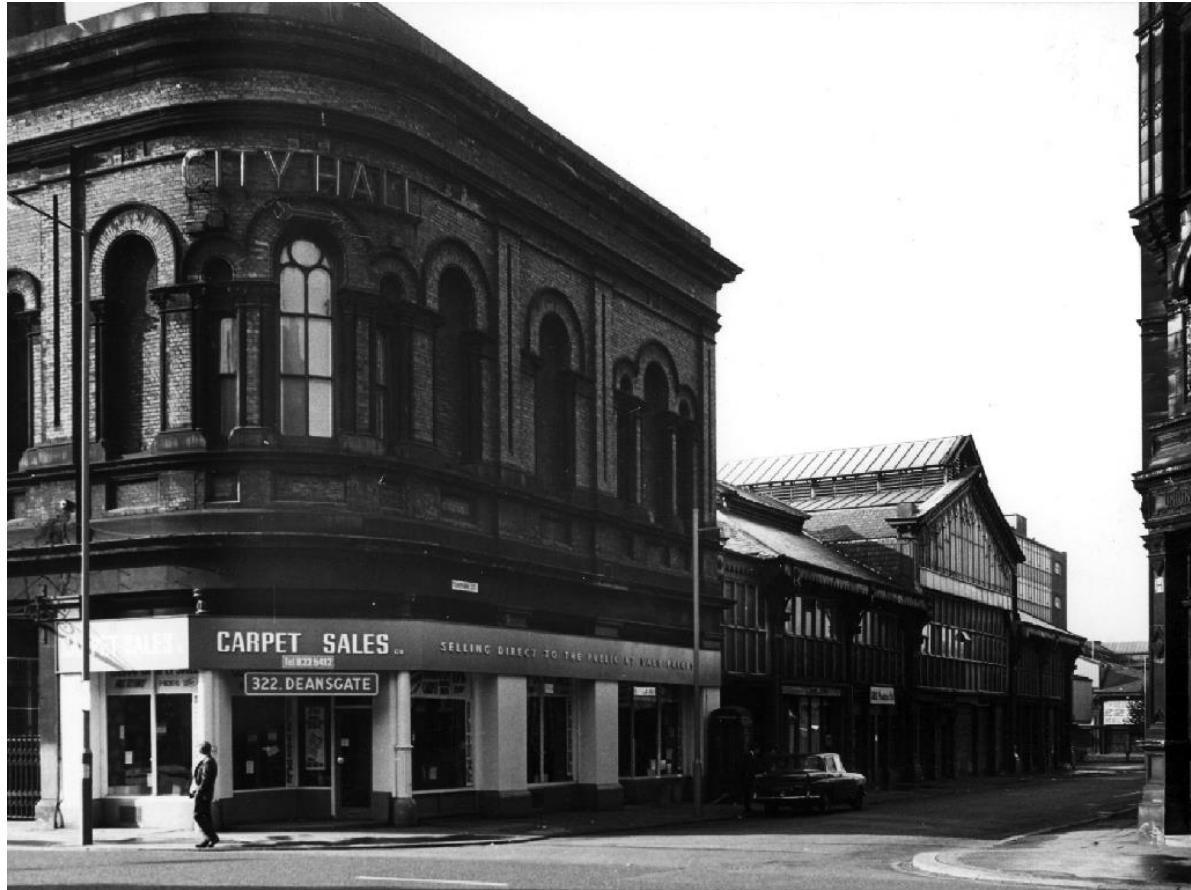


Figure 45: A view looking west into Tonman Street from Deansgate in 1971. (Source: Manchester Archives)



Figure 46: A view from circa early 1980s looking north into the main market hall from The Liverpool Road entrance, showing its use as a car park and storage. The wall to the right forms the western elevation of the 1915 extension, which its central part can be seen to have been reduced in height to only the ground floor level by this date (compare with **Figure 36** above) (Source: Manchester Archives)

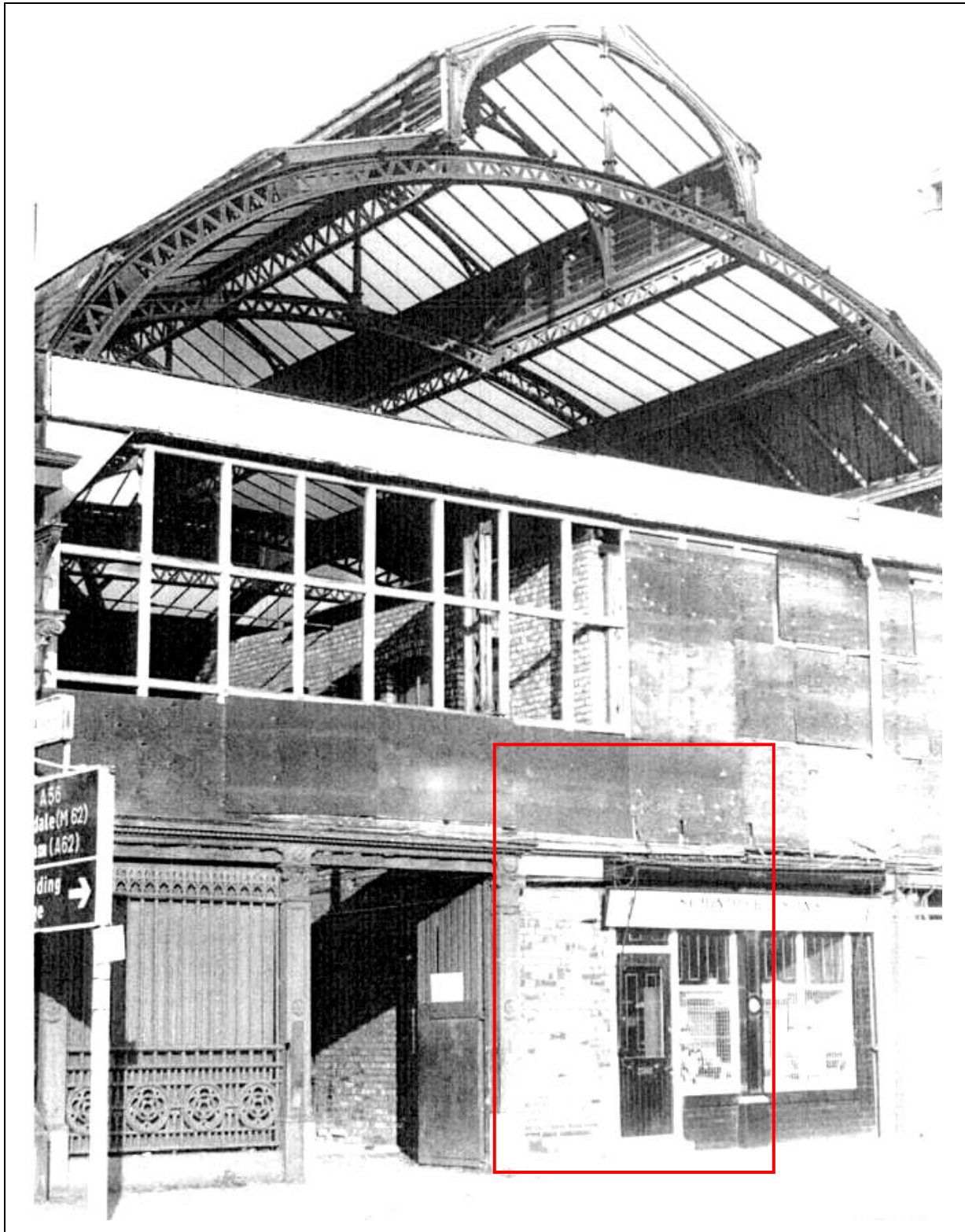
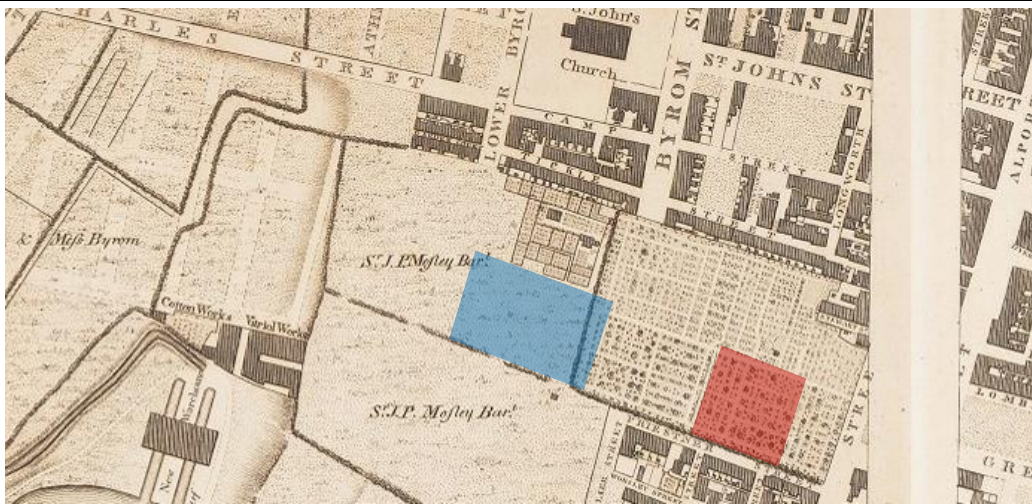


Figure 47: A view looking at the centre of the Liverpool Road elevation in the circa late-1970s/early-1980s, showing the very poor condition of the building at this time, including the loss of the original central Venetian glazing to the central gable, the boarding over of other glazing and the altered ground floor shop. Note the use of the 1915 cartway to the left, with the original location of the 1870s cartway shown by the red outline. (Source: Manchester Archives)

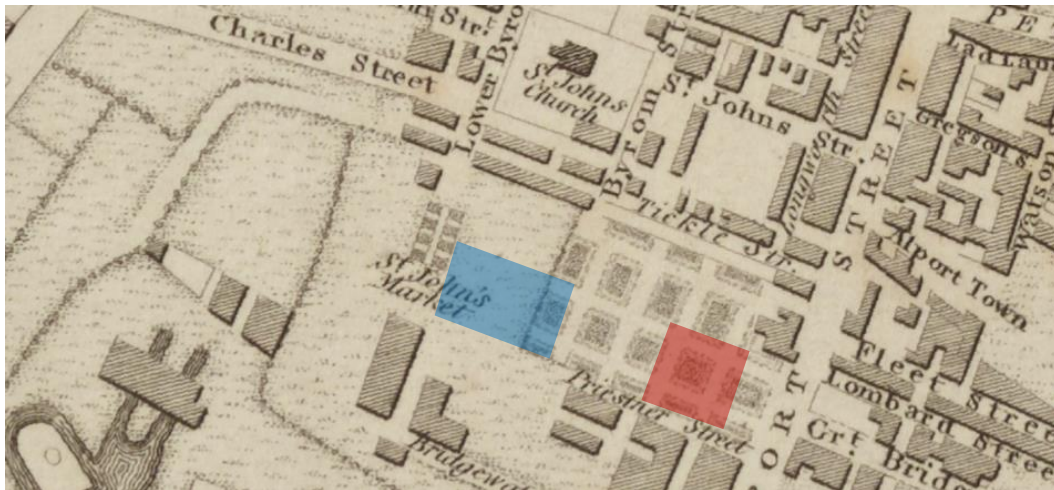
5.7 Map regression

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

Map Regression



Figures 48: 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 large 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 49: 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)



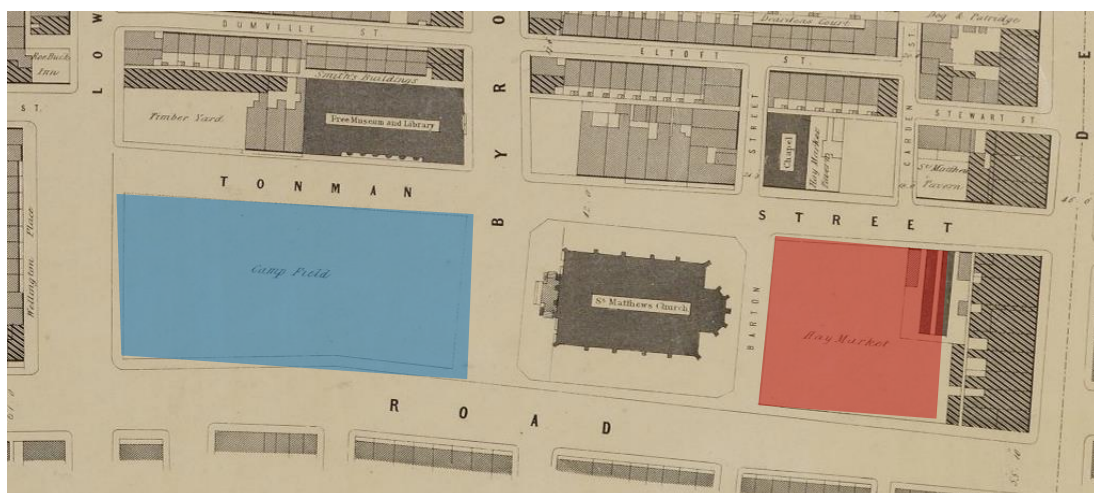
Figures 50: Pigot 1821 – By 1821 the open St John's Market appears to remain at the end of Lower Byrom Street. The locations of both Campfield Markets are undeveloped and is used as open markets with occasional fairs being held on the site. The site between the location of the two markets can be seen to be under development with the construction of St Matthews Church (built in 1822). (Source: Manchester University)



Figures 51: 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 52: 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)



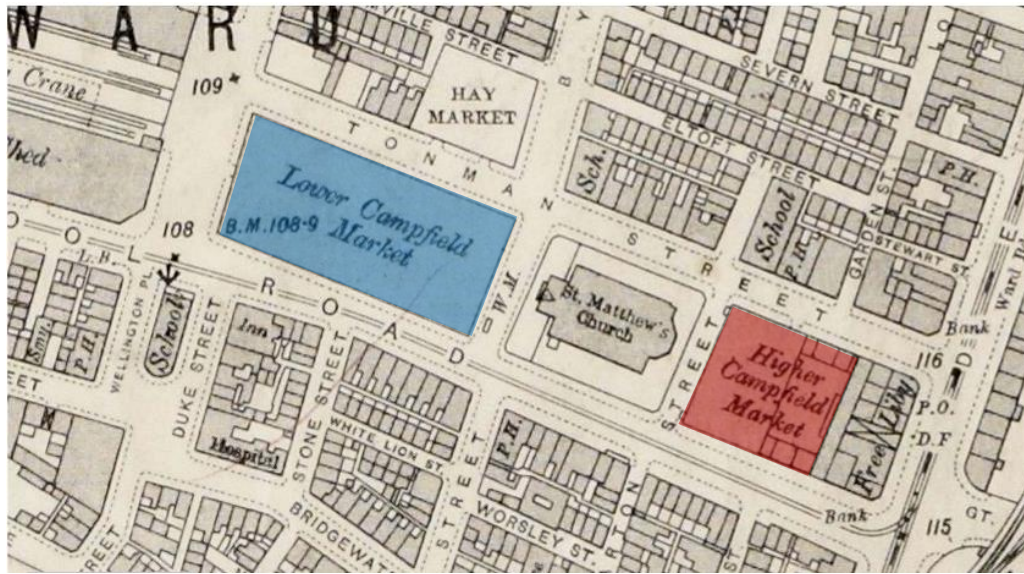
Figures 53: 1850 Adheads – This 1850 map shows the Site to have not changed. (Source: Manchester University)



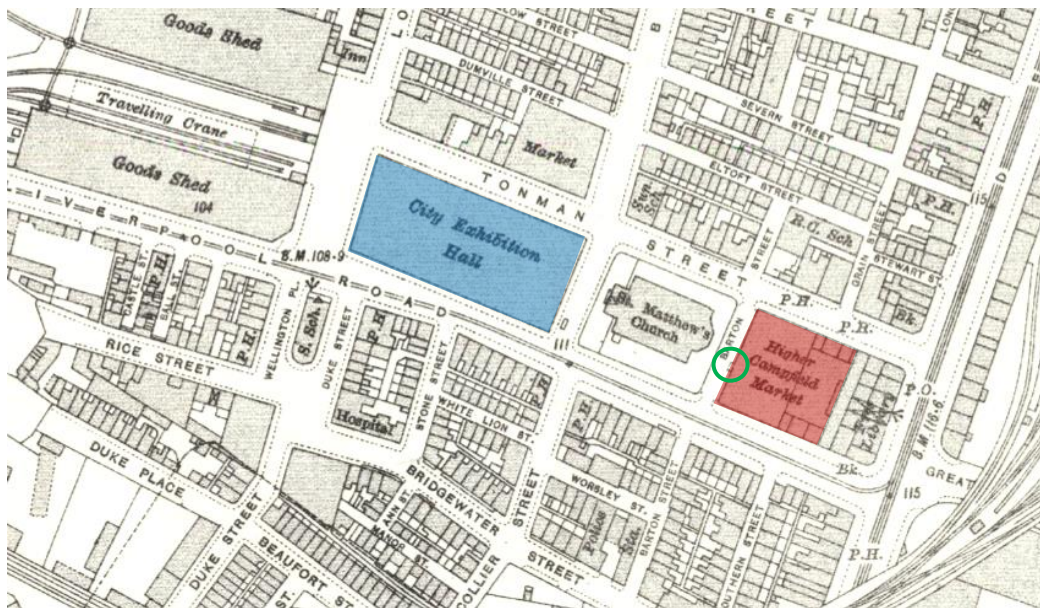
Figures 54: 1891 OS – By 1891 both market buildings had been constructed. Lower Campfield Market can be seen to be considerably larger in size to Upper Campfield Market (marked as “Higher”). This map shows the later, c1880 former Deansgate Free Library and connecting market alley. (Source: Manchester University)



Figures 55: 1896 OS – This 1896 map shows no changes. (Source: Manchester University)



Figures 56: 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 57: 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 58: 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 2023 and 2024 have been used to illustrate the exterior of the building where these areas are no longer visible.

Exterior

South elevation –



Figure 59: The south elevation (right) and west elevation (left).



Figure 60: The western section of the south elevation, showing the original cast iron structure and glazed upper framework. The lower parts have had their cast iron railings removed and replaced with modern corrugated metal sheeting.



Figure 61: The central section of the south elevation, showing the original glazed framework with modern corrugated metal sheeting and gates. The shaded area denotes the location of the 1915 entrance cartway.



Figure 62: The eastern section of the south elevation, showing the matching link that connects the market building with the former library building (right) across a former market alley.

North elevation –



Figure 63: Looking east along Tonman Street along the northern elevation of the building.



Figure 64: The eastern part of the market (extreme right) showing the link alley way connecting it to the former library building to the left.



Figure 65: The western part of the north elevation, showing the modern corrugated sheeting replacing the original cast iron railings, with original timber and glazed framework above.

West elevation -



Figure 66: The west elevation on Barton Street, showing the only examples of surviving original cast iron railings to the bottom parts.



Figure 67: The central entrance to the west elevation on Barton Street, showing the only examples of surviving original cast iron railings to the bottom part (left and right). Although the central gates are modern, the original cast iron railed gates survive behind the corrugated metal within the side elevations.



Figure 68: The southern section of the west elevation on Barton Street, showing the only examples of surviving original cast iron railings to the bottom parts.

East elevation –



Figure 69: Looking into the former Campfield Marcet Avenue alley from Liverpool Road, showing the 1894 brick east elevation of the Upper Campfield Market building.



Figure 70: Looking south into Campfield Market Avenue from Tonman Street, showing the 1894 brick elevation to the right.

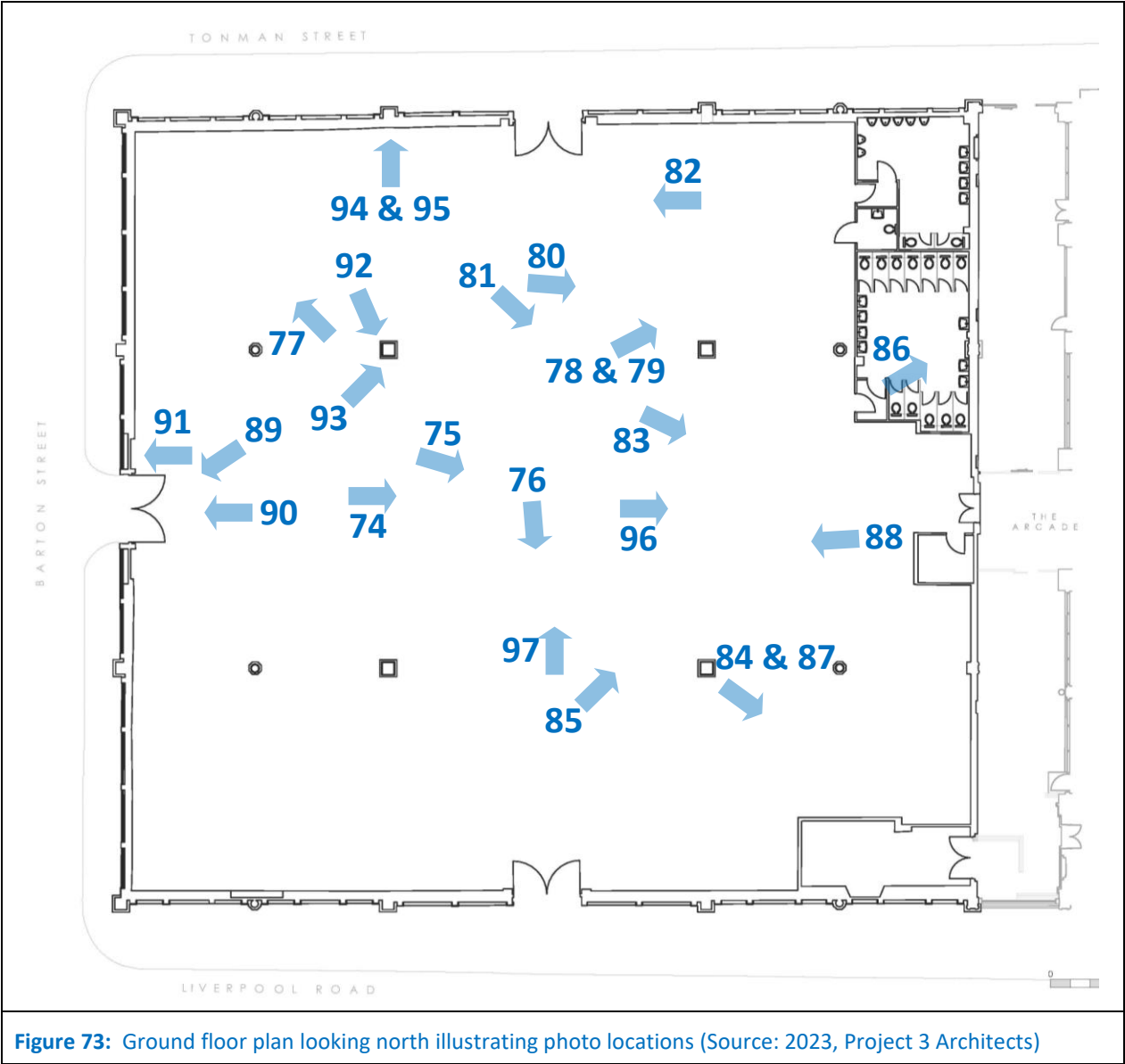


Figure 71: Looking north-west into Campfield Market Avenue from the central passage from Deansgate, showing the original Commercial Sale Room entrance.



Figure 72: The 1894 Commercial Sale Room entrance which led up originally to the first floor auction room, with viewing sample rooms below.

6.2 Interior Description – Ground Floor



120
121

Interior

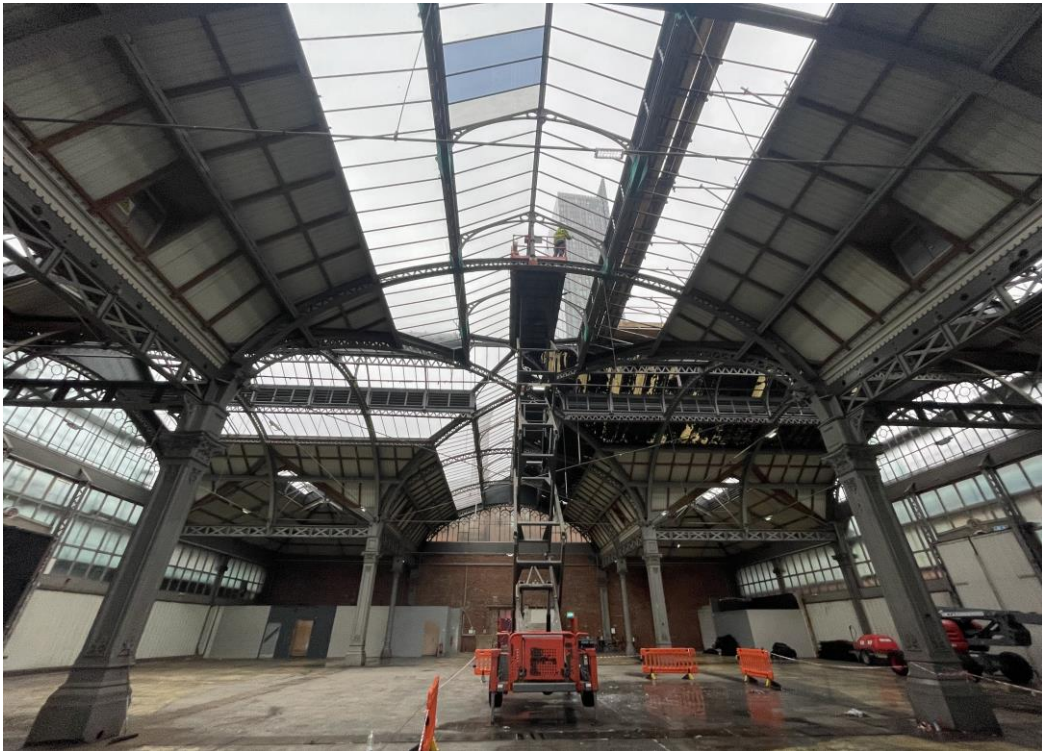


Figure 74: Looking east into the market from its Barton Street entrance.

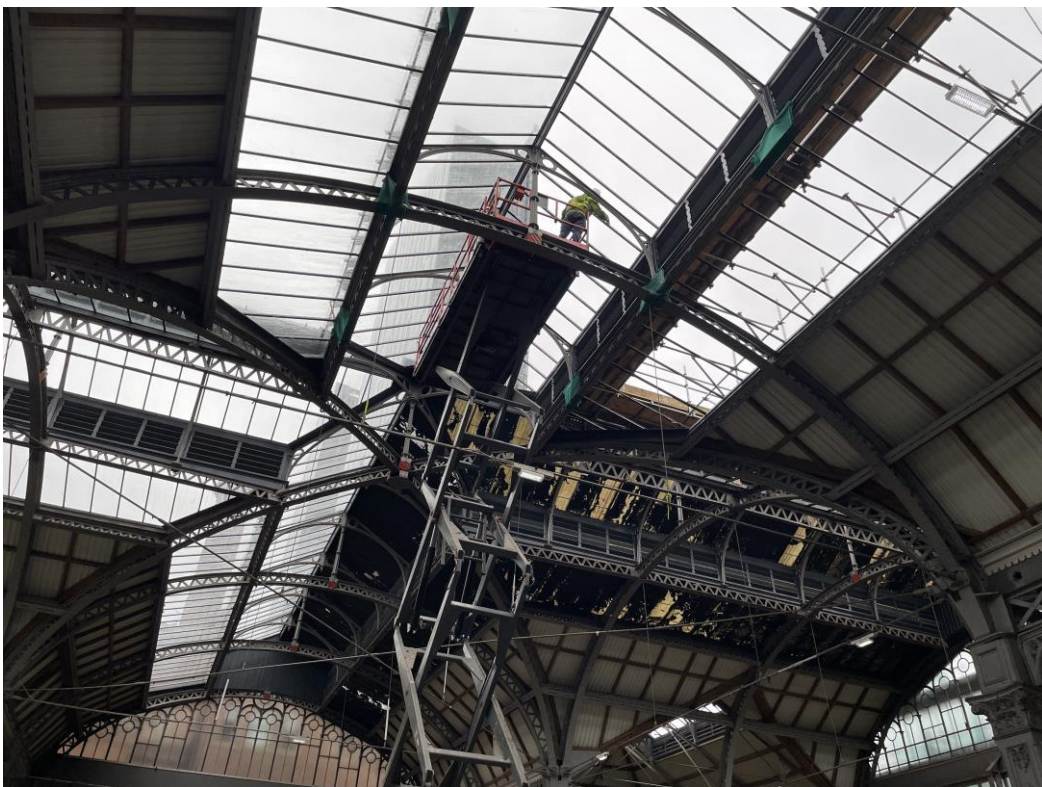


Figure 75: A view of the central part of the roof during the installation of new glazing.



Figure 76: Looking south through the centre of the market towards the Liverpool Road elevation, showing the 1980s clear roof panels to the left compared by the current installation of new, clear glazing to the right.

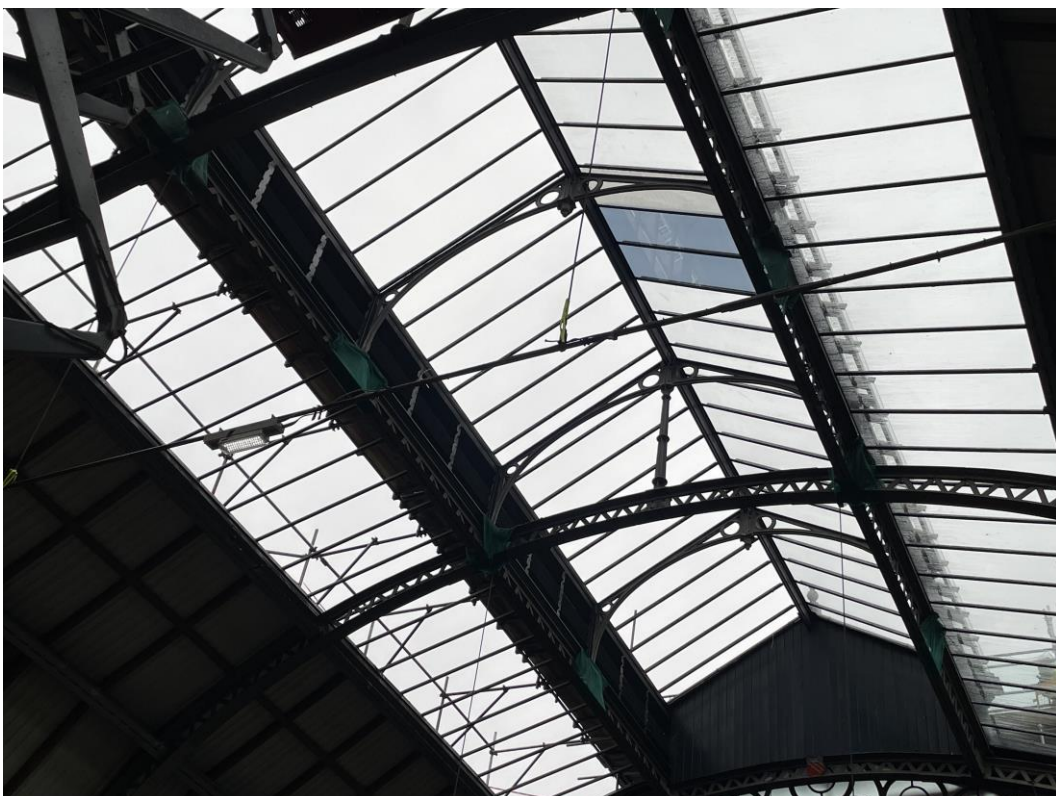


Figure 77: A closer view of the roof structure showing the raised central lantern with ventilation louvers.