
ECONOMIC DEVELOPMENT OF HISTORIC DISTRICTS THROUGH ADAPTIVE REUSE: [THE CASE STUDY OF KING'S CROSS REGENERATION PROJECT IN LONDON, UK]

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Abstract

This research aims to study and analyze one of the major projects of economic development through the adaptive reuse of old buildings in the historical districts in one of the major capitals in the world in London, UK, it is a project to develop and upgrade King's Cross. This research deals with presenting, analysis and extrapolation of the phases of the development of the region and the exploitation of it for tourism, commercial, leisure and educational activities in order to deduce ways of good exploitation to achieve economic returns from historical buildings in old districts for major investors participating in the project and the society, As well as tourism and cultural returns to preserve the history of the region and its identity and urban fabric. This Research conclusions and recommendations may be useful in the development and historic districts upgrade in our old heritage cities.

Keywords

ECONOMIC DEVELOPMENT - HISTORIC DISTRICTS- REUSE - KING'S CROSS REGENERATION- LONDON.

Introduction

The historical regions are full of valuable heritage such as buildings and traditional crafts as well as customs and traditions that constitute the spirit of the place. Existing buildings in heritage sites represent a sustainable resource that can be invested and re-employed in an appropriate manner instead of building new buildings to provide the value of new construction, which achieves a greater return on investment, as well as appropriate re-use to achieve the preservation of the building in a sustainable manner.

Adaptive Reuse

It is a method used in dealing with historical and heritage buildings to preserve them and achieve societal and economic development, where a proposal for a new use is developed after thorough studies of the impact of this new use on the building in a manner that fits the nature of the building and the urban environment and setting controls and standards for the application of the appropriate reuse project on the building.

King's cross project:

The King's Cross is one of the largest and most extensive redevelopments in London. The 67-acre site has a rich history and a unique setting. The project constitutes a shift of unused land to a new part of the city that includes a residential part, shops, offices, galleries, restaurants, schools, and even the university. It is a completely new piece of London with a brand new postal code, N1c.

The King's Cross project features location, communications, a distinctive culture scene, development that includes the canal side setting, rich and varied heritage, a thriving business community, and strong service to the local community. In King's Cross, all of these combine to make it so unique, distinct and authentic.

Project location The King's Cross is located in the outskirts of Old London and at the meeting point of road, river, canal and rail transport that have shaped the history of this wonderful part of London. All this history can be seen in ancient buildings, street planning, and in the stories of existing societies. Historical background Roman times The area now known as the King 'sross lies approximately 2 km northwest from the Roman settlement of Londonium. The King's cross remained a sparsely populated area of rural settlements until the 18th century.

Eighteenth century:

Rocket's 1745 AD map shows the entire location of King's cross as open fields next to York Way (formerly Longwich Lane and then Maiden Lane). The area was popular with Londoners flocking out of the city to spas and country lodges. The Regent Canal was completed in 1820, connecting the King's cross to the major

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industrial cities in northern England. A sign of the growing industrial importance of the area was the arrival of the Coke Company the Imperial Gas Light and Pancras GasWorks (Pancras GasWorks) south of the canal in 1824. During that and in the same period, a number of other polluting companies were created, such as the paint industry. And waste sorting, especially at the Battle Bridge, although most of the land to the north of the canal remained open fields. The arrival of the industry changed the nature of the King's cross area, to develop and improve the area. The statue of King George IV was erected at the crossroads of the Battle Bridge in 1966. In 1830, the statue was ridiculed and demolished, and the area's name remained King's cross between 1849 and 1852, the Great Northern Railway Company (GNR) established London Station The first temporary passenger station was opened in 1950 and was used until the opening of King's cross station in 1952.

In 1954, The Great Northern Hotel was opened and was a hotel serving railroad customers. It was transformed into the temporary station for the wholesale potato market.

Development was not limited to industrial expansion but by the end of 1850 the adoption of low-quality apartment buildings along the Caledonian Road and more expensive buildings in Barnsbury.

1864-1865 The German Gymnasium was built as a sports club for the German Gymnastics Association. St Pancras station, built between 1866 and 1868, the Midland Grand Hotel was completed in 1876.

The Metropolitan Railway Station was the world's first underground railway station that ran along Euston Road. The first tube trains were steam-powered, causing pollution, but were famous for their speed and efficiency. Significant increases in rail traffic necessitated the expansion of the railroad tracks at King's cross and the extension of the station on its west side.

Gas containers the gasholders expanded in the 1880s and by 1900, Pancras 11 Gasworks covered acres. And residential buildings fell to the ground in front of these expansions.

As a result of this problem, The Improved Industrial Dwellings Society built the Stanley Buildings in 1864-1865 to accommodate 104 families west of King's cross station. The Great Northern Railway built two residential buildings with a group of apartments known as the Culross Buildings along the New Battle Bridge Road and behind the King's cross station in 1891.

Twentieth century:

After the chaos of wartime and the nationalization of the railways in 1948, the transportation of goods via the railways is experiencing an accelerating decline. In the southern part of the Commodity Yard, most of the railroads were lifted in the 1980s. Although six of the gas containers who continued in service until the year 2000, the area deteriorated rapidly from what it used to be as a busy industrial area. By the end of the twentieth century, the industrial site was in use with many buildings collapsing. This had a detrimental effect on local communities whose residents lost employment and the associated trade opportunities in the goods and merchandise yards business. A number of projects have been stimulated to improve the area such as Camley Street Natural Park, a community wildlife reserve established in the 1980s to the west of the Regent Canal on the site of the Plimsoll Coal drops, the area has also become known for its nightlife and has become a hub for artists and creative organizations. Even so, the problems of crime and environmental degradation continued to ravage the area - problems many residents struggled to cope with.

Twenty-first century:

The arrival of the 21st century saw some important changes that began in the next chapter in King's cross history. In July 2001, construction work began on the Rail Link tunnel and the restoration and expansion of the St Pancras station. Since then, the area around King's cross has seen more than 2 investment. £ 5 billion on transport infrastructure. . To the south of the canal, several buildings were demolished, three tons of gasholders were dismantled, and components were carefully stored on site. . The new station, St Pancras International, opened in 2007.. The Midland Hotel and the Great Northern Hotel were also renovated, and in March 2012.. The £ 450 million King's cross station has been renovated. These changes acted as a catalyst for further development and a new neighborhood in the city is now starting to take shape.

Project development - In the Victorian era, the King's cross was an important manufacturing core. But in the late 20th century, the area known as Railroad Land became a series of abandoned buildings, railroad networks, warehouses and polluted lands.

- The 1996 decision to move the railway tunnel link from Waterloo to St Pancras became a catalyst for change. The landowners - London, Continental Railways Ltd. and Excel (now DHL) decided to develop the land.

In 2001, Argent (2) was chosen as its development partner. The project began with several years of extensive studies and consultations with the local community, government and other stakeholders. This work formed the basis of a development vision, from which the master plan evolved. The major institutions (Allies and Morrison and Porphyrios Associates) of architecture and urban planning in London have worked on the King's cross project, a permit was granted in 2006 allowing the construction of new buildings, 20 new streets, 10 major new public spaces, restoration and renovation. 20 historic buildings and structures and up to 2,000 homes. . In 2008, London Argent, Continental Railways and DHL formed a Kings Cross Central Limited partnership: joint partnership. The partnership is the sole owner of the land in the King's Cross. Infrastructure

work began early in June 2007, with development commencing in earnest in November 2008. Much of the early investment was concentrated in and around the Victorian buildings that once formed the Goodyard. In September 2011, the University of the Arts London moved to the Granary complex and parts of the development were opened to the public for the first time. - Since then, the restaurants have opened, the Great Northern Hotel has been refurbished and reopened and the first residents have been relocated. Companies such as Google, Louis Vuitton, Universal Music and Havas have chosen King's Cross headquarters. A whole series of new public squares and parks have opened, among them Granary Square with its fabulous fountains, Lewis Cubitt Park and Square and Square. The new Gasholder Park - In January 2015, the UK government and DHL announced that they would sell their investment in the redevelopment of King's Cross to the Australian Super, the largest pension / pension fund. In Australia only for-profit members operate. The fund manages more than A \$ 91 billion in member assets on behalf of more than 2 million members from 210,000 companies. The King's Cross is his first direct investment in London and his second largest in the UK. The King's Cross development is now on the map and is fast becoming one of the most attractive places to live, work and visit in London.

Among the quotes from the King's Cross project: The location is a perfect combination of gravity and luster, simultaneously symbolizing the industrial and engineering past of London and the creative present.

Edwin Heathcote, Financial Times.

Curricula for redevelopment of the King's Cross area

(King's Cross Redevelopment Approaches)

- Generating and creating a high market value around a central pivotal area with great market potentials through strong exploitation of high quality and value spaces.

Public private partnerships to finance infrastructure and property development. The following figure shows the partnerships and stakeholders involved in the King's Cross redevelopment plan and in this project:

Partnership with private investors)

Partnership with the Central Government

Community Partnership: King's Cross development process involves significant participation, based on dissemination of proposals and active discussion with local communities

The advantages of the project and its returns:

1- The direct material returns on the investors and owners of those buildings from companies such as the Population Iron Company and others, in order to achieve optimum utilization of the abandoned buildings and reuse them in a manner that achieves an economic return.

2- Economic and social returns: are reflected in:

- Improving the surrounding environment of the area, as it was previously an unsafe area.

Infrastructure development: As the implementation of the project program required improvement of roads and infrastructure

Providing job opportunities: The project has provided a huge number of job opportunities in various fields.

3- Returns belonging to the main stakeholders, including the local authorities in London

Results :

1- Adequate re-employment and its importance in achieving good and more robust economic value of old buildings.

2- Adequate reuse and its role in improving the urban environment, the built environment and surrounding public spaces.

3- Partnership between the public and private sector and the role of this partnership in financing these projects.

4- The contribution of development and appropriate reuse projects to the improvement and development of roads and infrastructure in the areas where these projects are located.

5- The importance of a long-term study of development projects, appropriate reuse and accurate feasibility studies before starting this type of project.

Recommendations:

- The research recommends making use of global experiences such as those found in some of this project (the King's Cross redevelopment project) to exploit the historical and heritage buildings of value in Egypt and its rich ancient cities to achieve optimum economic benefit from the urban heritage.

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