

Upper & Lower Campfield Markets

Liverpool Road
Manchester

Heritage Appraisal

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An aerial photograph of Manchester, UK, showing a dense urban landscape with numerous buildings, streets, and green spaces. The River Manchester is visible in the upper left corner. The image is used as a background for the report cover.

UPPER & LOWER CAMPFIELD MARKETS, MANCHESTER – HERITAGE APPRAISAL

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Contents

1	Introduction	4
1.1	Purpose	4
1.2	General Methodology – focus on proportionality	4
1.3	Authorship	5
2	The Site and Heritage Context.....	6
2.1	Location.....	6
2.2	Statutory designations.....	6
2.2.1	Listed buildings	6
2.2.2	Conservation Areas.....	9
3	Historical Development	10
3.1	Introduction	10
3.2	Brief history of the development of the area	10
3.3	The development of market halls	11
3.4	The development of the Site	13
3.5	Construction of the Lower and Upper Campfield Markets.....	16
3.6	The Manchester Commercial Produce Auction Sales Room.....	24
3.7	The Manchester City Exhibition Hall.....	27
3.8	Manchester Air and Space Museum.....	37
4.	Building Descriptions	40
4.1	Introduction	40
4.2	The Upper Market Hall.....	40
4.3	The Lower Market Hall.....	54
5.	Assessment of Significance	69
5.1	Introduction	69
5.2	Methodology.....	69
5.3	Significance Plans.....	71
5.4	Contribution to the character & appearance of the Conservation Area	73
5.5	Statement of Significance	74
6.	APPENDICES	76
6.1	Map Regression.....	76

1 INTRODUCTION

1.1 Purpose

This Heritage Appraisal has been written by Stephen Levrant Heritage Architecture Ltd (SLHA), a practice of conservation architects, surveyors, planners, and heritage consultants which specialises in the historic environment.

The focus of this Heritage Appraisal is to evaluate the relative architectural and historic interest of the Lower Campfield Market and the Upper Campfield Market (both listed at Grade II), Liverpool Road, Manchester (**Figure 1, below**).

The former market halls are also situated within the Castlefield Conservation Area. The purpose of the following report, therefore, has been to provide an objective evidence base which identifies the relative importance of the two Grade II listed former market halls as components of the Conservation Area and assess their current contribution to its character and appearance.

The Upper Campfield Market, along with Lower Campfield Market, were designed as purpose-built covered market halls by architects Mangnall & Littlewoods, with the Lower Campfield Market being completed in 1878, and the Upper Campfield Market being completed in 1882.



Figure 1: An aerial view looking north-east across the Lower Campfield Market (shaded blue) and Upper Campfield Market (shaded red).

1.2 General Methodology – focus on proportionality.

It is important to distinguish ‘designated heritage assets’ from ‘non-designated heritage assets’ as they are subject to different legislative and policy evaluation requirements at both national and local level. Designated Heritage Assets are defined in the NPPF as:

“World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or a Conservation Area designated under the relevant legislation”.

Non-designated heritage assets (or Locally Listed buildings) are defined within the PPF (2021, Annex 2) as:

“a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.”.

The assessment of relative significance is a comparative process, and for this reason it relies heavily on the analysis of a range of information, including local knowledge.

The Local Planning Authority's (LPA) assessment of potential harm to the character, fabric or setting of a heritage asset must be an evidence-based planning judgment. This is because the weight which the authority applies to determine the degree of direct (physical) or indirect (visual) impact must be proportionate to the relative significance of the identified heritage asset. For the purposes of this report, the LPA is Manchester City Council.

The NPPF also stresses that all analysis and evidence must be proportionate to the relative significance of the heritage asset. This fundamental requirement informs the methodology used in this Heritage Appraisal.

This Heritage Appraisal is thus the result of an extensive process which synthesises relevant evidence sourced from: documentary research, site analysis, building surveying, and professional judgment. The documentary research was based upon primary and secondary sources, including maps, drawings, images and reports.

Visual surveys of the Site were conducted in January and February 2022, in order to map out and identify the relative architectural and historic interest of the Site and its contribution to the character of the Castlefield Conservation Area.

1.3 Authorship

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

Authors:

- Lee Hutchings [BSc (Hons)] Senior Historic Building Consultant.

2 THE SITE AND HERITAGE CONTEXT

2.1 Location

The combined Site of Upper and Lower Campfield Markets is located on Liverpool Road within Manchester City Centre. Upper Campfield Market (shaded red in **Figure 2** below) is bounded by Tonman Street to the north-east, Liverpool Road to the south-west, Barton Street to the north-west, and 322 - 330 Deansgate to the south-east.

Lower Campfield Market (shaded blue in **Figure 2** 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 2 – Map showing the location of the Upper Campfield Market shaded red, and Lower Campfield Market shaded blue.

2.2 Statutory designations

2.2.1 Listed buildings

Statutory listing of the Upper Campfield Market and Lower Campfield Market means that the buildings are defined as being of ‘special architectural or historic interest’ and is, therefore, identified as being of sufficient merit to be of national heritage significance. The grading of listed buildings reflects their relative architectural and historic interest (i.e. significance). Grade I buildings are of “exceptional interest”, Grade II* buildings are particularly important buildings of “more than special interest”, whilst Grade II buildings (such as the Lower and Upper Campfield Markets) are defined as being of “special interest”.

The listing of a building (irrespective of grading) does not prevent change, in basic terms it means that Listed Building Consent must be applied for in order to make any changes to that building which might alter its special interest.

Section 7 of the Planning (Listed Buildings & Conservation Areas) Act 1990 requires that no person shall execute or cause to be executed any works for the demolition of a listed building, or for its alteration or extension in any manner which would 'affect its character' as a building of special architectural or historic interest, unless the works are authorised in the form of Listed Building Consent.

It is, therefore, important to understand the implications of the listing of both buildings. Upper and Lower Campfield Markets together form a group, along with the Grade II listed former Deansgate Free Library, which forms a group with the attached Upper Campfield Market.

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 descriptions covering each building 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

Upper Campfield Market

Heritage Category: Listed Building

Grade: II

List Entry Number: 1197915

Date first listed: 17-May-1974

Statutory Address: Former Market Hall, Liverpool Road, Manchester

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

2.2.2 Conservation Areas

The Site is located within the Castlefield Conservation Area, which forms the largest conservation area in Manchester. Castlefield is situated to the south-west side of the city centre; its focus is the Roman fort from which it derived its name - i.e. 'castle in the field'.

Designated on the 13th October 1979, the Conservation Area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On the 26th June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell. (**Figure 3**).

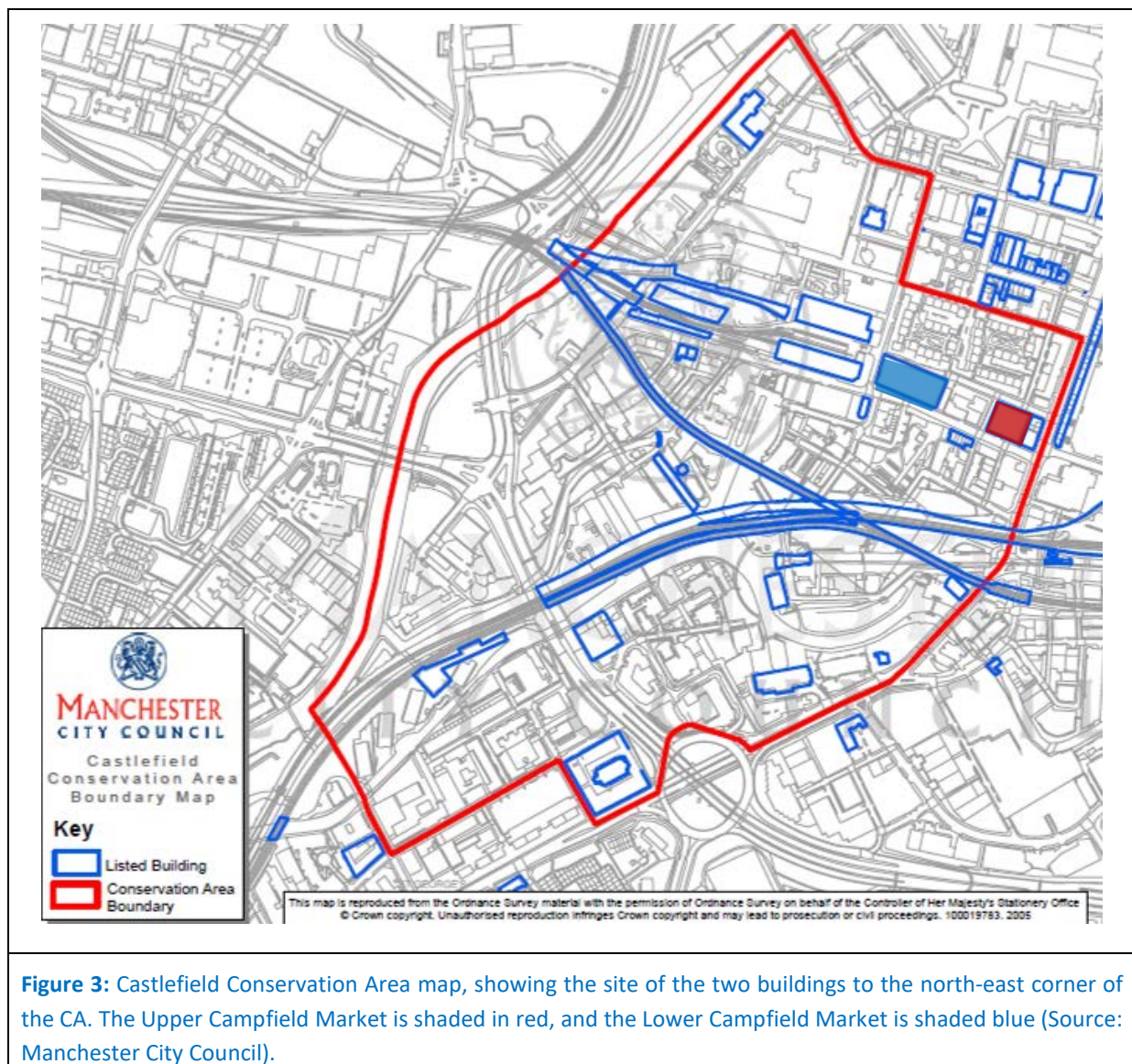


Figure 3: Castlefield Conservation Area map, showing the site of the two buildings to the north-east corner of the CA. The Upper Campfield Market is shaded in red, and the Lower Campfield Market is shaded blue (Source: Manchester City Council).

3 HISTORICAL DEVELOPMENT

3.1 Introduction

This Section details the historic development of the Site in order to understand the context in which the buildings were constructed.

This Section does not present a comprehensive history of the surrounding area, but aims to provide a sound evidence base to then assess the significance of the Site. Please refer to Section 6.1 of the Appendices for a map regression of the Site.

3.2 Brief history of the development of the area

The Upper and Lower Campfield Market buildings are located within the Castlefield Conservation Area; the largest Conservation Area in Manchester. The Castlefield district, which is contained within the Castlefield Conservation Area, is formed from a diverse variety of district character areas.

Character areas include: the site of the former Roman fort along with the 18th century Castlefield Basin, canals and warehouses to the south of the area, 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, and a number mid-to-late 20th century and early-21st century developments to the north of the area, including the remaining parts of the 1950s former Granada Studios and surrounding modern residential buildings.

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 3: 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 (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.

3.3 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 created new buildings such as the Lower and Upper Campfield Markets in the 1870s.

3.4 The development of the Site

The Site of the Upper and Lower Campfield Markets 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", and roughly covered the area of both Campfield Market buildings (see Figure 4).

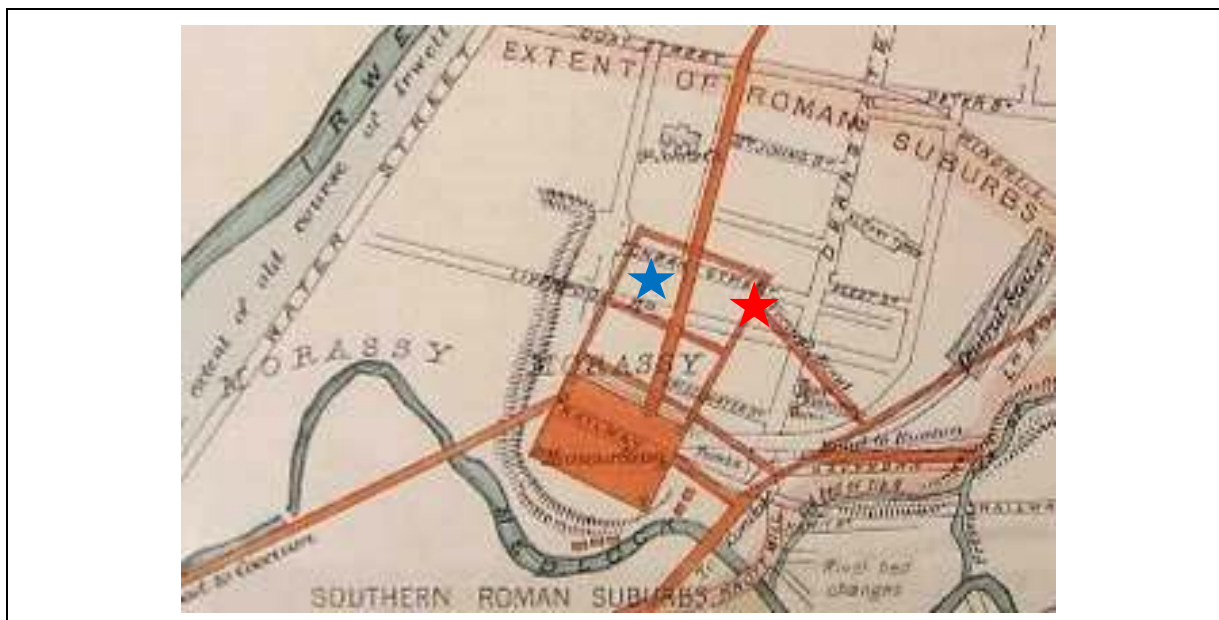


Figure 4: An indicative map of Roman Manchester drawn in 1900, showing the location of the Roman fort (shaded orange). The approximate location of the Lower Campfield Market is shown by the blue star, and the Upper Campfield Market by the red star. (Source: Gift of Old Manchester Committee)

During the 18th century the land around the site of the future Upper 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. 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

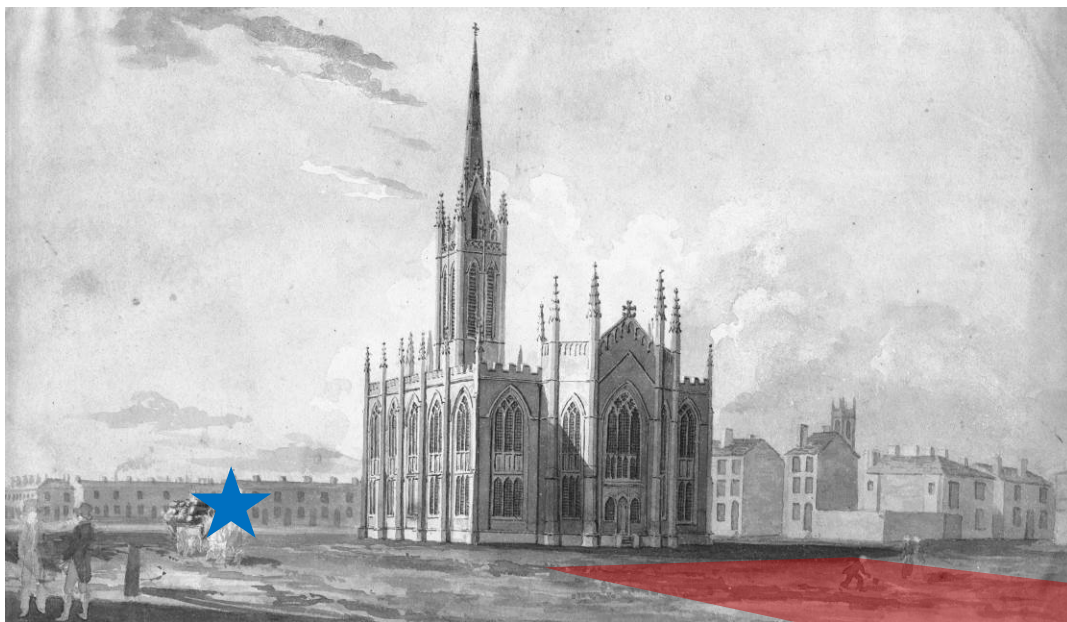


Figure 5: An etching of the new St Matthew's Church as seen in the c1830s. This view looks north-west from Liverpool Road towards the rear of the church.

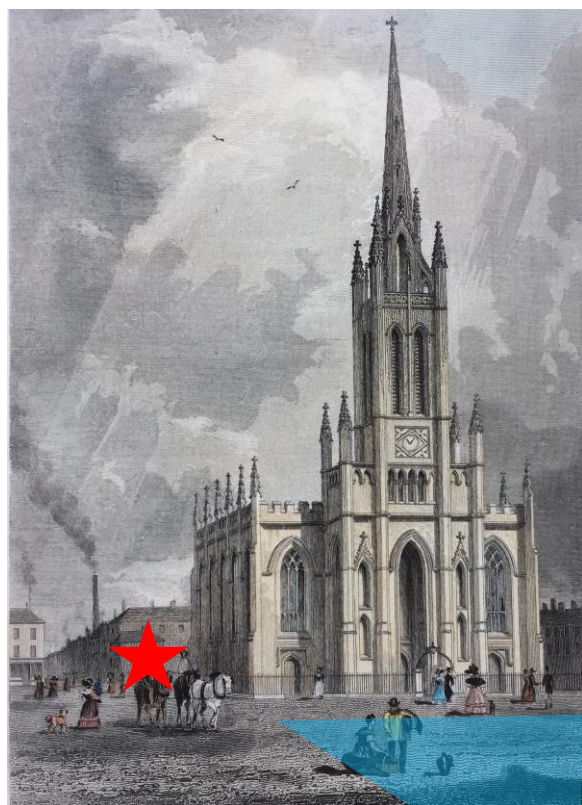


Figure 6: An etching of the new St Matthew's Church as seen in the c1830s. This view looks south-east towards the front of the church from Tonman Street.



Figure 7: The same view as seen today.



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)

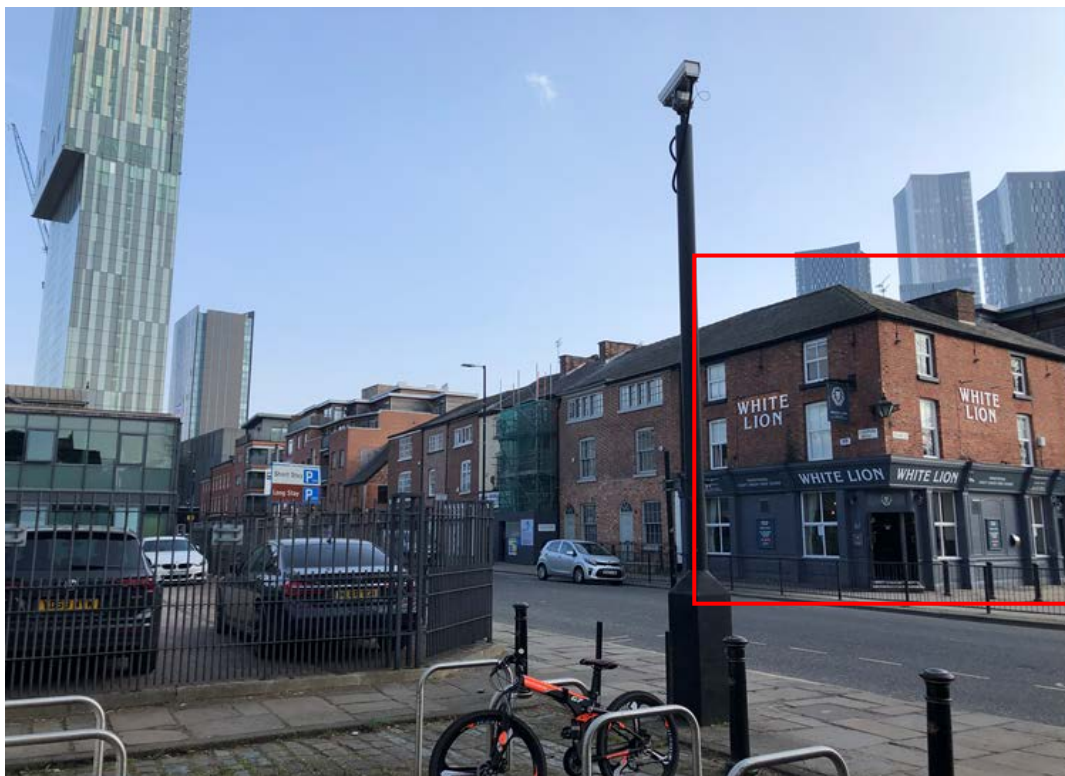


Figure 9: The same view of “Factory Girls at The Old Clothes Fair, Knott Mill” as seen in 2022.

3.5 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.

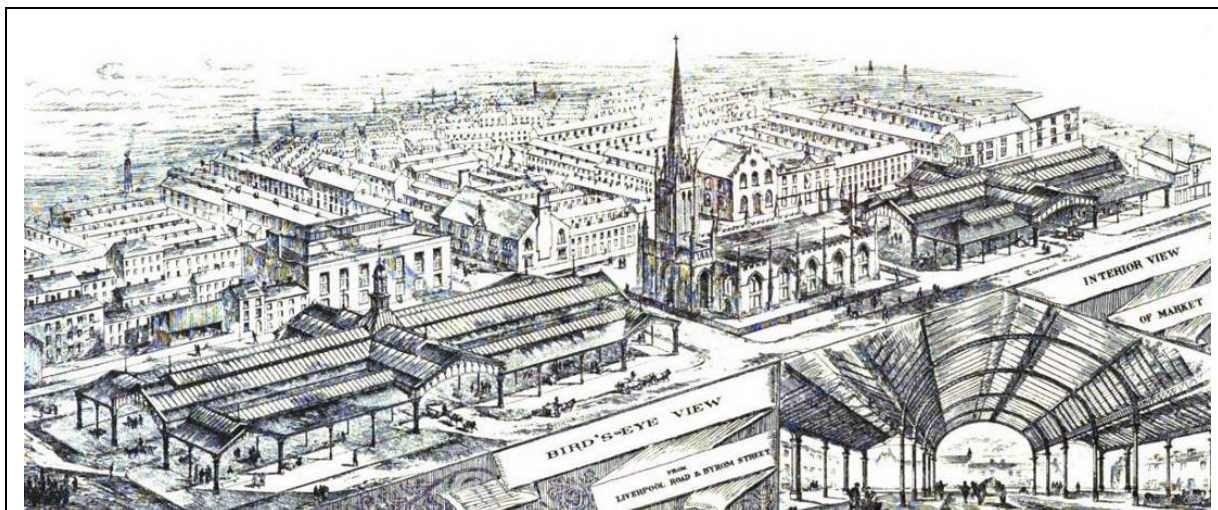


Figure 10: An artists impression of Lower (left) and Upper (right) Campfield Markets from The British Architect and Northern Engineer, 16th March 1877. Note the original open sides to both buildings and clock tower to Lower Campfield Market (which was never built).



Figure 11: An aerial view looking north-east across the Site, showing the comparison with the 1877 view in Figure 10 above.

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” (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”* (Manchester Courier and Lancashire General Advertiser, 03rd March 1877).

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, which 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”* (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 had *“made ample provision to meet the expected contingency of the markets hereafter being enclosed”*.

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. As seen in the above article, regarding the Lower Campfield Market, this article also explains that *“for the present it will be open on all four sides, the work contemplated being simply a shed supported by iron pillars”*.

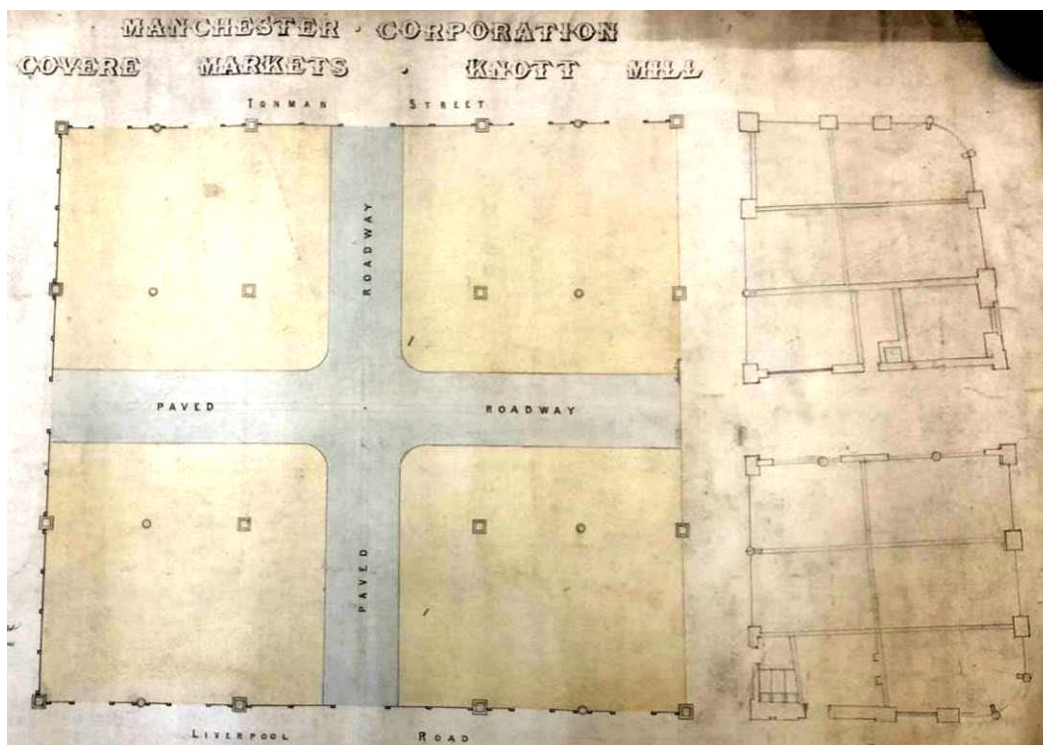


Figure 14: An article in the Manchester Courier and Lancashire General Advertiser in the 11th May 1877 explained that *“Each of the buildings is divided by wide avenues running through the centre at right angles and communicating with the main entrance”* (Source: Manchester Archives)

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 *“No evident progress is being made with the portion of the structure between the church and Deansgate”* by September 1877 *“and we are informed that this is in consequence of some uncertainty as to the best way of treating the design at Deansgate”* (Manchester Courier and Lancashire General Advertiser, 22nd September 1877).

However, by October 1877 the iron frame of the Lower Campfield Market had been completed, and awaited its timber, slate and glass roof coverings. Interestingly, an article dated 20th October 1877 explained that even from the outset of construction, the intention to enclose the buildings was being considering: *“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).

The yet uncompleted Lower Campfield Market started trading on the 19 August 1878 by way of a ‘soft opening’ due to about half the ground being unflagged and consequently being temporarily hoarded off, with a few stall owners using “shake down” trestle tables during the completion of the rest of the market building. (Manchester Courier and Lancashire General Advertiser, 19th August 1878).

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.

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, 05th 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 confidently 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”*.

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)

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 also goes on to explain 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, as with the idea of extending the market to meet Deansgate, this also didn’t come to fruition (Manchester Evening News, 20th May 1879).

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).



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)

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.

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).



Figure 16: The western half of the Upper Campfield Market. looking north into Tonman Street in c1900.

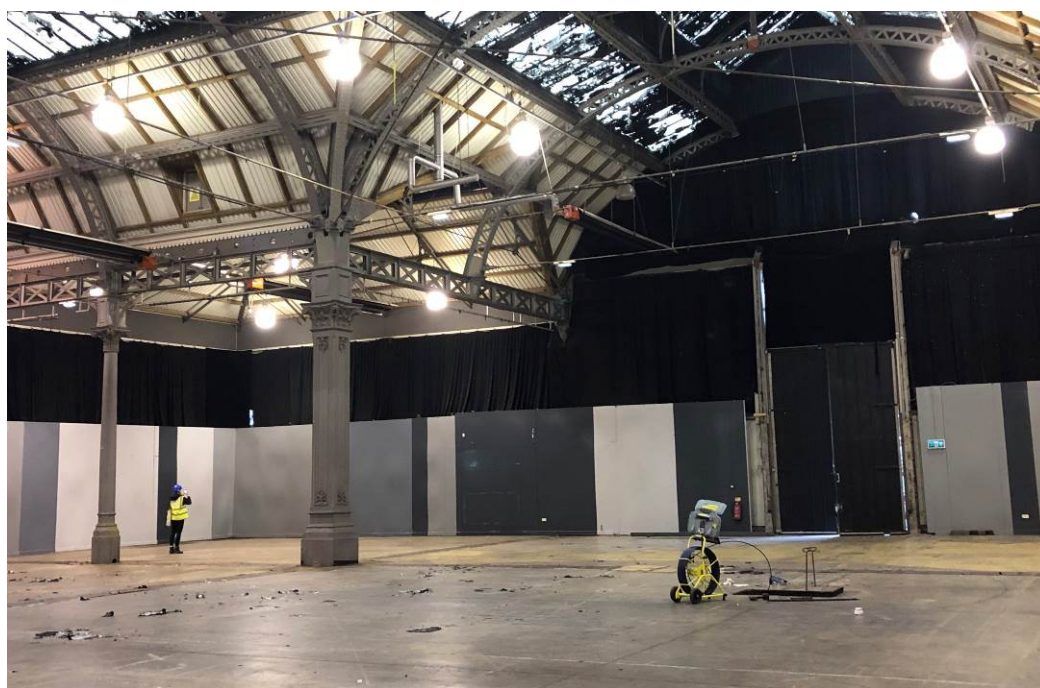


Figure 16: The same view as seen in 2022.

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 16a: The Upper Campfield Market as seen from Liverpool Road in 1914, showing the three ground floor shop units (outlined) which were constructed under the new Commercial Produce Auction Sales Room in 1894 (Source: Manchester Archives).

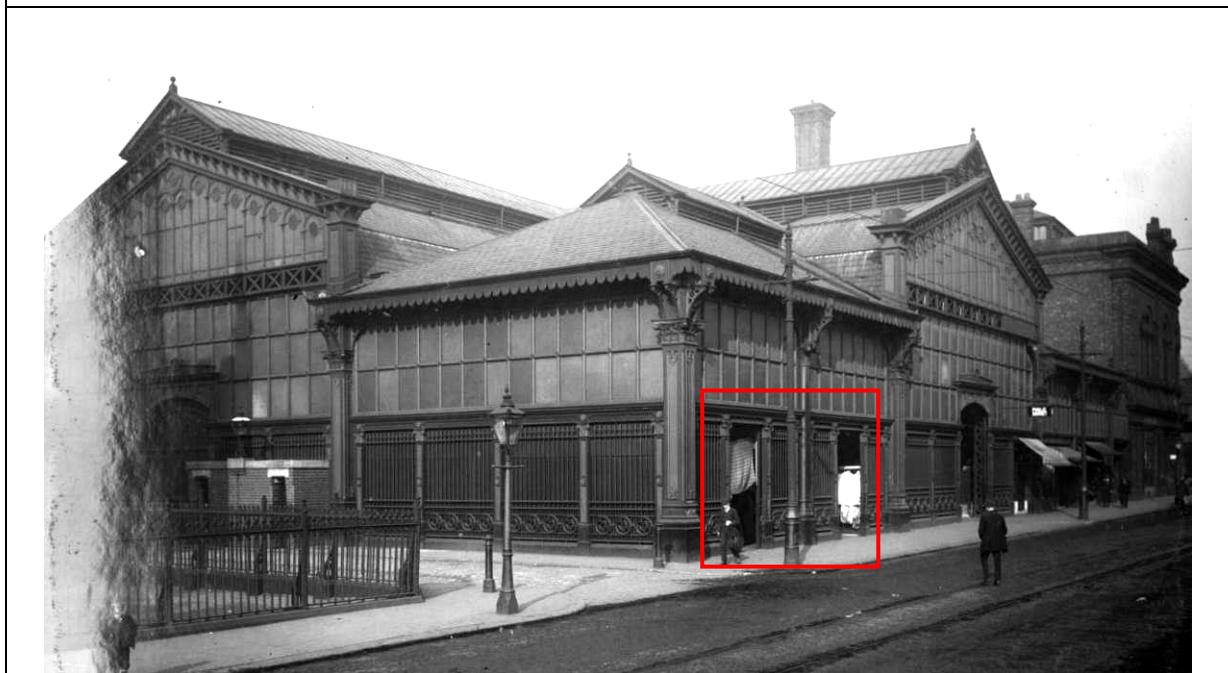
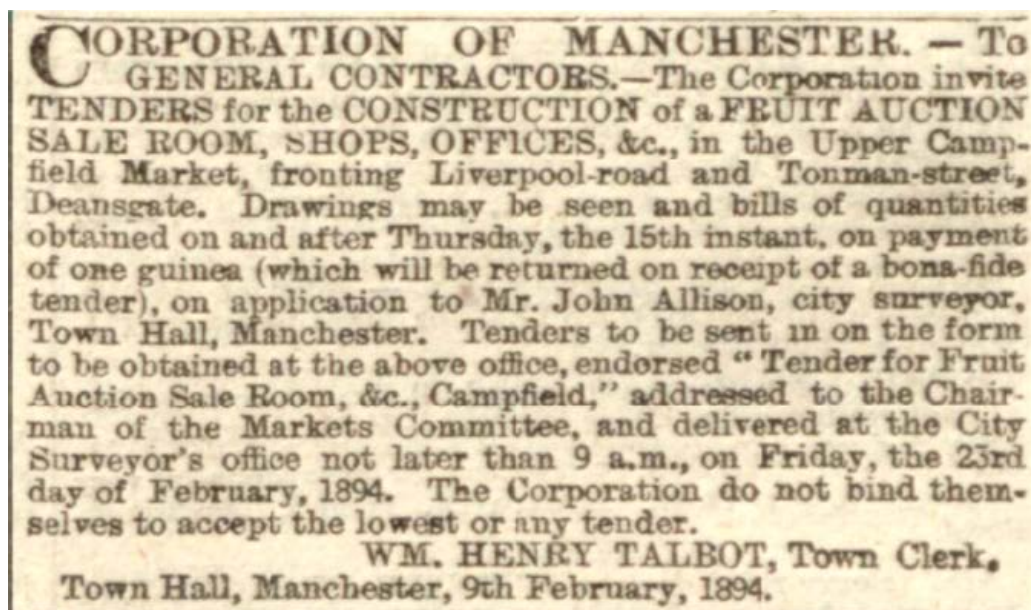


Figure 16b: Looking east along Liverpool Road at the western side of the Upper Campfield Market in c1914, showing the two sliding side gates in an open position (outlined) (Source: Manchester Archives).

3.6 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 16a**) 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 17: A notice advertising for tenders for the new auction room/shops. (Source: Manchester Courier and Lancashire General Advertiser – 10th February 1894)



Figure 18: 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 19: The same view as seen in 2022.

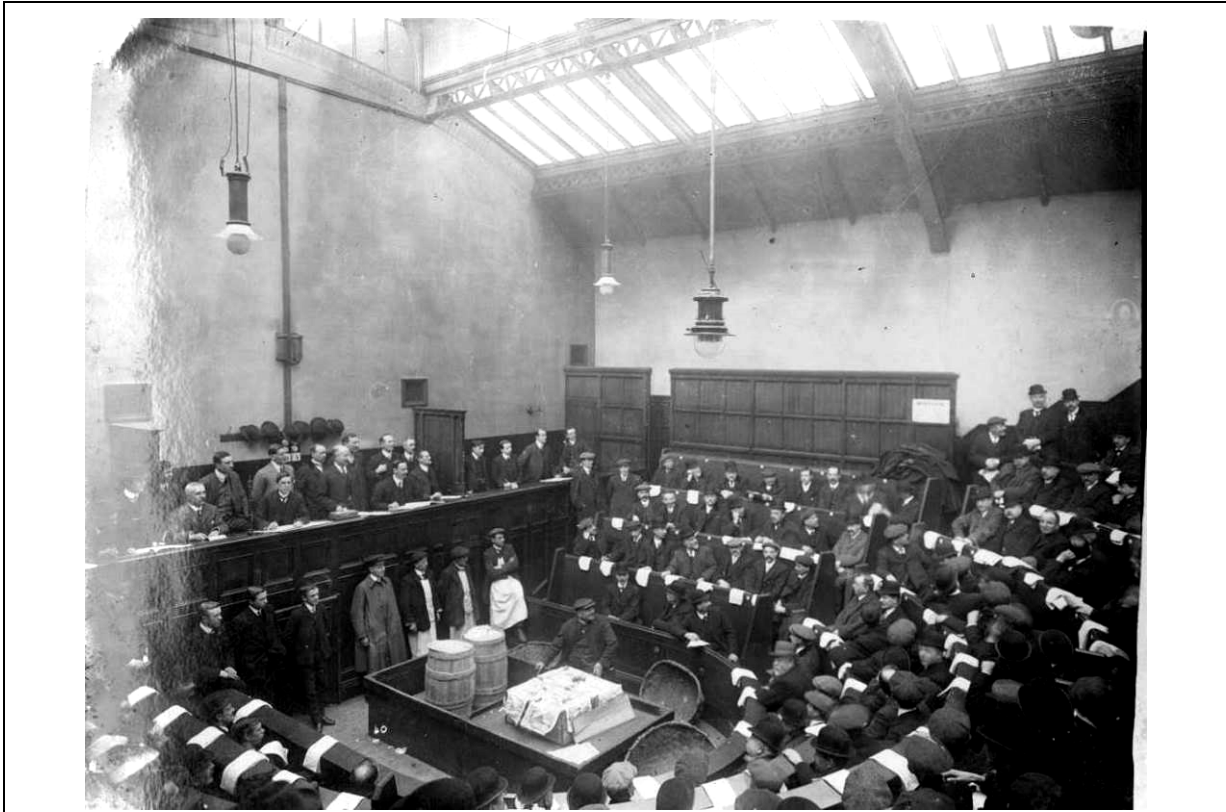


Figure 20: Looking north-west across the Commercial Produce Auction Sales Room in the circa 1890s, showing the auctioneer's podium (left) and horseshoe-like tiered bidders seating (right). To the centre is the two hydraulically-powered produce lifts. (Source: Manchester Archives)

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 18 and 20** above.

"The auction room is situated in the first 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".

3.7 The Manchester City Exhibition Hall

The necessity for a new exhibition hall in Manchester arose from the demolition of the large St James's Hall exhibition hall, on Oxford Street, which was demolished in 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.

Although the decision to convert the Lower Campfield Market into an exhibition hall was decided in 1909, due to the Campfield Markets having never proved to be a successful venture, as early as 1907 the Lower Campfield Market was being rented out for 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).

The first official exhibition in the new City Hall is thought to have been the 1909 RAC Motor Show. The alterations undertaken to the City Hall shortly before this exhibition included *"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"* (Manchester Courier and Lancashire General Advertiser, 27th October 1909). Other alterations undertaken during the building's conversion included a new black and white tiled floor, which can be seen in **Figures 23 and 26** below.

Another early exhibition starting in November 1909 was a three-month American show of wild animals called 'The Bostock Jungle'. The exhibition included 300 animals, including 50 performing lions, housed in cages around the hall, of which two performances were held daily (**Figure 21**).

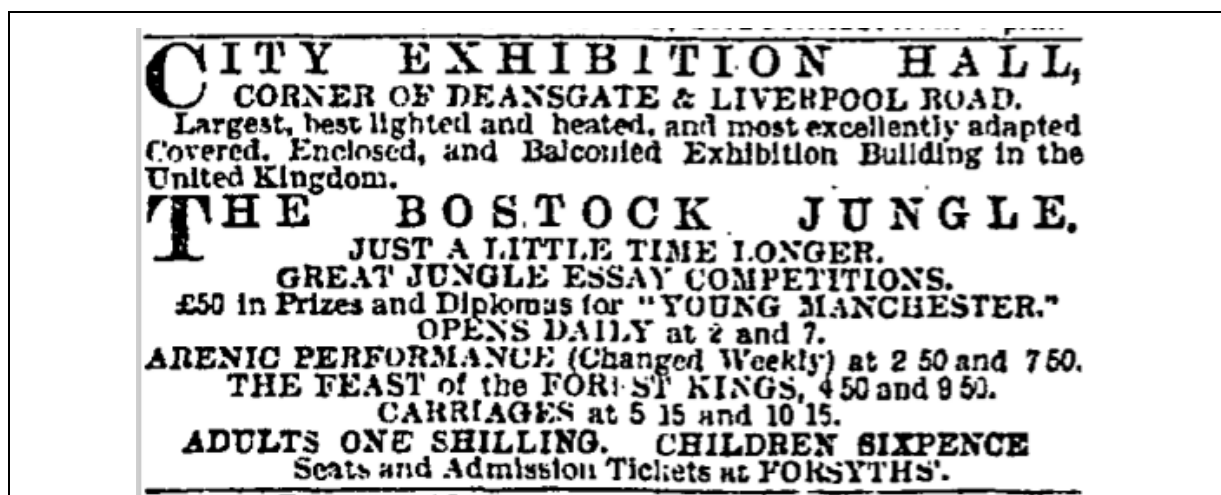


Figure 21: An advert for the "Bostock Jungle" (The Manchester Guardian, 14th December 1909)

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).

IMPORTANT EXHIBITIONS
At the CITY EXHIBITION HALL,
LIVERPOOL ROAD, DEANS_GATE, 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: J.
 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 22: 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 24, 25 and 26), the Home Exhibition in May 1910, the Cinderella Doll Show, Christmas 1913 (see Figure 27), and a frequent motor show, as seen in Figure 23.



Figure 23: An early motor show in the City Hall, c 1909. Note the black and white tiled floor.



Figure 24: An advert for the 1912 Grocers' Exhibition (Source: The Manchester Courier, 29th March 1912)



Figure 25: The Grocers Exhibition at the City Hall in March 1912.

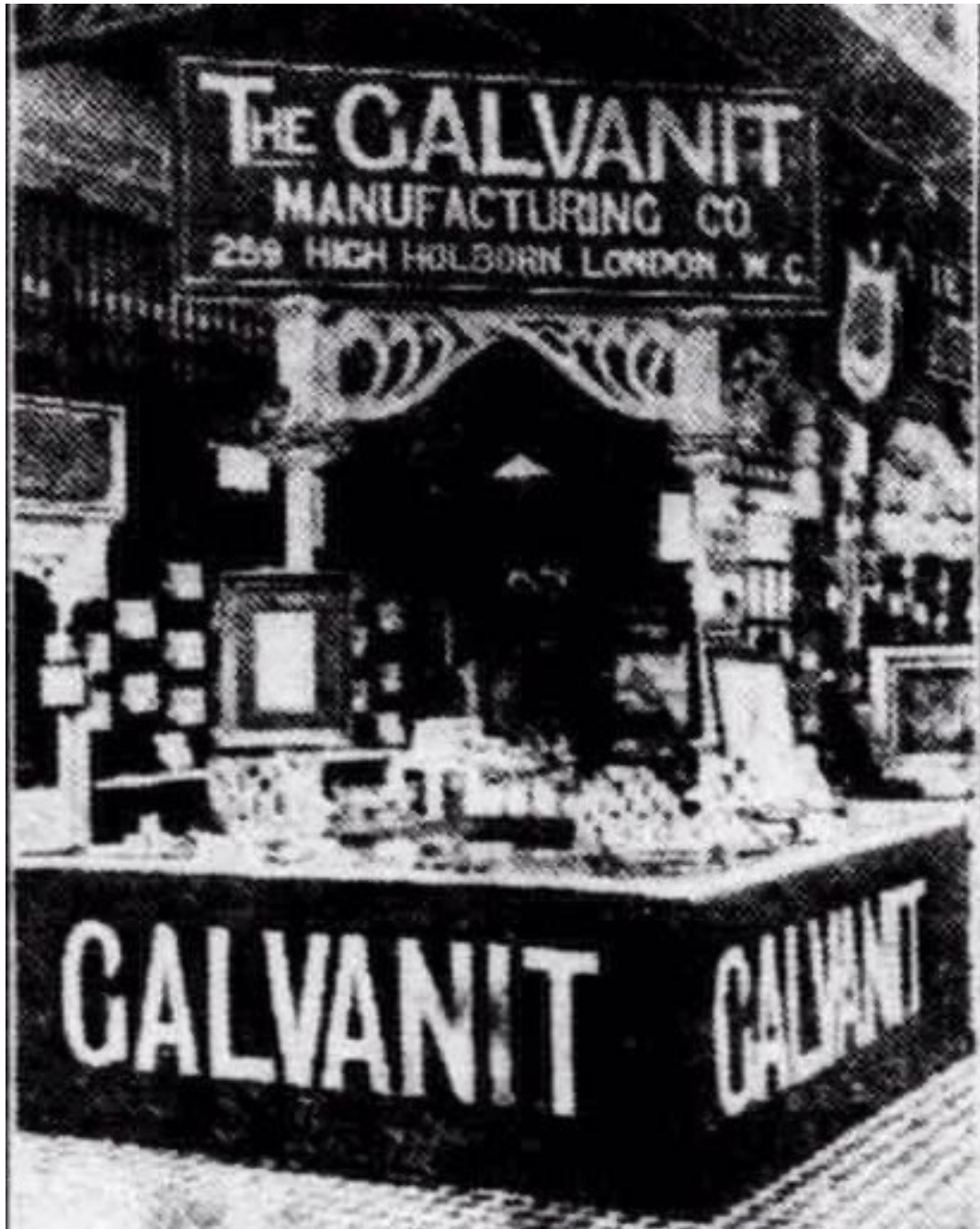


Figure 26: The Grocers Exhibition at the City Hall in March 1912. Note the black and white tiled floor.

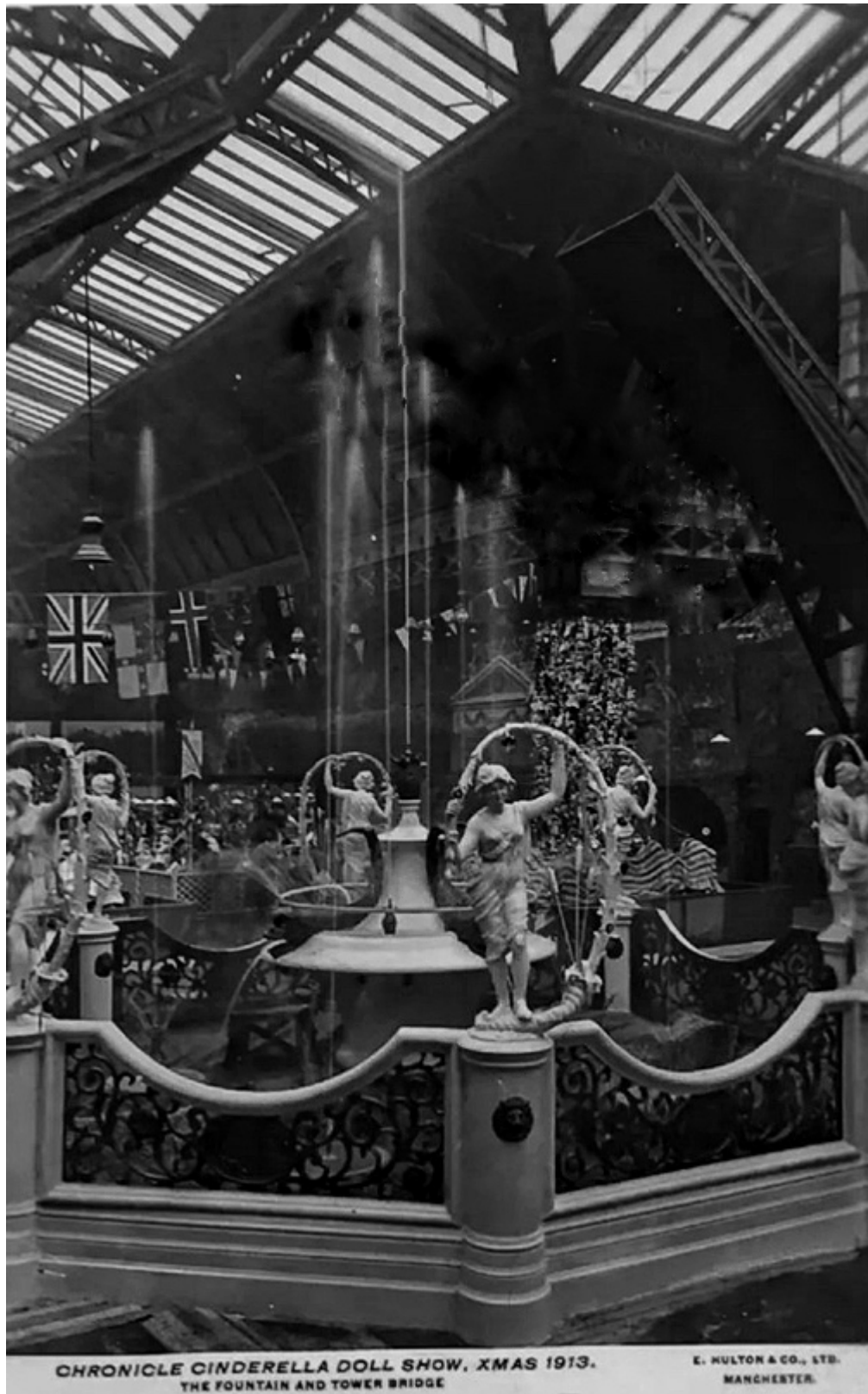


Figure 27: The Cinderella Doll Show, Christmas 1913, showing the fountain constructed to the centre of the City Hall (Source: historic postcard)

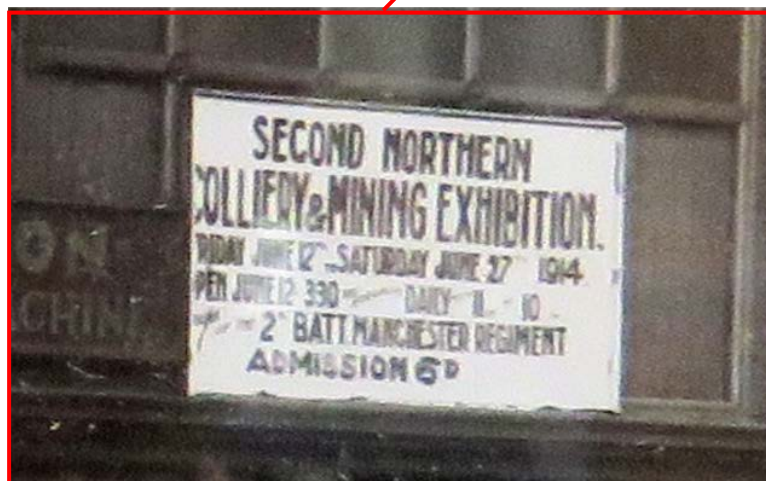


Figure 28: The Liverpool Road (left) and Byrom Street (right) elevations of the City Exhibition Hall (formally the Lower Campfield Market) in 1914. The sign on the east elevation of the hall advertises the second northern colliery and mining exhibition. (Source: Manchester Archives)

The City Hall ceased to function as an exhibition hall during the First World War (1914-18), and on the 21st January 1921 the Markets Committee agreed for the hall to be used for the manual training of soldiers for twelve months. 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 29 below illustrates the appearance of the interior of the City Hall in 1922.

On the 27th January 1927, the Market's Committee granted permission for the extension of the City Exhibition Hall, with the intention of extending the building across Tonman Street and onto site of the Miscellaneous 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 29: Looking lengthways through the City Exhibition Hall in 1922, showing the c1909 mezzanine level around perimeter. (Source: Manchester Archives)

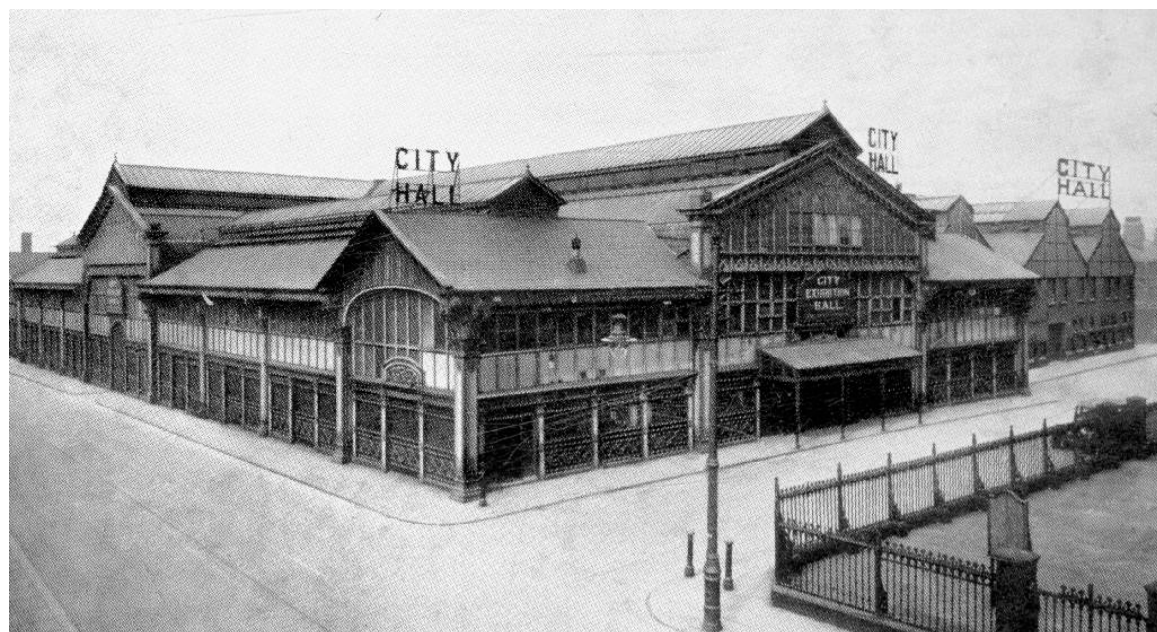


Figure 30: A view looking north-west across the City Hall and the newly completed extension to the right in c1928 (Source: Manchester Archives)



Figure 31: The newly completed City Hall extension (right) seen looking south from Byrom Street in c1927. The original part of the City Hall can be seen to the far left. (Source: Manchester Archives)



Figure 32: A selection of exhibition brochures for the City Hall during the 1930s. (Source: Ebay)



Figure 33: The market department stand at the Imperial Fruit Show at the City Hall in c1931 (Source: Manchester Archives)

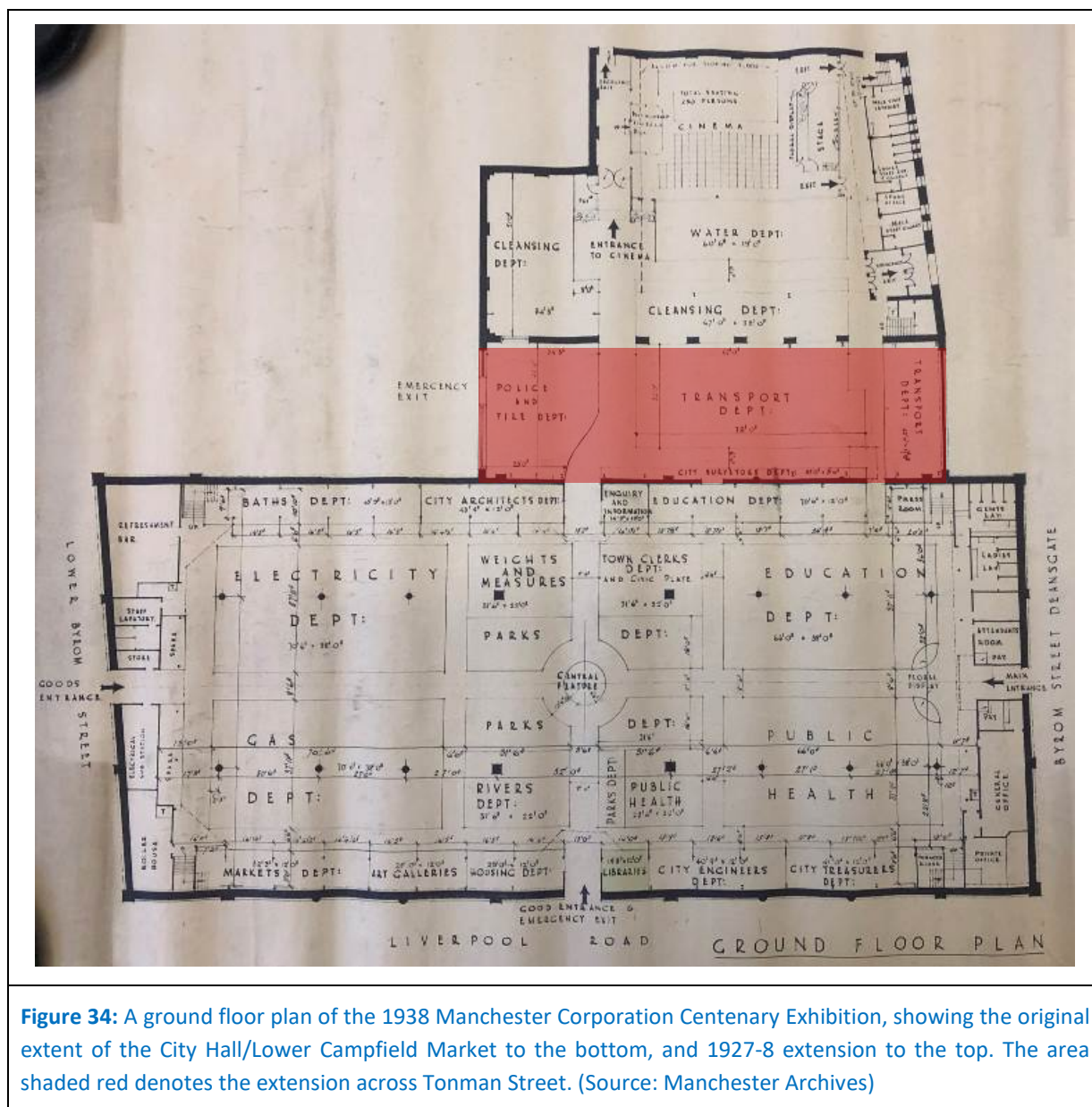


Figure 34: A ground floor plan of the 1938 Manchester Corporation Centenary Exhibition, showing the original extent of the City Hall/Lower Campfield Market to the bottom, and 1927-8 extension to the top. The area shaded red denotes the extension across Tonman Street. (Source: Manchester Archives)

3.8 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"*.

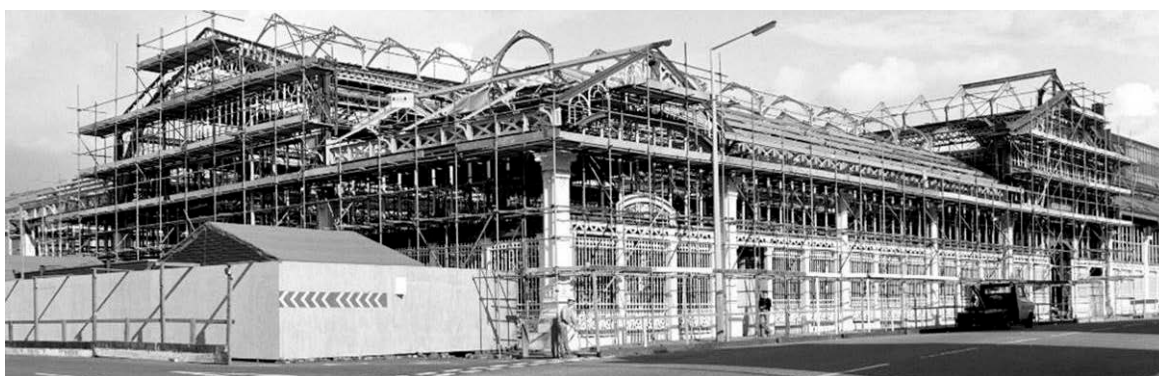


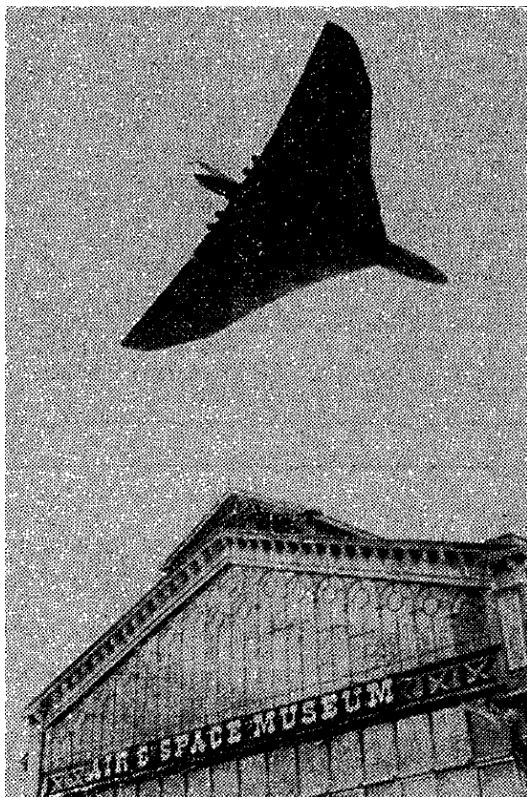
Figure 35: The Lower Campfield Market building during its substantial renovations in 1981 in preparation for becoming the Manchester Air & Space Museum. Note the complete removal of roof and elevation coverings. (Source: Manchester Archives).



Figures 36 and 37: 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 38: A fighter plane being lifted into place in the new Air and Space Museum in 1982 (Photograph by Dr Alan Curry)



Figures 39: 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

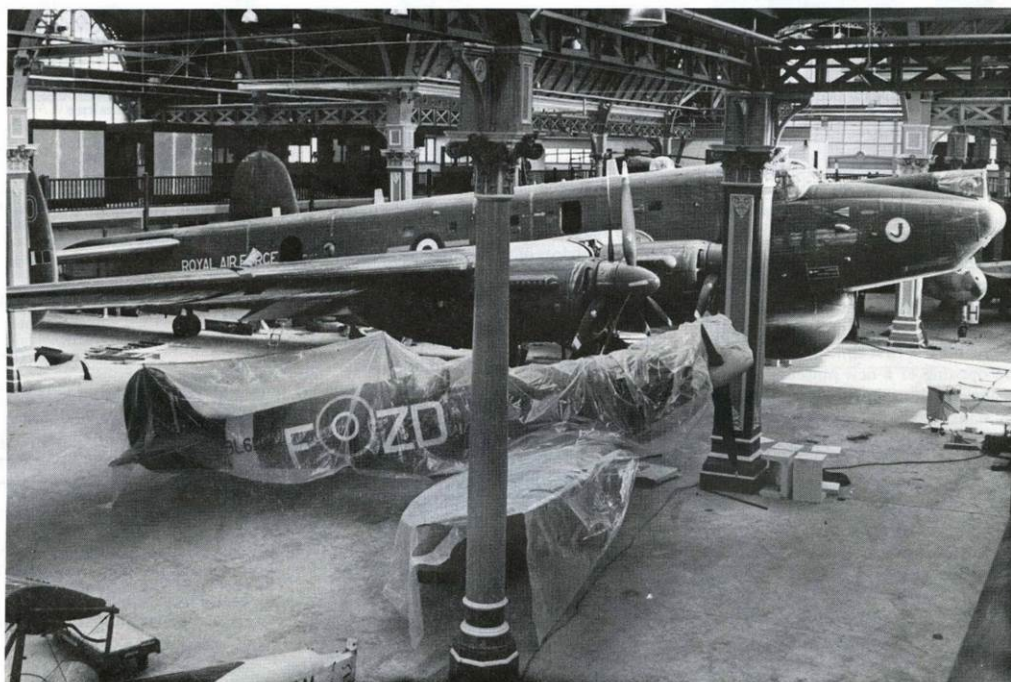
FREE TO MEMBERS

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 40: 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.

4. BUILDING DESCRIPTIONS

4.1 Introduction

The following section provides an objective description of the Upper Campfield Market and Lower Campfield Market buildings, as existing, using images from the non-intrusive visual survey undertaken in January and February 2022.

The aim of the following section is to demonstrate the current appearance and extent of historic fabric that remains, which in turn will inform the Significance Appraisal (**Section 5**).

4.2 The Upper Market Hall

Table 1: Building Description

Exterior

South elevation –



Figure 41: The south elevation (right) and west elevation (left).



Figure 42: 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 43: The central section of the south elevation, showing the original glazed framework with modern corrugated metal sheeting and gates.



Figure 44: 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 45: Looking east along Tonman Street along the northern elevation of the building.



Figure 46: The eastern part of the market (extreme right) showing the link alley way connecting it to the former library building to the left.



Figure 47: 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 48: The west elevation on Barton Street, showing the only examples of surviving original cast iron railings to the bottom parts.



Figure 49: 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 50: 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 60: Looking into the former market alley from Liverpool Road, showing the brick east elevation of the Upper Campfield Market building, which is thought to have been constructed between the completion of the market and the completion of the adjacent library in the early 1880s.

Interior

Interior north –

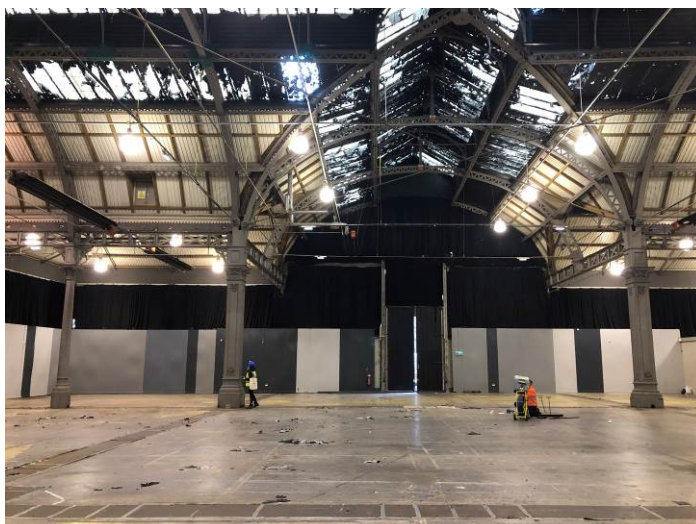


Figure 61: Looking north across the width of the building, showing the original cast and wrought iron roof structure and columns. The roof panels consist of modern corrugated metal and fibreglass sheets.



Figure 62: The modern corrugated metal gates onto Tonman Street.



Figure 63: Looking up to the modern curtains that now conceal the original Venetian glazed gable end onto Tonman Street.

Interior south –

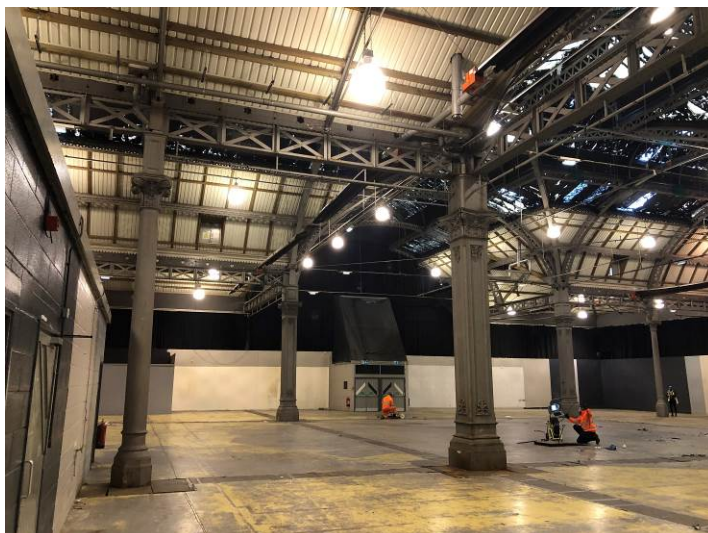


Figure 64: Looking south across the width of the building, showing the original cast and wrought iron roof structure and columns. The Enclosures to the left date to the early circa 1980s.

Interior west –

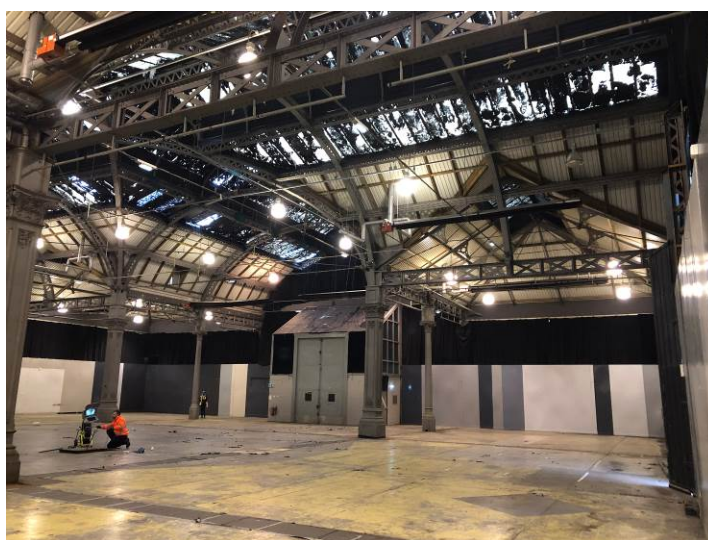


Figure 65: Looking north-west across the width of the building.



Figure 66: Looking west along the southern elevation of the building, showing one of the two modern (c1980s) entrance enclosures.

Interior east -



Figure 67: Looking east towards the east elevation showing the two modern (c1980s) enclosures forming toilets, kitchen and office etc. This part of the market formed the 1894 fruit auction room (to roof level), with ground floor shops below.



Figure 68: The east elevation showing the modern (c1980s) enclosures.



Figure 69: A detail of the upper part of the east elevation, showing the c1880s brickwork encapsulating the 1870s cast iron framework. Note the decorative foliage and Manchester coat of arms to the bracket, which depicts three lines representing the three rivers which run through Manchester city centre: the Irwell, the Irk and the Medlock, with a ship in full sail above.

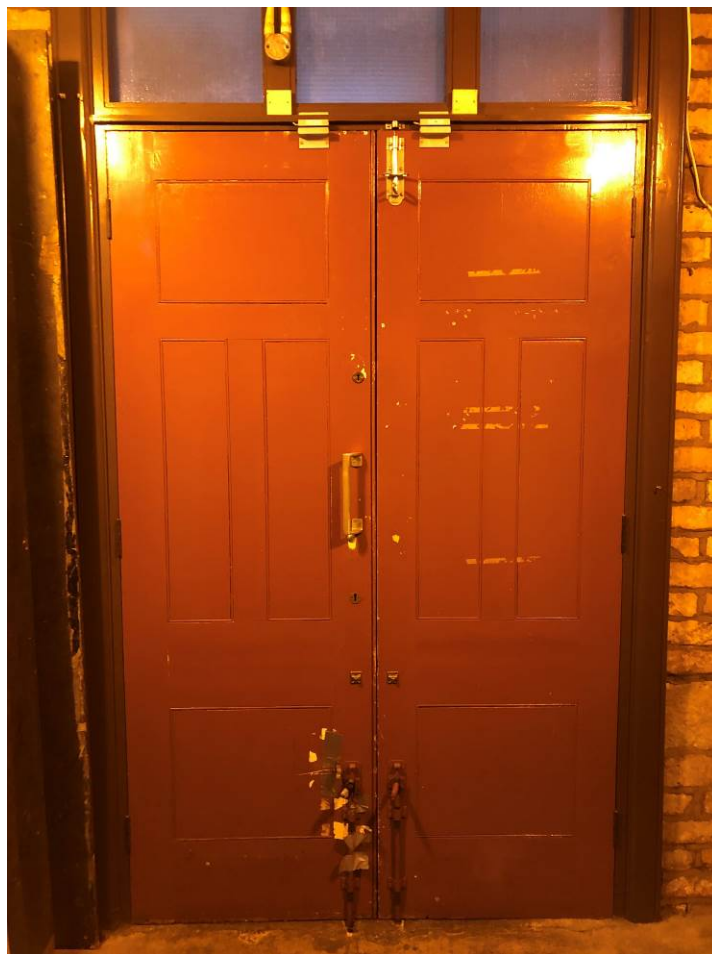


Figure 70: The panelled double doors to the east elevation. Although these are of a modern date, they follow a historic pattern.



Figure 71: The upper part of the east elevation, showing the modern curtains concealing the original glazed gable.

Roof –

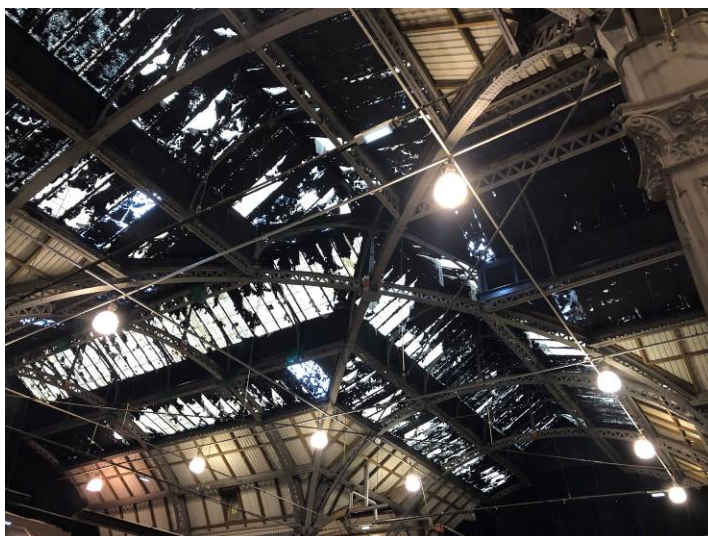


Figure 72: The central section of the roof structure, showing modern lighting. The obscured fibreglass panels are now losing their black-painted undersides.

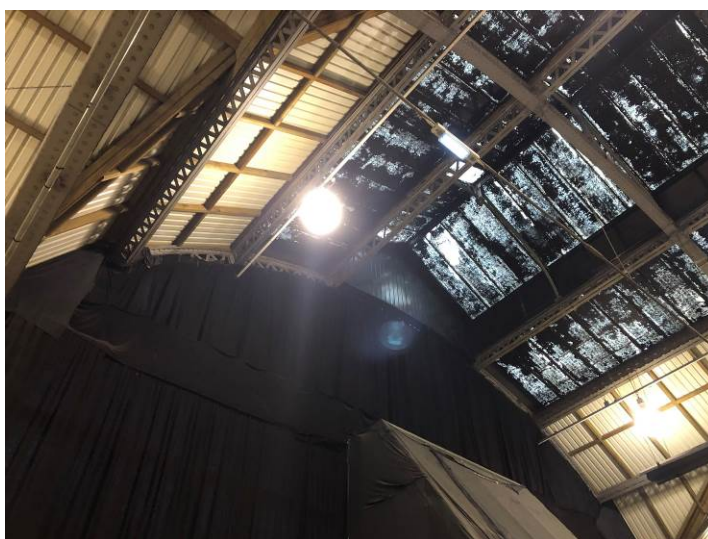


Figure 73: The western side of the roof structure.

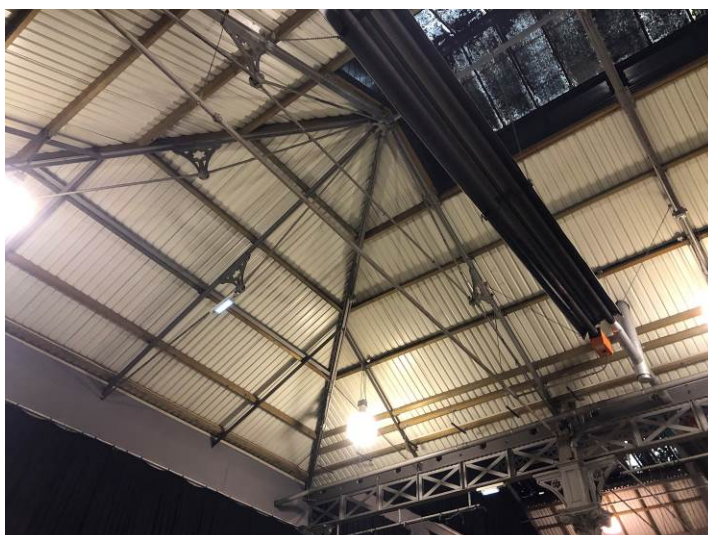


Figure 74: The western side of the roof structure.



Figure 75: An example of the decorative original central columns, which feature decorated composite capitals.

4.3 The Lower Market Hall

Table 2: Building Description

Exterior

South elevation –



Figure 76: The southern elevation of the Lower Campfield Market as seen from Liverpool Road. (2018)



Figure 77: 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)

North elevation –



Figure 78: The north elevation as seen from Lower Byrom Street. (2018)

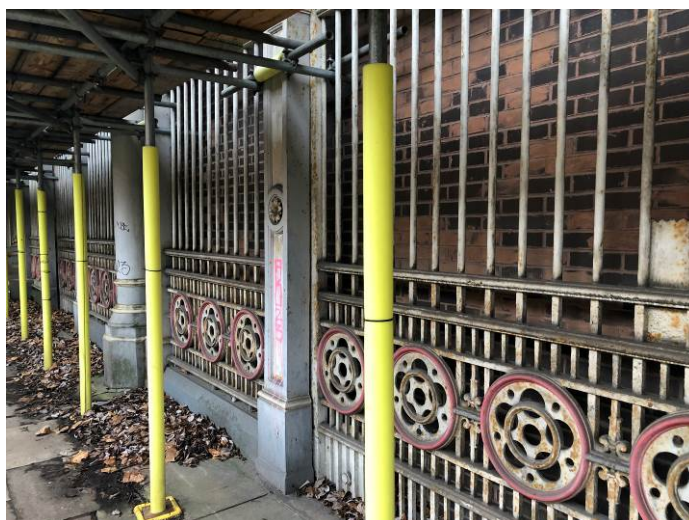


Figure 79-80: Examples of the original sliding gates to the north elevation. Note the wheels (bottom) and lock protection plates (centre).

West elevation -



Figure 81: The southern elevation as seen from Lower Byrom Street. (2018)



Figure 82: The central glazed Venetian windows to the east elevation.



Figure 82: The lower parts of the west elevation.

East elevation –



Figure 84: The south elevation (left) and east elevation (right) (2018)



Figure 85: The east elevation.



Figure 86: Examples of 1980-3 doors to the east elevation.

Interior

Interior south –



Figure 87: Looking south-west across the building towards the southern elevation.



Figure 88: The central section of the south elevation.



Figure 89: Looking south-east across the building towards the southern elevation.



Figure 90: Examples of the c1909 cast iron mezzanine columns to the south elevation.

Interior north –

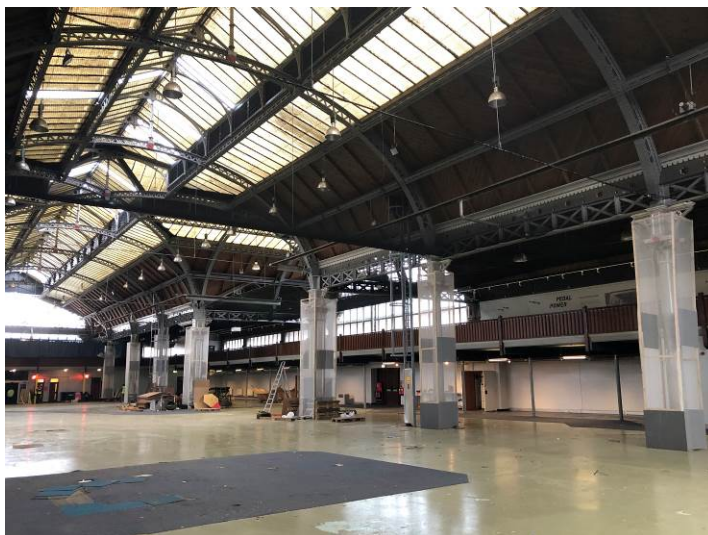


Figure 91: Looking north-west across the building towards the north elevation.

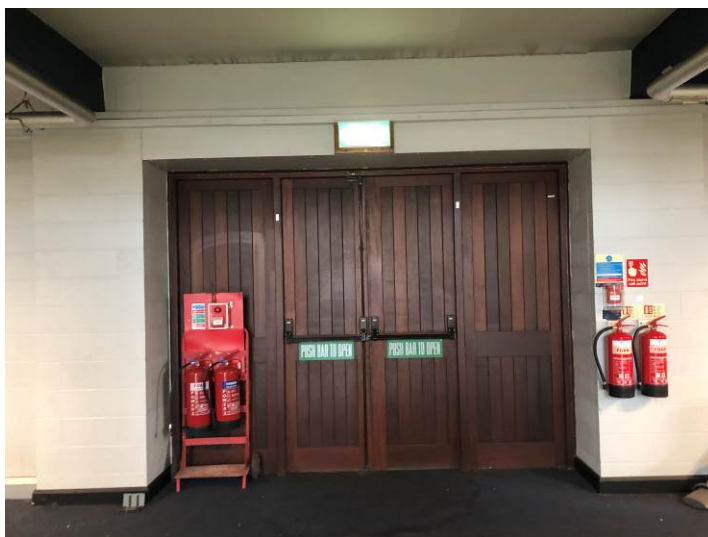


Figure 92: An example of the 1980s timber external doors to the north elevation.



Figure 93: Looking east along the northern elevation beneath the mezzanine.

Interior west –

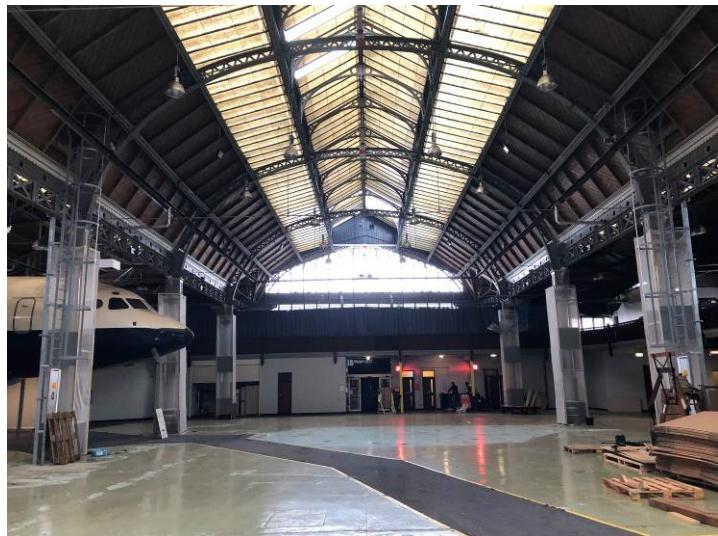


Figure 94: Looking west across the building towards the north elevation.



Figure 95: The 1980s toilets and enclosures to the north-west corner of the ground floor.



Figure 96: The modern entrance vestibule to the west elevation.



Figure 97: A 1980s room located to the south-west corner of the ground floor.

Interior east -



Figure 98: Looking east across the building towards the east elevation.



Figure 99: Modern 1980s structures along the east elevation.



Figure 100: The modern 1980s rooms to the south-east corner of the ground floor.

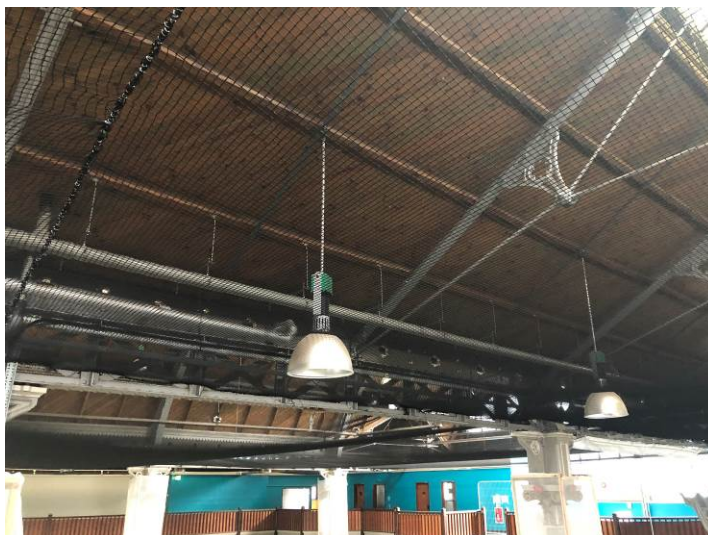
Roof –

Figure 101: The south-east corner of the roof structure, showing the 1980s timber boarding replacements and modern lights.

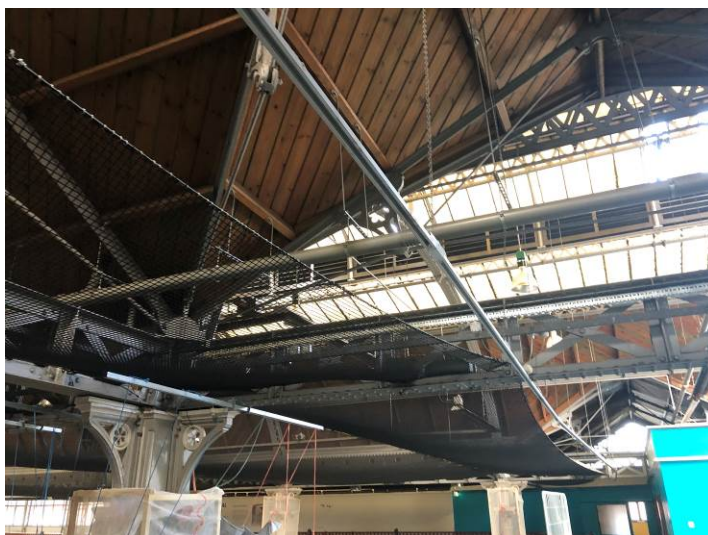


Figure 102: Central section of the eastern side of the roof structure, showing the 1980s timber boarding replacements.



Figure 103: An example of the modern 1980s fibreglass panels (discoloured) and more recent clear coverings.



Figure 104: An example of the modern 1980s fibreglass panels (discoloured) and more recent clear coverings to the centre of the roof.



Figure 105: Looking west along the length of the roof structure.

Mezzanine level



Figure 106: Looking west along the southern mezzanine

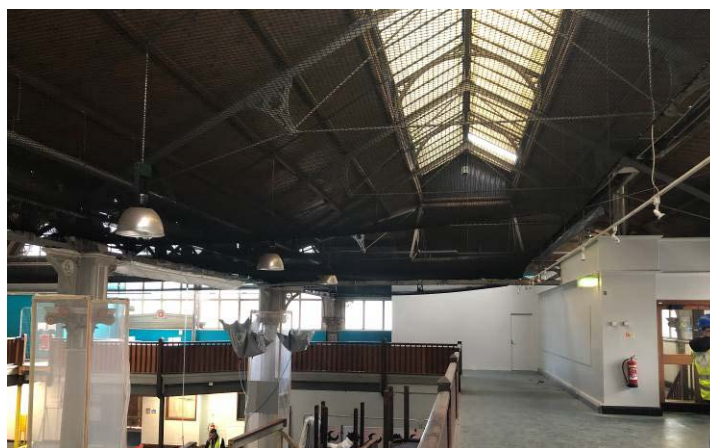


Figure 107: Looking east along the southern mezzanine.



Figure 108: The eastern side of the southern mezzanine.

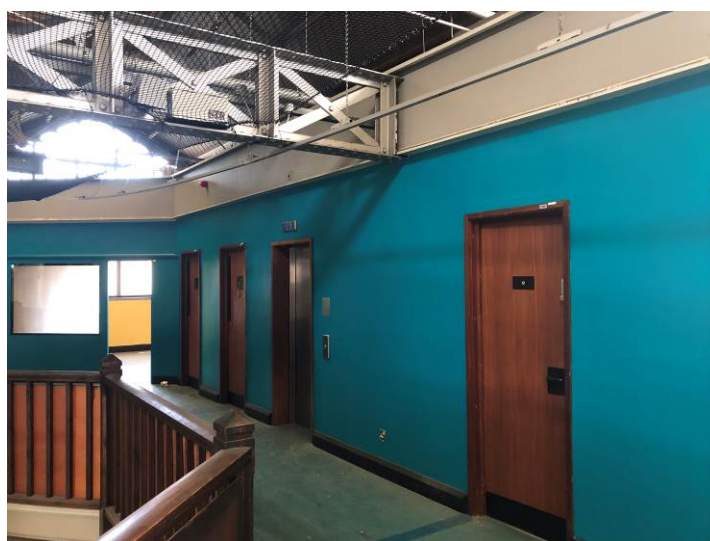


Figure 109: Looking north along the eastern side of the mezzanine, showing the 1980s partitioned toilets and other rooms.

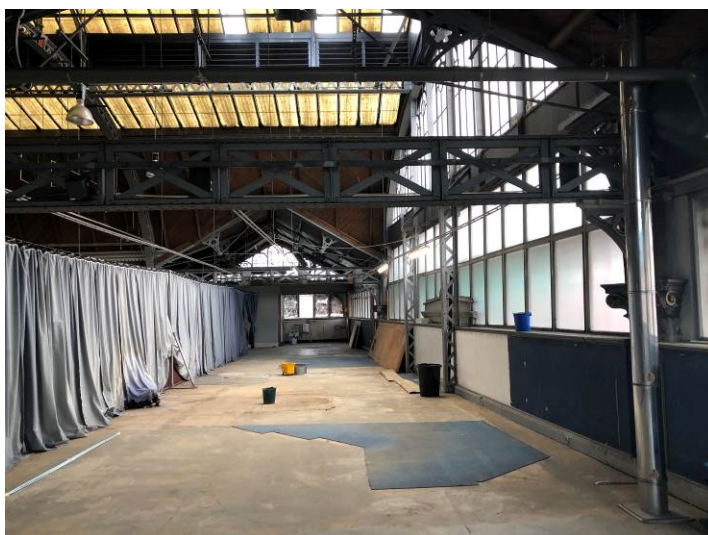


Figure 110: Looking south along the western mezzanine.



Figure 111: Looking north along the western mezzanine.



Figure 112: An example of one of the original decorative cast iron external columns, showing a representation of a Lancashire rose to the capital.



Figure 113: An example of one of the four 1980s mezzanine staircases located to each corner of the building.

5. ASSESSMENT OF SIGNIFICANCE

5.1 Introduction

The purpose of the significance assessment is to use recognised criteria to assess the heritage interest of the two buildings that form the Site.

The analysis of the significance allows for an assessment of the current integrity and authenticity of the building and its contribution to the character and appearance of the Castlefield Conservation Area.

5.2 Methodology

The following significance assessment is framed within the context of established guidance, utilising recognised and well-established terminology used with the ICOMOS Guidance for Heritage Impact Assessments (2011), with particular reference to the example guide for assessing the ‘value’ of heritage assets (ICOMOS, Appendix 3).

The following section will consequently assess the relative heritage interest of the Site utilising Historic England’s guidance on the Listing Selection Guide for: Commerce and Exchange Buildings (2017).

Ultimately, the significance of a heritage asset is determined by an analysis of the relevant aspects of the following:

Archaeological interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and artistic interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

The below analysis of the significance of the fabric of the Grade II listed Lower and Upper Campfield Market’s allows for an assessment of the current integrity and authenticity of the buildings and their components. This can then be used to inform and justify each building’s capacity for change, and thus the development of any future proposals for the buildings. The focus is on providing necessary and proportional amount of information, in order to justify any proposed alterations, based on the perceived level of heritage significance.

The ‘Statement of Significance’, and accompanying significance plans, summarises the contribution of the various components of the Site in order to identify the most and least sensitive areas, which will inform and measure potential intervention options.

The significance assessment will inform subsequent heritage impact assessments, which consider the effects of any proposals for change to the buildings in heritage terms upon the significance of the physical fabric of the heritage assets. This in turn allows, in a policy context, the extent of “harm” upon the heritage asset incurred by proposals to be established within the terms defined by the NPPF. The significance assessment therefore accords with the requirements of the NPPF and takes account of Historic England’s guidance.

The below hierarchy of significance (**Table 2**) utilises ICOMOS guidance but is tailored to the Lower and Upper Campfield Markets to outline individual features and building elements and is not intended to be directly transferable to other listed buildings as the purpose is to disaggregate the relative interests of its particular fabric components.

Table 2: Definition of significance terms used in this Heritage Statement	
High heritage significance	relates to those components of the site deemed to be of special interest. They are important to the understanding of the site’s design concept and play a considerable role in reflecting its archaeological, architectural, artistic or historic interest.
Medium heritage significance	relates to those components of the site deemed to be of some interest. They will make a modest contribution to the understanding of subject site’s design concept and play a minor role in reflecting its archaeological, architectural, artistic or historic interest.
Low heritage significance	relates to those components of the site deemed to be of more modest interest. They make a relatively insignificant contribution to the understanding of the architectural design concept and retain a slight role in revealing the site’s archaeological, architectural, artistic or historic interest.
No significance /Detrimental	features and elements within the site that do not contain any special interest. These can <i>detract from the significance</i> of the site, and can be evidence of poor craftsmanship or ad-hoc refurbishments.

5.3 Significance Plans

The following significance plans provide a graphic representation of the heritage assessment using the above coloured levels of significance in order to visually represent areas of significance throughout the building.

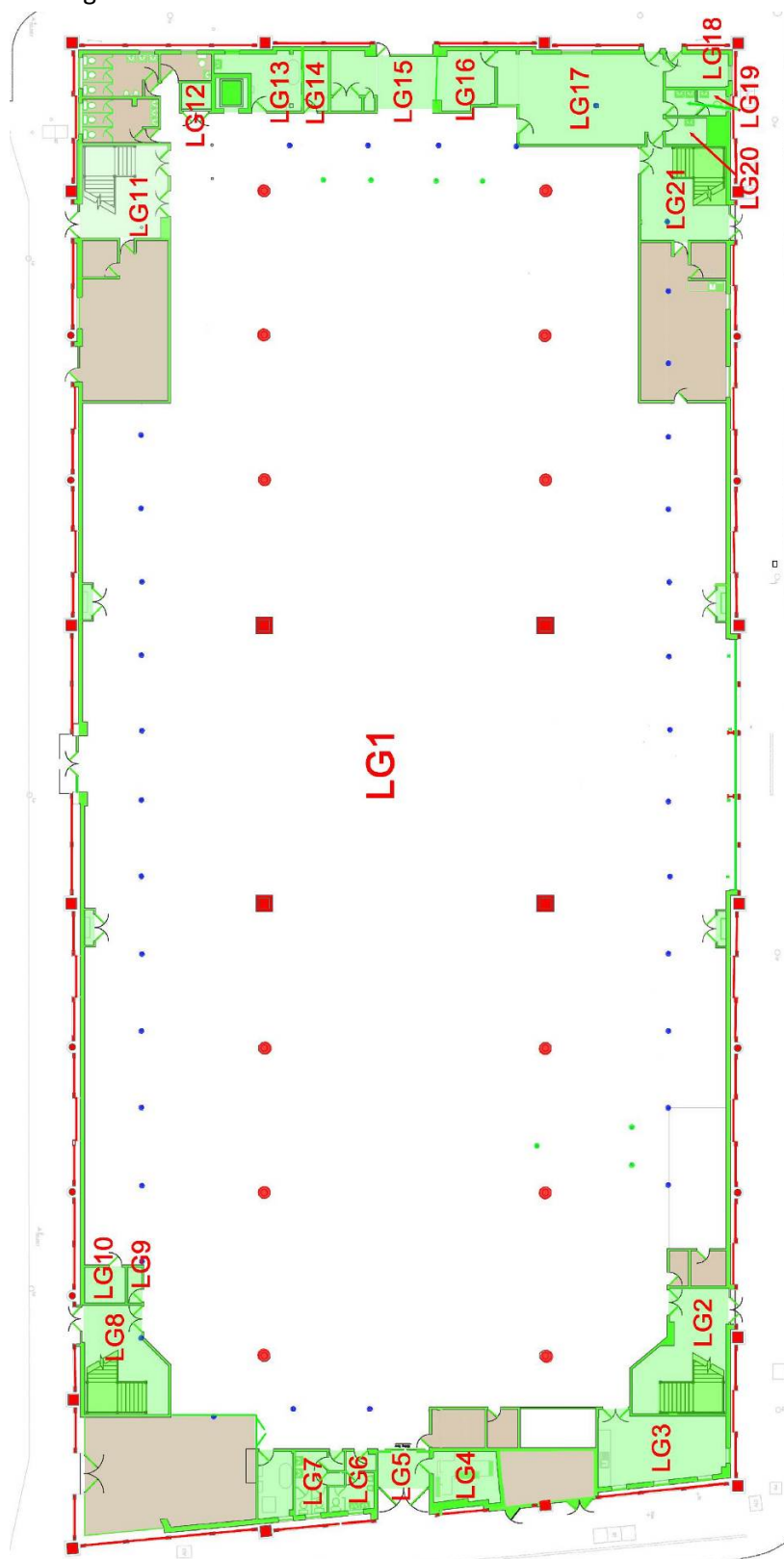


Figure 114: Significance plan of the ground floor level of Lower Campfield Market.

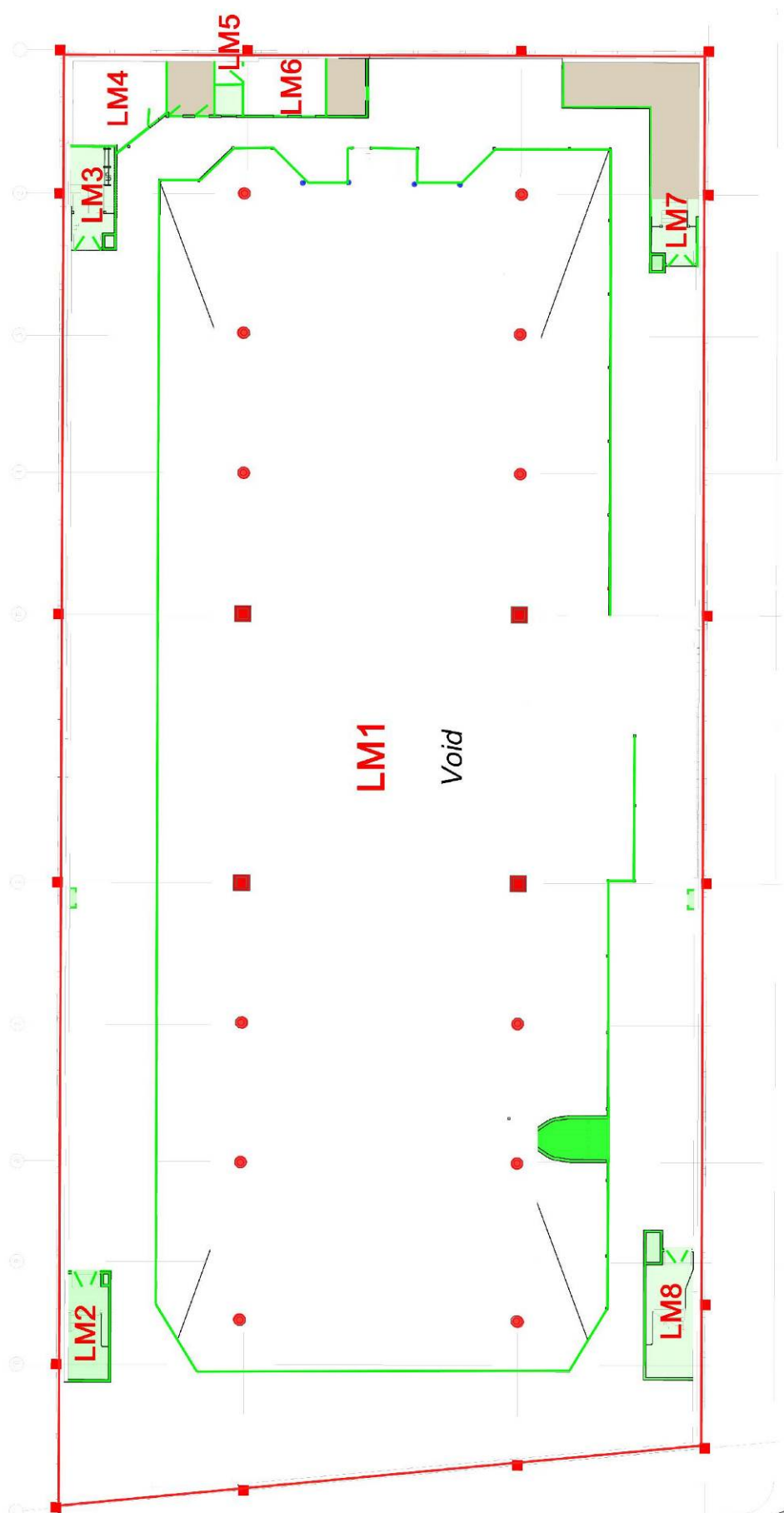


Figure 115: Significance plan of the mezzanine floor level of Lower Campfield Market.

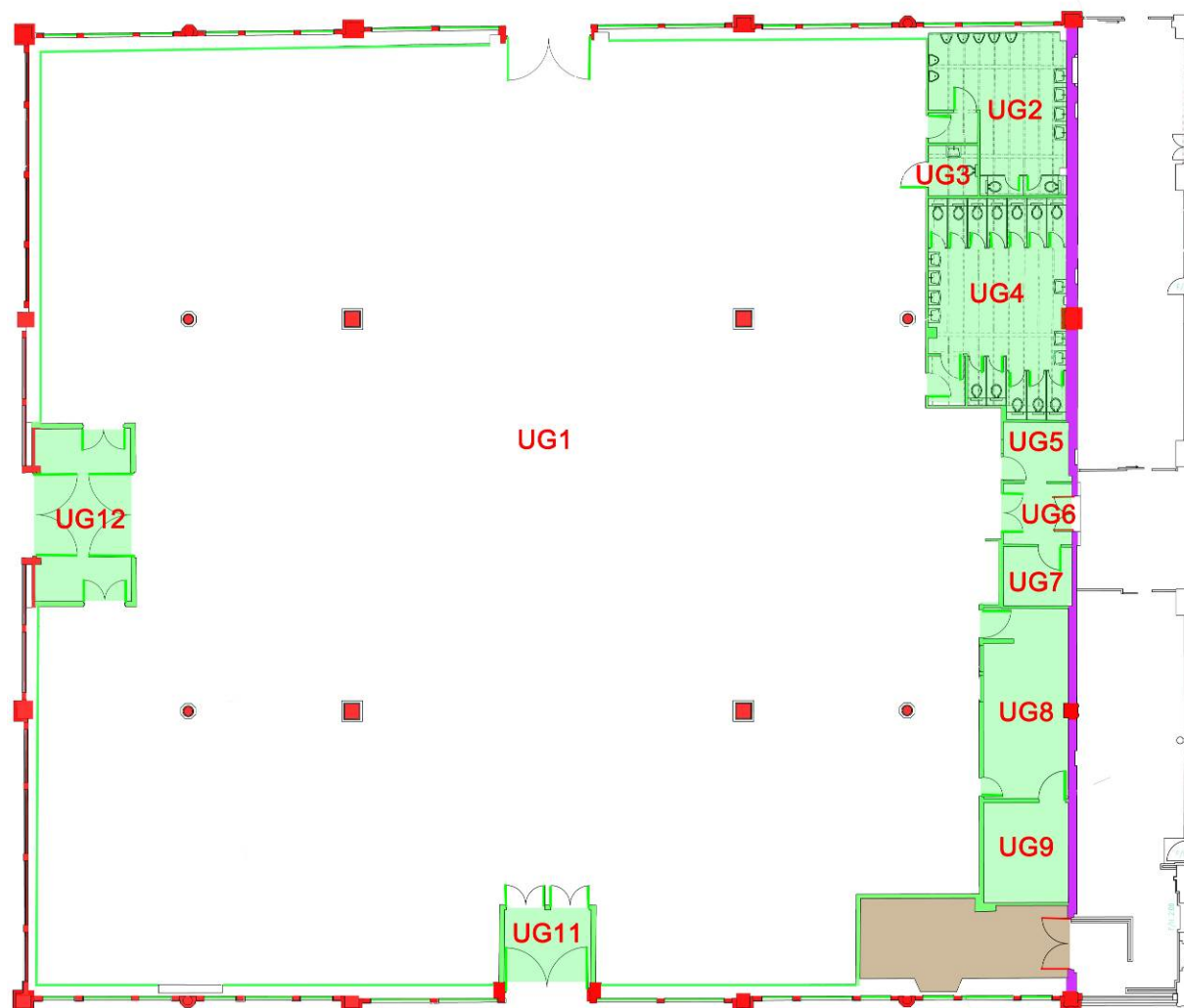


Figure 116: Significance plan of the ground floor level of Upper Campfield Market.

5.4 Contribution to the character & appearance of the Conservation Area

The Castlefield Conservation Area is the largest conservation area in Manchester. Its focus is the site of the former Roman fort which was situated to the south-west of the area. However, the subsequent remaining developments of the 18th century canal system, initial late-18th/early-19th century residential and railway infrastructure, and the landmark quality Campfield Markets characterise the area.

It will be clear that the Upper and Lower Campfield Markets are key buildings within the Castlefield Conservation Area, and form two landmark quality structures that reflect the importance of Manchester's commercial development and improvement during the 19th century.

5.5 Statement of Significance

The statement of significance provides further details and a summary of the Site's heritage interest. Reference should be made to the significance plans above.

The special architectural and historic interest of the Upper and Lower Campfield Markets are recognised by their Grade II Listed designations.

The Upper and Lower Campfield Markets are both positive contributors to the Castlefield Conservation Area.

The setting to the east of Lower Campfield Market (on Byrom Street), and the setting to the west of the Upper Campfield Market (on Barton Street) retains stone cobbled streets, which along with the modern stone flagged pavements around the perimeter of both buildings, allow for the special interest of the site to be understood and appreciated within this immediate context.

However, the modern, 1980s flats within the setting to the north of both buildings, and within the context of the 1960s Castlefield House between the two market buildings, detracts from the setting of both Grade II listed buildings.

The buildings yield **high historic interest** due to their association with the mid-19th century commercial development of Manchester and as a symbol of the civic architecture born out of the Victorian ideals of improvement. High historic interest is also yielded through the Lower Campfield Market's long and continued use as the City Exhibition Hall between the 1900s and the 1970s.

The external architectural expression of the buildings are largely unaltered and are of **high architectural and aesthetic interest**. Internally, the surviving 1870s cast and wrought iron structures are also of high architectural and aesthetic interest, whilst the 1980s additions are of **no interest**.

The Upper and Lower Campfield Markets are constructed on a former Roman camp, located in an area which has yielded a number of important archaeological finds in the past. Consequently, the two sites are considered likely to be of archaeological interest.

Areas/elements of **high significance** include:

- **The external elevations which remain largely unaltered, including cast and wrought iron structure, and cast iron railings (largely all original, and retaining original perimeter sliding gates). Including the surviving pair of original entrance gates to the west elevation of Upper Campfield Market, which are currently held back in position behind modern boarding.**
- **The form of the roof structure (the current roof external coverings are modern and of no heritage interest). Although the existing diagonal timber boarding to the underside of both market buildings dates to the 1980s, this follows the historic design.**
- **The internal cast iron columns**
- **The wrought iron tie beam roof trusses**

- The double-height spatial quality of both buildings.
- The surviving open-plan form of both buildings.

Areas/elements of **medium significance** include:

- The pair of modern panelled external doors to the east elevation of the Upper Campfield Market, which use a historic design.
- The brickwork forming the east elevation of the Upper Campfield Market

Areas/elements of **low significance** include:

- The c1909 cast iron columns supporting the mezzanine level around the perimeter of the Lower Campfield Market. Possible component of the 1909 mezzanine may survive under modern coverings.

Areas/elements of **no significance** include:

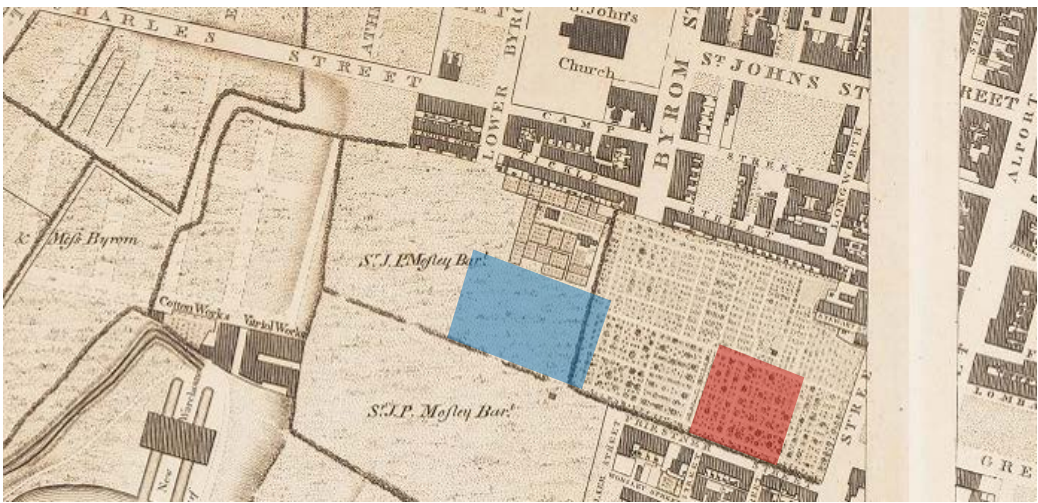
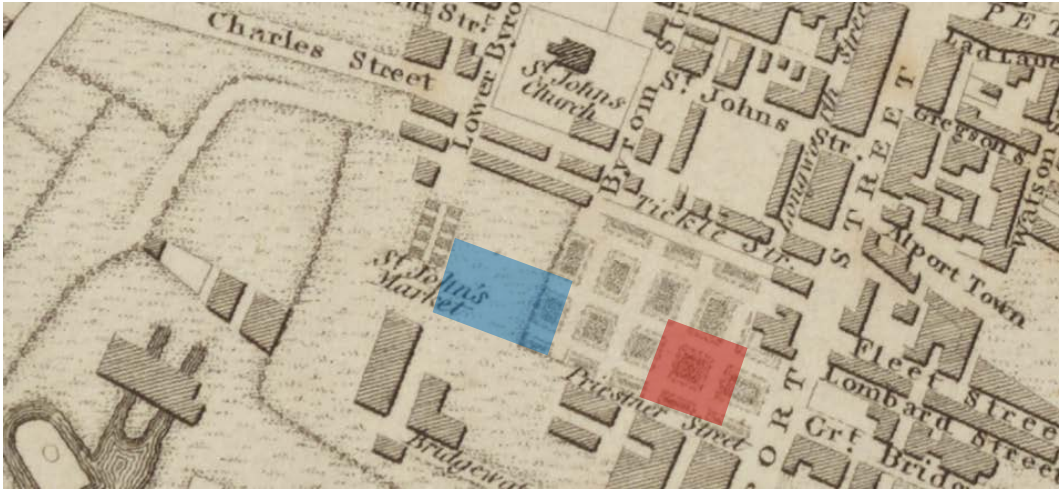
- All modern corrugated sheeting around external perimeter of Upper Campfield Market (south and north elevations) including modern corrugated gates to north, south and west elevations.
- All modern brickwork walls and areas of glazing around external perimeter of Lower Campfield Market, including all external gates and doors.
- All roof coverings to both markets, including modern boarding, corrugated sheet, fibreglass panels etc. Note – The existing diagonal timber boarding to the underside of the market buildings follows the historic design.
- All internal room enclosures, fixtures and fittings to both buildings.
- Balustrading, handrails and newel posts to mezzanine level of Lower Campfield Market.
- All staircases to Lower Campfield Market.
- All flooring to both buildings.
- All lighting, plumbing and other M&E to both buildings.

6. APPENDICES

6.1 Map Regression

In order to understand how the Site and the area around it have developed in detail, historic maps are interrogated. Through discursive commentary the identification of salient features and useful contextual and interpretative information can then be analysed which will inform the assessment of any features or assets that remain today.

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.

Table 1: Map Regression

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.

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.

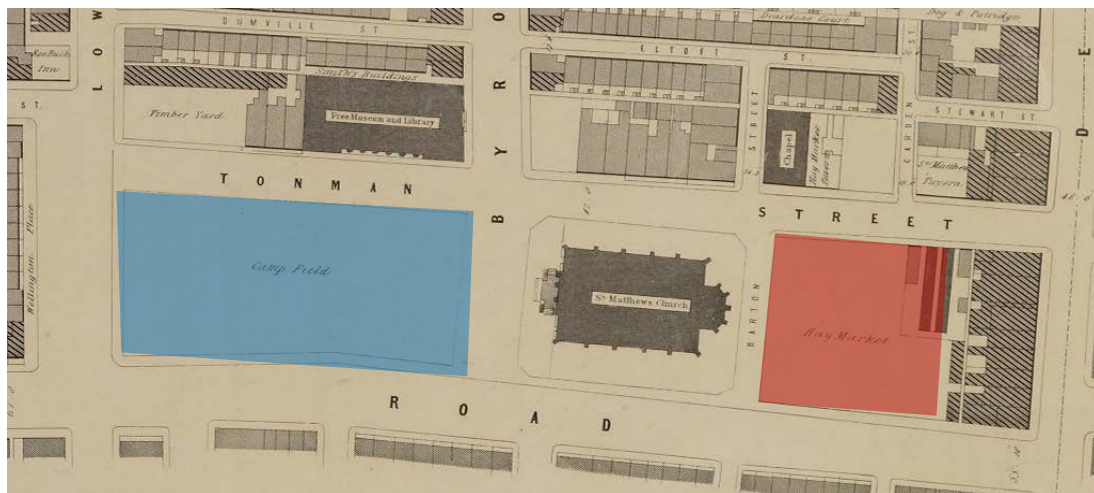


A historical map of Liverpool, England, showing the city's layout. The map is oriented with North at the top. Key streets include Ashton Street, Market Place, Canal Street, and Bridge. A large blue star is placed on the map, indicating a specific location. The map also shows the River of the Lake Duke of Bridgwater and the city of Birkenhead.

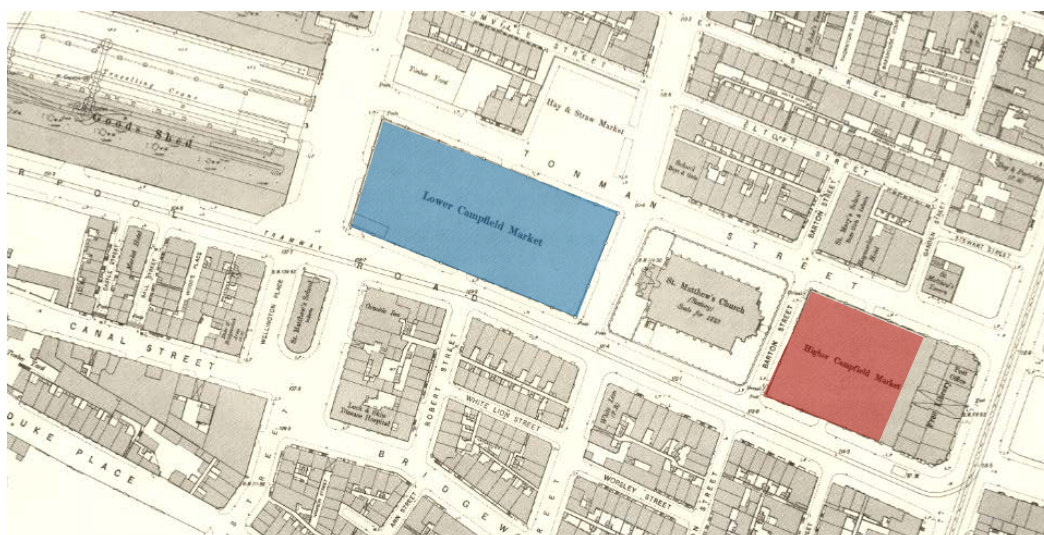
Plans of estates of Sir Oswald Mosley (c1827) prepared by John Hallkirk – This plan of the land belonging to Sir John Parker Mosley, shows the western half of the land on which the Lower Campfield Market was built on (marked by the blue star). The southern part of Lower Byrom Street has now been formally 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.



Pigot 1836 – This 1836 map shows that the location of Upper Campfield Market is now marked as “Alport Market”, and contains a number of covered stalls. The location of Lower Campfield Market remains an open market.



1850 Goads – This 1850 map shows the Site to have not changed.



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.



1896 OS – This 1896 map shows no changes.



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.



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), which can be seen in Figure 16b.



1932 OS – an additional shop unit has been added to the north and south sides of the Upper Campfield Market at ground floor level, and the enlargement of the auction room. An additional unit can also be seen to have been constructed to the south-west corner of the building. The City Exhibition Hall can now be seen to have been extended northwards across Tonman Street and the location of the former miscellaneous market (shaded green).



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