





## WHAT ARE THE BENEFITS OF A LOW CARBON LIFESTYLE?

As a foreword to this document, we would like to discuss our manifesto: that a low carbon lifestyle doesn't mean a less exciting and diverse one....

Reduction in commuting = more time for leisure & diverse activities.

Typical commute from Brighton to central London time from home to train + train journey + time to place of work , lets say 15mins+60mins+15mins = total 90mins x 5 = 450mins = 7.5 hours/week.

Lets say bicycle/walk commute to local workplace is 30mins x 5days = 2.5 hours

Time saved each week is 5hours! 5 hours to chop wood, play with the kids/lover, hoe the veggies and meet other hoers, paint, skateboard, take part in local politics, drink beer in the pub, prepare a homecooked meal, visit the local swapshop, check up on your neighbours.

Benefits of more play time include better home life, reduced stress and therefore happier healthier people who take less time off work therefore improving efficiency with possible reduction in necessary working hours which result in MORE playtime. Is this a circular system?

Result of cycling/walking to work is increase in exercise resulting in better health, less time off work, fewer visits to the doctor reduction in health care costs, less tax requirement for funding NHS, more income maybe less time at work.....

Eating local food fosters a connection with local growers/producers we are more likely to meet them, a better understanding of our local environment through variety & seasonal availability and if we are involved in allotment gardening, co-ops or CSA (community

supported agriculture) an appreciation of what is involved in food production which will lead to a reduction in food waste.

Buying food locally on foot or bike means smaller loads means fresher produce and less home storage = smaller fridge = CO2 reduction.

If we all wear an extra woolly jumper will we still be able to watch the telly?

Make wrinkly clothes fashionable and reduce the need for ironing.

**'Low-Carbon Brighton' doesn't need to be a more boring version of what it is today. We won't have to go back to antiquated ways of living to survive in a post peak oil climate. Instead, Brighton will have to adapt in new and exciting ways- adding new elements into the mix, a new layer to the city, changing the way we build and work but perhaps for the better?**



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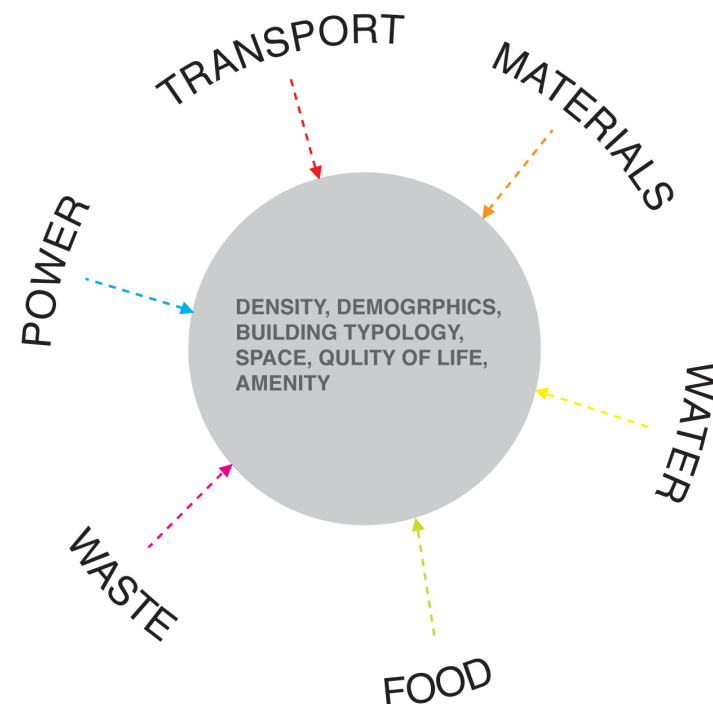
## INTRODUCTION:

The aim of this document is to provide a picture of how Brighton may have to change to adapt to the consequences of a post peak oil age.

We aim to provide an overview of the issues, but ultimately focus on how the architecture of the city may be impacted. This will include how the existing buildings will have to be adapted, as well as the new building typologies that may need to be introduced.

To make the study possible, we decided to break it down into 6 topics. The topics we decided to look at are illustrated in the 'wheel' on the opposite page. Each of these issues will be affected each of the other topics (the lines in the wheel) but also by Brighton: its population, its infrastructure, density etc (see diagram below). An overview of these issues, separate to the 6 topics will be discussed in the first chapter 'Demographics'.

The proceeding chapters will deal with each topic individually. In each one we will describe the current situation in Brighton relating to that topic, a list of high and low tech solutions, followed by an outline plan of which and how these solutions may be employed in Brighton, as well as a more detailed conclusion of the impact they will have on Valley Gardens.



OPPOSITE PAGE:  
Wheel Diagram illustrating the topics of the study.

**LOW TECH:** 'Low technology' is used to describe design/technology of relatively low intervention and/or that which can achieve comprehensive results for a minimum of financial investment.

**HIGH TECH:** 'High technology' is used to describe cutting edge design/technology that can use very complex biological/chemical/mathematical theory, usually for large investment.