

THEME 03

CONNECTING DEAN CLOUGH MILL



Along with the former Halifax Building Society headquarters (now a key office of HBOS), Dean Clough is the most significant concentration of employment near the town centre and also contains art and theatre facilities, restaurants and a hotel. But it is detached, its separation compounded by the A58 flyover, the environment of Broad Street and open land to both the east and west of Broad Street, the Broad Street Development Site and the Bus Station. The whole environment is hostile to pedestrians who find even short distances daunting and roads difficult to cross. This means that the links between this concentration of working people and the town centre is very poor, and the town centre loses important business.

PROPOSITION

Vacant land and underused land to the north of the town centre should be redeveloped as a mixed-use district providing for the expansion of town centre uses and arranged with the expressed intention of better connecting Dean Clough with the town centre via a network of new streets and spaces. fundamental part of life in the town and an attraction for residents and visitors alike.



The Broad Street site has already been identified as a major development opportunity in the town centre and is at the early stages of marketing now. Proposals for redevelopment must:

- Extend the town centre northwards
- Create new direct links to Dean Clough within the site
- Reclaim traffic space from Broad Street for development - traffic levels do not require a dual carriageway
- Create active frontages to this road and creating a more pedestrian friendly environment.

In order to fulfil this opportunity, the first requirement will be to reconfigure Broad Street as a single carriageway road, incorporating the northern and western carriageway into the development site. This will also require the main road junctions - with Market Street and with Winding Road - to be redesigned to give pedestrian priority.

The reconfiguration of Broad Street will emphasise the visual and physical continuation of Market Street into the site, aligned with Ackroyd Place, and an approach to Dean Clough at a high level under the flyover. The church spire will be a landmark that terminates the long view.

The junction with Winding Road will be reconfigured as a public square and the frontages designed accordingly. Buildings on the Broad Street site will provide active frontages to Broad Street and to the new street, perhaps at different levels using the differential in site levels.

In the longer term the redevelopment of the Vauxhall showroom and at least the Broad Street frontage of the bus station will be encouraged.

Beyond the Broad Street site, the upper level car park at Dean Clough Mill should be reorganised to concentrate car parking in a multi-storey layout to the rear of the site and to redevelop the frontage to Dean Clough for residential development. This together with car parking on the Broad Street site would have sufficient capacity to allow the car park in the main courtyard of Dean Clough to be demolished and the full potential of this space, with the Hebble Brook as a centrepiece, as a more appropriate setting for the Mill and its working community to be realised.



THE BROAD STREET SITE



DEAN CLOUGH



Links to Dean Clough Mill along Dean Clough will be much improved by redevelopment of the Broad Street Site and adjoining land, though improvements to the balance of footways and road space and the floorscape in favour of pedestrians in Dean Clough should be part of a comprehensive package.

Finally the third connection to Dean Clough Mill via Old Lane and the spectacular space below the two bridges needs some special attention to make it attractive as a walking route but also to reveal its historic significance.



DEAN CLOUGH



DEAN CLOUGH FROM THE BRIDGES



AERIAL VIEW OF THE DEVELOPMENT SITE