PORT/
LOOP

INTENTIONS, MOTIVATIONS, DECLARATIONS

THE MANIFESTO IS A BOLD EXPRESSION OF OBJECTIVES, IDEAS & PRINCIPLES, THE STORY THAT DEFINES THE DEVELOPMENT. IT'S NOT THE MASTERPLAN AND IT'S NOT MARKETING BUT IT WILL UNDERPIN BOTH AND INFORM EVERYTHING.

A shared narrative

The manifesto should be a story we all want to tell, professionally and personally. An important story, of local and sector interest but also of international and wider public interest. A story that resonates with wider narratives for the partners and the City.

Not just a slogan

A manifesto requires big ideas and genuine intent, our idea is a future neighbourhood on an island in the inner city (because we have an island and because we are planning for the future).
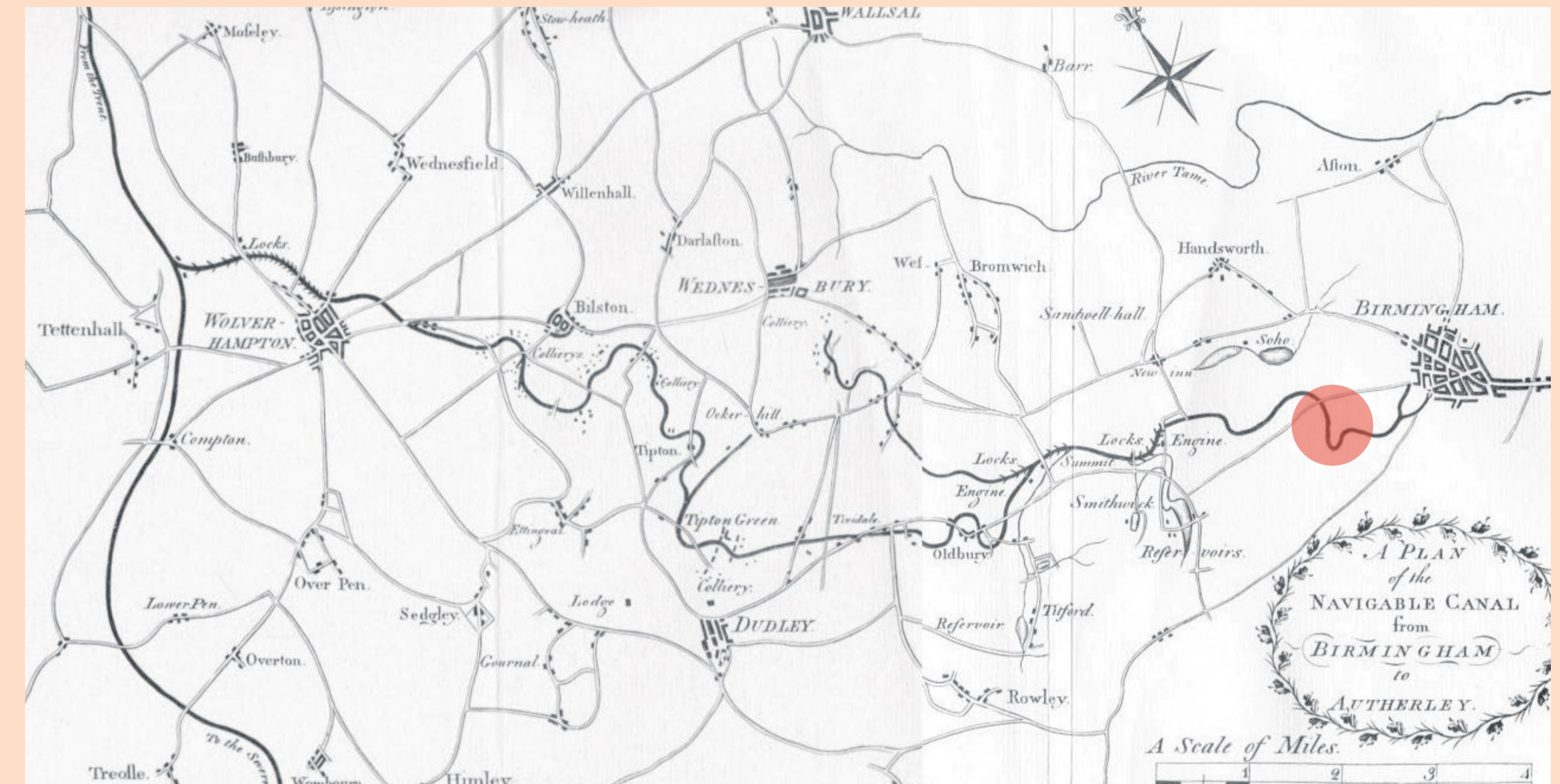
An idea about place

Place is about difference, the unique qualities in landscape, architecture and community. We are looking for the defining opportunity presented by a site and Icknield Port Loop has an island. Accentuating the island creates unique qualities and unique possibilities.
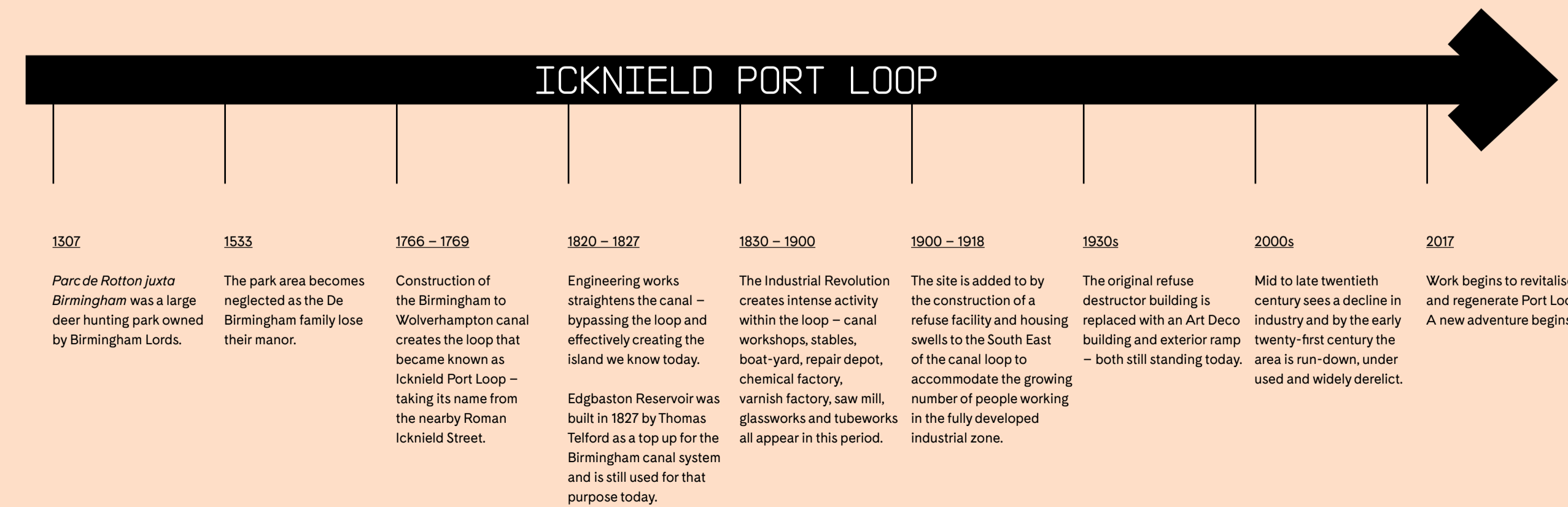
Our manifesto for Port Loop Island and beyond, and the statements in it, are based on a set of predictions of the future (we know that there are lots of unknowns, and new likely disruptors); how people will live, work and purchase new things, and how they'll interact with the spaces they choose to inhabit.

We talk about the technology that lives in our pockets and enables us to subscribe to just about everything that we need to live; technology that will get us from A to B without the need for petrol or steering wheels. We discuss flexible housing and flexible working, green streets and spaces to play. It's about sustainable living in sustainable spaces.

BEFORE THE ARRIVAL OF THE CANAL IN 1769 THE AREA KNOWN AS ROTTON PARK WAS A VAST PARKLAND USED FOR DEER HUNTING. IN THE NEXT 50 YEARS THE WHOLE OF BIRMINGHAM WAS COMPLETELY TRANSFORMED INTO A CITY OF A THOUSAND TRADES AND BECAME A THRIVING INDUSTRIAL CITY WITH THE CANAL AT ITS HEART. ICKNIELD PORT LOOP OWES ITS EXISTENCE TO THE INDUSTRIAL REVOLUTION.

Map of the Birmingham Canal from William Hutton 1783
'A History of Birmingham'

ICKNIELD PORT LOOP

1307

Parc de Rotton juxta Birmingham was a large deer hunting park owned by Birmingham Lords.

1533

The park area becomes neglected as the De Birmingham family lose their manor.

1766 – 1769

Construction of the Birmingham to Wolverhampton canal creates the loop that became known as Icknield Port Loop – taking its name from the nearby Roman Icknield Street.

1820 – 1827

Engineering works straightens the canal – bypassing the loop and effectively creating the island we know today.

Edgbaston Reservoir was built in 1827 by Thomas Telford as a top up for the Birmingham canal system and is still used for that purpose today.

1830 – 1900

The Industrial Revolution creates intense activity within the loop – canal workshops, stables, boat-yard, repair depot, chemical factory, varnish factory, saw mill, glassworks and tubeworks all appear in this period.

1900 – 1918

The site is added to by the construction of a refuse facility and housing swells to the South East of the canal loop to accommodate the growing number of people working in the fully developed industrial zone.

1930s

The original refuse destructor building is replaced with an Art Deco building and exterior ramp – both still standing today.

2000s

Mid to late twentieth century sees a decline in industry and by the early twenty-first century the area is run-down, under used and widely derelict.

2017

Work begins to revitalise and regenerate Port Loop. A new adventure begins.

THE BIRTH OF BIRMINGHAM'S CANALS

JAMES BRINDLEY
CANAL PIONEER
(1716–1772).

BRINDLEY WAS ONE
OF THE EARLY CANAL
ENGINEERS WHO
WORKED ON SOME
OF THE FIRST
CANALS OF THE
MODERN ERA.

HE PLAYED AN
ESSENTIAL ROLE
IN SHAPING THE
WAY CANALS WERE
BUILT DURING
THE INDUSTRIAL
REVOLUTION.

The Birmingham to Wolverhampton Canal was constructed in 1766–9, engineered by James Brindley on a winding alignment, largely dictated by the contours of the landscape. This was the first canal in Birmingham.

In the eighteenth and early-nineteenth centuries, the Icknield Port Loop area was undeveloped land beyond the built-up area of Birmingham.

The loop forms a 0.6-mile (1 km) section of the eighteenth-century Main Line canal west of the city centre.

Port Loop is just one mile from Birmingham city centre.
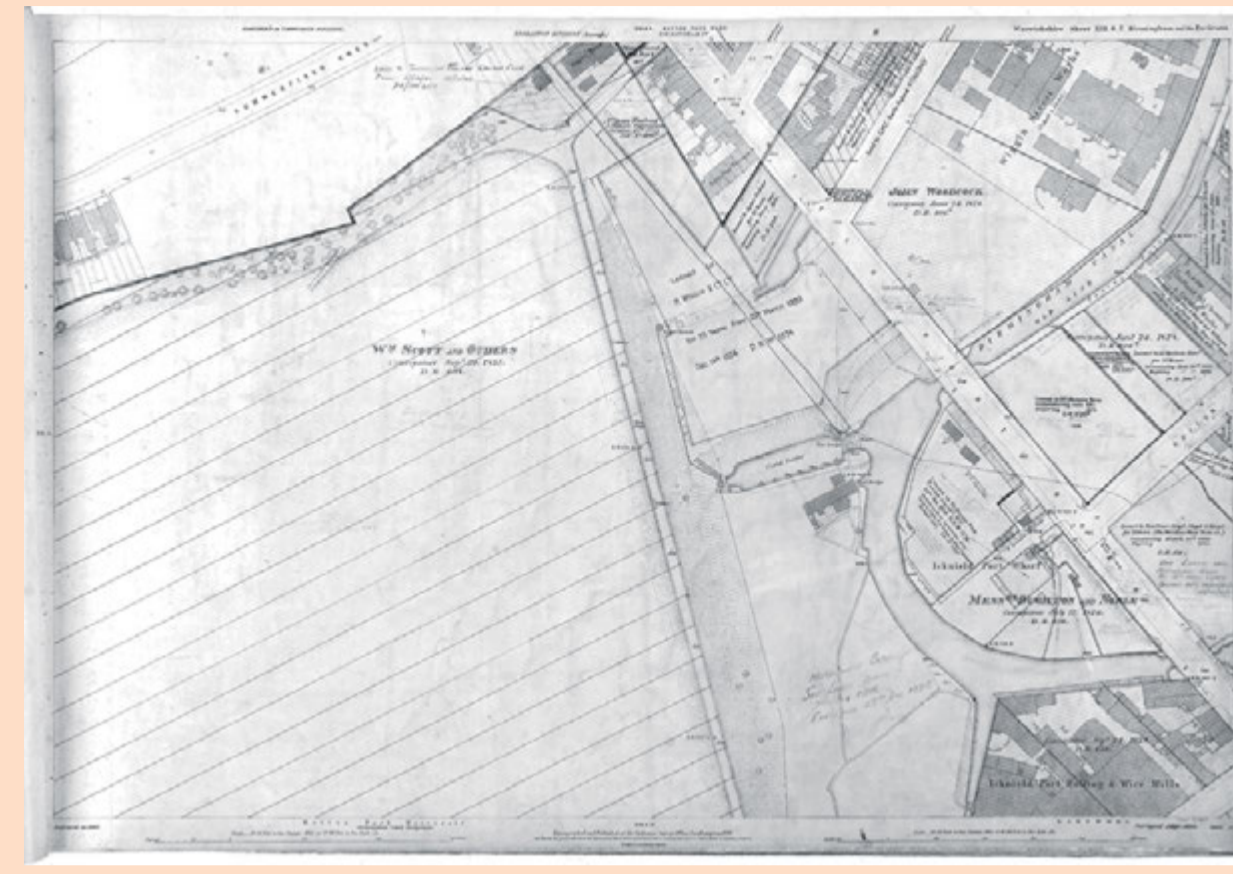
01 / Map circa 1887
02 / View of the canal
& industrial buildings circa 1960
03 / View from Icknield Port Road,
present day
04 / Birmingham canal Old Line,
present day
05 / Industrial Revolution in Birmingham
06 / Workers on the canal near Oldbury
date unknown
07 / Present day canal-side signage

A MANIFESTO FOR A FUTURE NEIGHBOURHOOD ON AN ISLAND* IN THE INNER CITY

PORT LOOP

SUMMERFIELD PARK

BIRMINGHAM CHILDREN'S HOSPITAL

ST PHILLIP'S CATHEDRAL

BARCLAYCARD ARENA

SYMPHONY HALL

SELFRIDGES

BIRMINGHAM NEW STREET STATION

BIRMINGHAM CITY FC

CITY UNIVERSITY, CITY SOUTH CAMPUS

BOTANICAL GARDENS

BIRMINGHAM CENTRAL MOSQUE

A SELECT FEW 'FIRST MOVER' CITIES WILL SHOW LEADERSHIP AND GRAB SIGNIFICANT REPUTATIONAL GAINS AND A SHARE OF THE PEOPLE AND INVESTMENT THAT GO WITH THEM.

*AND ITS SURROUNDING DISTRICTS

We propose that new strategies must be found for creating the places where people live and work, and the mobility systems that connect these places, in order to meet the challenges of the future. To improve life in our cities, cities need to become dynamic, networked, self-regulating systems that take into account complex interactions.

The current methods of city design date back to the 17th century, when engineers and city planners developed centralized networks to deliver drinking water, food, and energy. Similarly structured centralized networks were designed to facilitate transportation and remove waste. These infrastructure-heavy solutions, however, are becoming increasingly obsolete. Modern cities designed around the private automobile, with single-function zoning, are becoming more congested, polluted, and unsafe. Citizens are spending more of their valuable time commuting, and communities are becoming increasingly detached. Many modern cities simply do not function properly. Rather than separate systems by function - water, food, waste, transport, education, energy - we must consider them holistically. Instead of focusing only on access and distribution systems, our cities need dynamic, networked, self-regulating systems that take into account complex interactions. In short, to ensure a

sustainable future society, we must deploy emerging technologies to create a nervous system for cities that supports the stability of their government, energy, mobility, work, and public health networks.

Source
Changing Places
MIT Media Lab

Future neighbourhood

In the lifetime of our project there will be revolutions in work, transport and leisure every bit as dramatic as industrial and technological revolutions.

Island rules

In popular imagination an island is a place where the rules change – where we can create our own rules.

These rules give us a radical catalyst ideal for the wider Icknield area.

Inner city

Neither the cosmopolitan or suburban cliché – but where we can have a richly connected life as well as ample space and amenity. Areas of the city where through the decline or displacement of industry, new neighbourhoods can be created that should be models for the present and future.

Thought leadership

By creating strong principles the partners can take a lead in delivering new neighbourhoods, new technologies and sustainable living. Getting our thoughts and actions into the wider world as exemplars for others to follow.

WATER WAYS

WELLBEING

Water has a calming effect on our minds. Marine biologist, Wallace J. Nichols, thinks we have a tendency to yearn for the sensory effects of water — in his words; "a mildly meditative state characterized by calm, peacefulness, unity, and a sense of general happiness and satisfaction with life in the moment" — is triggered when we're in or near water.

SINCE ANCIENT TIMES ESTABLISHING SOMEWHERE TO LIVE REVOLVED AROUND ACCESS TO WATER. THAT SUBCONCIOUS PHYSICAL NEED RESIDES IN US TODAY AS A DESIRE TO SEE, HEAR AND FEEL WATER.

PORT LOOP IS A COMMUNITY WHERE WATER IS FUNDAMENTAL TO ITS HISTORY AND THE KEY TO ITS FUTURE.

The mindfulness that can be attributed to living near water helps lower stress levels, can create relief from mild anxiety, pain and depression, improved mental clarity and focus, and better sleep quality.

PORT LOOP CANAL SYSTEM

TRANSPORT LINKS

LEISURE

EXERCISE

Transport links

Water taxis
Paddle to work
Canal boating
Trade routes

Leisure

Canal boating
Sailing
Kayaks & canoes
Canalside strolls
Canalside bike rides
Trip boats
Floating retail
Tourist opportunities

Exercise

Canoeing & Kayaking
Canal path walks & rides

Floating homes

Dedicated residential moorings
Vistor moorings

Floating gardens

Communal gardens
Communal allotments

PORT LOOP RESERVOIR

WELLBEING

A YouGov survey conducted in 10 countries across four continents shows that one colour – blue – is the most popular across the board. Between 23% (in Indonesia) and 33% (in Great Britain) like blue most out of the colours listed, putting it 8-18 points ahead of any other colour.

When asked people associate the words 'Harmony', 'depth', 'wisdom' and 'calmness' with the colour.

Researchers believe that this love of blue is deeply rooted in all cultures precisely because water is vital to our needs – both physically and mentally.
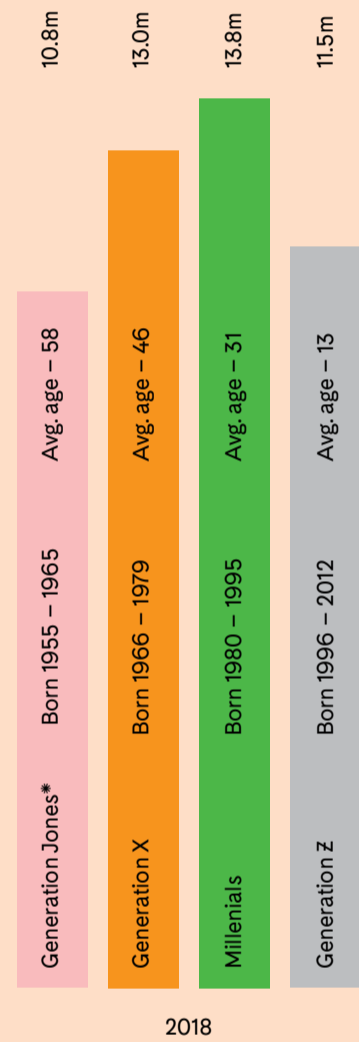
TURN AND FACE THE STRANGE

PORT LOOP vs THE WORLD

The Changing UK population

Millenials (those born between 1980 and 1995) now form the biggest single age bracket in Britain today.

They are, arguably, at the vanguard of the greatest changes to our work/life attitudes and will embrace, adopt and drive these agendas over the next two decades.

10.8m	13.0m	13.8m	11.5m
Avg age – 58	Avg age – 46	Avg age – 31	Avg age – 13
Born 1955 – 1965	Born 1966 – 1979	Born 1980 – 1995	Born 1996 – 2012
Generation Jones*	Generation X	Millenials	Generation Z

2018

*Generation Jones (born 1955 – 1965) a sub-group of the Baby Boomer generation (born 1945 – 1965)

IN THE NEAR FUTURE WE WILL WITNESS REVOLUTIONS IN TRANSPORT, WORKLIFE & SUBSCRIPTION BASED LIFESTYLES

Ch-ch-changes

"The best way to predict your future is to create it" – Abraham Lincoln.

In Greek mythology, Prometheus is the Titan who brings the gift of fire, of light, to humanity and is punished for all eternity. It's a good story, but not as interesting or complex as the real history. We know that in reality early humans began fashioning rudimentary tools and harnessing fire due to environmental pressures. Change has always been an inevitable part of human evolution; we've been adapting to new habitats for over two million years now. It's safe to say we're getting pretty good at it. We're already in the next-generation of genetic sequencing, at lower costs and with much more data than we know what to do with. We've reached a point in human history when travelling to Mars is no longer laughable; NASA is working on sending humans on a year-long Mars mission by the 2030s. The bell curve of development is lightning fast, and it sparks the fascinating question of what our future cities and societies are going to look like. But we can make some reasonable assumptions for what's just on the horizon.

Millennials are the ones who are going to be shaping their communities and the world next, to meet a new set of needs and interests that are markedly different from their parents, and in many cases they already are. Young people born between 1980 and 2000 seem to be more preoccupied with access rather than ownership, which is perhaps the biggest shift

in the way we buy in over 100 years. According to Goldman Sachs, the average age of home ownership has gone up from age 25 to 45, since the 1960s, and the number of 18-34 year old still living with their parents is about 30%. Most of them are indifferent to owning their own car too, preferring to use other methods like public transport, Uber, and car sharing. Author and economist, Jeremy Rifkin predicts that '25 years from now, car sharing will be the norm, and car ownership an anomaly.' They're forming a new 'sharing economy' that doesn't rely on the capitalist model of continuous spending to float. Given that they are the first generation to have grown up with access to the internet and smartphones - even creating the social networks that most people predominantly use them for - it is also not surprising that they are more likely to shop online, or hunt down a bargain in store; 57% of millennials will compare prices while shopping. Despite outdated concerns that playing video games and staring at screens daily is detrimental to our health, technology seems to be having a positive impact on long-term health outlooks.

So where are these trends leading us?

Subscription service lifestyle

Netflix now has 65 million subscribers worldwide and is streaming 100 million hours of content per day. They've just developed a new technology that allows their customers to download entire series and watch their favourite content without

using data or an internet connection. Their service is an example of the scope and reach of subscription technology, and how it has hacked its way into the system of our day-to-day lives.

Subscription food is more popular than ever, with brand like Graze offering healthy snack alternatives from £3.99 per week. In the rise of the mainstream shift towards vegetarian and vegan lifestyles, ideas like the Vegan Tuck Box on subscription could be cupboard staples. Uber are testing a subscription service, called 'Uber Plus', in select cities like Boston, Miami, San Diego, San Francisco, Seattle, and Washington, DC. Users pay a monthly fee for a package of 20 to 40 trips, in model very similar to the one used by Amazon. In an age where Google are promising deliveries by drone, you could probably have most of your needs dropped to your door.

Techno-generation

Technically, the first smart-phones were PDAs but it wasn't until the mass adoption of Blackberries in the early 2000s that they started to find their way into the pockets of swathes of the population. Since their launch of the first generation of iPhone in 2007, Apple have sold over 1 billion units worldwide and are churning out new models faster than customers can purchase them. Google Tango seems to be the point where smartphones and

virtual reality will collide. Mobile devices and tablets will no longer require GPS or external signals, so application developers can come up with apps for 3D mapping, augmented reality, and virtual reality games.

Smarter-Living

Although it sounds like the technology dreamed up for Bladerunner, these futuristic high-tech houses and communities already exist. These homes are integrated with the latest gadgets and particularly expensive forms of A.I to help streamline modern life. In Tower Bride, there is a lift that recognises apartment residents and takes them to their personal floor. In Teddington, one owner's house has essentially become self-cleaning and dirt-proofed with grime repellent paint. Security and safety in wealthier neighbours is top-notch, with a house in Knightsbridge introducing finger-print recognition for residents. Not to mention, the tech that is still in development. Soon, you could be welcomed into your living room by your own RobotButler and Pavegen might have found a way to change your footsteps into electricity. Is the future home smarter than the average future office?

Autonomous Mobility

94% of car accidents involve human error. With global investments into a number of self-sufficient vehicles, the 1.2 million worldwide deaths could be significantly reduced. Google
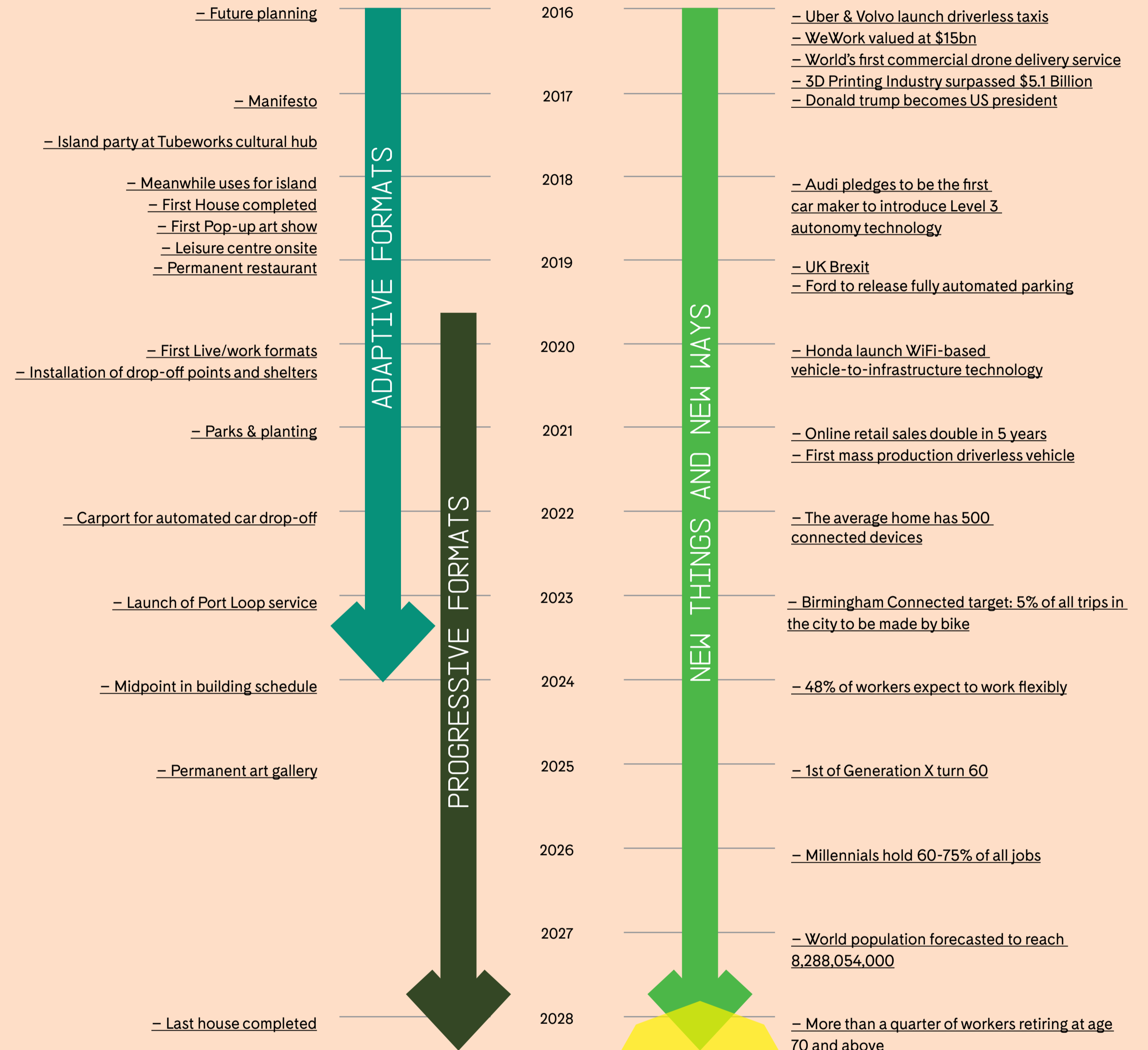
were working on their self-driving car as early as 2009, and claim to have already driven 2 million miles autonomously. They're not the only company steering towards a safer future. Tesla already has two models, one of which has both an over-air and summon features, with the promise of introducing self-sufficient automobiles to the general public as early as 2017. This means a future with less congestion, less pollution, and less car ownership; a future with more green spaces, where we have more leisure time, and are a more communal species.

Island Neighbourhoods

Perhaps it's the Darwinian connection, but islands have always seemed like the ideal havens for evolving new ideas. We have been speculating about what kind of societies we could form in this isolation in fiction since Eden, from Robinson Crusoe's self-sustaining Tobago isle to Tracy Island's (chic) industrial military base. But, communities around the globe have also been testing the capabilities of an enclosed eco-system. We take a look at islanders in Scotland's Eigg Island, who have found a way to make the majority of their energy sources clean, and one millionaire returns to her childhood home to protect his community's future.

Article by Andrew Beattie
Managing Director – Ethos Magazine

PORT LOOP timeline (ADAPTIVE FORMATS / PROGRESSIVE FORMATS)

Year	Port Loop	The World (NEW THINGS AND NEW WAYS)
2016	– Future planning	– Uber & Volvo launch driverless taxis – WeWork valued at $15bn – World's first commercial drone delivery service – 3D Printing Industry surpassed $5.1 Billion – Donald trump becomes US president
2017	– Manifesto – Island party at Tubeworks cultural hub	
2018	– Meanwhile uses for island – First House completed – First Pop-up art show – Leisure centre onsite	– Audi pledges to be the first car maker to introduce Level 3 autonomy technology
2019	– Permanent restaurant	– UK Brexit – Ford to release fully automated parking
2020	– First Live/work formats – Installation of drop-off points and shelters	– Honda launch WiFi-based vehicle-to-infrastructure technology
2021	– Parks & planting	– Online retail sales double in 5 years – First mass production driverless vehicle
2022	– Carport for automated car drop-off	– The average home has 500 connected devices
2023	– Launch of Port Loop service	– Birmingham Connected target: 5% of all trips in the city to be made by bike
2024	– Midpoint in building schedule	– 48% of workers expect to work flexibly
2025	– Permanent art gallery	– 1st of Generation X turn 60
2026		– Millennials hold 60-75% of all jobs
2027		– World population forecasted to reach 8,288,054,000
2028	– Last house completed	– More than a quarter of workers retiring at age 70 and above

DISRUPTION

FORMATS DESIGNED TO ADAPT TO FUTURE NEEDS

FORMATS DESIGNED TO MEET FUTURE NEEDS

Technological and social disruption is always around the corner – we must be prepared to adapt and design accordingly.

AN ISLAND IS A PLACE WHERE THE RULES CHANGE – WHERE WE CAN CREATE OUR OWN RULES

IF WE CREATE THE RIGHT RULES PEOPLE WILL WANT TO LIVE ON AND AROUND THE ISLAND, TELL STORIES ABOUT THE ISLAND AND TRAVEL TO SEE HOW WE DID IT

Adventure

Places to explore, space to roam and social (and sociable) encounters make a good basis for new chapters and ongoing sagas.

Possibility

Who knows what's next? Islanders have a strong sense of self determinism and a desire to do things their own way. An independent and cohesive community can put their collective minds to anything.

Romance

In popular imagination islands are exotic, have their own identity and often break the rules. All qualities we like to fall in love with.

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01. LOVE THY NEIGHBOURHOOD

02. PLAY OUT 'TIL TEA

03. PLANT EVERYTHING THAT DOESN'T MOVE

04. NO MORE IRONING, EVER

05. BE GREEN WITHOUT TRYING

06. LIVE WELL BY ACCIDENT

07. BE A NATIVE

08. LIVE HOW YOU LIKE

09. CHANGE WHEN YOU WANT

10. WORK WHERE YOU WANT

Article by Andrew Beattie
Managing Director – Ethos Magazine

Islandism

The word 'Inuit' means 'people'; tribes often refer to themselves using their native translation of 'people'. 'Tribalism' itself suggests a strong cultural identity; it implies a kinship, proximity, and a shared history. And it's been an integral part of human evolution for millennia. Perhaps that's why islands seem ideal places for propagating ideas. Surrounded by water, the enclosed ecosystem naturally provides a good test space for the technological hub or the self-sustaining retreat. So the search for the new Eden continues – except we know now that it's going to be more creative, a little messier – and it's exciting to see what communities around the globe are going to come up with next.

Island Tech

Tracy Island, the camouflaged secret base of the International Rescue Organisation, with all of its secret entrances and gadgets, is what we all imagine a technological hive to look like. Whereas Tracy Island is the lair of the Thunderbirds, Otaniemi is a technological and business district in Helsinki, Finland, represented by the business incubator Technopolis. It is home to the Aalto University engineering schools, the Micronova Center of Micro and Nanotechnology, and the Centre for Scientific Computing. Tracy Island was inspired by a piece of Americana, Frank Lloyd Wright's Fallingwater House, Otaniemi's buildings vaunt a unique architectural design, with modernist and functionalist themes; even the district's glass edifice has echoes of Tracy Villa – all that seems to be missing is a Thunderbird 2.

Sustainable Island Living

Society has a long had a fascination with returning to nature. Robinson Crusoe is the fictional embodiment of this lifestyle of self-reliance and sustainability. Making use of everything from parts of the ship from the wreck, he hunts, grows barley and rice, dries grapes to make raisins, learns to make pottery and raises goats.

With under 100 inhabitants, Eigg Island, Scotland, is a little bit Robinson-esque. Since 2008, Eigg has relied upon a mixture of hydro-electric, solar, and wind power to provide around 95% of all electricity. The island no longer has to rely upon damaging diesel generators for its electricity, and now has a 24-hour clean energy source. Isolated from the UK's electrical grid, its power supply comes from Eigg Electric; a local company run by the island's trained occupants. In recognition, Eigg Island was awarded a £300,000 prize from the National Endowment for Science, Technology, and the Arts.

Island Well-being

Peter Pan's Neverland is an imaginary island where community and youth triumphs. It's a place where children can enact their dreams of sailing, camping, fishing, exploring, and pirating, away from the stuffiness of the adult world. When Zita Cobb was growing up on Fogo Island, her fishing village was isolated from the rest of the world. There was no electricity, no televisions, and no radios. Now a self-made millionaire, Cobb has returned to her childhood home to preserve the island's history while reinvigorating the community with new life. She founded the Shorefast Foundation to create projects like the island's six art studios, a punt-building program for boat racing, and the remote Fogo Island Inn. Although it is now home to many studios and art galleries, Fogo Island remains as difficult as Neverland to find. Instead of following the second star to the right, straight on 'til morning, you'll have to fly to Gander, rent a car, drive for 60 miles, and catch a sporadic ferry before hunkering down the night.

ANTI MONOTONY

WE WANT MULTI AUTHORED
CHARACTER IN OUR
NEIGHBOURHOOD BRINGING
DISTINCTION AND HIERARCHY
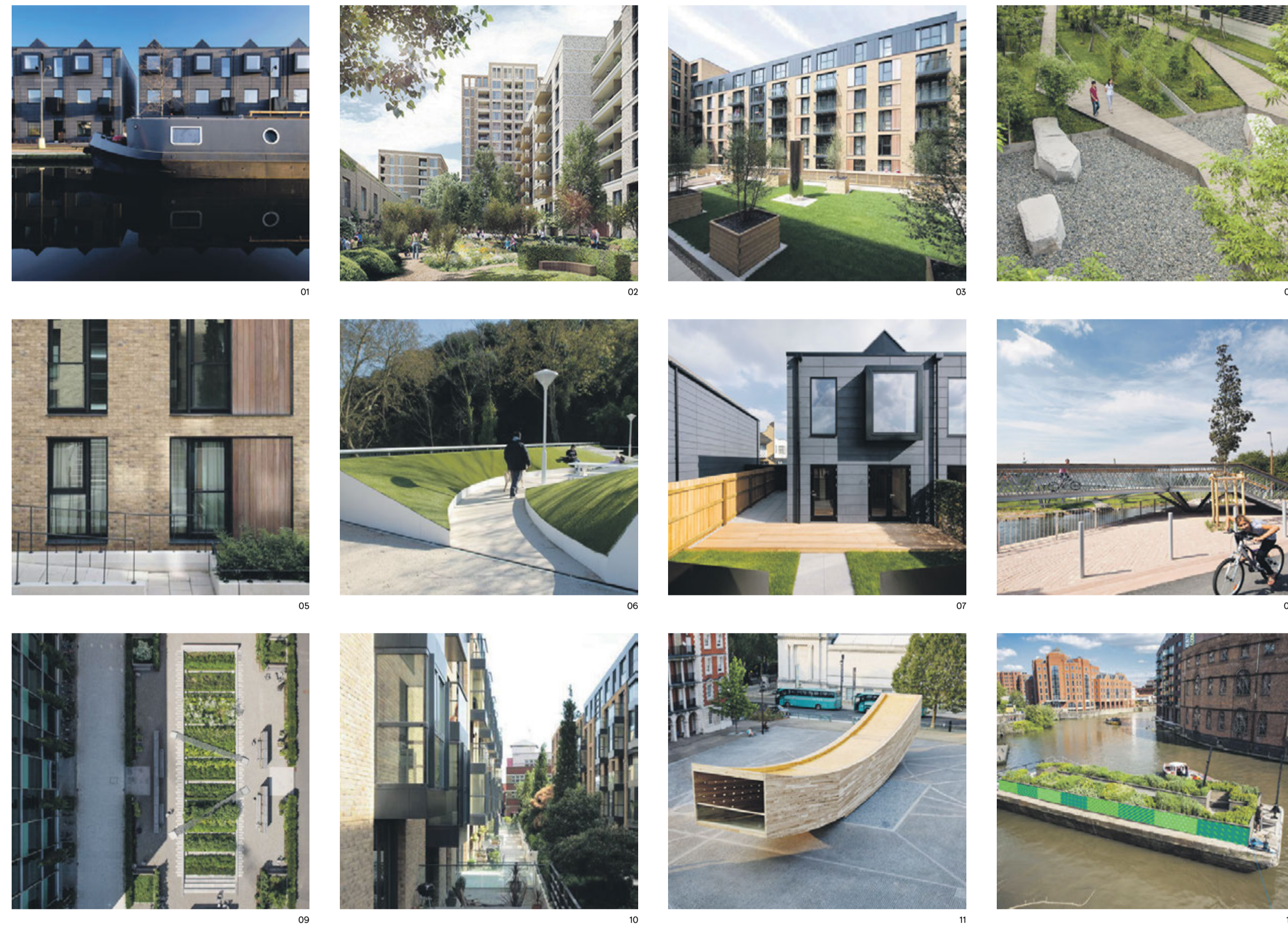
Descriptive places

+ Avenue and axis
+ Squares
+ Parks

Intimate places

+ Communal streets
+ Courtyards
+ Canal-side

Navigable places

+ Cycle ways
+ Circuits
+ Pathways

Discoverable places

+ Reveals
+ Nooks
+ Secret gardens

01 / Irwell Riverside, Manchester
Urban Splash / ShedKM
02 / South Gardens, Elephant Park, London, UK
Maccreanor Lavington
03 / Southside, Birmingham
Glenn Howells Architects
04 / Symantec Campus, Chengdu
SWA Group
05 / Southside, Birmingham, UK
Glenn Howells Architects
06 / Pedestrian Bridge, Leiria, Portugal
MVRDV
07 / Irwell Riverside, Manchester
Urban Splash / ShedKM
08 / Bank of The Meurthe, Raon l'Etape, France
Atelier Cite Architecture
09 / Novartis Physic Garden, Basel, Switzerland
Sweco Architects
10 / Southside, Birmingham
Glenn Howells Architects
11 / The Smile, London, UK
Alison Brooks Architects
12 / Seeds of Change, floating garden, Bristol, UK
Bristol University

BANK SIDE
URBAN
CITY VIEWS
URBANE
INTIMATE
ISLAND
MODERN OLD-TOWN
CULTURE HUB
LEISURE FOCUSSED
SCENIC VIEWS
CHARMING
CANAL YARD
TOURIST FOCUSSED
RESERVOIR
LIVELY
ESCAPE
FIELDS
SPORTY
OPEN
SUBURBAN

WE WANT OUR KIDS TO PLAY OUT & WE WANT TO PLAY OUT TOO

AN ISLAND'S BOUNDARIES AFFORD A KIND OF SAFE HAVEN FOR ADVENTURE, WHERE GREATER FREEDOM COMES FROM CONTAINMENT AND WHERE ISLAND RULES CAN ENCOURAGE FREE-RANGING FAMILY LIFE

75% of UK children spend less time outside than prison inmates

According to a new survey revealing the extent to which time playing in parks, woods and fields has shrunk. A fifth of the children did not play outside at all on an average day, the poll found.

Experts warn that active play is essential to the health and development of children, but that parents' fears, lack of green spaces and the lure of digital technology is leading youngsters to lead enclosed lives.

Most of the parents polled said their children have fewer opportunities to play outside than they did when young. The new research is strongly supported by previous work, including a government report in February that found more than one in nine children had not set foot in a park, forest, beach or any other natural environment for at least a year.

*Source
From an article by Damian Carrington
The Guardian*

In the past children had fun and some were naughty but mostly they didn't die.

PORT LOOP OUTDOOR SYSTEM™

MORE FUN OUTDOORS

MO BALL GAMES

MORE VITAMIN D

CULTIVATING AN OUTDOOR OUTLOOK

PLAY WITHOUT DIGITAL

EVERYDAY ROUTINES

126 125 130
127
118
123
123 119

**0–5 yrs
Safe Haven**

+ No through roads
+ Unadopted green streets
+ Pedestrian priority
+ Enclosed private gardens & supervised play

**5–13 yrs
Park keepers vs pesky kids**

+ Let them run wild
– (as long as Parky doesn't catch them)
+ Single access point
+ Island Concierge
+ Natural surveillance of communal streets

**13–18 yrs
Opportunity for adventure**

+ Wild pockets and green streets
+ Playgrounds and sports-ground
+ Planned & unplanned activity
+ Whole family events

**18–70 yrs
Island life/city life**

+ Free roam
+ Water activities for all
+ Easy access to reservoir
+ Summer lovin'
+ Proximity to the city
+ Central parcel collection hub
+ Car Pooling
+ and other new technology

**70 + yrs
Neighbourliness**

+ Retirement perks
+ Dog walking circuits
+ Neighbourhood parks
+ Easy access to the 'outdoors'
+ Pedestrian friendly

WE WANT GREEN STREETS NOT MEAN STREETS

WE ARE ALL PRIMAL AT HEART, SUBLIMINALLY CRAVING TREES, WATER AND SUNLIGHT

SERVICE ROAD

GREEN STREETS

WATERWAYS
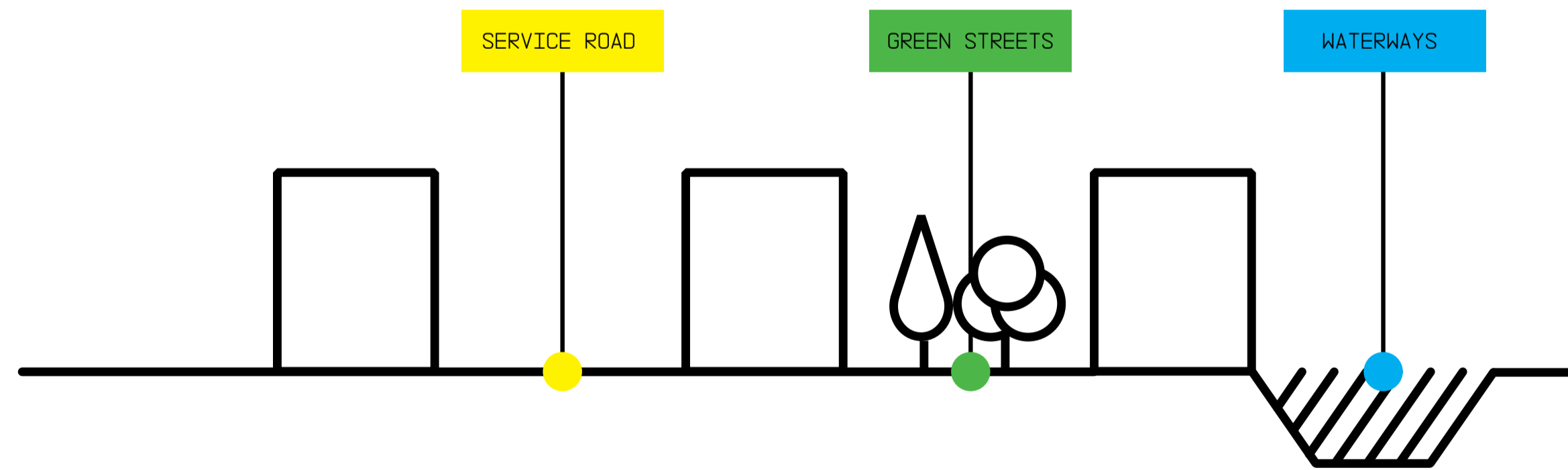
01 / Seeds of Change, floating garden, Bristol, UK
Bristol University
02 / Roof Garden, Housing Development Board
Singapore
03 / Green Wall, Biarritz, France
04 / Payley Park, New York, USA
Zion & Breen
05 / Alzingen School, Luxembourg
06 / New York Highline, USA

Make space for green space

Restrict vehicle movements to create alternating green streets and service roads, courtyards and car-parks.

Plants everywhere

+ Private gardens
+ Green streets
+ Courtyards
+ Linear parks
+ Green walls
+ Floating allotments
+ Hanging gardens
+ Pocket wilderness
+ Water verges
+ Orchard car-parks
+ DIY schemes

Rooms with a view

Every window must have a substantial view of either green space or waterways, all living rooms must have a scenic aspect.

Sunny disposition

Every habitable room must have the prospect of sunlight for 75% of the year and 25% of the day.

Waterways

Every resident should be able to access the waterways – for leisure & transport.

How trees calm us down

10 additional trees per block equals the health benefit of being 7 years younger.

In 1984, a researcher named Roger Ulrich noticed a curious pattern among patients who were recovering from gallbladder surgery at a suburban hospital in Pennsylvania. Those who had been given rooms overlooking a small stand of deciduous trees were being discharged almost a day sooner, on average, than those in otherwise identical rooms whose windows faced a wall.

The results seemed at once obvious — of course a leafy tableau is more therapeutic than a drab brick wall—and puzzling. Whatever curative property the trees possessed, how were they casting it through a pane of glass?

That is the riddle that underlies a new study in the journal Scientific Reports by a team of researchers in the United States, Canada, and Australia, led by the University of Chicago psychology professor Marc Berman. The study compares two large data sets from the city of Toronto, both gathered on a block-by-block level; the first measures the distribution of green space, as determined from satellite imagery and a comprehensive list of all five

hundred and thirty thousand trees planted on public land, and the second measures health, as assessed by a detailed survey of ninety-four thousand respondents. After controlling for income, education, and age, Berman and his colleagues showed that an additional ten trees on a given block corresponded to an increase in how healthy nearby residents felt.

"To get an equivalent increase you'd have to make people seven years younger".

WE WANT SERVICE

FUTURE HOME-BUYERS & TENANTS WILL INCREASINGLY HAVE A SUBSCRIPTION MINDSET

Port Loop Service

A subscription model for residents that offered handyman, gardening, laundry, delivery and maintenance services would ensure the community was 'looked after', bring peace of mind and convenience for busy lifestyles.

The changing expectations of future generations is geared towards fewer possessions whilst seeking more experiences, willing to pay for services of all kinds, on demand. The desire to 'own stuff' is taking a lower priority.
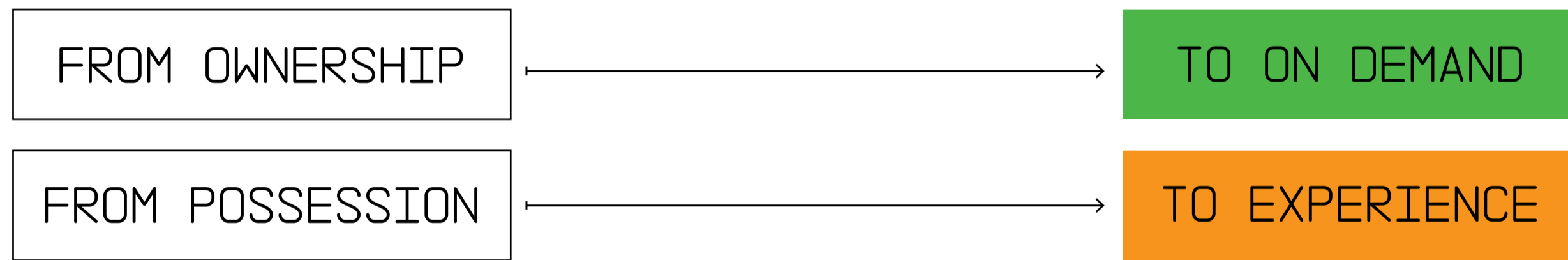
| FROM OWNERSHIP | → | TO ON DEMAND |
| FROM POSSESSION | → | TO EXPERIENCE |

Island Concierge

Home deliveries are growing exponentially and so is the amount of time we waste waiting for them – an average of 4hrs per delivery.

- + Active management
- + Subscription services
- + Plumbing & electrical
- + Cleaning & laundry
- + Gardening & waste
- + Handy-person

Home delivery hub

Home deliveries are growing exponentially and so is the amount of time we waste waiting for them – an average of 4hrs per delivery.

The Port Loop Island home delivery hub will receive parcels when you're out - for collection when you're in.

+ Home delivery hub

Carpools & swimming pools

- + Carpool
- + Self parking docking stations
- + Pick-up and drop-off bays
- + Electric car charging points

Make & Mend

- + 3D printing hub
- + Collective workshops
- + Collective garage

THE VILLAGE SQUARE

The return to a working community hub – A concierge provides a multi-functional service for islanders; overseeing parcel drop offs, organising deliveries to our door and overseeing a maintenance team.

Useful facilities would include electric car charging points, community owned 3D printers and onsite laundrette.

SERVICE TEAM

ELECTRIC CHARGING

PARCEL DROP-OFF

3D PRINTING

Incentivising mending

To combat its 'throwaway consumer culture', Sweden has announced tax breaks on repairs to clothes, bicycles, fridges and washing machines. On bikes and clothes, VAT has been reduced from 25% to 12% and on white goods consumers can claim back income tax due on the person doing the work.

The incentives are intended to reduce the environmental impact of the things Swedes buy. The country has ambitious targets to reduce greenhouse gas emissions, but has found that the impact of consumer choices is actually increasing.

The scheme is expected to cost the state some $54 million in lost taxes, which will be more than outweighed by income from a new tax on harmful chemicals in white goods. Moreover, Sweden's economy is growing strongly and the government has an $800 million budget surplus.

From an extract written by
Alexander Starritt
Editor – Apolitical

https://www.weforum.org/agenda/2016/10/sweden-is-tackling-its-throwaway-culture-with-tax-breaks-on-repairs-will-it-work/

Mens workshop, Stroud, UK

Parcel pain

Waiting around:
The average Briton spent 142 minutes waiting for gifts to be delivered at Christmas time* – and almost 32 hours over the course of the whole year.

*2013 research figures by CollectPlus

Time off work:
41% of people have taken time off work to wait in for a delivery in the past.

Waiting in for online shopping to be delivered cost the British Economy £868 Million during Christmas 2013.

The Subscription Lifestyle

In 2008 Spotify, the music on demand service and app, launched to the world. It began life with two subscription levels – a free service agreement in which adverts played intermittently between songs and a monthly paid subscription for advert-free unlimited music, all the time, on your smartphone or computer. By 2016 the service had a catalogue of over 30 million songs available to users, 100 million monthly active users and 40 million paying subscribers.

In the nine years between 2008 and today, the way we consume products and services and our relationship with the companies that provide them, has drastically changed. Terms like 'sharing economy' and 'subscription economy' are now becoming common place in the purchasing decisions of many people, and consumers are moving from ownership to accessing services and products for a low regular payment. The relationship between the business and the consumer has shifted from a one-off transaction to a longer term relationship. According to a 2014 report from the Economist Intelligence Unit, 80% of consumers now demand these new consumption models.

In the UK, four out of five people – which is around 40 million adults – have at least one subscription service, and in the US subscription spend was $415 billion, up from $215 billion in 2000.

Companies like Salesforce.com, Amazon, Spotify, Netflix, and Dropbox were the some of the earliest names with subscription models – all online platforms and services. As technology has permeated all facets of modern life – and most of the world now carries a powerful computer connected to the rest of the world, in their pockets – access to new products and services on the go is easier than ever before.

But whilst this new economy is currently dominating media, entertainment, consumer services and telecom brands, many traditional industries are beginning to show signs of developing new subscription services.

Two such examples are YoYo and Birchbox. YoYo, a Silicon Valley on-demand car subscription service start-up, will allow users to pay a monthly subscription and access a fleet of cars from hatchbacks to 4x4s; users can have the car they need on any given day, without ever owning one. New York-based Birchbox sends out make-up samples to users each month, depending on their profile and preferences, and now boasts over one million subscribers.

In an article written by Tien Tzuo, CEO of software company Zuora, which works with brands to help develop new subscription services, Tzuo says that corporate giants such as GM, News Corp, and Schneider are predicting that anything from 40% to 100% of their revenues will eventually be subscriptions. There are a number of factors at play in the growth of the subscription economy. The largest contributor is increased availability of products and services through communications technology – of convenience – but changes in the way we work have also played a large role.

The European Union saw a 45% increase in the number of independent workers from 2012 to 2013 alone and by 2020, 50% of the workforce in both the UK and US is expected to be self-employed or freelance. Many of these freelancers work from home – or at least remotely from clients – and this work is enabled largely by subscription-based technology. As more and more workers move into this way of working between now and 2020, subscription services that are the tools of the trade will chop and change, depending on need and affordability – increasing the demand for switching life's day-to-day services and purchasing decisions in this way.

Article by Andrew Beattie
Managing Director – Ethos Magazine

50% of 25-34 year olds have expressed interest in signing up to a new subscription service allowing them to rent clothes from high street stores.

On demand & subscription services
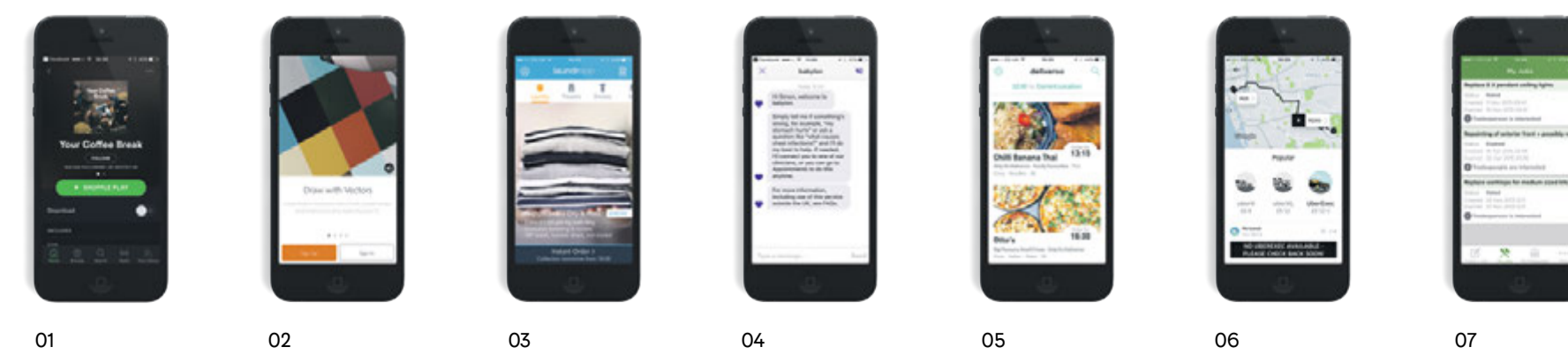
01 / Spotify
– On demand music subscription.

02 / Adobe Photoshop Express
– Photo editing on the go.

03 / Laundrapp
– Dry cleaning service that collects from your home.

04 / Babylon
– Real-time healthcare advice.

05 / Deliveroo
– Restaurant food delivered to your door, on demand.

06 / Uber
– Cashless, on demand taxi service paid via the app.

07 / Rated People
– Hire rated tradespeople for your home jobs & projects.

01   02   03   04   05   06   07

WE WANT TO SAVE THE PLANET & OUR BANK BALANCE

A FUTURE NEIGHBOURHOOD IS GREEN BY DEFAULT, A RICH AND LIVEABLE NEIGHBOURHOOD MAKING SUSTAINABILITY SECOND NATURE

The liveable Neighbourhood

Most people in the UK, particularly those born in or around urban centres, will instinctively understand that a neighbourhood means a hyper-local community of place.

The phrase 'a good neighbourhood', will probably inspire feelings of neighbourliness and community; visions of open and walkable tree-lined streets; bustling high-streets, and spaces to gather and interact. And on the other side of the coin, many visions of a 'bad neighbourhood', will inspire feelings of danger, anti-social behaviour and isolation, and will feature derelict and unloved structures.

For the most part, the feelings inspired by the idea of a neighbourhood aren't just inspired by the physical realm, the structures and spaces that actually constitute a neighbourhood – but by a number of other social and economic factors.

Tribal tendencies don't just manifest themselves online. The modern resident prefers to live in dense urban villages, where a diverse range of opportunities – for both work and leisure - and most importantly, social interaction is directly outside their front door.

62% of young people indicate that they prefer to live in mixed-use communities, typically found in US cities; a higher rate than any previous generation.

This is most apparent in places with socially conscious and creative environments. These communities are often value led, with a high number of people that are self-employed or involved in the gig-economy. Austin, Texas, is a good example of a city with a vibrant art and music scene, full of walkable mixed use neighbourhoods that appeal across generations.

City-dwellers are also less likely to own cars. For example, the percentage of car owners under 25 fell from 73% in 2007 to 66% in 2011, and those that can drive are choosing more environmentally friendly cars or increasingly, car sharing.

But as the cost of living in cities across the west increases caused largely by housing shortages – 75% of the world is expected to live in cities by 2050 and meeting that increased housing demand is proving increasingly difficult for even the largest cities – many owners and tenants are choosing to move to smaller cities, or in suburbs along commuter belts of major cities, particularly as they begin to have families.

These newer communities are within short commuting, or even walking, distance from major metropolitan centres, but increasingly have a self-contained village feeling and are as complex and independent as much larger metropolitan areas. They are walkable, environmentally conscious, incorporate mixed housing types, work and leisure opportunities and have a range of public spaces and parks to gather – sharing many of the values of the millennial and young families that flock to them. Shek O, in Hong Kong, is one such community. A beachside village with 2,500 residents and only a 45-minute (30km) drive from the bustle of Hong Kong is increasingly appealing to families in the creative industries. This may be because of its affordable, spacious accommodation and the fact that the village's local shops, restaurants and bars are supplying fresh locally sourced food. This means that the locals and the year round tourists are flocking to the beaches.

In the US, the city of Buffalo, an hour and a half by plane to New York City, is undergoing a resurgence. Between 2000 and 2012, the number of college graduates living in Buffalo jumped by 34%, a bigger increase than that seen in Los Angeles, New York, and Chicago.

The city has implemented a number of programmes for the re-use of property

including the Buffalo Building Re-use Project, which provides loans for businesses to improve property downtown, and the Urban Homesteading Program which offers abandoned homes for $1 for qualified applicants. The waterfront has also been turned into a recreation zone for skating and curling, and a masterplan has been submitted to make the city bike-friendly. A large number of craft beer breweries and distilleries have also moved into the city and created a thriving new economy - one of a number of examples of increased work opportunities in recent years in Buffalo.

In the Colombian city of Bogota, a weekly event draws more than 1.5 million people back to the streets to walk, bike, skate and enjoy more than 70 miles of street usually used by cars. Ciclovia started in 1976, but grew in the 1990s under Mayor Enrique Peñalosa and his brother, Gil Peñalosa, who was the park's Director. Today Ciclovía covers 70% of 20 different neighbourhoods, with four loops through the city linking the different neighbourhoods together so that people and families can visit different areas of the city with friends.

Article by Andrew Beattie
Managing Director – Ethos Magazine

Energy efficient housing
+ Super-insulated homes
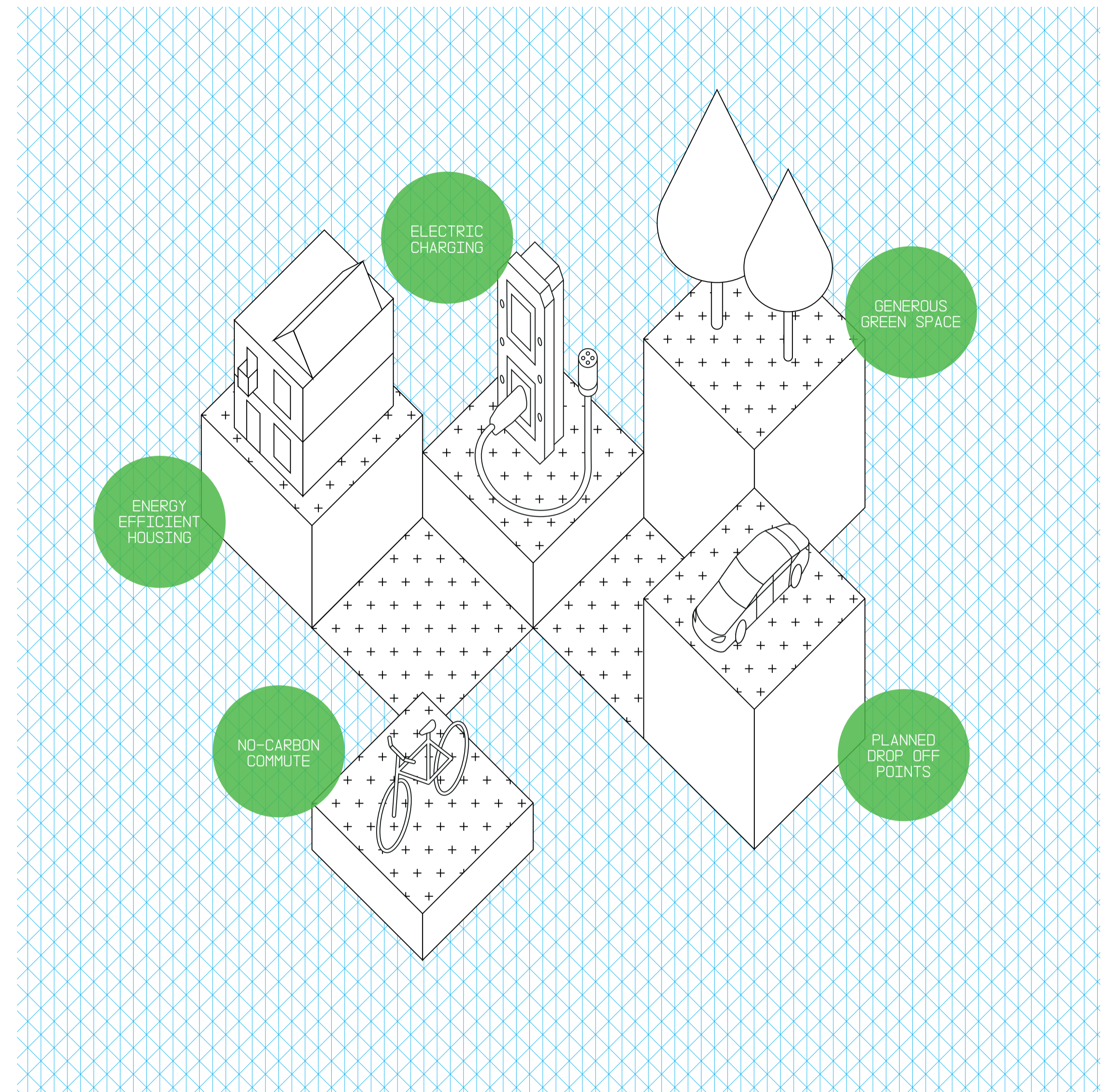
Green transport links
+ Carpools
+ Cycle routes
+ Walking routes

Communal facilities
+ Composting
+ Household swap shop
+ Bike fleets
+ Electric car charging
+ Canoes

Liveable neighbourhood
+ More reasons to stay and play local

ELECTRIC CHARGING

GENEROUS GREEN SPACE

ENERGY EFFICIENT HOUSING

NO-CARBON COMMUTE

PLANNED DROP OFF POINTS

A study by the government-funded Carbon Trust puts the annual carbon footprint of the average Briton at 10.92 tons of CO2 – roughly half of the 19 tons of CO2 produced each year by the average American. The research also demonstrates that our leisure and recreation pursuits – activities as diverse as watching a football match or taking a trip to the seaside – account for most of our emissions, rather than a lack of insulation or a predilection for 4x4 cars.

Typical domestic carbon scores

Recreation 1.95 tons
The single largest source of emissions. Researchers analysed CO2 caused by leisure activities plus the production of goods and services. Examples include seaside trips, which create 200kg per person each year, and TV, videos and stereos - another 35kg .

Heating 1.49 tons
Second biggest source of CO2 resulting from burning of gas, electricity and oil. It is one of the easiest sectors to reduce, say campaigners. The easiest way is to turn down heating: every extra degree on thermostat accounts for 25kg of CO2 each year .

Food 1.39 tons
Generated by cooking, eating and drinking, including food miles and production of raw materials. Includes food transport in UK - equivalent to 300kg per person a year - and driving to supermarkets - another 40kg. A restaurant meal generates 8kg per diner.

Household 1.37 tons
This covers non-heating emissions generated in the home from appliances, furnishings and from the construction of the building itself. A fridge is responsible for 140kg of carbon annually, while lighting in a house contributes a further 100kg.

Hygiene 1.34 tons
Includes emissions from the NHS and from individuals bathing and washing. Typical examples include taking a bath instead of a shower, which adds 50kg of carbon in energy production, or heating up a house's water, which adds 150kg .

Clothing 1.00 tons
Energy and emissions generated in producing, transporting and cleaning clothes and shoes. In a year, the average person will expend 70kg of energy on new clothes, 100kg by using washing machines and 36kg by using tumble dryers, for example.

Commuting 0.81 tons
Travelling to and from the workplace on both public and private transport including aviation. Assuming a journey of three miles undertaken five times a week, the use of a car represents 500kg of energy for the average commuter in a year.

Aviation 0.68 tons
The fastest growing source of CO2 emissions, thanks in part to the boom in low-cost air travel. A return flight to Malaga, for example, would represent 400kg of energy per passenger. A short break to Prague would expend 220kg of energy.

Education 0.49 tons
These are emissions relating to schools, educational travel, books and newspapers. School buildings, for example, made up 172kg of energy; books accounted for 13.6kg; and the 4x4 school run (1.2 miles five times a week during terms) was 200kg .

Phones 0.1 tons
All sources of CO2 emanating from communications including computing. Mobile phone chargers, for example, accounted for between 35 and 70kg per person per year. Sending letters, by contrast, represented only 0.01kg.

From a report by the Carbon Trust

WE WANT OUR ENVIRONMENT TO MAKE US HEALTHIER

EASY ACCESS TO HEALTHIER ROUTINES {WE HAVE UNHEALTHY ROUTINES AND COMPENSATE AT THE GYM}

Transport as leisure

Using the daily commute as purposeful exercise can top and tail the day nicely. Proximity to the city centre means that a 20 minute walk to work is a viable proposition. Mixing personal transport types gives us variety in our options too.

+ Cycling to work
+ Walking to town
+ Canoeing to dinner

Circuit training

Imagining the island as an outdoor, easy access gym (without as much effort) would be part of our health by stealth routine.

Mapping out routes based on step count, or time to complete, means we can plan our days to incorporate some good old fashioned outdoors – making it easier to hit our 10,000 a day.

+ Island itineraries
+ Walking the dog
+ Taking kids to school
+ Canoeing to work
+ Weekend walks

Keeping us on the streets

We know that being outside more is good for our health. Extra vitamin D, fresh air, proximity to green space and water will make us feel better – encouraging a more outdoors focussed lifestyle, especially during the warmer months.

+ Sitting out
+ Soaking it up

Clean air acts

We want our island to set examples and lead the way in air quality measures. Less cars on our streets, less deliveries to our front door and active encouragement of more cycle use will contribute to the cleanest air in the city.

+ Reduce car dependency
+ Home delivery hub
+ No through routes

Mainline canal
12.30pm / Wednesday / September 21st / 2016

Canal & pathway usage

The mainline canal and the Ladywood Middleway cycle path are currently well utilised – both for leisure, health and commuting.

Our image demonstrates that even on a dull mid-week September lunch hour there are a variety of canal and pathway users.
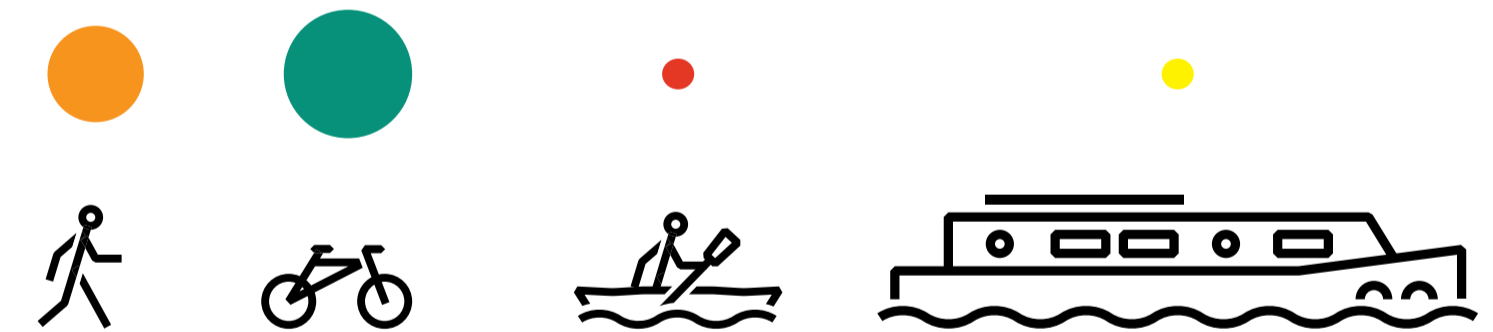
Daily cycle journeys
2015

Peak
April – August
High (July) – 1296
Low (June) – 989
Off-peak
October – March
High (October) – 894
Low (December) – 276

Cycling data

Figures for 2014 (3.5 billion vehicle miles) have been revised upwards since they were first published in 2015, suggesting a very healthy c.13% increase on 2013 (3.1 billion vehicle miles).

Cycle use increases have been higher in some urban areas: in London, for example, the number of daily average journey stages made by cycle in 2014 went up to 0.65 million, a leap of 71% from 2004.

Source
Travel in London Report 8
TfL 2015

Birmingham Cycle Revolution
Birmingham is well known for its extensive canal network which provides traffic free routes through many parts of the city.

Working in partnership with Canal and River Trust, we have almost completed resurfacing over 50km of canal tow-path in the city with a clean, well-drained, grippy grit surface. Getting onto and along the canal is easy too, with improvements at access points and the opening up of tow-path gates and barriers. And we're making the lighting in key tunnels better too.

Whatever your age or cycling ability, taking to the tow-paths on two wheels is a great way to escape rush hour traffic, get some exercise and enjoy a little bit of the countryside in the city.

Our vision is to make cycling an everyday way to travel in Birmingham over the next 20 years. We want 5% of all trips in the city to be made by bike by 2023 and to double this to

10% by 2033. This will help to make our city healthier, greener, safer and less congested.

Improvements include
– Provide quiet cycling routes and 20mph areas within residential areas.
– Upgrade canal tow-paths.
– Develop new cycling green routes through parks and open spaces.
– Improve local links to cycle routes.
– Provide new secure cycle parking hubs.
– Develop cycle loan and hire schemes to make it easier for people to get started.

The scheme will be supported by the Big Birmingham Bikes programme of free bikes, cycle training and activities with employers, schools and communities to encourage cycling. You can even get rewarded for cycling with the Better Points app.

Benefits of a Cycle Boom

1. Safety
According to the Jacobsen's Growth Rule, if the amount of cycling doubles, the risk per cyclist falls by 34 percent. If cycling halves, the risk per cyclist increases by 52 percent.
Source: Safety in numbers, more walkers and bicyclists, safer walking and bicycling.

2. Health
Cycling at least twenty miles a week reduces the risk of heart disease to less than half that for non-cyclists who take no other exercise. [13] 70% of women and 60% of men fail to take sufficient exercise (30mins walking per day). Obesity is forecast to rise.

2. Less Congestion
Congestion costs the UK economy over £20bn per year, cycling can play a role in limiting congestion.

3. Quickest Way to Get to Work
A 2004 survey by the Chartered Management Institute found that the most reliable way of getting to work is by bicycle.

4. Solution to rising oil prices
Cycling typically saves users money.

5. Less Pollution
Research published in 1991 suggested that a tenfold increase in cycling from car use could save up to three quarters of a million tonnes of carbon monoxide,100,000 tonnes of nitrogen dioxide, and 16 million tonnes of carbon dioxide from being emitted into the atmosphere (CTC (1993). Bikes not fumes;) and 70kg per person per year. Sending letters, by contrast, represented only 0.01kg.

From information published by Birmingham City Council & TravelWise

VILLAGE SQUARES & CULTURAL HUBS

KITCHEN TABLES & CAMPFIRES – PLACES TO CONGREGATE, EAT, DRINK, DANCE, CHAT & PHILOSOPHISE

Cultural hubs

We instinctively know that successful neighbourhoods fulfil more than our housing needs; a future neighbourhood is a rich and liveable neighbourhood; a great place to be with lots to do.

Strong foundations for a community can be built through social activity and the places we gather at – whether through leisure or work.
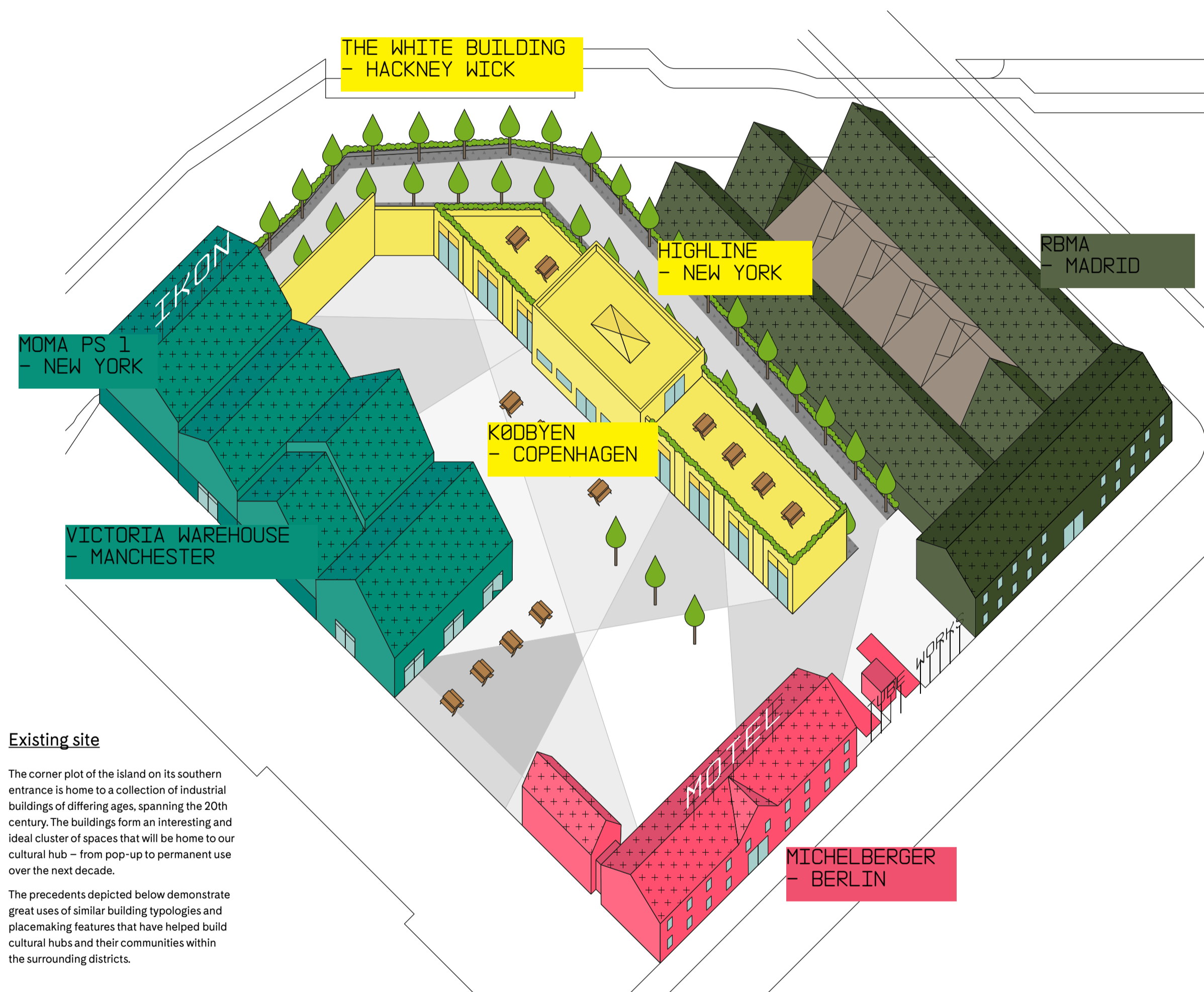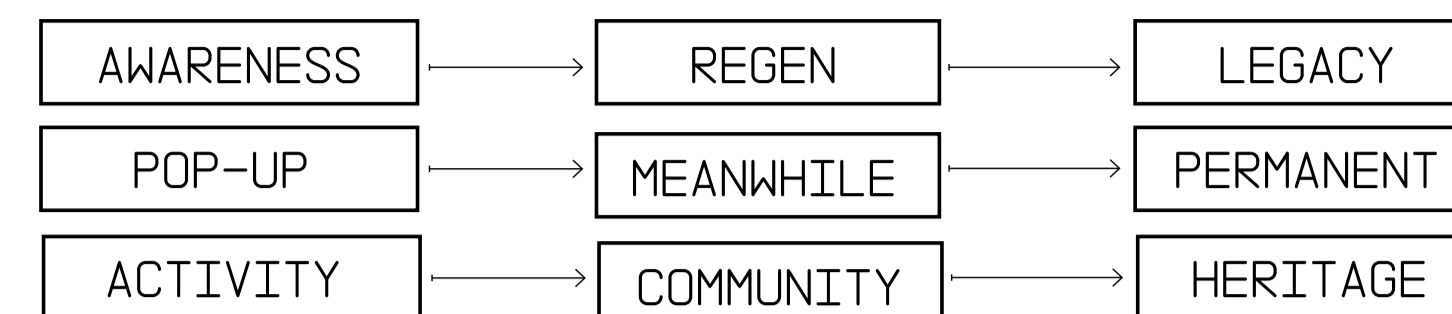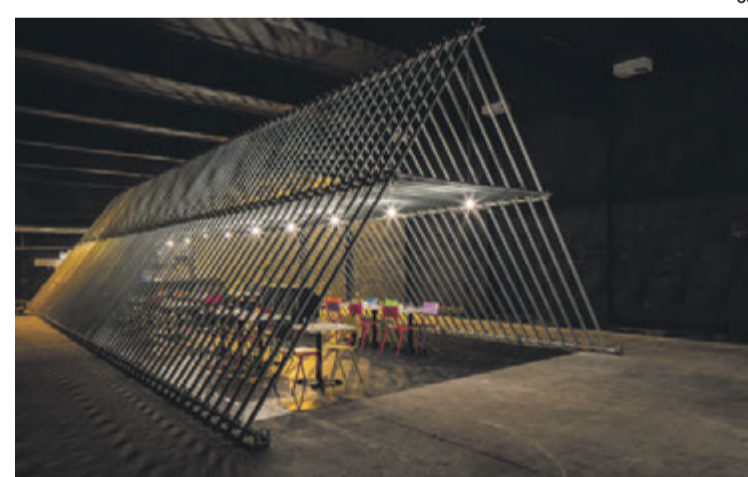
Eating, browsing, talking, drinking, shopping, contemplating, viewing, dancing, listening, relaxing – all need amenable venues driven by an engaging events calendar.

The venues and activities can begin in pop-up form to help put Port Loop on the map – eventually growing into permanent and established propositions.

To have all this on your doorstep is a compelling and desirable ambition.

+ Gallery
+ Restaurant
+ Bakery
+ Canal-side pub
+ Café & coffee
+ Microbrewery
+ Artist studios
+ Venue
+ Markets

01 / Constellations, Baltic Triangle, Liverpool, UK
02 / Town Mill Bakery, Lyme Regis, UK
03 / Museum of Art, Atlanta, USA
04 / Psychfest at Camp and Furnace, Baltic Triangle, Liverpool, UK
05 / Xiringuito, Pop up restaurant at Northern Lights, Baltic Triangle, Liverpool, UK
06 / Vauxhall art car boot sale, London, UK
07 / Fabrikken – The Factory of Art and Design, Copenhagen, Denmark
08 / Black Lodge Brewery, Baltic Triangle, Liverpool, UK

01

02

03

04

05

06

07

08

26

AWARENESS	→	REGEN	→	LEGACY
POP-UP	→	MEANWHILE	→	PERMANENT
ACTIVITY	→	COMMUNITY	→	HERITAGE

THE WHITE BUILDING – HACKNEY WICK

IKON

MOMA PS 1 – NEW YORK

HIGHLINE – NEW YORK

RBMA MADRID

KØDBYEN – COPENHAGEN

VICTORIA WAREHOUSE – MANCHESTER

MOTEL

MICHELBERGER – BERLIN

Existing site

The corner plot of the island on its southern entrance is home to a collection of industrial buildings of differing ages, spanning the 20th century. The buildings form an interesting and ideal cluster of spaces that will be home to our cultural hub – from pop-up to permanent use over the next decade.

The precedents depicted below demonstrate great uses of similar building typologies and placemaking features that have helped build cultural hubs and their communities within the surrounding districts.

MoMA, PS 1
– New York, USA

MoMA PS1 was founded in 1971 as the Institute for Art and Urban Resources Inc., an organisation devoted to curating exhibitions in underutilised and abandoned spaces across New York City.

In 2000, PS1 Contemporary Art Center became an affiliate of The Museum of Modern Art to extend the reach of both institutions.

Located in the borough of Queens, New York City, PS1 is an exhibition space rather than a collecting institution, spending its energy and resources to displaying the most experimental art in the world.

Victoria Warehouse
– Manchester, UK

Built in the 1900s as warehousing space for Manchester's industrial might, the massive structure & flexible floor space means the venue can adapt to a variety of events – staging art exhibitions, music and theatre, sporting events and cultural happenings.

A boutique hotel, spa, bar and restaurant now occupy part of the first and second floor of the Victoria Warehouse Hotel, adjacent to the event space.

The White Building
– Hackney Wick, London, UK

Conversion of former canal-side peppermint cream factory; situated amongst a community of artists on Fish Island in Hackney Wick into artists' studios, event spaces, microbrewery, cafe and gallery.

The legacy is an Olympic fringe project by David Kohn Architects and muf.

The Highline
– New York, USA

The High Line (also known as the High Line Park) is a 1.45-mile-long (2.33 km) New York City linear park built in Manhattan on an elevated section of a disused New York Central Railroad spur called the West Side Line.

Re-purposing of the railway into an urban park began construction in 2006, with the third and final phase officially opened to the public on September 21, 2014.

Kødbyen
– Copenhagen, Denmark

The Meat District is a district of Vesterbro in Copenhagen.

The newer white area is a 400 × 600m enclave of white modernistic structures, built in 1934. The area is listed for conservation and is still serving its original purpose of housing businesses relating to the meat industry and the Copenhagen Hospitality College. A municipal master plan aims to create a mixed-use area, encouraging cultural, design, and gastronomy businesses to settle there, while retaining the meat industry businesses and infrastructure.

RBMA
– Madrid, Spain

Spanish studio Langarita-Navarro Arquitectos filled a Madrid warehouse with makeshift huts and a wilderness of plants to accommodate a nomadic music academy organised by drinks brand Red Bull.

Spanning five weeks beginning October, 2011, the derelict warehouse building was transformed into a musical wonderland, the Nave de Música. 60 participants from 34 countries collaborated, schemed, recorded and generally nerded-out on the possibilities contained within the brick walls.

Michelberger Hotel
– Berlin, Germany

The Michelberger Hotel is housed in a converted factory building featuring a brick facade, high ceilings, large windows and a courtyard that acts as the social hub of the hotel.

The 119 room hotel is located next to the famous Oberbaum Bridge and the river Spree.

Michelberger's rooms could be described as designer bunk-rooms – a hostel based approach that focuses on fun. Demand is strong thanks to the eclectic, high quality events programme and lively restaurant.

27

WE WANT HOMES TO SUIT WHO WE ARE AND HOW WE LIVE

BESPOKE HOMES SHORT, TALL, FLAT OR FLOATING

+ Superfast connectivity
+ Canal moorings
+ Personalised space usage
+ Homes that are ready to adapt to technology
+ Flexible family housing
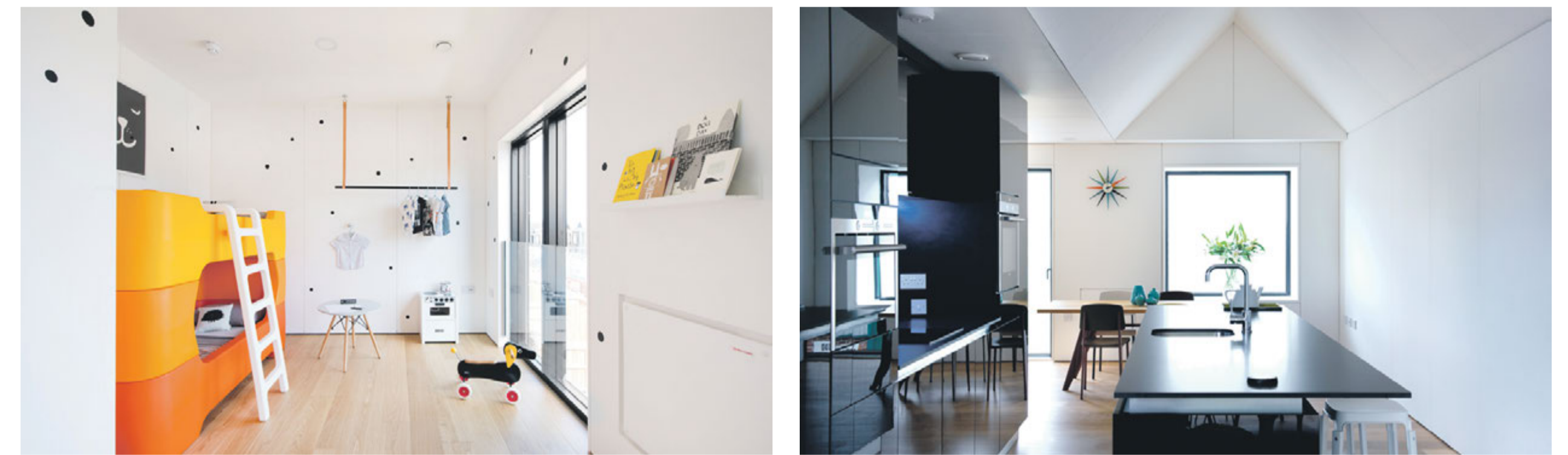+ Canalside apartments
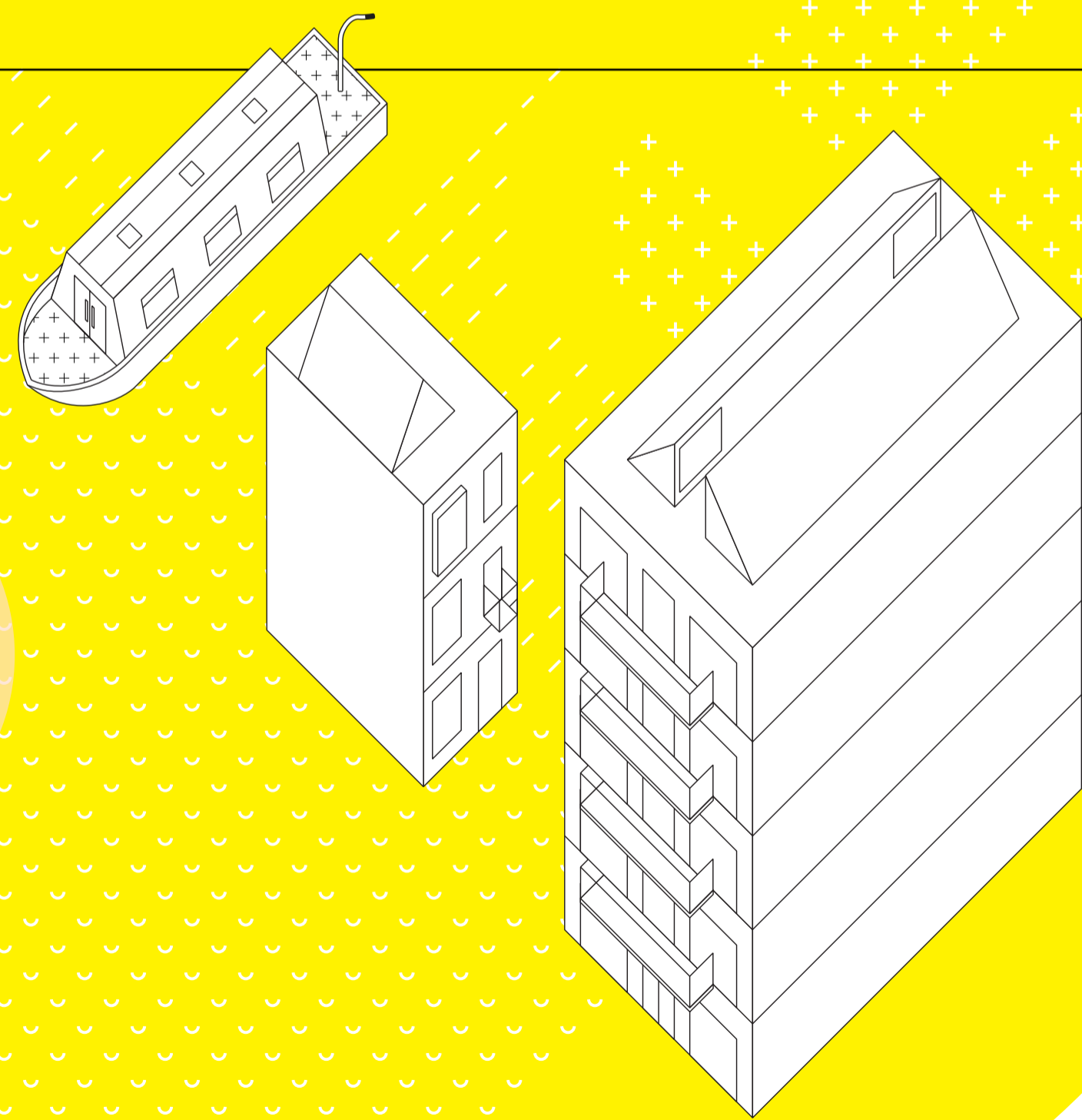
A modular revolution

Urban Splash's hoUSe (pictured) allows home buyers to personalise and tailor the space to suit their needs.

Typical Uk newly built houses average 76sq m, whilst hoUSe gives options of 93sq m for two storeys and 140sq m for three storeys.

hoUSe is just one of the housing choices for Port Loop.

hoUSe

Seeking an alternative to mass housing schemes across the country, Urban Splash has teamed up with architecture practice shedkm to create a prefabricated housing scheme in Manchester that is customisable and quick to construct.

Noticing a gap in the market between the cheap, soulless, red-brick boxes favoured by volume housebuilders and costly, bespoke architect-designed homes, property developer Urban Splash has come up with a new concept to give buyers the power to choose the layout of their home.

hoUSe is being developed with Liverpool and London-based architecture practice shedkm as an alternative to established UK mass house-building schemes. Made of modular timber pods, prefabricated in a factory and delivered to site fully finished, hoUSe draws inspiration from the ubiquitous long rows of Victorian and Georgian terraces with slender plots for its two and three-storey homes. Advocating that customers are buying 'space not rooms', it gives house buyers an empty shell to customise with a range of internal layouts, from spacious, open-plan living to more traditional fixed rooms.

Homeowners can choose the layout of their homes, opting for a bare shell or all the extra add-ons, including fitted kitchens and bathrooms The journey started four years ago, when Urban Splash approached four architects – Glenn Howells, Alison Brooks Architects, Riches Hawley Mikhail Architects and shedkm – to come up with an idea for a simple and easily constructed, light, spacious,

modern house that could be flexible and adapt. The catch? It had to be built for around £1,000/sq m. Says Bloxham: "We wanted to make houses with great space standards - high ceilings, big windows - and we wanted to give customers the ability to alter and change the layout both initially when they buy or if they are on a budget the option of a "base model" now and over time improve and adapt." Buyers choose between loft living or garden living, depending on whether they want to use the light-filled top floor as a living or sleeping space. Shedkm came up with a simple composition that can be configured to tailor up to five bedrooms in two- and three-storey terraced blocks of 93sq m and 140sq m. Homeowners choose between loft living and garden living; whether their living room will be on the top floor with an exposed pitched roof or, in a more conventional arrangement, on the bottom floor overlooking the garden. Always in the centre is a core of services including stairs, bathrooms and risers, but the rest of the space is free to be split up or left open depending on the buyer's preferences.

Urban Splash likens the process to buying a car, with optional extras from fully fitted bathrooms and home offices to floor finishes and furniture. "The idea was that we'll create

For Urban Splash chairman Tom Bloxham, frustrated by the mediocrity of the UK's new-build homes with their typically low ceilings, small windows and tiny rooms, hoUSe was born from a desire to create well-designed, generous homes in space-poor, inner-city areas. "We have been thinking for years now about how we can break the mould, inject some new ideas and disrupt the house-building industry, just as we did when we helped create the city-centre living boom and loft-apartment trend in the Nineties,'" says Bloxham. "We noticed that in UK cities there is a real lack of diversity in terms of new residential stock, and our traditional customers would ultimately get older, richer and end up moving to Victorian or Georgian terraces in the suburbs. hoUSe is our way of offering them something in the city."

some space for the buyer to live in the way they want to, to suit their budget, taste and lifestyle," explains Jonathan Falkingham, creative director of Urban Splash. "The wall arrangements actually give us 10,000 variables they can have as a customer, but we've tried to distil that back and give our customers a clear way of thinking about how they want to live in their home and the option to live in a different way."

The timber modules are built by a company called Insulshell, which has created thermally efficient, closed-panel structural timber systems for schools and homes as well as the London 2012 Velodrome by Hopkins Architects. Says Falkingham: "We worked intensively with Insulshell for three years to develop an approach; initially it was going to be built as a panelled system on site. Then Insulshell said if you reduce your house width by 15cm, we think we can build these [the whole homes] in the factory."

With all the structure on the external walls, it freed up space inside for flexible layouts, as well as reducing construction time, wet trades on site, excess waste and, ultimately, cost. The homes take eight weeks to make in the factory before being delivered to site,

thermally efficient and airtight. Claiming to be 25 per cent bigger than the average new build, there's an emphasis on quality of space, rather than square footage, with high ceilings, large windows and an exposed pitched roof on the top floor.

The prefabricated pods are energy efficient and reduce both construction time on site and excess waste.

For Falkingham, the long-term aim is for hoUSe to evolve into the 'designer brand of volume housebuilders', comparing it to furniture brands such as Vitra and Alessi, which frequently team up with designers and architects. "We want there to be a strong design philosophy running through everything, and our designers to live and breathe the product," he adds.

From an article by
By Cate St Hill
Blueprint

http://www.designcurial.com/news/at-home-with-blueprint-4945427/

WE WANT TO PICK 'N' MIX 'N' REMIX

A PLACE THAT ADAPTS WITH OUR CHANGING NEEDS

PRE-APPROVAL
FOR PERMITTED
DEVELOPMENT
STATUS

Outdoor space for:

+ Carport
+ Home office
+ Yarden
+ Allotment

Adaptability

+ The scheme grows with us as technology evolves

When we first arrive to live in Port Loop our needs will be very different from when we come to retire.

Likewise – the services and facilities on-hand must evolve as technology does – being able to react to what's next is vital for longevity; as cars become less owned and less welcomed on our doorsteps, Port Loop must have inbuilt plans to accommodate our changing habits.

Gradual greening 'wins back' public and private space and creates safer places to grow up and grow old.

Being ready for drone deliveries, drop-off and set down, collection points and whatever else gains traction and feasibility over the next decade (and beyond) must stay at the heart of our intentions.

Expandability

+ Pre-approved extension, bolt-ons and re-purposing

Creating housing that can be easily expanded and re-purposed is sustainable, useful & desirable.

Why move if our homes can flex?

The practicalities will mean that we can choose the kind of outdoor (and indoor) spaces that suit our needs.

At the start of the scheme car-ports may be all the rage – but as our cars learn to park themselves or disappear from our immediate neighbourhoods (as subscription, on demand travel arrives) we may want to swap for something else – home office, yarden or allotment all become attractive alternatives.

STAYING IN OUR HOMES FOR LONGER MEANS BUILDING STRONGER COMMUNITIES

CARPORT

HOME OFFICE

YARDEN

ALLOTMENT
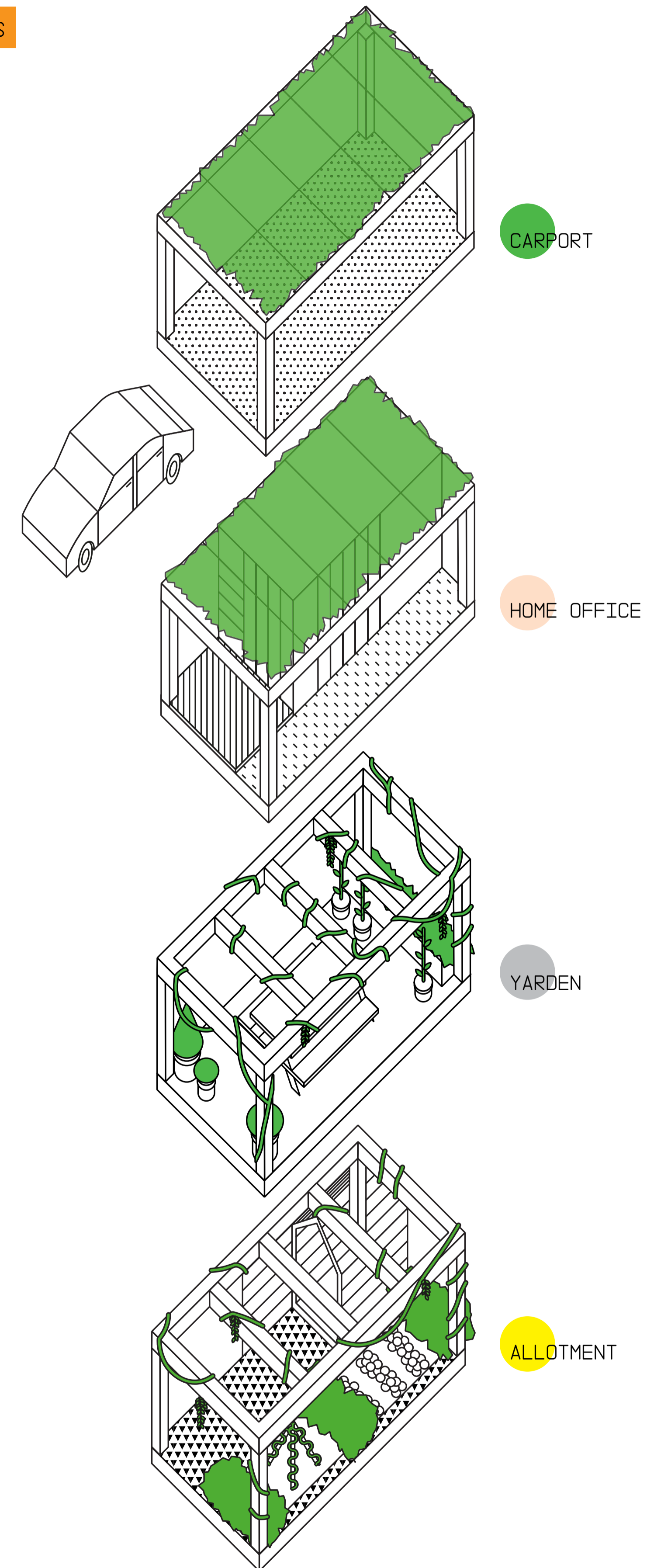
WE WANT WORK TO WORK FOR US

THE WHOLE WORLD'S A STAGE (AND AN OFFICE) 65% OF MILLENNIALS EXPECT TO WORK AWAY FROM THE OFFICE REGULARLY. BY 2025 75% OF ALL WORKERS WILL BE MILLENNIALS

+ Configurable home interior for office
+ Outdoor space adaptability for garden office
+ Pre-approved planning for live / work space
+ Co-working hub
+ Café culture
+ Studio units

Informal, formal, sociable, unsociable, public, private, free, paid for, at home, in the office – our working practices today and in the future will increasingly mix things up for convenience, flexibility and quality of life.

01 /
Working from home

The kitchen table

Requirements – the kitchen table, a laptop and possibly a notebook.

Pros
Convenient, uncomplicated. No specialist equipment and no need for investment.

Cons
The lure of the toaster and TV, can feel temporary, lack of face to face contact.

The mini home office

Requirements – a defined area or room within the home.

Pros
Many of the benefits of being 'at work' – e.g.. printer, book shelves, storage.

Cons
The potential lack of distinction between 'work' and 'home'.

The garden shed

Requirements – dedicated outdoor structure with power and connectivity.

Pros
Well specified, clearer distinction between 'work' and 'home'. Potential to shut-out distractions.

Cons
Can be isolating if undertaking for long periods of time.

02 /
Mobile office

The local café

Requirements – your laptop, phone, a pocket full of change – but remember your chargers and adapters!

Pros
Food and drink on hand, human contact. Good atmosphere.

Cons
Caffeine overload, can be noisy, can be costly.

03 /
Paid for work-space

Co-working

Requirements – subscription to a space provider, there may be a permanent or hot-desk type of arrangement.

Pros
All the facilities you'd expect from a traditional office with more flexible terms. Great for freelancers. Potential to collaborate. Lively.
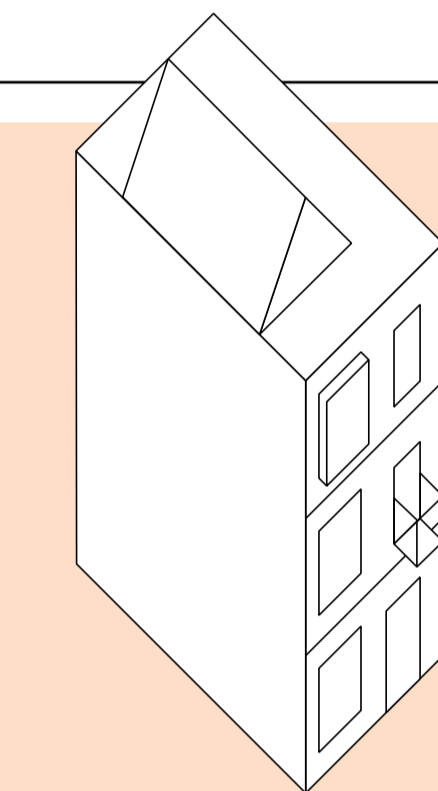
Cons
Can feel transient, privacy can feel compromised.
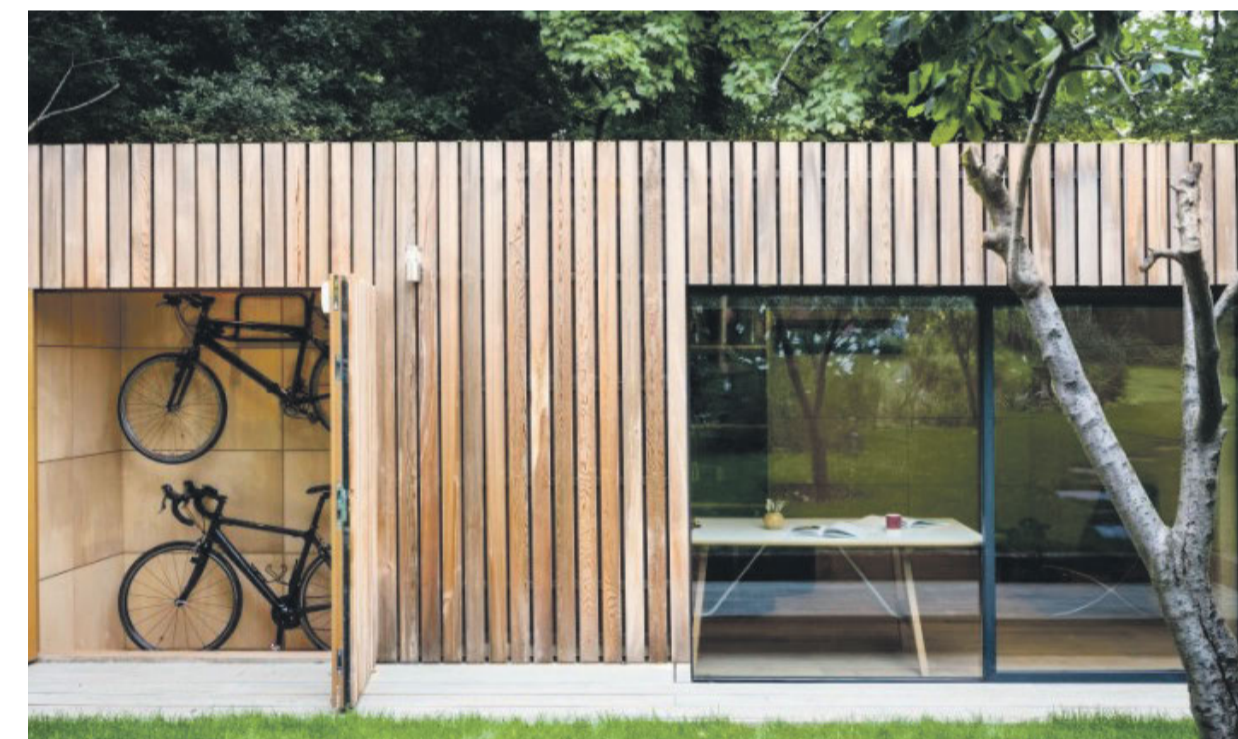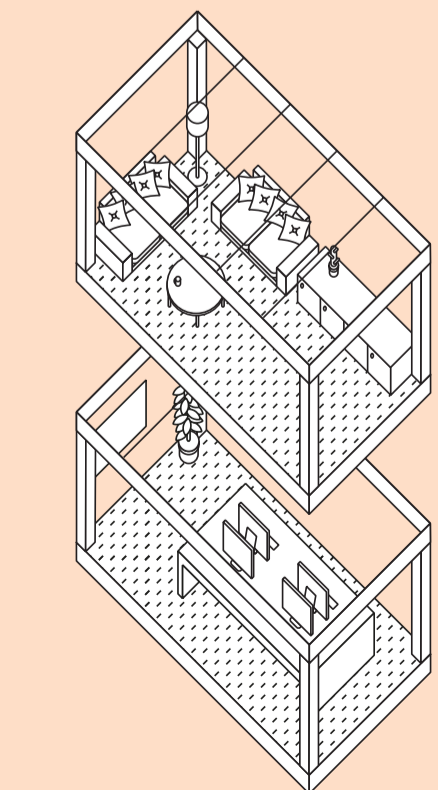
Studio units

Requirements – usually a small unit for small businesses – a more traditional rent model, albeit often with shorter terms.

Pros
Informal office – do what you like with your space. Good for start-ups.

Cons
Can be cramped, requires investment.

LIVE / WORK

04 /
Bringing the office to you

Running an office from home

Requirements – business owners can turn a floor of their home into a fully fledged commercial office, with employees on site. Pre-approved planning consent for usage as standard.

Pros
Seriously convenient. Potential to create the perfect working environment.

Cons
If your team is working late – how does it feel?

01

02

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04

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01 / Wework, Sony Center, Berlin, Germany
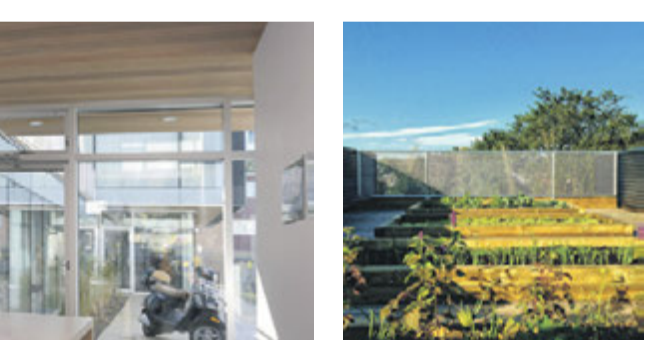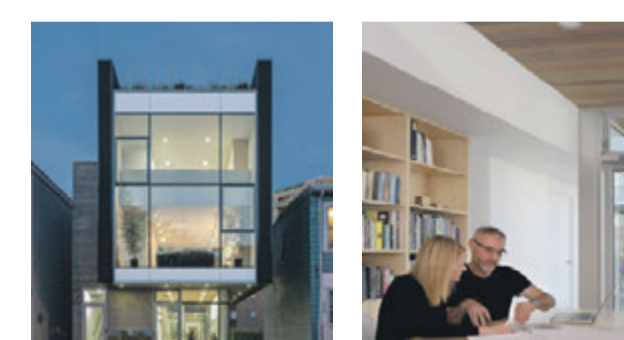
02 / Garden office with bike shed by Green Studios

03 / Kitchen table in HoUSe
by Urban Splash & ShedKM Architects

04 / Small home office design

05 / Camp and Furnace Lobby, Baltic Triangle, Liverpool, UK

06 / Wework, meeting booth, Weteringschans, Amsterdam, Netherlands.

07 / 08 / 09 /Live…Work…Grow House by Susan Fitzgerald Architecture, Halifax, Canada

The way we'll work

In the pre-industrial age, there were at most 2,000 different trades. Today there are around 500,000. And in the west, as manufacturing jobs move offshore, the nature of our work has changed too - with almost 80% of the UK economy now made up by the service industry.

But the way we work is also evolving, albeit at a slower pace. The eight hour day, beginning at 9am and finishing at 5pm, is now over 200 years old as a way of working, and whilst still commonplace for most of the workforce is being eroded by those in the service industry, whose hours fit the demand for the service they provide, and increasingly by a

new type of worker in new markets. In 2015 almost 54 million Americans did some type of independent work, which is almost 33% of the entire workforce and an increase of 700,000 workers from the previous year. Half of U.S. households already rely on independent work for more than half of their income and it is predicted that half the entire UK workforce will be self-employed by 2020.

According to a Pew research report, 24% of Americans have also now participated in the peer-to-peer or sharing economy. "These platforms also allow users to earn money in a range of other ways, such as sharing their possessions with others or selling their used goods or personal creations," it says. Jobs on these platforms include taking a task on a digital platform like TaskRabbit; selling items

on eBay or Etsy; driving your own car as a cab on platforms like Uber; and renting your home on AirBnB. Studies show that half the U.S. population will move into the gig economy within the next five years.

The driving force behind these new ways of working is undoubtedly technology, particularly mobile devices which allow immediate access to online marketplaces from anywhere in the world, and global communication via social media. 45% of this target audience already uses personal smartphones for work and 80% use social media as a means of finding work.

As the way we work changes, so have the places in which we do it. In 2016, many independent workers, particularly those

with families, may choose to work from home. However, independent workers are increasingly choosing to join communities of freelancers and small businesses in co-working spaces.

As of 2015, there were over 2,000 co-working spaces in America and all major cities and towns in the UK have a number of co-working spaces to pick from. These co-working spaces typically offer 24/7 access to a desk, with internet and services provided, on an ongoing monthly membership model, giving the flexibility to use the space as often or as little as you need.

Such is the demand for co-working spaces, and the confidence in the growth of the independent workers that use them, that

co-working is now big business. The fastest growing, and perhaps best known is WeWork which has around 50,000 members and locations in 29 cities in eight countries; recently launching a new model which bridges the gap between home-working and co-working. WeLive is a work-live space, which they anticipate will make up 21% of their total revenue in 2018. Today WeWork is valued at more than $15bn.

Article by Andrew Beattie
Managing Director – Ethos Magazine

NO CAR = STATUS

WE ARE AT THE THRESHOLD OF A REVOLUTION IN PERSONAL TRANSPORT, AS WE MOVE FROM CAR OWNERSHIP TO RENTAL TO SUBSCRIPTION AND ON DEMAND, WITH A CONCURRENT INVESTMENT IN PUBLIC TRANSPORT INFRASTRUCTURE (BIRMINGHAM CONNECTED)AND EVER MORE EFFECTIVE WAYFINDING APPS×

PRIVATE CARS ARE STATIONARY 95% OF THE TIME

How we got to autonomous cars

On September 27th 1908, The Ford Model T rolled off the new assembly line at the Ford Piquette Avenue Plant in Detroit, Michigan. It is widely considered the first affordable automobile, expanding the travel possibilities of middle-class America, and eventually the rest of the world. This tiny Tin Lizzie transformed how cars were made. No longer handcrafted, Ford's assembly line made vehicle fabrication more efficient.

By the 1930s, headlights, boots, and fenders were integrated to car design and full closed bodies began to dominate sales. Although the Great Depression saw the number of manufacturers crash with the stock market, it was also the era that brought the Volkswagen Beetle to the national consciousness; a design that would be continuously produced for over 60 years.

The modern Electric vehicle renaissance followed the financial crisis of 2008, and the cumulative global sales of highway-capable electric vehicles passed the one million unit

The tale of the car industry has always been one of gritty determination, survival, and reinvention. In other words, it's the metallic symbol of the American Dream.

So how did we get from here to our modern hatchbacks, sedans, and Japanese imports? In the fifties, the public became more interested in engine power and speed. This decade introduced luxury and the sugar-sweet, ice-cream toned colour of the Cadillac Eldorado Boughman. Cars like this faded into nostalgia by the time the 1973 oil crisis struck. It meant stricter rules about emission control, and people's interest shifted from the internal combustion engine to electric cars in the wake of the economic crisis of the Reagan/Thatcher administration. Although Thomas Parker built the first practical electric car as early as 1884, interest is always renewed during times of financial turmoil.

milestone in September 2016. The Nissan Leaf, released in December 2010, is the world's all-time top selling highway-capable electric car, with almost 240,000 units sold worldwide through September 2016. It is expected that Germany's automotive industry will produce about 1.3 million electric vehicles in 2021.

Following the industry's long and winding journey, the next place it will take us is to the autonomous car. The advantages here seem obvious: it could lead to a significant reduction in road accidents, lower insurance costs, less congestion on our roads, enhanced mobility for the elderly and people with disabilities, freeing the time spent commuting hours for work or leisure. The environmental impact alone could be astonishing. Services of the Sharing Economy would lead to an overall reduction in car ownership; less fuel consumption and less air pollution. It is an opportunity to seriously reduce the consequences of global warming for the next generations. And it's no longer a special effect in a Michael Bay film.

The first self-sufficient cars were invented in the 1980s, with Carnegie Mellon University's Navlab and ALV projects in 1984, Mercedes-Benz and Bundeswehr University and Munich's Eureka Prometheus Project in 1987. In August 2012, Google announced that their self-driving car logged 300,000 autonomous driving miles. It might not sound like much of a sample, but it's a striking contrast with the 10.8 million reported traffic collisions recorded in the United States in 2009. Tesla's AutoPilot project already has two versions; the 7.1 is set to have an over-air feature and self-parking capabilities. It seems like every nation is revealing plans for this technology, from Apple's self-driving autonomous car, to the Lutz Pathfinder pod in Milton Keynes.

Our roads and highways have the potential to be as smart and as digital as our tablets and mobile phones. Rinspeed made the interior of the electric Tesla Model S with seats that swivel, tilt and slide into 20 positions, with a wide-screen television and an Italian espresso maker. Ideas are already underway about what these future motorways should look like,

from photo aluminising powder for road signs, solar roadways, to traffic lights synchronised across a city.

In 1908, Henry Ford's Leaping Lena was a drive-away success; a technological marvel of a culture that had yet to go through two world wars. But by 1927, despite his attempts to cling to the success of the past, the general public grew bored. In fact, colloquially, the phrase 'go the way of the Tin Lizzie' refers to the decline of a popular product, to an outdated historical relic that has been replaced by something new. The automobile has travelled a long way since then, becoming sleeker and faster, but also more globalized, electric, and environmentally friendly. It has never been afraid to change direction. The self-driving car is the next inevitable gear shift, and nobody wants to be the curmudgeon in the corner still saying 'any customer can have a car painted any colour that he wants, so long as it is black'.

Article by Andrew Beattie
Managing Director – Ethos Magazine

Commitment issues

Generation Jones (a subset of the Baby Boomers generation born slightly later – 1955 – 1965) traditionally love their cars. Subsequent generations, however, are ending the affair.

Millenials (b.1980 – 1995) and the generations after them are not learning to drive in their droves. A study by the Transportation Research Institute at the University of Michigan found that in every year examined (1983, 2008, 2011 and 2014), the number of 16 – to 44-year-olds with driving licenses in USA dropped dramatically.

1983 – 2014 saw a drop of 47% in 16-year-olds with driving licenses. Those aged 20 – 24 showed a 16% decrease. And for those ages 30 to 34, the decrease has been about 10 percentage points.

Several factors have precipitated this drop in licence ownership; living at home longer, staying in cities (rather than moving to the suburbs) the state of the economy and increasing private and public transport options. Getting around without the reliance on a car has become easier for most people.

*Wayfinding

Apps such as Citymapper allow you to plot your travel routes around the city offering a variety of methods to get from A to B.

For example the app lets us know that walking to Birmingham New Street from the centre of Port Loop island would burn 143 calories, cycling would burn 47 – not only take us 15mins, the cost via Uber would be £6-9 and the number 80 bus is every 15mins.
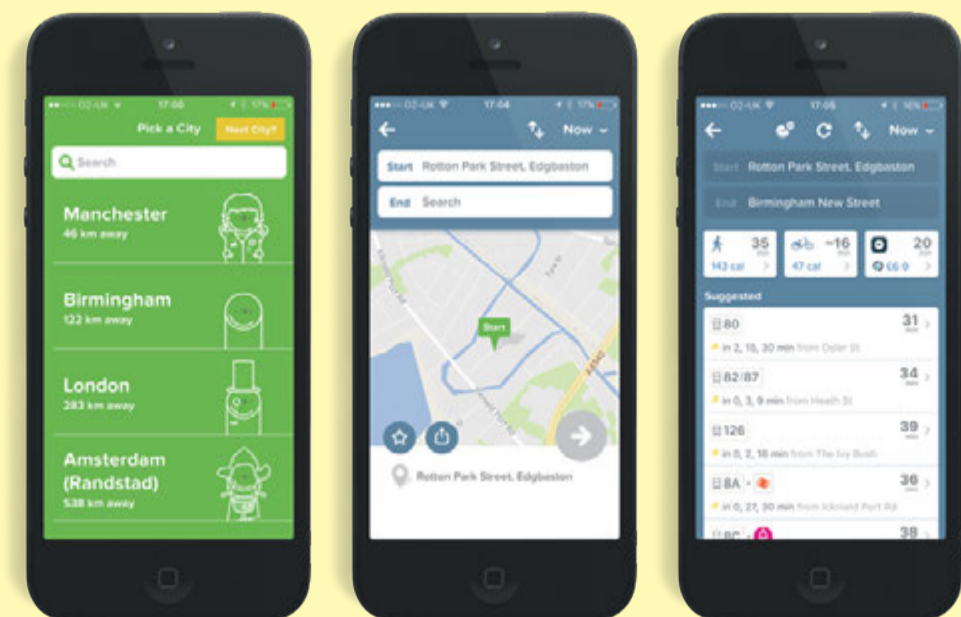
Why limit yourself to one car?

As we're gradually moving away from outright car ownership, we're edging closer to subscription models that allow you to choose what kind of ride you'd like – depending on what you're doing.

In the, not too distant, future these options will be driverless and even arrive at your doorstep ready for your day.

CAR AUTONOMY LEVELS EXPLAINED 1 - 5

TODAY'S RIDE

POP INTO TOWN

DATE NIGHT

GARDENING SUPPLIES

WEEKEND CAMPING

IKEA RUN

Level 0
Automated system has no vehicle control, but may issue warnings.

Level 1
Driver must be ready to take control at any time. Automated system may include features such as Adaptive Cruise Control (ACC), Parking Assistance with automated steering, and Lane Keeping Assistance (LKA) Type II in any combination.

Level 2
The driver is obliged to detect objects and events and respond if the automated system fails to respond properly. The automated system executes accelerating, braking, and steering. The automated system can deactivate immediately upon takeover by the driver.

Level 3
Within known, limited environments (such as freeways), the driver can safely turn their attention away from driving tasks, but must still be prepared to take control when needed.

Level 4
The automated system can control the vehicle in all but a few environments such as severe weather. The driver must enable the automated system only when it is safe to do so. When enabled, driver attention is not required.

Level 5
Other than setting the destination and starting the system, no human intervention is required. The automatic system can drive to any location where it is legal to drive and make its own decisions.
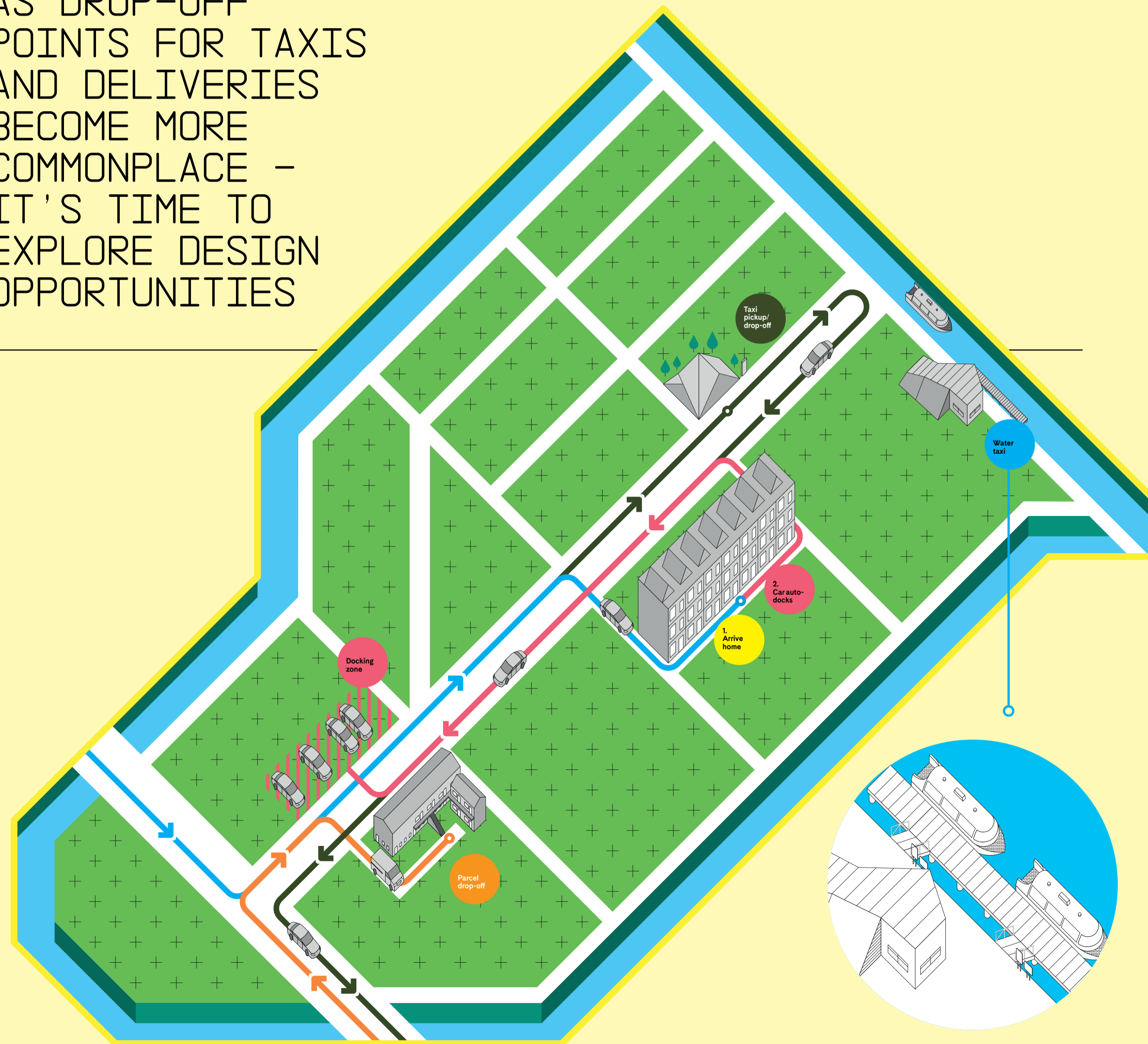
Source
Wikipedia

STATEMENT SHELTERS

AS DROP-OFF POINTS FOR TAXIS AND DELIVERIES BECOME MORE COMMONPLACE – IT'S TIME TO EXPLORE DESIGN OPPORTUNITIES

Taxi pickup/ drop-off

Water taxi

2. Car auto- docks

1. Arrive home

Docking zone

Parcel drop-off

01

02

03

04

05

06

07

The rise of the bus shelter

With more drop off points and improved transport links, the humble transport shelter is something we can take more pride in.

–

A year in the making, Krumbach in Austria has unveiled seven eye-catching bus shelters which have turned the world's gaze on the tiny village. Designed by internationally renowned architects such as Wang Shu, Sou Fujimoto and Smiljan Radic, who worked in collaboration with local architects and craftsmen, the whimsical structures will put the village of 1000 residents on the map.

Curator Dietmar Steiner praised the commitment of those involved, saying "the entire project succeeded because it was supported in the most generous fashion by more than 200 people.

" This included the architects, who took up their projects for little more than a free holiday in the area and the chance to engage in an unusual challenge.

However, BUS:STOP was not merely a vanity project: Verena Konrad, Director of vai Vorarlberger Architektur Institut, noted that the project was important for "the successful connection of infrastructure and mobility for the rural area."

Source
Archdaily
BUS:STOP Unveils 7 Unusual Bus Shelters by World Class Architects

By Rory Stott
15 May, 2014

http://www.archdaily.com/506961/bus-stop-unveils-7-unusual-bus-shelters-by-world-class-architects

Further reading
http://www.krumbach.at/Bus_Stop_Krumbach/English

01 / Ensamble Studio
02 / Smiljan Radic
03 / Architecten de Vylder Vinck Taillieu
04 / Sou Fujimoto
05 / Alexander Brodsky
06 / Rintala Eggertsson Architects
07 / Amateur Architecture Studio (Wang Shu)

THE GOLDEN YEARS

BY 2028
GENERATION JONES
WILL BE WELL INTO
THE RETIREMENT
ZONE & THE FIRST
OF GENERATION X
WILL TURN 60.
WHAT WILL THEIR
NEEDS BE?

In an age when data can predict almost anything about the future world we'll live in, or struggle to live in perhaps, there is disappointingly little to find online about the Jetson-style futuristic retirement villages that you might expect to live in when you throw in the towel on your working life. Searching any variation of terms that contain, 'millennial', 'retirement' or 'communities' does however bring up a lot of articles about how there's a very real possibility that the large majority of millennials in the west won't be able to afford to retire at all due to their current spending habits.

At present millennials are increasingly choosing to live in mixed-use city neighbourhoods with walkable access to work and leisure - cafe's, co-working and green spaces - and this shows no signs of abating, with 75% of the world expected to live in cities by 2050. They work for themselves in increasing numbers and at a higher-rate than any generation that's come before us. They tend to rent or access products or on demand services over owning them. And they like to live close to their peers, in neighbourhoods close to urban centres.

And in the middle of all that probably lies the truth about how we can expect millennials to live at retirement age - remembering that millennials are also the retirees of 2050. By 2037, one in four of them will be over 65 (its one in six at present) and by 2050 the population aged 60 or above will, for the first time, outnumber those aged 15 or under.

But are the places millennials are choosing to live today, suitable for their future retirement-

selves? Millennial popular neighbourhoods are commonly defined by a number aspects like walkability, ease of access to leisure activities, amenities, services and strong public transport links. They tend to swap out the baby-boomer dreams of picket-fenced gardens and extra bedrooms for more compact living spaces - they both own less stuff and eat out more than any other generation and so space for dining rooms and a basement full of gym equipment are not priorities. And neither are garages or driveways for cars. This list of living requirements sounds a lot like you'd find in yesterdays Florida retirement community brochures, but with the addition of being closer to a major urban centre, and a lack of golf carts.

The charity 8-80 Cities, works to 'create safe and happy cities that prioritize people's well-being'. The basis of their work is that if a place is great for an eight-year-old and an 80-year-old then it will be great for all people. And they're probably right.

Access to green spaces is perhaps one of the most important factors in all of this. Walkable access to free to use public green spaces is important for both young people and the elderly - they are the spaces to play, relax and meet. Proximity to them is also good for mental health; with the sensory stimulation of just seeing nature being proven to increase recovery time from illness, and interaction between people reducing loneliness which effects all ages. But a trend of retirees choosing to move to urban areas and out of old people's homes or remote retirement communities by the coast will also bring

families closer together, which is both good for the youngest and oldest members of society - young people growing up more accepting of age differences and peoples changing behaviours as they grow old, along with the opportunity for grandparents to help with childcare to ease parents transition back into work, are just a couple of positive potential outcomes.

And a look over to Japan shows examples of this shift already happening.

The ageing mountain community of Shikoku in Japan, with a population of 1,700, two thirds of which are over 60, has committed to go zero-waste by 2020 and has built a craft beer brewery at the centre of the town not in an effort to increase its population of young people, although that seems like a good move if you wanted to, but rather as a move to increase quality of life for its current citizens, many of them senior.

Elsewhere in Japan, the city of Toyama, with 28% of its 420,000 population already seniors, is also focused on bettering the quality of life of residents by improving its public transport network and facilities in the city centre for all ages, adding a new museum, public library and seniors health centre and offering subsidies to people to buy homes in the redesigned city centre to make the whole place more compact and liveable. And Toyama is proof that all of this works – 98% of people born there in 1969 still live there.

It is of course likely that retirement for millennials will come much later than any other generation – they are expected to retire

at 73 as it stands, although the likelihood of that being put back increases by the day. As a generation they're likely to still be co-working into our 60s and be the first generation to hear the words, 'My grandad is an app developer', or 'can you ask your Nan what programming language she used to connect the kettle to the internet.'

According to a Brookings Institute Study eighty percent of retirees now still live in car-dependent suburbs and rural areas but as the spaces millennials choose to live and work now are social, connected and increasingly walkable, 'car-dependent' and 'rural' are unlikely to be terms featuring in our retirement community pamphlets.

Article by Andrew Beattie
Managing Director – Ethos Magazine
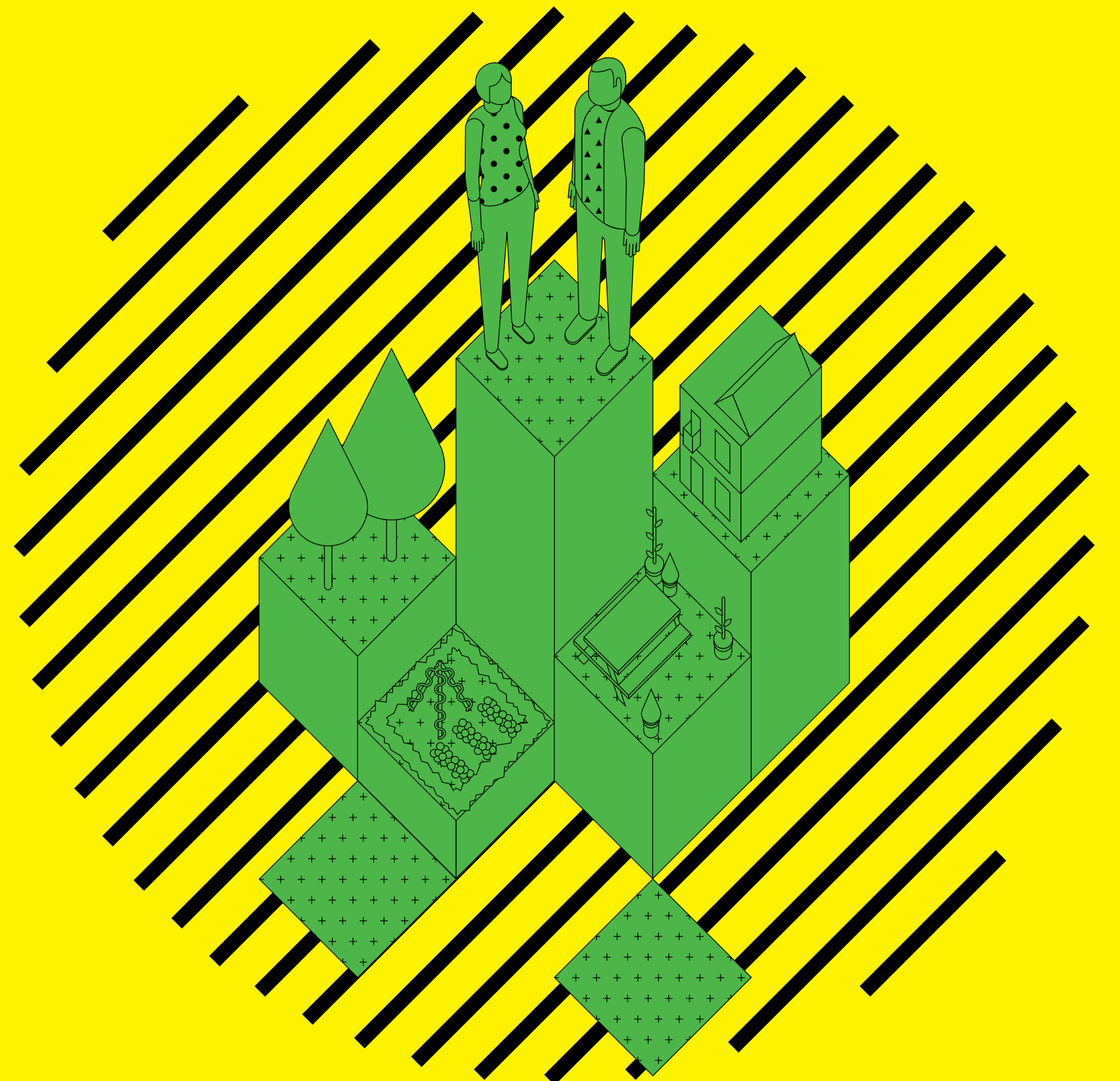
ACTION LIST /

Here's our ambitious list of aims for Port Loop over the next ten years and beyond.

01 / Love thy neighbourhood

Descriptive places
+ Avenue and axis
+ Squares
+ Parks

Intimate places
+ Communal streets
+ Courtyards
+ Canal-side

Navigable places
+ Cycle ways
+ Circuits
+ Pathways

Discoverable places
+ Reveals
+ Nooks
+ Secret gardens

–

02 / Play out 'til tea

0–5 yrs
Safe Haven
+ No through roads
+ Unadopted green streets
+ Pedestrian priority
+ Enclosed private gardens & supervised play

5–13 yrs
Park keepers vs pesky kids
+ Let them run wild
– (as long as Parky doesn't catch them)
+ Single access point
+ Island Concierge
+ Natural surveillance of communal streets

13–18 yrs
Opportunity for adventure
+ Wild pockets and green streets
+ Playgrounds and sports-ground
+ Planned & unplanned activity
+ Whole family events

18–70 yrs
Island life/city life
+ Free roam
+ Water activities for all
+ Easy access to reservoir
+ Summer lovin'
+ Proximity to the city
+ Central parcel collection hub
+ Car Pooling
+ Robovalet and other new technology

70 + yrs
Neighbourliness
+ Retirement perks
+ Dog walking circuits
+ Neighbourhood parks
+ Easy access to the 'outdoors'
+ Pedestrian friendly

03 / Plant everything that doesn't move

Plants everywhere
+ Private gardens
+ Green streets
+ Courtyards
+ Linear parks
+ Green walls
+ Floating allotments
+ Hanging gardens
+ Pocket wilderness
+ Water verges
+ Orchard car-parks
+ DIY schemes

Rooms with a view
+ Every window must have a substantial view of either green space or waterways, all living rooms must have a scenic aspect

Sunny disposition
+ Every habitable room must have the prospect of sunlight for 75% of the year and 25% of the day

Waterways
+ Every resident should be able to access the waterways – for leisure & transport

–

04 / No more ironing, ever

Island Concierge
+ Active management
+ Subscription services
+ Plumbing & electrical
+ Cleaning & laundry
+ Gardening & waste
+ Handy-person

Home delivery hub
+ The Port Loop Island home delivery hub

Carpools & swimming pools
+ Carpool
+ Self parking docking stations
+ Pick-up and drop-off bays
+ Electric car charging points

Make & Mend
+ 3D printing hub
+ Collective workshops
+ Collective garage

05 / Be green without trying

Energy efficient housing
+ Super-insulated homes

Green transport links
+ Carpools
+ Cycle routes
+ Walking routes

Communal facilities
+ Composting
+ Household swap shop
+ Bike fleets
+ Electric car charging
+ Canoes

–

06 / Live well by accident

Transport as leisure
+ Cycling to work
+ Walking to town
+ Canoeing to dinner

Circuit training
+ Island itineraries
+ Walking the dog
+ Taking kids to school
+ Canoeing to work
+ Weekend walks

Keeping us on the streets
+ Sitting out
+ Soaking it up

Clean air acts
+ Reduce car dependency
+ Home delivery hub
+ No through routes

–

07 / Be a native

Cultural hubs
+ Gallery
+ Restaurant
+ Bakery
+ Canal-side pub
+ Café & coffee
+ Microbrewery
+ Artist studios
+Markets

08 / Live how you like

+ Superfast connectivity
+ Canal moorings
+ Personalised space usage
+ Homes that are ready to adapt to technolgy
+ Flexible family housing
+ Canalside apartments

–

09 / Change when you want

Adaptability
+ The scheme grows with us as technology evolves

Expandability
+ Pre-approved extension, bolt-ons and re-purposing

–

10 / Work where you want

Working
+ Configurable home interior for office
+ Outdoor space adaptability for garden office
+ Pre-approved planning for live / work space
+ Co-working hub
+ Café culture
+ Studio units

PORT / LOOP

www.port-loop.com