MANCHESTER URBAN DESIGN LAB
& STOCKPORT MBC COLLABORATIVE
DESIGN CODE STUDENT PROJECT

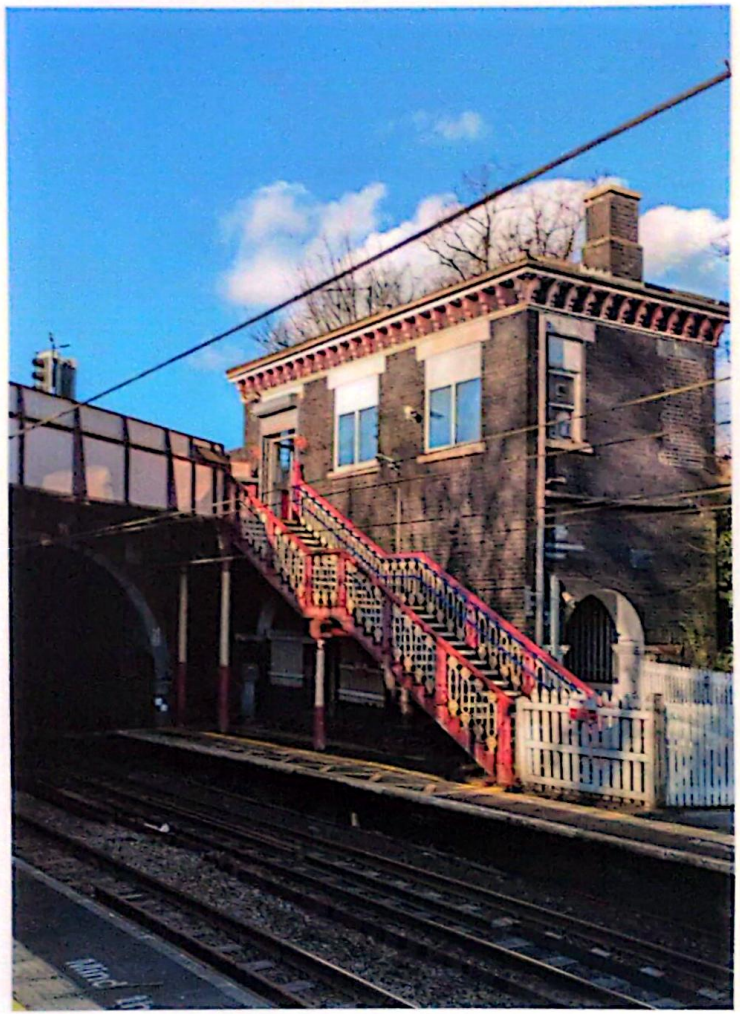
DAVENPORT

STOCKPORT
METROPOLITAN BOROUGH COUNCIL

MANCHESTER
1824
The University of Manchester

MANCHESTER
URBAN DESIGN | LAB

PROJECT INTRODUCTION



This document is the output from a collaborative project between Manchester Urban Design LAB (MUD-Lab) at the University of Manchester and Stockport Metropolitan Borough Council - the partnership was established to inform the Council's borough-wide Design Code. The Davenport study was undertaken by a group of 15 students studying on the 2024-25 MSc Urban Design and International Planning (UDIP) course supervised by the MUD-Lab staff team.

Manchester Urban Design LAB
Established at the University of Manchester, the MUD-Lab is made up of academic and technical members from across the urban design, planning, and architecture disciplines. It is a leading design laboratory providing design-focused research and publications, technical resources, and training. Training is provided through the taught MSc in UDIP, professional practitioner training courses, and bespoke engagement events. At the core of the MUD-Lab ethos is collaboration with industry partners, which is exemplified through this Stockport Design Code student project. For more information on the MUD-Lab, please visit:
https://www.seed.manchester.ac.uk/mudlab/

Stockport Design Code
In 2024, Stockport Council were selected as one of DLUHC's (now MHCLG) Design Code Pathfinder projects. The delivery team identified an opportunity to work with students on the MSc UDIP course at the University of Manchester, as part of the wider consultant team, to develop the code – providing an opportunity for students to learn about the coding process, and to develop and utilise their urban design analysis and design skills on a professional project, with Stockport Council as the client.

Process
Through discussions between the MUD-Lab and the wider project team, including Stockport Council, urban design consultant Tibbalds, and engagement lead Design Yorkshire, two local focus areas were identified – Davenport and Woodley. Limited spatial information was available for these local centres, and so the student remit was to undertake an urban design analysis to inform a series of contextual design priorities for each area. These design considerations would be used by the wider consultant team to inform the borough-wide Design Code. This document provides the analysis and design priorities for Davenport.

The project formed an extra-curricular optional opportunity for students, and so was limited to six workshops, alongside their academic studies. The six workshops included:

1. Site Visit – a group site visit to the local centre, guided by Richard Wood, Planning Policy Manager at Stockport Council, followed by student-led exploration of the area.

2. Initial Analysis Workshop – students undertook analysis of the local centre, following the MUD-Lab's 'Applied Urban Design process'(1). Analysis was based around the five themes of neighbourhood attributes and identity; built development; connectivity; public realm and green infrastructure; and character. Analysis techniques were undertaken based on the methods outlined in the MUD-Lab's Urban Design Toolkit (2).

3. Analysis and Opportunities and Constraints Workshop – students concluded their analysis of the local area and used this to identify opportunities and constraints to future development in the area. This workshop was attended by Hannah Mitchell, Senior Planning Policy Officer at Stockport Council. Hannah provided feedback to the student groups on the analysis undertaken.

4. Design Considerations to Inform the Design Code – this workshop was attended by Jamie Wilde and Robbie Ormrod from Design Yorkshire, and Jaimie Ferguson from Lucid Design. Having undertaken public engagement on the Design Code project, these members of the consultant team worked with students to inform a series of design and development objectives and actions for the local area. These objectives and actions will be used to inform the wider Design Code.

5. Graphics and Document Preparation – in this workshop, students focused on communicating their analysis graphically and communicating their process clearly through the following spreads of this document.

6. Finalising the Document – students undertook a review of their project outputs, providing commentary on their analysis and finalising the public-facing document, to be presented to Stockport Council.

The entire process was led by the student group, with supervision and administrative coordination from the MUD-Lab staff team. The students followed the process taught through the MSc UDIP course and outlined in the book, Applied Urban Design (1). Any errors, inaccuracies, or omissions are the authors' responsibility.

Thanks from the MUD-Lab team must go to Hannah Mitchell and Richard Wood from Stockport Council for proposing this collaborative project, and for supporting the student group with their expertise and enthusiasm.

References
1. Black, P., Martin, M., Phillips, R. and Sonbli, T. (2025) Applied Urban Design: A Contextually Responsive Approach. New York: Routledge.

2. Black, P., Kerr, R., and Sonbli, T. (Forthcoming) The Urban Design Toolkit. London: RIBA Publishing.

MUD-Lab

STOCKPORT METROPOLITAN BOROUGH COUNCIL

MANCHESTER 1824 The University of Manchester

MANCHESTER URBAN DESIGN | LAB

CONTENTS

1. STRATEGIC CONTEXT

2. DEVELOPMENT CONTEXT

3. CONSERVATION AND HERITAGE

4a. CONNECTIVITY - Transport

4b. CONNECTIVITY - Human-Scale

5. DAVENPORT HIGH STREET

6a. GREEN INFRASTRUCTURE & PUBLIC REALM Connections

6b. GREEN INFRASTRUCTURE & PUBLIC REALM User Experience

6c. GREEN INFRASTRUCTURE & PUBLIC REALM Accessibility

7. CHARACTER AREA ANALYSIS

8. DESIGN CONSIDERATIONS

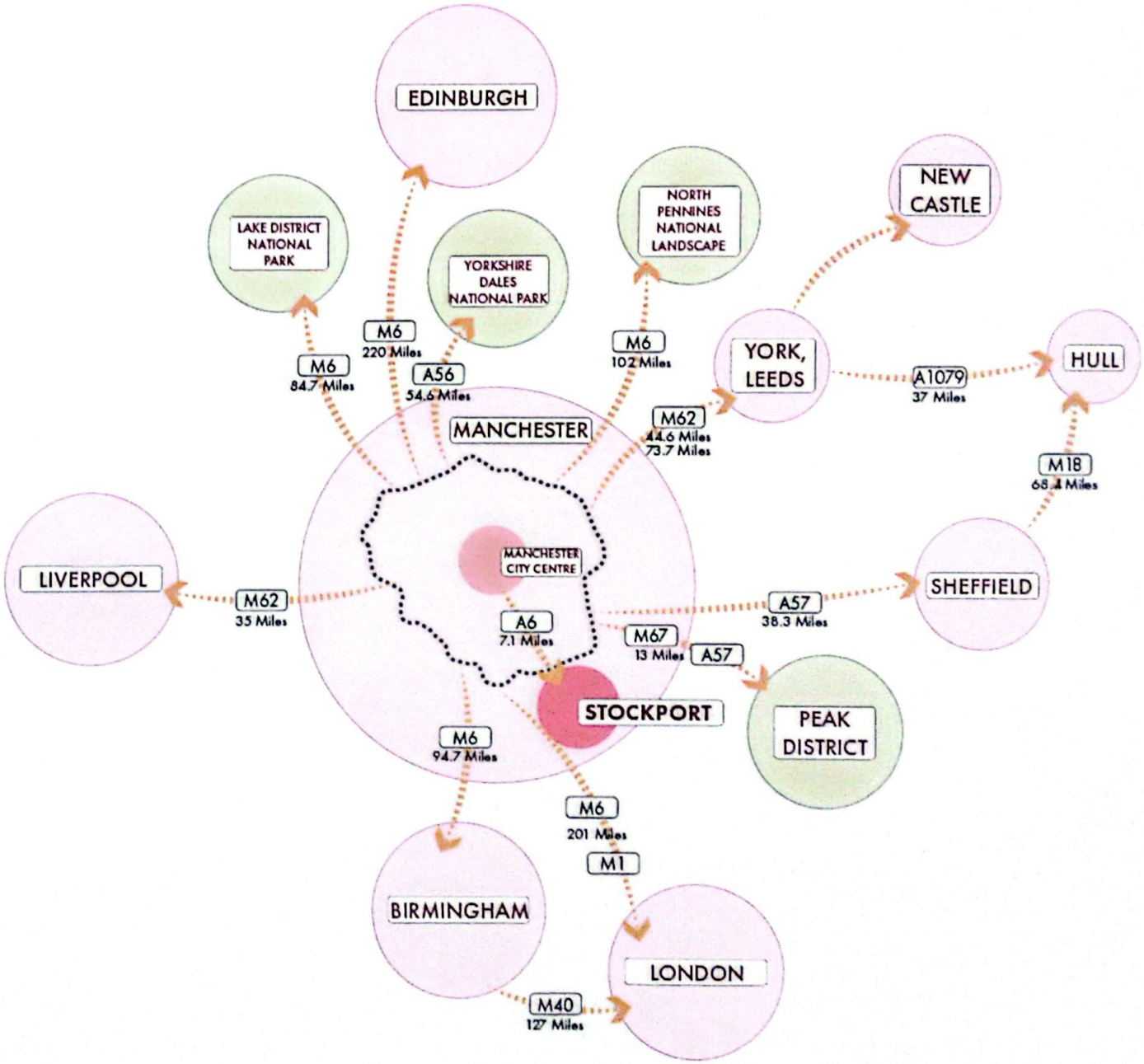
1. STRATEGIC CONTEXT

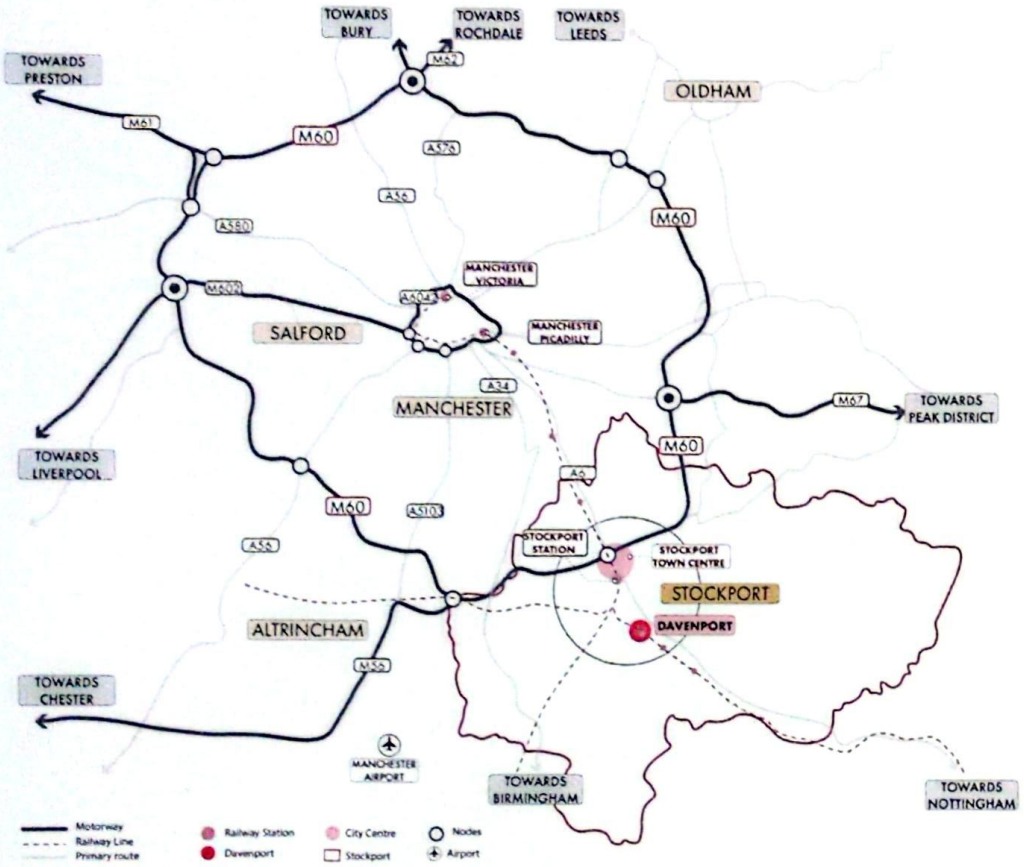
Davenport is a residential suburb in Stockport, Greater Manchester, located approximately 1.2km from Stockport town centre and approximately 10km from Manchester city centre. The area is characterised by a series of conservation areas, with Victorian-era housing, tree-lined streets, and a low-rise urban form that defines its neighbourhood character. Its position between urban Stockport, the suburban fringe, and the Peak District beyond to the south-east gives it a transitional, commuter-friendly identity. The urban grain is consistent, walkable, and well-integrated with its surroundings. Davenport is centred around a local high street which, whilst small, provides a range of successful local amenities. The overall character is suburban, calm, and community oriented.

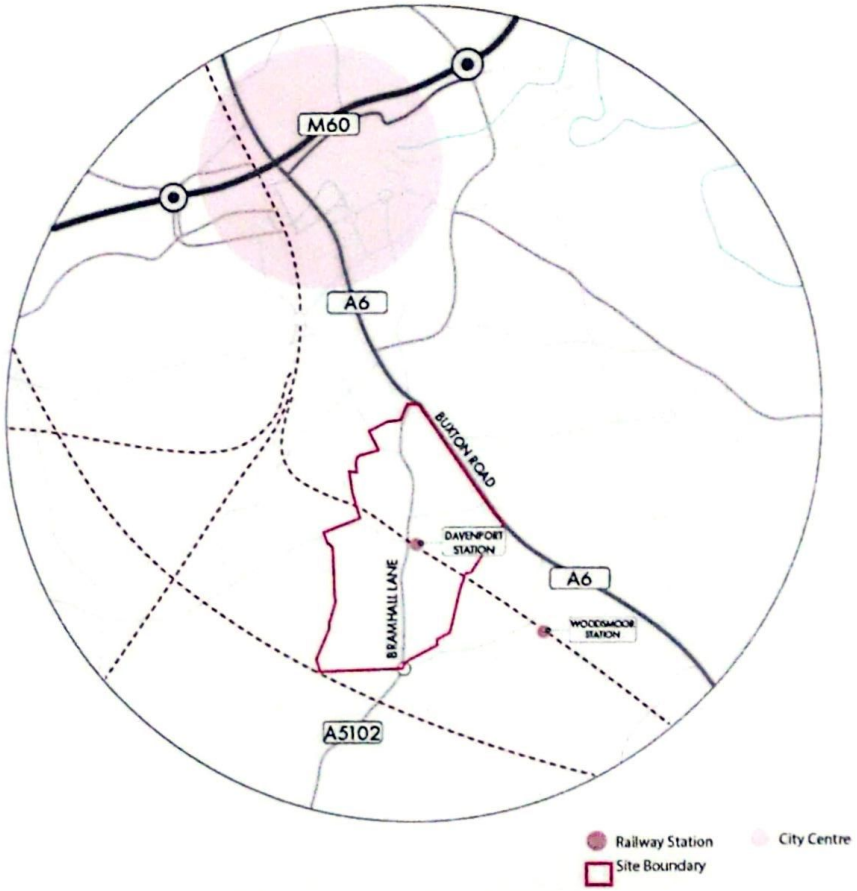
Connectivity is one of Davenport's key strengths, both locally and regionally. It is served by Davenport railway station, offering direct links to Stockport and Manchester Piccadilly—one of the North West's main rail hubs. Through Stockport and Manchester stations, Davenport connects strategically to major regional centres such as Manchester Airport, Liverpool, Sheffield, and Leeds and beyond to Birmingham and London.

It also benefits from proximity to Stockport via the A6 corridor, with the M60 orbital motorway providing road access to the wider Greater Manchester area. Several bus routes support intra-city movement, but parts of Davenport remain car reliant. Improving sustainable travel options like cycling and walking will be key to future sustainable mobility.

The urban fabric is defined by permeable residential streets and scattered green spaces. While the street network supports walkability, public realm quality is varied, with limited communal spaces or civic nodes. As regional growth continues to intensify, Davenport faces the need for thoughtful densification that respects its historic character. Enhancing landscape connectivity and investing in civic infrastructure can enhance liveability.







Stockport town centre

Davenport train station, connecting the area to the wider infrastructure network

Bus stop along the A6, a road connecting Davenport to Stockport town centre

Davenport High Street

2. DEVELOPMENT CONTEXT

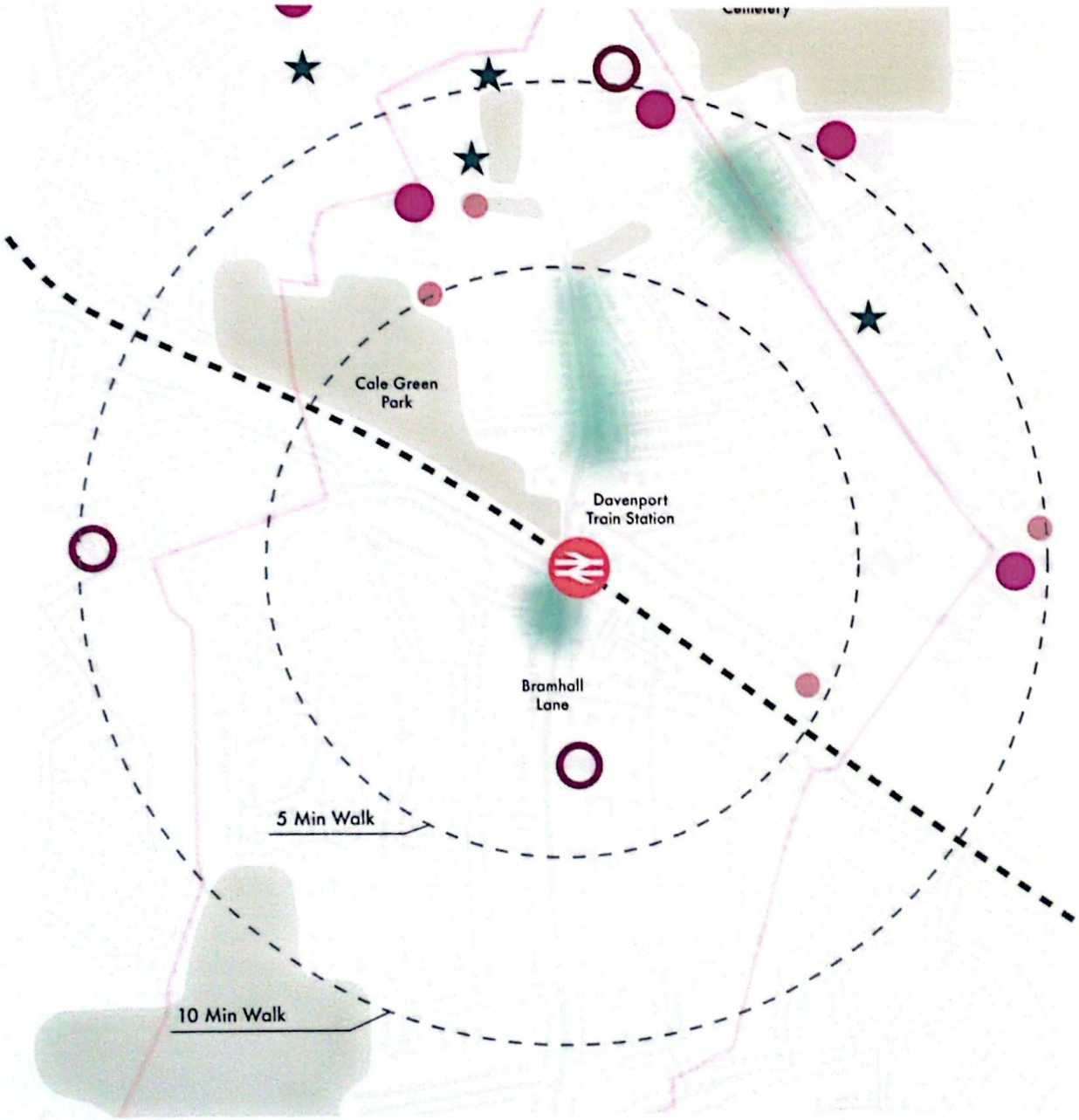
Davenport first developed around the intersection of the rail line and Bramhall Lane - the location of the train station which originally opened in 1858. Development of the residential suburb began soon after, with most of the residential area which makes up Davenport having been built between 1880 and 1914. Residential areas such as Davenport Park Road are characterised by lower density due to the space given over for detached houses and gardens.

The area to the north of Kennerley Road is characterised by the mix of commercial uses along the high street, as well as by the mixed use Hallam Mill, with adjacent houses and park built during the same period.

The functions and uses of land are well balanced with a good mix of residential, commercial and educational uses - all contributing positively to a neighbourhood where many amenities can be accessed within walking distance of residential areas.

Contemporary infill can be seen which has replaced some large historical buildings. There is an opportunity for future development through 'urban acupuncture' on small sites, which must respect the existing character whilst addressing the need to densify local centres. There is an opportunity to deliver increased density, particularly along the A6 corridor, maximising the benefits of the sustainable connectivity and local facilities in this location.

- Mixed Use
- Mono-commercial
- Transport infrastructure
- Residential
- Place of Worship
- Leisure uses
- Health Amenities
- Retirement home
- Education



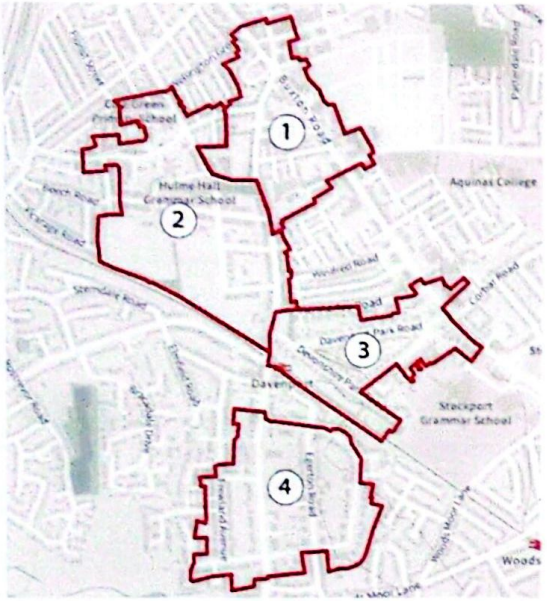
Davenport is a well connected and walkable district with good access to essential facilities and amenities. There are a multitude of educational facilities ranging from pre school to college all within a 10 minute walk of Davenport train station.

There is also a high proportion of medical facilities and essential retail provision along Davenport high street, with more extensive retail choices being provided by Stockport town centre in close connection to Davenport.

In addition, the residents of Davenport have access to a good amount of quality green spaces, all within a 5 to 10 minute walk. Any future development should consider its impact upon these local facilities and amenities, however as it stands Davenport is a well connected district with access to quality facilities and amenities.

- Davenport Train Station
- Railway Line
- Essential Retail Provisions
- Religious Facilities
- Medical Facilities
- Education Facilities
- Nursery Facilities
- Community Green Spaces

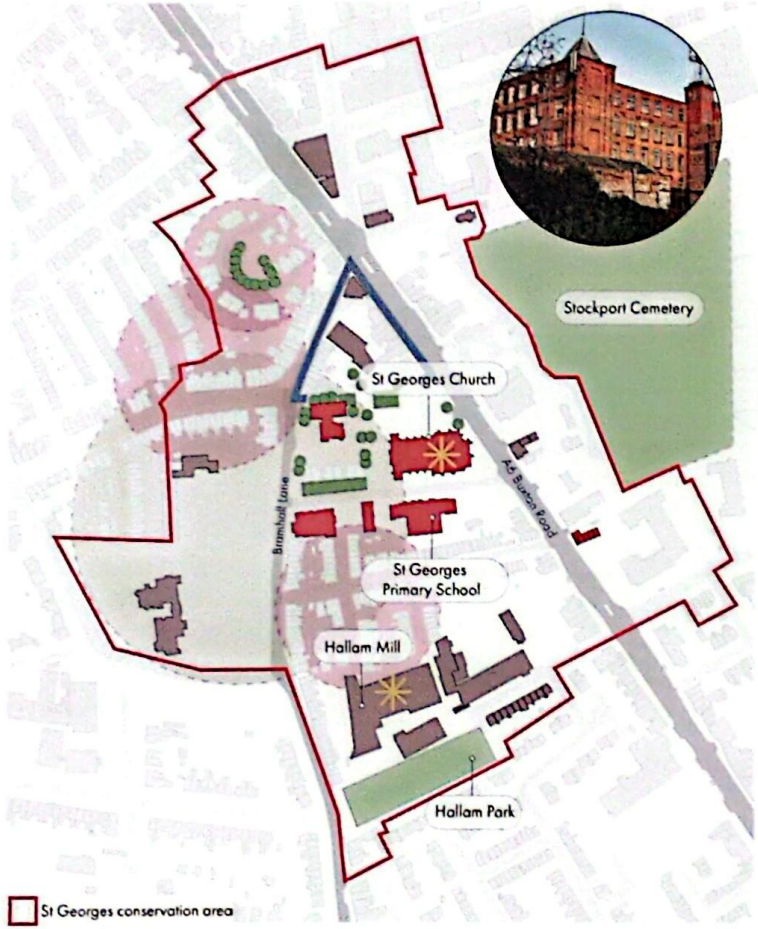
3. CONSERVATION & HERITAGE



Davenport has a strong character and identity shaped by its rich built environment and heritage. Four extensive conservation areas encompass much of the town, preserving its high-quality green spaces and architectural integrity. These designations impose guidelines on development and alterations, ensuring the protection of key architectural and landscaped features. The following graphics highlight the defining characteristics of these conservation areas and the qualities that justify their designation.

Davenport's conservation areas reflect the town's unique blend of green and urban space. While the extensive coverage of conservation and tree protection areas may pose some limitations on new development, it also presents an opportunity to enhance Davenport's unique character and quality when designed thoughtfully and appropriately.

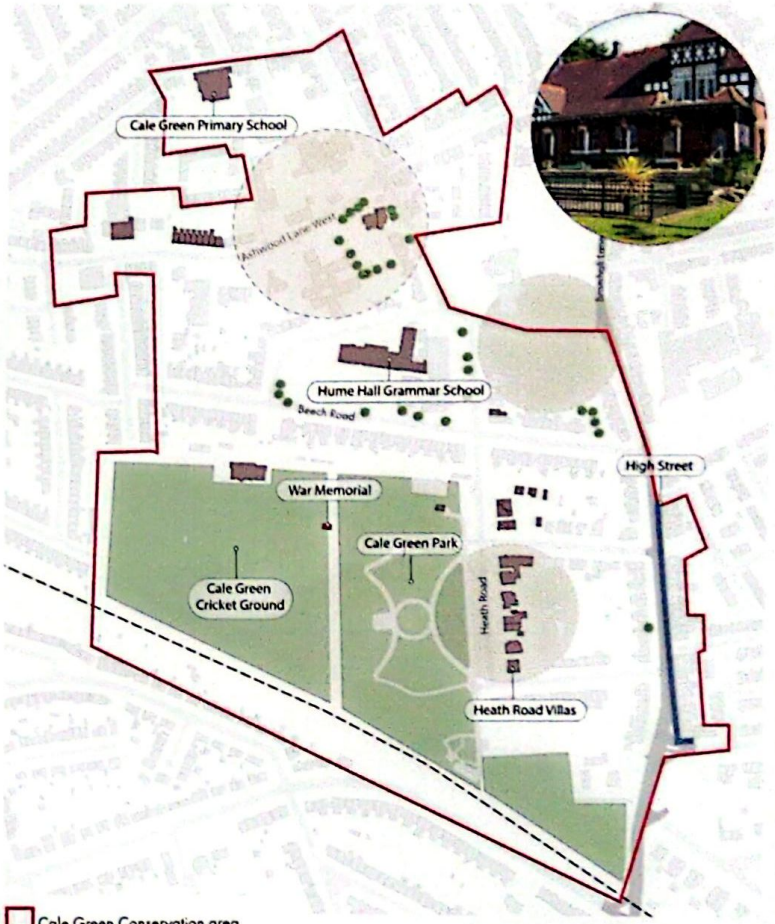
1. St George's Conservation Area



- St Georges conservation area
- Listed buildings
- Locally listed buildings
- Tree Protection Order (TPO)
- Key green space
- Strong green character
- Residential area with architectural/ heritage value
- Strong commercial frontage
- Landmark building

Green Historic Landmarks

2. Cale Green Conservation Area



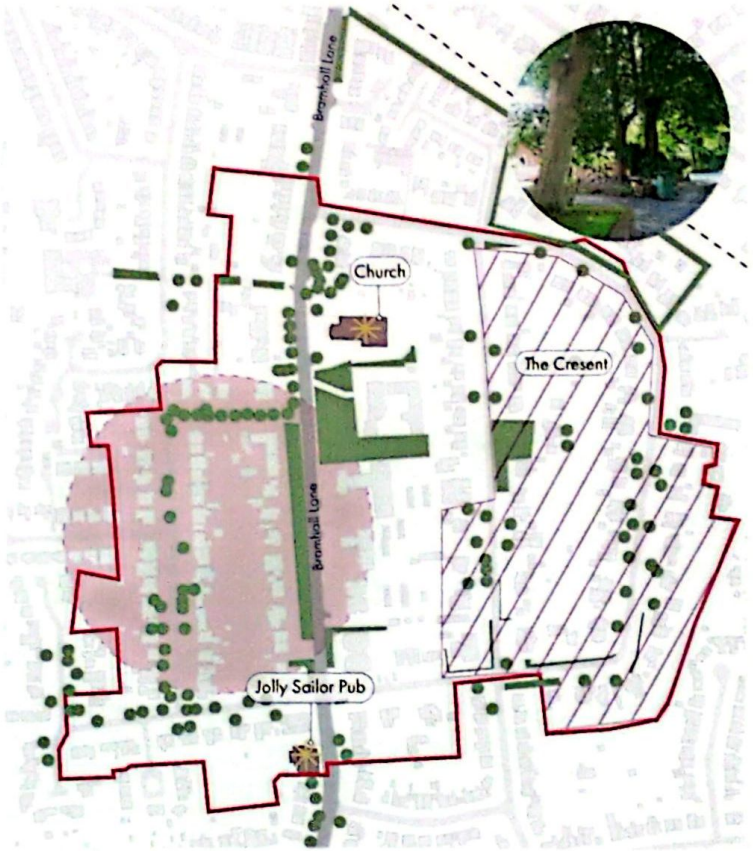
- Cale Green Conservation area
- Listed buildings
- Locally listed buildings
- Tree Protection Order (TPO)
- Key green space
- Strong green character
- Loss of traditional character, and historic built environment
- Strong commercial frontage
- Railway

Green Residential Active

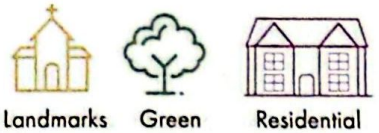
3. Davenport Park Conservation Area

- Davenport Park Conservation area
- Locally listed building
- Tree Protection Order (TPO)
- Key green space
- Strong green character
- Distinct villa style housing
- Entrance points
- Railway

4. Egerton Road / Frewland Avenue Conservation Area



- Egerton Road/Frewland Ave conservation area
- Locally listed buildings
- Tree Protection Order (TPO)
- Distinct villa style late Victorian and Edwardian houses
- Victorian and Edwardian housing with consitent high quality character
- Landmark



1. St Georges conservation area
The conservation area is characterised by differentiated spaces of historical interest, enclosed by mature trees. St George's Church and Hallam Mill are key landmarks that define the townscape. The area has a strong mix of community, residential, industrial, commercial, ecclesiastical and educational uses.

2. Cale Green conservation area
This conservation area is defined by Cale Green Park which occupies a prominent space and enhances the area's overall green character. The area features a strong residential presence, complemented by several educational and commercial establishments, including Bramhall Lane high street. This creates a vibrant and dynamic environment with a variety of activities.

3. Davenport Park conservation area
The Davenport park conservation area holds special interest due to the way the buildings, attractive planting, streetscape, and access, foster a sense of privacy and distinct character. Large front gardens and mature tree-lined streets contribute to the overall green character of Davenport.

4. Edgerton Road
The special interest of this conservation area stems from the high-quality design and consistent use of building materials which create a cohesive character. Houses are sheltered by large mature trees which provide a strong green feel to the space. The area includes a couple of key local landmarks along Bramhall lane.

4a. CONNECTIVITY - Transport

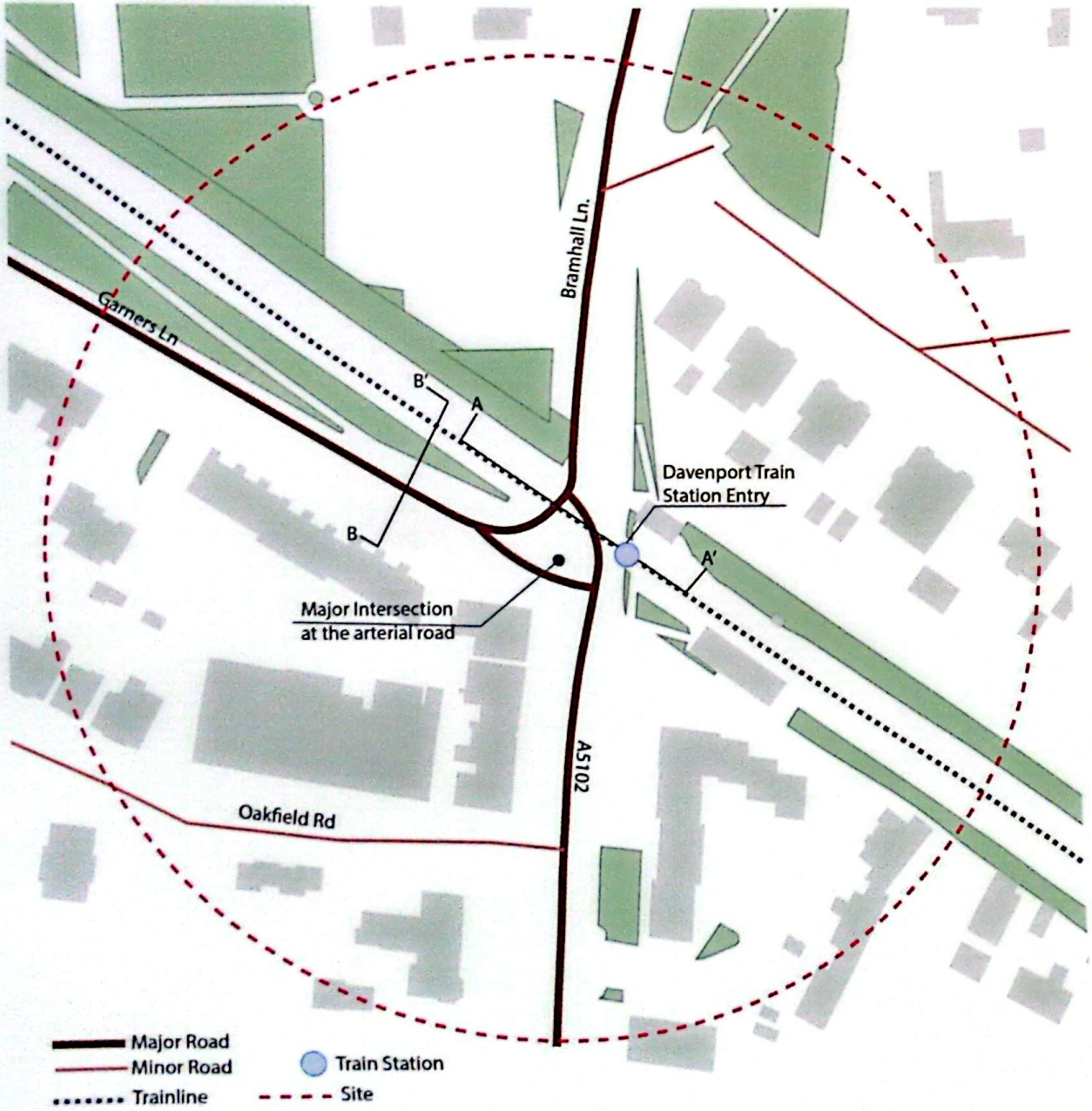
Davenport has a transport network that supports multiple modes of transport. Understanding the route hierarchy, public transport infrastructure and key pedestrian corridors is essential to assessing the accessibility and connectivity of the area. Key corridors include Bramhall Lane and the A6. Davenport railway station and the bus network are key assets to the accessibility of the area.

There are three routes through the Davenport study area, indicated by the thick grey lines - Bramhall Lane crosses the central axis of the study area in a north-south direction. Garner's Lane and Kennerley Road cross the transverse axis of the study area in an east-west direction. The A6 passes through the north-eastern edge of the study area - and is the most important transport corridor, carrying high-frequency bus services and is a key link between Stockport and Manchester city centre.

Davenport Station provides the local service to Manchester City Centre and Buxton. For the other destination, residents can take the bus/train to Stockport Station and board the train at Stockport Station.
There are various bus stops in the site:
1. Bus stops in the heart of the site study area have poor interval, with 30 minutes interval.
2. There are frequent service on A6 corridor
3. Local Train service: there is only one train station in the site, with an interval of 30 minutes.

To Manchester City Centre
To Stockport Town Centre
To Marple
To Cheadle
Davenport Station
A6 Corridor
To Hazel Grove
To Buxton
To Bramhall

A6
Local Main Road
Local Secdonary Road
Bus Stop
Train Station
High Frequency Route
Low Frequency Route
Railway
374
379
Route Number



Aerial view of the junction

Platforms are accessed via steps only

Bramhall Lane / Garners Lane Junction

The junction of Bramhall Lane / Garners Lane is a busy vehicular junction. The junction sits on a bridge over the rail line, and is also the point of access to the station building and platforms below. This junction is one of the most significant barriers to pedestrian movement in Davenport, with a series of pedestrian crossings at a signalised junction which prioritises vehicles.

The station has no ramps or lift, and entrances to the stepped access create a pinch-point along the narrow footway, exacerbated by the adjacent pedestrian crossing and bus stop. Ramped access is provided via a low quality pedestrian bridge to the station car park.

There is a significant opportunity to enhance this node through the provision of a new station access bridge with lifts. The footway should be widened and there is an opportunity for improved public realm to the north of the station building. Pedestrian crossings should be direct rather than staggered, and should prioritise pedestrians.

A-A'

B-B'

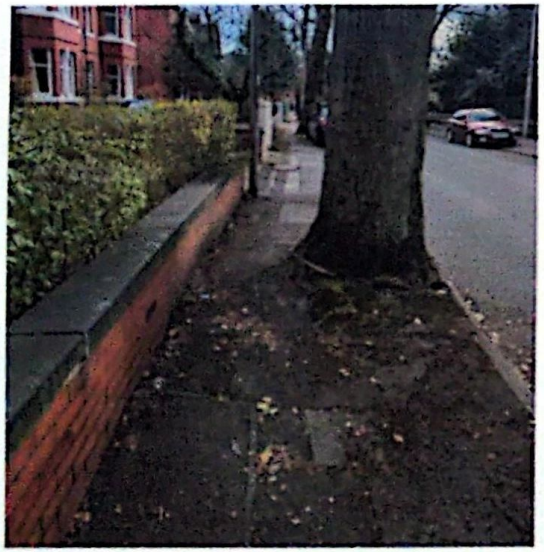
4b. CONNECTIVITY - Human-Scale

The human-scale experience of connectivity is defined by Davenport's location as a key vehicular through-route, with high frequency traffic along Bramhall Lane and the A6. This has a significant impact on east-west pedestrian connectivity.

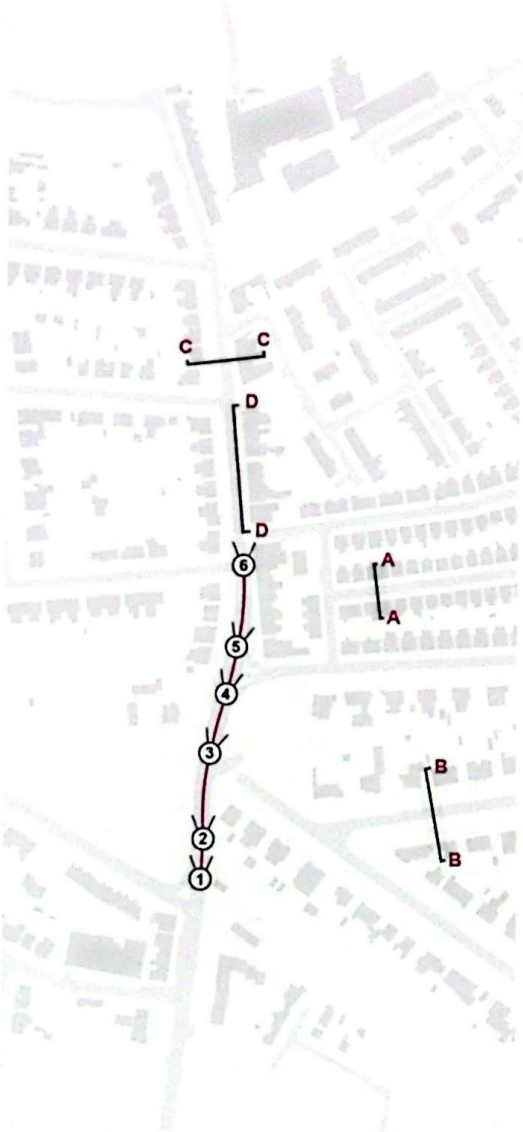
The cross-sections compares enclosure, road and pedestrian footpath sizes across various locations in Davenport.

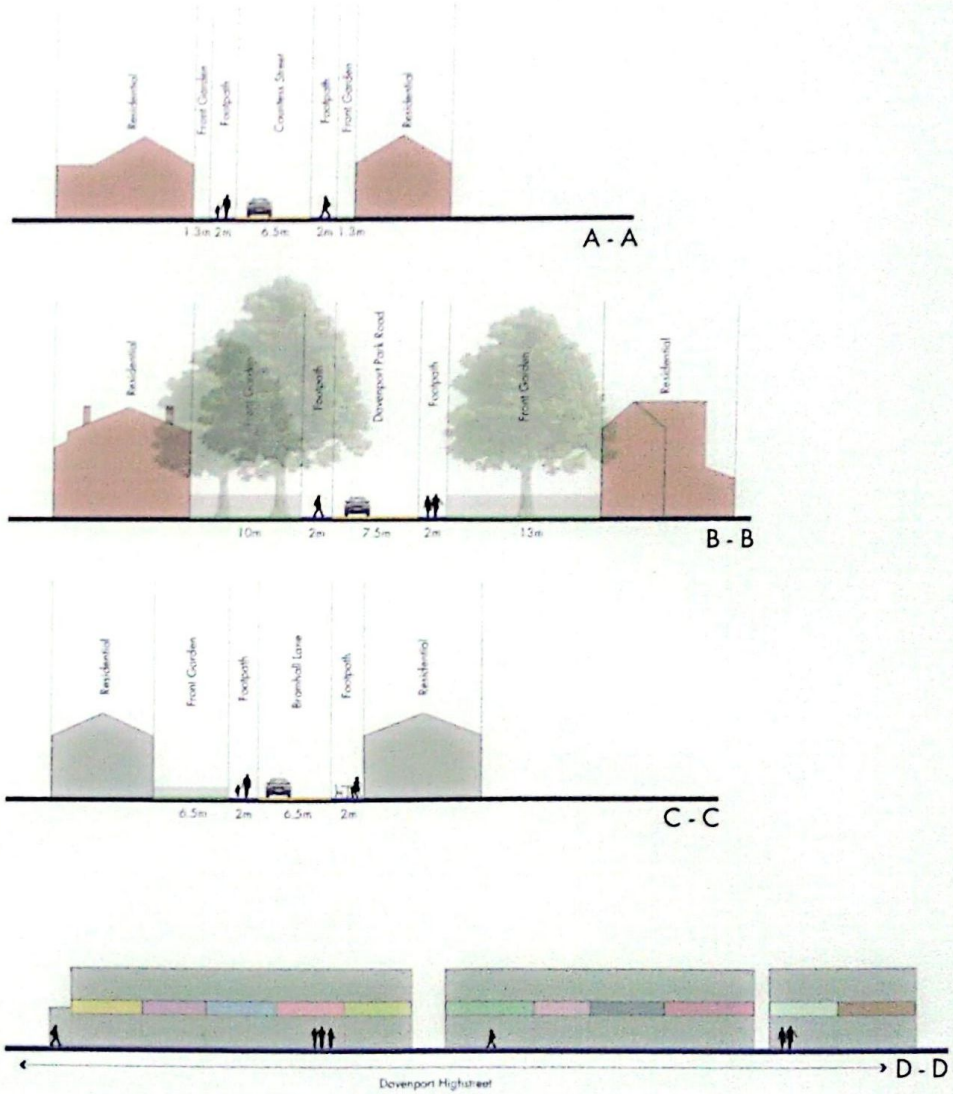
Davenport's character as a suburban neighbourhood means connectivity is limited by a large presence of cul-de-sac streets, stunting pedestrian permeability outside of major vehicular roads. This is exacerabted by few pedestrianised routes. Additionally, insufficient cycle infrastructure along main routes further discourages active travel and allows car traffic to dominate Davenport's transport context.

The serial vision, opposite, specifically explores this human scale experience of connectivity along Davenport's high street. This analysis was undertaken on a Friday afternoon, just prior to peak traffic conditions. These graphics evidence pedestrian impermeability and car dominated streets.

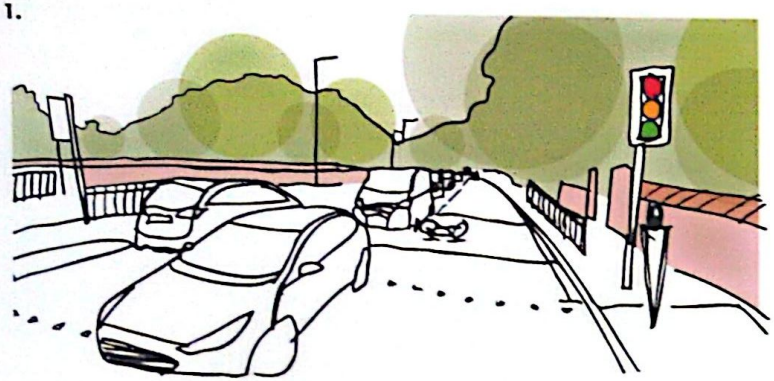


As seen here, pedestrian accessibility is also impacted by the conflict between natural assets and footpaths

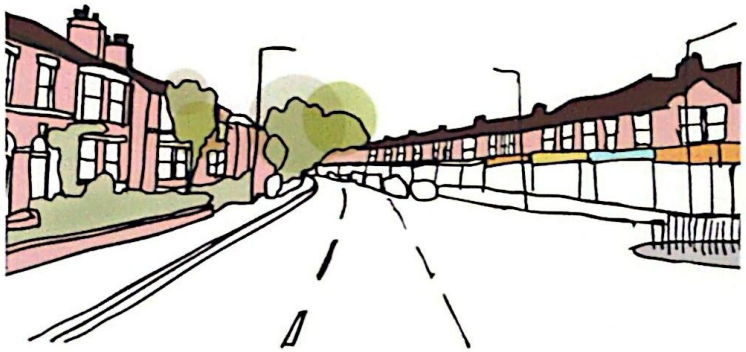




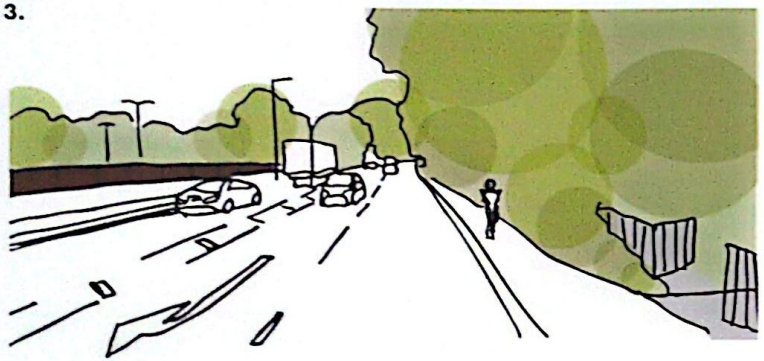
1.



2.

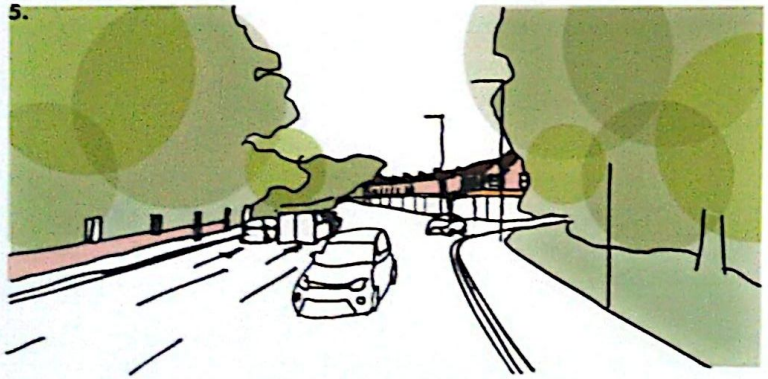


3.



4.

5.



6.

1. Immediately after vacating Davenport train station pedestrians are faced with a busy vehicular route with narrow pavements on either side of the road. Road crossing is restricted to a long traffic lit junction, resulting in a fragmented pedestrian experience progressing north on Bramhall Lane towards Davenport high street.

2. Continuing along Bramhall Lane, the dense vehicle traffic still dominates the experience however, overgrown shrubbery and mature trees dominate the periphery of pavements either side of the carriageway. In addition, the entrance to Cale Green Park becomes visible along with community tennis courts. Yet, no pedestrian crossing is available along this point in the carriageway, compromising legibility and safety.

3. Moving north, mature trees and greenery dominate the eyeline of the pedestrian and the carriageway increases to 3 lanes of traffic approaching a major road intersection. However, in the distance Davenport high street starts to become visible aiding legibility.

4. At the base of Davenport high street a large road intersection dominates the entrance. Pedestrian legibility across this junction is compromised and fragmented, there is also a notable lack of cycling infrastructure. However, red brick Victorian terrace housing begins to populate the western side of the high street along with a continuation in mature trees providing quality green infrastructure and character to the high street.

5. Mature trees and private green infrastructure in residential front gardens dominate the pavement on the western side of the high street. Whilst the eastern side is populated with commercial and retail ground floor units, providing strong active frontage and passive surveillance for pedestrians moving along Bramhall Lane. Nonetheless, a lane of parked cars dominates the walking route north.

6. Finally, approaching the top of the high street strong active frontage and parked cars still occupies the eastern side of the road. However, the residential terrace housing fronts straight onto the main road, with many parked cars in driveways interrupting the pedestrian walkability. This provides a strong contrast on either side of the road with weaker frontage and less passive surveillance provided on the eastern side of Bramhall Lane.

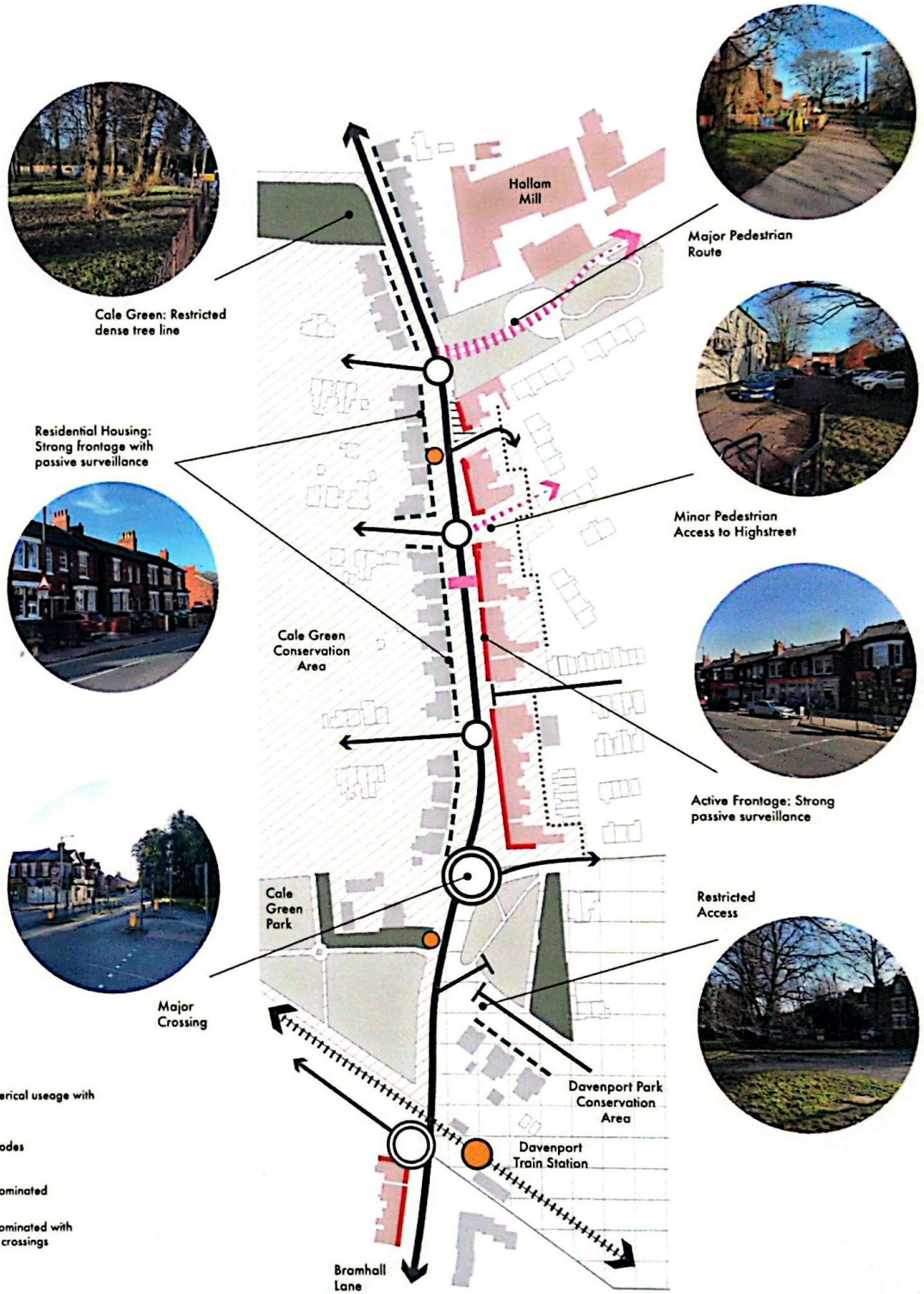
5. DAVENPORT HIGH STREET

Davenport high street is situated along Bramhall Lane, north of Davenport train station. Situated on the periphery of both the Cale Green conservation area and Davenport Park conservation area, therefore any future development will need to consider its impact accordingly.

The route caters to multiple modes of transport, including vehicles, buses, and pedestrians. Cycle infrastructure is of low quality and restricted to painted zones along the vehicle carriageway. As such, there are multiple nodes situated along the high street, with pedestrians only being prioritised at two crossing points. Thus, resulting in a slightly halted pedestrian experience. There is ground floor activity along the eastern side of the road, sometimes spilling out onto the pedestrian carriageway. Activity ranges from essential retail to commercial food and beverage, facilitating an eye on the street presence at varying times of day. The commercial servicing of these activities is through the rear of the buildings, positively reducing any on street servicing, although some service vehicles choose not to use this dedicated space, instead servicing from the front, further interrupting the pedestrian experience.

Access to the high street is limited to the south by the railway line, however there are multiple cross points of pedestrian access along the high street connecting to the nearby residential streets. In addition, vehicles are restricted from turning onto the Bramhall Lane and multiple points to reduce congestion.

The high street is bookended by quality green infrastructure spaces, most notable Cale Green Park. Green infrastructure along the street is restricted to a small number of high quality mature trees, much of which will be protected under TPO's within the larger conservation areas. There is an opportunity to enhance pockets of green infrastructure along the high street.



- Dense Tree Line: Poor Access
- Key Accesible Green Spaces
- Mixed Use: Predominantly Commercial
- Residential Building Use
- Cale Green Conservation Area
- Davenport Park Conservation Area
- Major Route: Vehicle Dominated
- Minor Route: Vehicle Dominated
- Commercial Servicing
- Major Pedestrian Dominated Route
- Pedestrian Only Crossing
- Railway Line
- Strong Frontage: Predominantly residential housing with passive surveillance
- Active Frontage: Commerical useage with strong surveillance
- Sustainable Transport nodes
- Minor Node: Vehicle Dominated
- Major Node: Vehicle Dominated with complicated pedestrian crossings

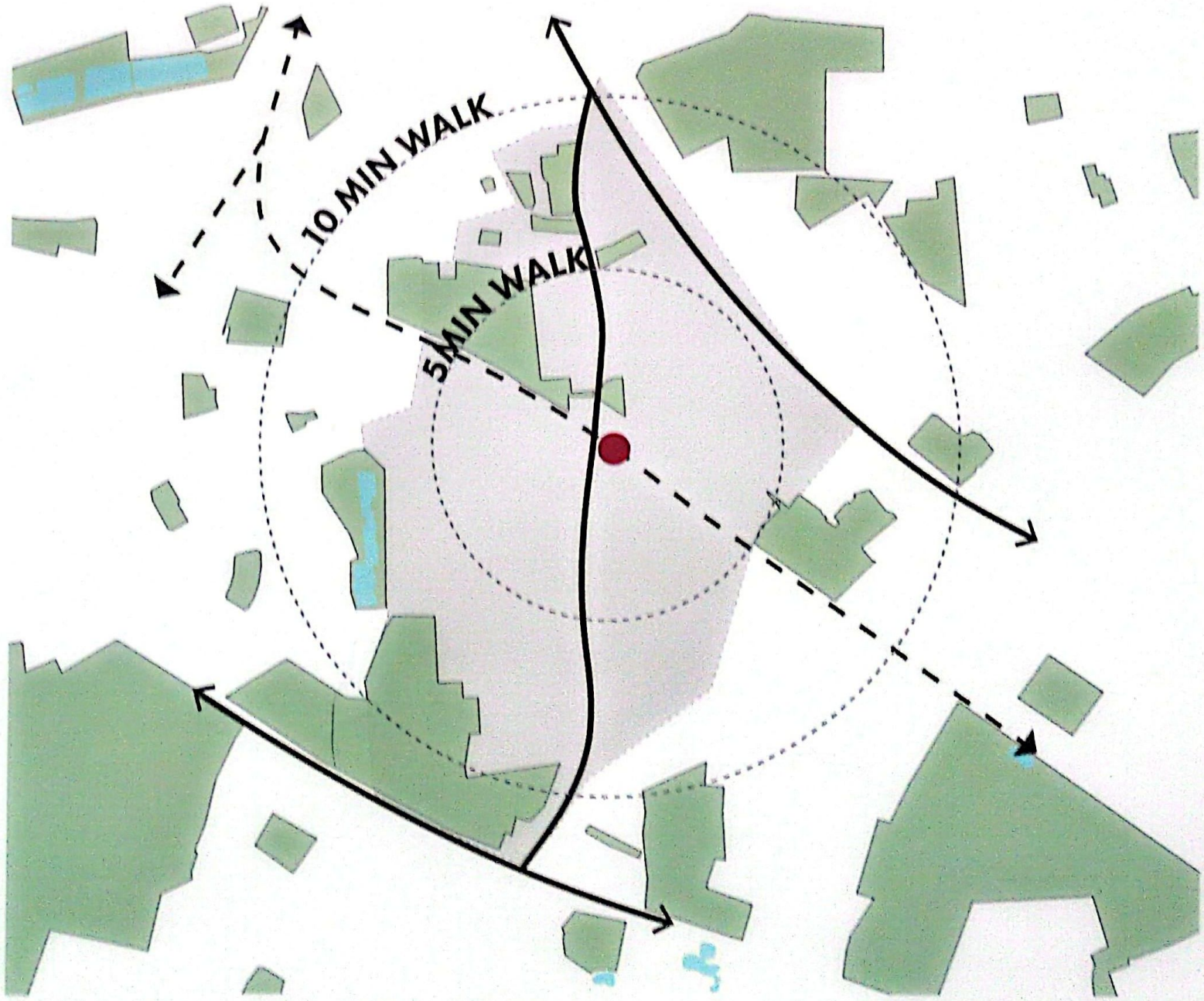
Funky Monkey Cafe and the Milliner Public House, independant businesses located North Davenport high street

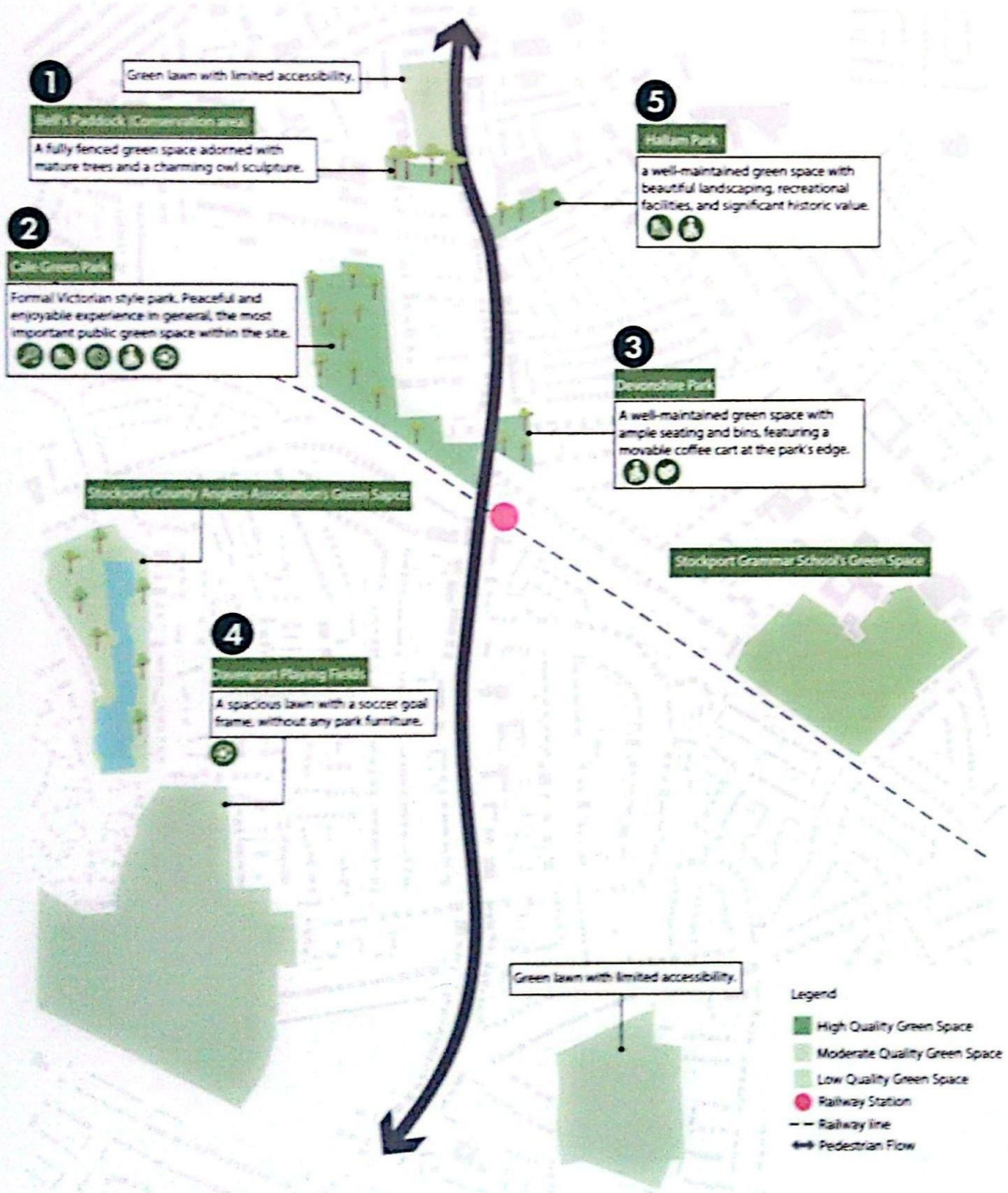
6a. GREEN INFRASTRUCTURE & PUBLIC REALM - Connections

Being a suburban neighbourhood, Davenport and its surrounding areas have access to numerous different green spaces. The relative abundance of green spaces in Davenport is a huge asset to the area and Stockport as a whole. As urban development continues in Stockport and surrounding Greater Manchester, Davenport's green spaces serve as vital urban buffers. They reduce the effects of urban sprawl, support pollinators and native plant species, and offer microclimatic benefits like shade and cooling. This effects are improved also by the amount of mature trees across the site. Any development that takes place in Davenport should be sensitive not only to the natural environment, but also to the fact that these green spaces are an important aspect of what makes up the character of Davenport.

To the North the green spaces tend to be smaller, as the density builds towards Stockport town centre. The further South the green spaces tend to get bigger and less well managed as you move further into the countryside. Davenport itself is a microcosm of these geographical changes, with the area to the North of the train station featuring smaller, more formal and well kept green spaces. These tend to be filled with outdoor furniture and rest areas, and recreational amenities, such as tennis courts.

The area South of the station has larger, more open and more exposed green spaces. These lack the facilities found in the Northern area. Instead they offer open spaces for dogs and children to run around in, or for sports such as football and rugby to be played in.





1

2

3

4

5

Cale Green Park has been identified as the most important piece of green infrastructure. This is due to its prime location near the station and the high street, making it easily accessible, and its wide range of activity options.

The park has a multi-use games area, basketball court, five-a-side football pitch, and tennis courts, providing many different recreational options. Aditionally, a children's play area is equipped with modern play structures, including swings and a slide. The playground has been recently upgraded to enhance accessibility and enjoyment for all children .

It was first built in 1894. Originally part of a private estate, the land was transformed into a public park through the efforts of local philanthropists and the council, aiming to provide a communal area for relaxation and recreation. The park's design features formal layouts, intersecting pathways, and a central circular feature, reflecting the aesthetic sensibilities of the era. Healthfield park, the further North green space was similarly given over to the council from a private owner.

In contrast to these formal parks, the Davenport playing fields in the South offer no such amenities. They are completely empty. This offers the chance to wlk or run around the space, but not much else. Aditionally, due to its size, it feels barren and exposed. There is opportunity and space for some densification in this area. While retaining green space is important, there is a lack of available land in Davenport, so development on some of this green space could both provide new homes and improve the playing fields by making them feel less exposed.

6b. GREEN INFRASTRUCTURE & PUBLIC REALM - User Experience

These maps seek to analyse the user experience regarding the comfort and safety of major areas of green infrastructure in Davenport. The conclusions from this analysis offer suggestions for future design code guidelines for green infrastructure development in Davenport.

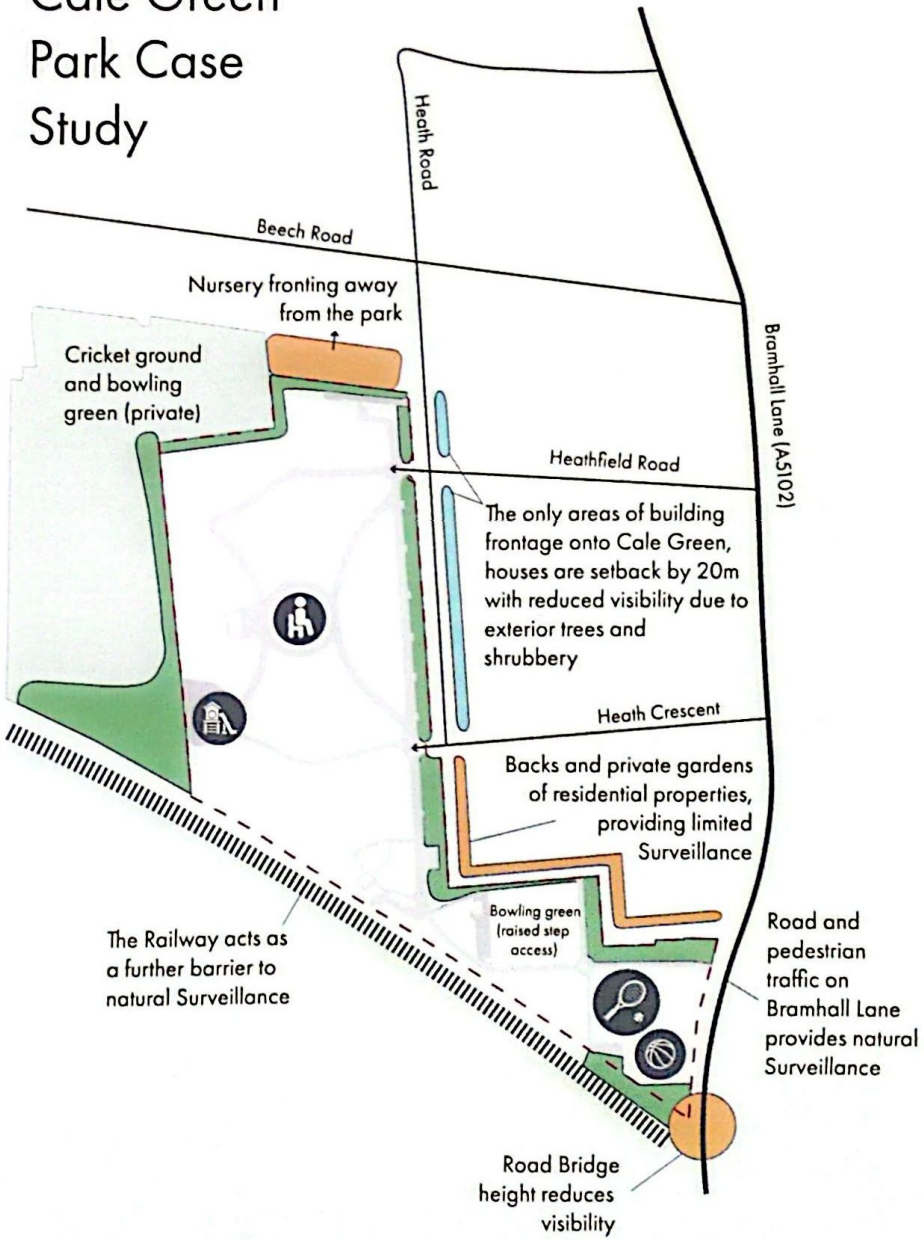
Cale Green is a well maintained and popular park within the community. The heart of the park is defined by an open formal lawn space with a circular seating arrangement and pavilion. This openness allows for long sightlines, aiding an awareness of the users' surroundings. The park offers multiple activities for a range of users from a children's play space, tennis and basketball courts and a bowling green, all increasing the overall footfall of the park and in turn a feeling safety. However, the park suffers from a lack of natural surveillance and artificial lighting, leading to the park becoming an unattractive destination after dusk.

Davenport playing fields are a major community asset in terms of scale. Featuring multiple football pitches, the park is also well used for dog walking. Previous analysis has highlighted the challenges of the playing fields in terms of access and legibility. In terms of safety, whilst the wide-open space creates elongated sightlines this also creates a feeling of exposure and a limited capacity of overlooking properties to provide effective natural surveillance. Footfall is also fair-weather dependant as the park can become muddy and waterlogged in winter months. There are no accessible paths nor seating areas within the playing fields and the areas of woodland within the park are unmanaged and unutilised by the public which has led to instances of fly-tipping, further detracting from a positive user experience. Use of the park after dusk is again limited by a lack of artificial lighting.

Hallam Park is a strategic corridor of green infrastructure for pedestrians between the A6 and Bramhall Lane. The park is well used as a through-route, resting place and child's play area increasing a sense of safety. The park features some natural surveillance and artificial lighting.

Heathfield Green is an enclosed public park with strong natural surveillance from the Heathfield House NHS facility. The perimeter wall and hedging limits natural surveillance from the main road.

Cale Green Park Case Study

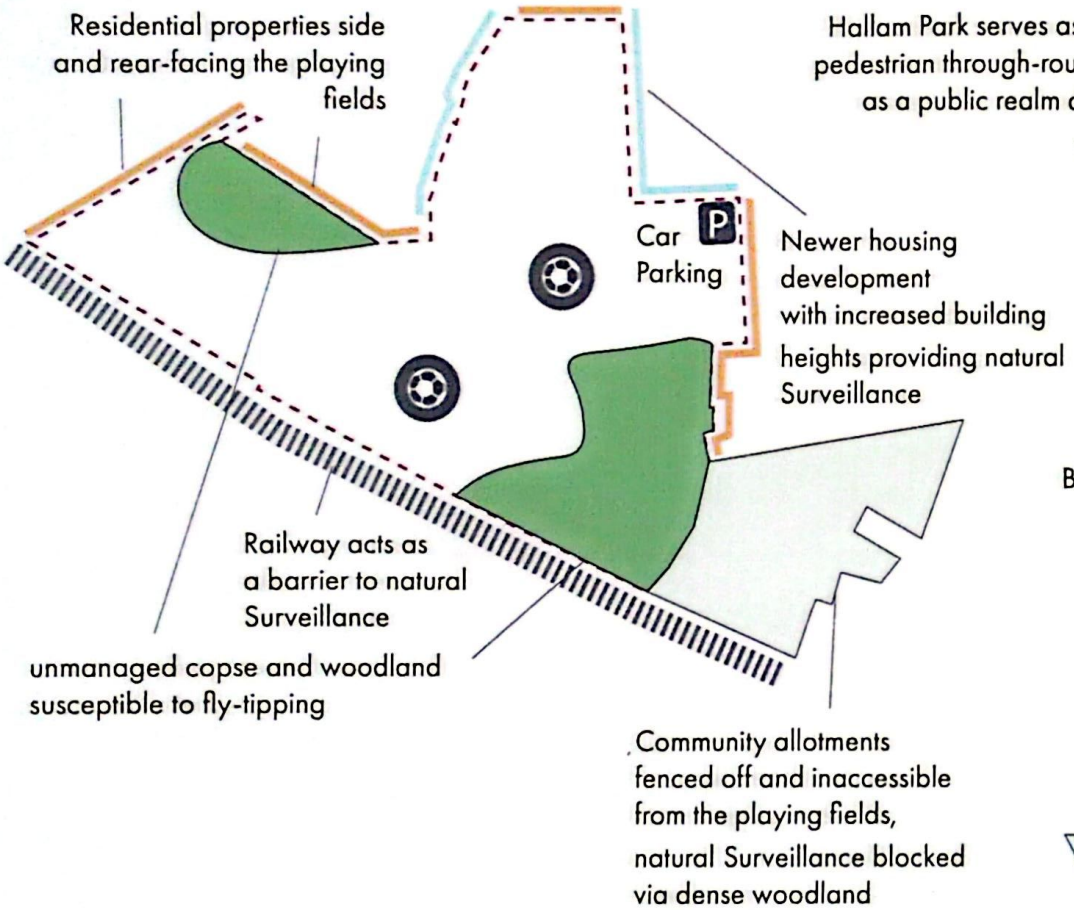


Davenport Playing Fields

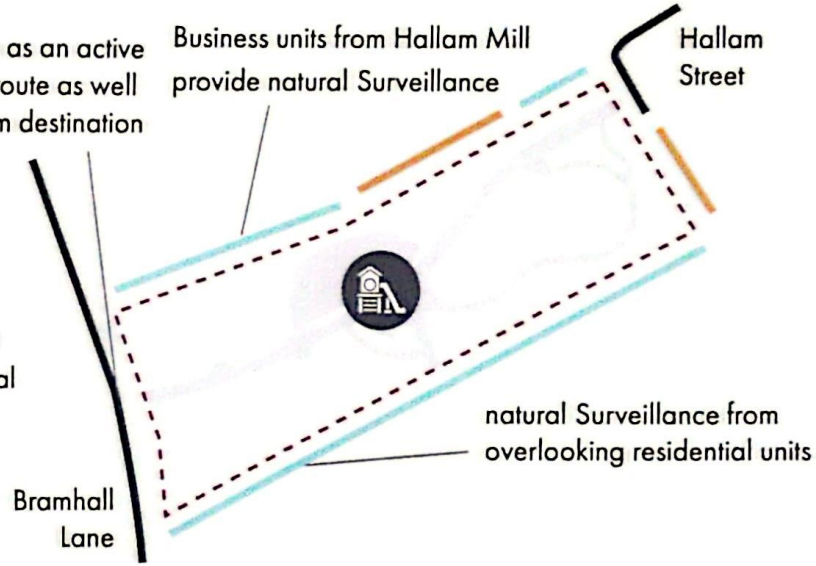
Cale Green Park Pavilion

Cale Green Park lawn space

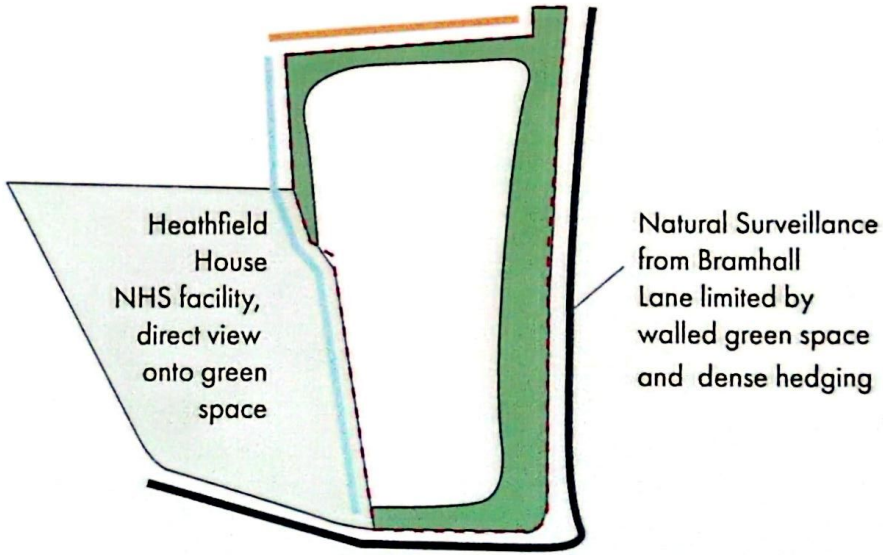
Davenport Playing Fields



Hallam Park



Heathfield Green



Key Takeaways

Future GI development/improvement should be mindful to facilitate a range of activities for a range of users to encourage footfall and improve feelings of safety. GI should be orientated to exploit opportunities for natural surveillance and where appropriate artificial lighting should be used. GI should be well-maintained and offer open views within natural surveillance range to discourage anti-social behaviour such as fly-tipping.

6c. GREEN INFRASTRUCTURE & PUBLIC REALM - Accessibility

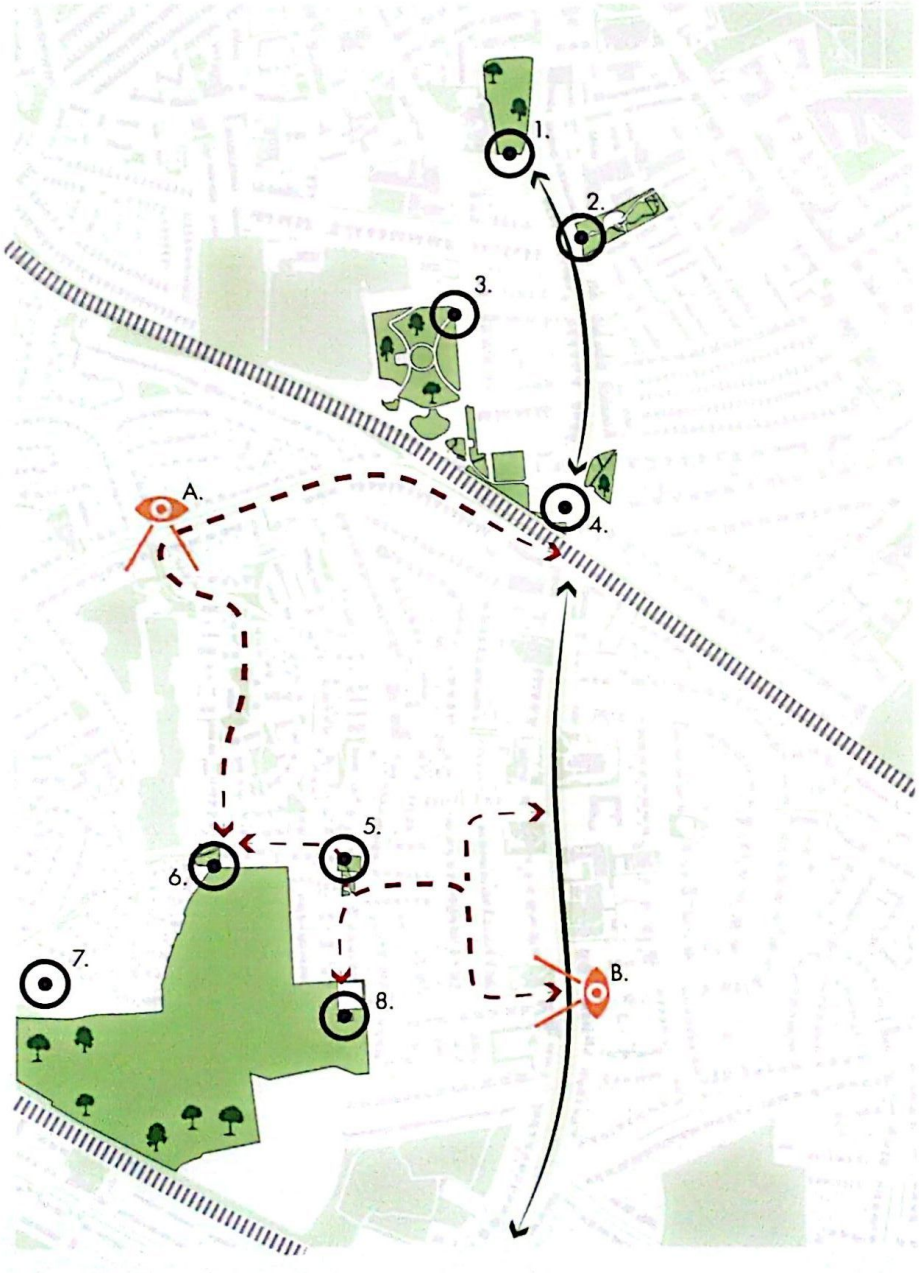
One of the core problems for Davenport's green spaces is limited accessiblity, particularly in the south of the neighbourhood.

The area north of the trainline benefits from having most of its green spaces along Bramhall lane. This is a clear route, and access to green spaces coming off this road are clear. The playing fields in the South of the site however, do not benefit from this advantage. As demonstrated through images A and B, there are no clear site lines to the green space from main roads.

Due to the cul-de-sacs surrounding the playing fields, routes weave and wind through residential streets. Even using maps, finding the way to the playing fields is not easy for someone who does not know they are there. While changing the layout of these streets may not be an option, introducing some kind of signage or wayfinding markers could improve the accessibility of the playing fields, and the legibility between green spaces across the whole site.

In addition to poor legibility in the South, the access points to many of the green spaces across the site are poor quality. Narrow entryways, and muddy paths make accessing these public spaces difficult, particularly for disabled users and the elderly. These problems would only be exacerbated in the winter, when conditions become muddy, wet, and potentially icy.

Of course not every single entryway needs to be wheelchair accessible and wide, but more than not these issues were found across the board. A recommendation would be to consider this if building new developments, particularly around the playing fields, as these improvements could be integrated into new plans.



A. No clear views from the road towards the green space, and a lack of signage or wayfinding markers

B. Access to the Playing Fields from the main street is hidden behind illegible cul-de-sac routes

Key

- Legible Routes
- Illegibile Routes
- Access Points
- Green Spaces
- Views

1. Heathfield Green - South Access Point

A narrow gate between the street and the green space makes it inaccessible to wheel chair users.

Clear Entrance: No
Equitable Access: No

2. Hallam Park - West Access Point

Clear and defined entrance point. Wide gates with a fence to stop children running out onto the road.

Clear Entrance: Yes
Equitable Access: Yes

3. Cale Green Park - North Access Point

Clear and defined entrance point with Victorian era design. Indicative of Davenport's heritage and character.

Clear Entrance: Yes
Equitable Access: Yes

4. Cale Green Park - South Access Point

Gates with a Victorian era design. There is clear access to the tennis courts, although its connection to the rest of Cale Green Park is not obvious.

Clear Entrance: Yes
Equitable Access: Yes

5. Highfield Park - North Access Point

Narrow entrance between a wooden fence that must be squeezed through or ducked under. The pavement is uneven and narrow. There is no access for wheelchair users or even those who are unstable on their feet.

Clear Entrance: Yes
Equitable Access: No

6. Davenport Playing Fields - North Access Point

Narrow entance over an uneven dirt path. This is a poor entry point despite serving both the neighbourhood to the North and the neighbourhood to the West. No wheelchair access.

Clear Entrance: No
Equitable Access: No

7. Davenport Playing Fields - West Access Point

Low quality metal fence acts as the entry point. It is on a narrow and uneven dirt path. There is no wheelchair access here.

Clear Entrance: No
Equitable Access: No

8. Davenport Playing Fields - East Access Point

Open, wide access point for both pedestrians and cars. Although it is accessible for all users, it is unclear why a car park is necessary for a green space which is used primarily for local residents.

Clear Entrance: Yes
Equitable Access: Yes

7. CHARACTER AREA ANALYSIS

1- Cale Green

Defined by Cale Green Park and Cale Green conservation area

Victorian villa and terrace housing

Mature trees line the streets

2- A6 Corridor

Strandling either side of the A6

Variety of residential and commercial land uses

High frequency traffic along wide streets

3- Highstreet

Thriving independant commercial use provides a unique identity to the high street

High traffic route seperates the two sides of the road, and makes the are feel busy

4- Lowfield

Health, social care and educational facilities

Semi-detached housing

Tree lined streets and private garden space

5- Oakfield

Largely residential, with post-war public housing construction

Illegible and impermiable cul-de-sac street patterns

Larger victorian and inter-war terraces in the South

6- Education

Large demarcation of educational land use

Private sport facilities

Red brick buildings

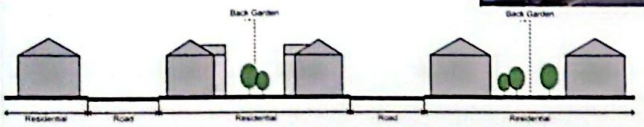
7- Countess

Higher density back to back terrace housing

Narrow walkways and smaller building footprints

Small back gardens facing onto opposite gardens

Cars parked on the streets make the area feel smaller and more enclosed



8- Davenport Park

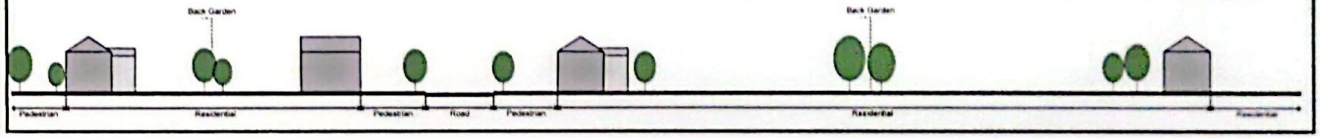
Large set back victorian villas and gardens

Wide street enclosures, lined with large, mature trees

Quieter and restricted traffic conditions

Area feels more exclusive and private than other character areas

Defined by its designation as a conservation area



9- Woodsmoor

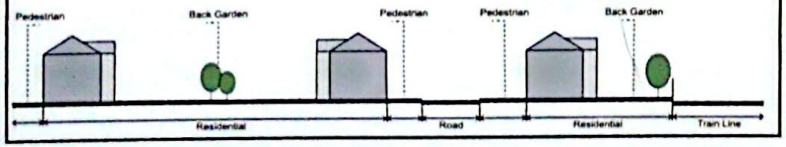
Woodsmoor Lane runs through a quiet suburban area cul-de-sacs and residential streets

Fairly large garden spaces

A mixture of semi-detached and detached single family homes

Red brick buildings

Easy access to public green space



10- The Crescent

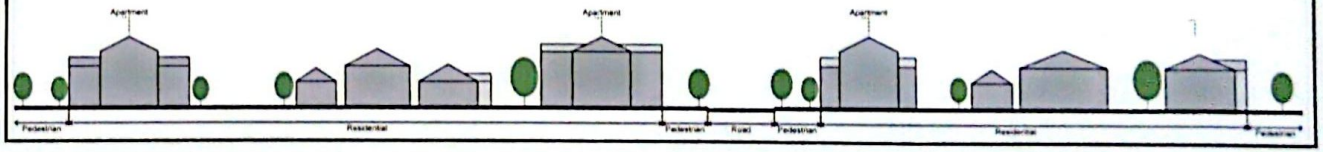
Defined by larger houses and spaces between buildings

Similar to victorian styled housing on Davenport Park Road

Housing has large setbacks

The streetscape is defined by mature trees and planting, contributing to a pleasant green and private character

Bramhall Lane runs through this character area, connecting the space to Davenport High Street with a series of local landmarks.



8. DESIGN CONSIDERATIONS

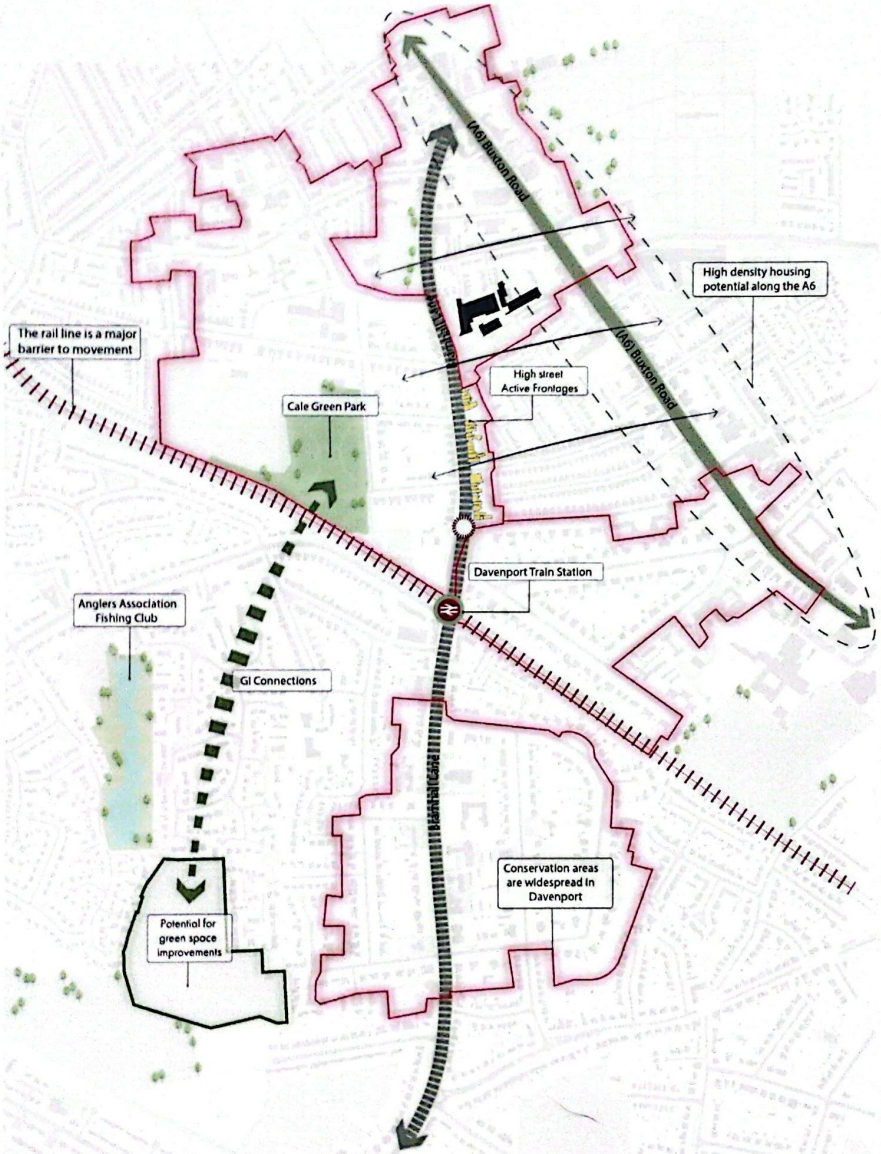
This report identifies a range of development opportunities and constraints in Davenport based on detailed analysis:

A key strength of Davenport is its strong connectivity to Stockport town centre and Manchester city centre via rail, bus, and road. However, despite this connectivity, the area's busy roads and inadequate pedestrian crossings hinder walkability and should be prioritised for improvement. The rail station, while a valuable asset, currently lacks accessibility features such as lifts and would benefit from upgrades.

The A6 corridor linking Davenport to Manchester presents a clear opportunity for increased development density, as highlighted in Stockport's existing density analysis. New developments along this route could enhance the corridor through targeted street improvements, better pedestrian environments, and the addition of cycle infrastructure—measures that would also support a stronger retail and commercial presence.

Davenport's green character is another notable asset, with high-quality public green spaces contributing positively to the area's appeal. The large green space in the southwest has been identified as a potential area for enhancement and sensitive landscape improvements. Enhancements such improved safety measures could increase both the utility and attractiveness of this space.

Based on these opportunities and constraints, a set of objectives and actions to guide future improvements has been outlined.



Opportunities

- Davenport Train Station: Davenport benefits from a strong rail network which links to the wider areas
- Primary Route (Bramhall Lane): Major link into Davenport
- Conservation Area: Davenport benefits from large conservations areas which ensures protection of the historic character and uniqueness of the street scenes
- Green space enhancement opportunity: Davenport Playing Fields would benefit from landscape improvements and investment in the pavillion buildings to enhance accessibility, quality and feelings of safety
- Major A6 Road: This provides links to the motorway which has excellent links into wider regions such as Manchester and Leicester
- High Density Potential: The A6 route would accommodate higher density housing
- The High Street: The active frontages attract businesses and acts as a social hub for the local community
- High quality green infrastructure
- Green Connections: There is opportunity to create green connections to the existing high quality green infrastructure
- Repurposing the Mills: The mills have potential to be utilised as high density housing above the already repurposed ground floors which are currently used as commercial space
- Potential Connections from Bramhall Lane to the A6

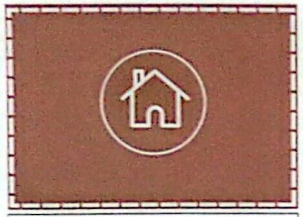
Constraints

- Davenport Train Station: The railine poses as a major barrier to the connections of east and west of Davenport, this results in poor walkability and connectivity. The station itself has poor accessibility.
- Conservation Area: The conservation area restrict development and make it more complicated to make much needed improvements in the areas
- The high Street: The high street sits close to the back of the footpath, with narrow pavement which does not accommodate the spill out areas
- Pedestrain Crossings: There is one pedestrian crossing which is of poor quality and dominated by vehicular traffic

1

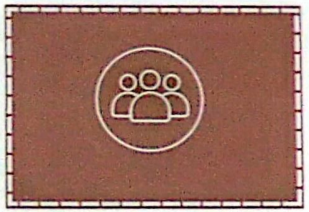
Improve legibility and walkability to create memorable journeys building on Davenport's sense of place.

2



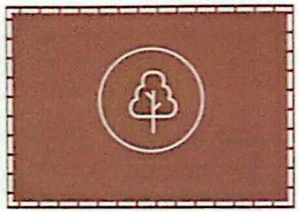
Retain and enhance the character of Davenport, reflecting the strong identity of its history and heritage.

3



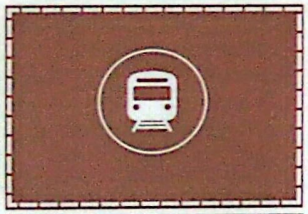
Ensure public realm enhancement to provide the community with high quality, accessible spaces and streets.

4



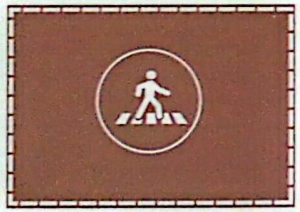
Enhance and preserve green infrastructure and maximise access to high quality spaces.

5



Improve connectivity and accessibility to public transport and cycling infrastructure, connecting Davenport to the wider region.

6



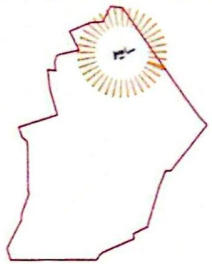
Improve safety along high traffic areas through implementation of safe crossing points through design and strategic placement.

The design objectives stem from extensive site analysis and are intended to shape the character and structure of future development in Davenport. There is a huge focus on enhancing walkability, legibility and accessibility to ensure pedestrians are prioritised. Another key focus is enhancing and preserving the existing green infrastructure in Davenport, with an empahsis on enriching the public realm to encourage community well being. Another key focus is delivering high quality design and strong public transport connections for a permeable and legible network. Through the objectives, the following design actions have been set to ensure clear guidelines for a contextually responsive design which will meet the needs of the communities in Davenport.

A

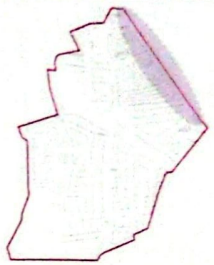
Ensure new developments are sympathetic to the existing heritage while meeting requirements of increased density.

B



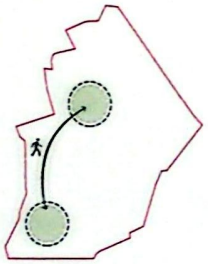
Opportunity to redevelop the mill and retain the active frontage use for much needed accommodation.

C



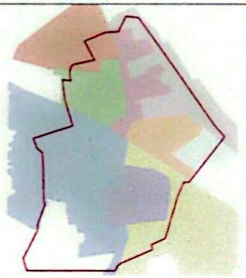
Capitalise on existing areas of lower quality development to maximise opportunity for increased density and quality.

D



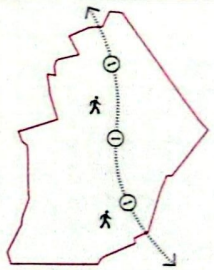
Create a legible network of green infrastructure that promotes equitable access, ensuring the provision of multi-functional green spaces that provide a sense of safety and comfort.

E



Capitalise on the unique character of Davenport through high quality design and materials that respond to the context.

F



Improve walkability through wider, high-quality pavements and regular crossing points to increase safety and permeability consistently.

G

Enhancing pedestrian access to the A6 bus corridor and Davenport train station that provide a sense of safety and comfort.

H

Utilise existing green infrastructure to blend increased building densities into the area.

I

Implement cycling infrastructure in areas identified as key active travel routes to encourage sustainable modes of transport.

Davenport

PROJECT TEAM

MANCHESTER URBAN DESIGN LAB
Team

Dr Philip Black	Director
Rachel Kerr	Lecturer
Dr Taki Sonbli	Technical Manager
Dr Rob Richardson	Research Lead

STOCKPORT MBC
Team

Hannah Mitchell	Senior Planning Policy Officer
Richard Wood	Planning Policy Manager

CONSULTANCY
Team

Katja Stille	Tibbalds
Ketki Mudholkar	Tibbalds
Jamie Wilde	Design Yorkshire
Robbie Ormond	Design Yorkshire
Jaimie Ferguson	Lucid Design

MANCHESTER URBAN DESIGN LAB
Student Team

Debbie AKHTAR
Isabella CROASDALE DE LA MAR
Isaac CUNNINGHAM
King-Ho David FAN
Carlotta HALES
Ciyun JIN
Zhiyi LIN
Lesha MAHADESHA
Monty PALEY
Weilu PAN
Shatakshi PATIL
Santoshi RAUT
Yining WANG
Callum WILSON
Zixiong ZHOU

STOCKPORT
METROPOLITAN BOROUGH COUNCIL

MANCHESTER
1824
The University of Manchester

MANCHESTER
URBAN DESIGN | LAB

STOCKPORT
METROPOLITAN BOROUGH COUNCIL

MANCHESTER
1824
The University of Manchester

MANCHESTER
URBAN DESIGN | LAB