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A collection of works
2018/2019

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INFRASTRUCTURE SPACE RESEARCH 2018/2019

The Atelier is interested in the physical and digital, edifices and networks, which exist as visible and invisible components with the ability to activate space. It also emphasizes the field in which buildings are positioned within the social, economic, political and environmental frameworks that underpin the operation and performance of this field and inform architectural and material interventions.

This year, in Studio units 1, 2 + 3, we turned our attention to borders and their limits when viewed through themes of technological speed, obsolescence and value. Here, value is not limited to ideas of finance and will be discussed in relation to heritage, culture, community, environment, etc. The Border studies focuses on the implications of past and future technologies for architecture and the public realm, the Irish Border in the context of Brexit is the site of investigation for Studio units 1, 2 + 3. The project requires 5th and 6th March students to make spatial propositions aiming to achieve maximum value as a tool to examine the spatial representation of borders presence and relevance in a digitally connected context. The area of investigation will span digital, celestial and geographic space to understand the implications of borders and mobility in a digital age.

To this end, Infrastructure Space is the Atelier interested in the latent value of space; specifically the design actions that can reconcile the speed of technological change with value by combining data analysis and spatial representation with design as a means of testing and analysing models through three, dynamic and reciprocal stages:

1- Spatial Analysis, comprises data analysis and contextual studies to generate an understanding of the performance and operation of space, networks and buildings.

2- Design Exploration, uses the design process to explore and appraise solutions to specific spatial, cultural and architectural problems. Critical Study, includes the dissemination of findings, reflection on the wider implications of these and the development of further research.

The atelier benefits from being situated within a Research Group supported by a wide range of academic staff, active practitioners and consultants who act as Atelier Contributors.

Dr. Laura Coucill (MSA) is atelier leader. Her research spans historical and contemporary infrastructure. Her practice expertise is in large complex industrial facilities.

Prof. Tom Jefferies' (MSA) research critically investigates the relationship between culture, space, landscape process, heritage and sustainability to propose new forms of contemporary urbanism.

Dr. Richard Brook (MSA) is an expert in post-war British architecture and sustains a long held interest in infrastructure and its social, political, economic and cultural properties.

Vicky Jolley (MSA) is a qualified architect and an expert in Post WWII New Towns.

Richard Morton (Lancaster University) has expertise in satellite and mobile communication technologies. His interest is in the effects of digital technologies on urban space.

Lisa Kinch (Farrells) has experience of delivering a range of projects from feasibility through planning to construction.

Jamie Wallace (WallaceLui) established WallaceLiu in Shenzhen, China, working on challenging projects for the public sector.

Kevin Logan (Maccreanor Lavington) is an Associate Director at Maccreanor Lavington. He has work on a number of award winning projects.

Andrew Kitching (Maccreanor Lavington) is an architect and won the European Housing Competition in 2011.

Jack Penford Baker (Hawkins Brown) has worked for MVRDV and is now a project architect at HB. His interests are in the socio-economic landscape and its relationship with space.

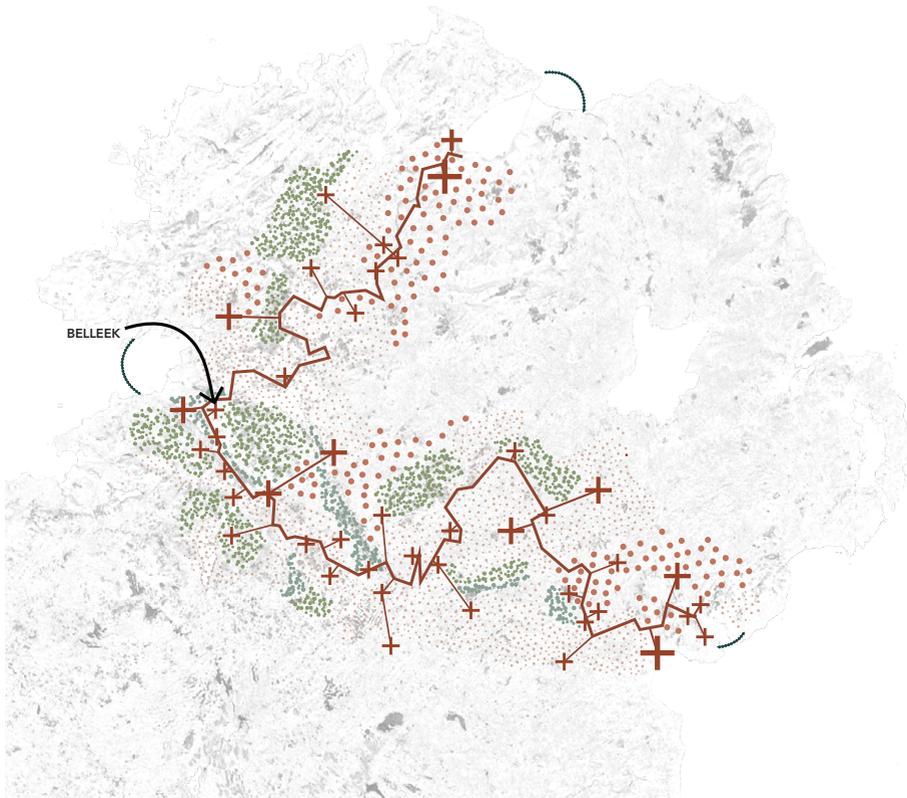
Jason Boyle (Sellafield Ltd) is an RIBA Fellow and Mentor. He joins us this year in the capacity of atelier consultant with expertise in complex industrial architecture with unusually long lifespans.

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YEAR 5 - BORDER HOUSING



Connor Forecast, Jonathon Ngan, Isaac Timson

BORDERLANDS ELECTRICITY NETWORK

Many parts of the border suffer from under investment, lack of services and employment opportunities. Stretching over 499km, runs across a range of natural landscapes that are ideal for renewable energy production.

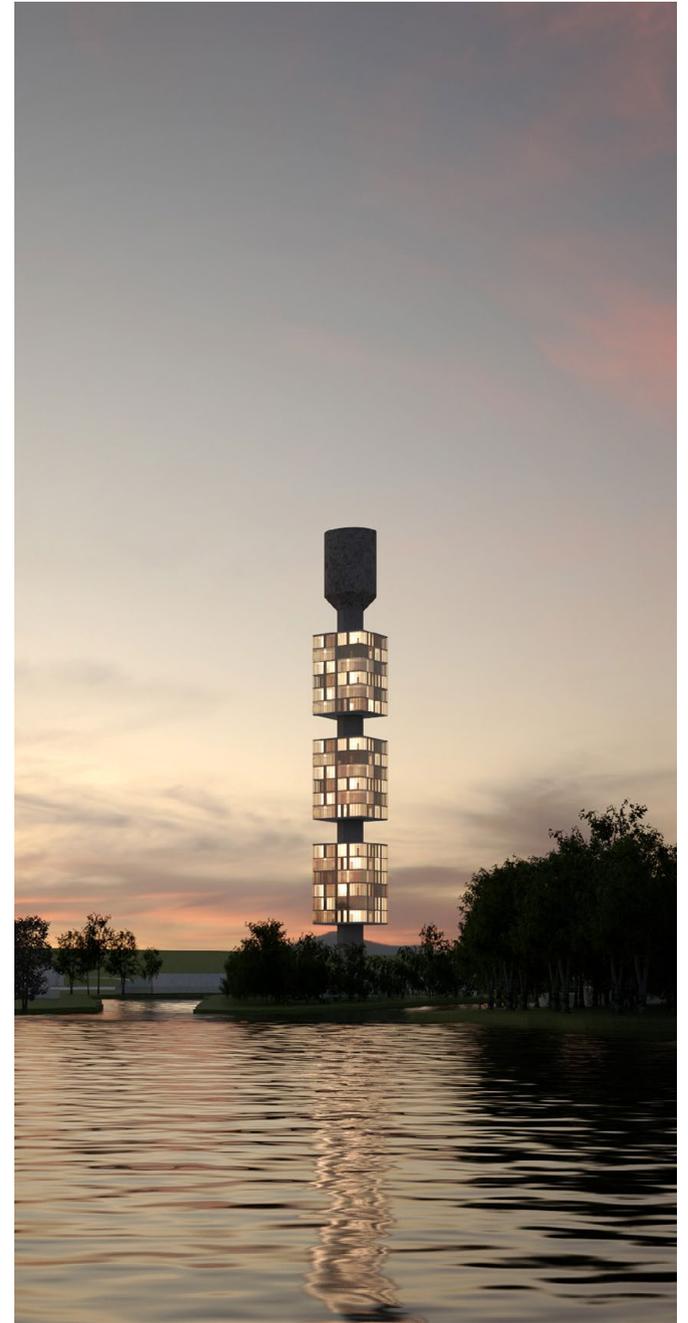
In order for the borderlands to receive vital financial investment, we believed it should propose an innovative plan which would attract governments and investors – The Borderlands Electricity Network.

Interventions in Belleek are being used as a representative model of a borderlands town which could operate within the hypothetical Borderlands Electricity Network (BEN). Belleek would operate on a smart electricity grid, which would then be connected to the wider BEN. This would enable the town to have

an efficient circular economy which would generate jobs and, in the long term, reduce everyday expenditure.

Acting as individual architects, we each designed one type of electricity infrastructure technology that uses the River Erne as a natural geographical resource and combined it with housing typologies. The Vortex Dam facilitates tourist accommodation, creating a new public realm for Belleek. The Battery Tower stores surplus electricity for the grid by pumping water into a tank, using gravity to turn the electricity turbine. Hotel accommodation is hung off the core resulting in one of the tallest buildings in Ireland. The Battery Houses feature social housing which store water to generate electricity at peak times, profiting on the changes in electricity tariffs to reduce costs for its residents.





PIG



VETERINARIAN



STUDENTS



Stephanie Phillips, Ziwen Cai, Sarah Kim

B.A.C.O.N

This project was inspired by the imagined social impact of Brexit on a border town such as Belleek. By accounting for the influx of activity to the border as a result of Brexit, this project proposes a housing typology that shadows economic trends.

The perceived trade impacts of Brexit include: an increase in demand for agricultural goods within the UK, and the employment and demographic shifts that follow this growth. The forthcoming complications surrounding the transaction of animals crossing the border served as inspiration for our programme, and transaction space response.

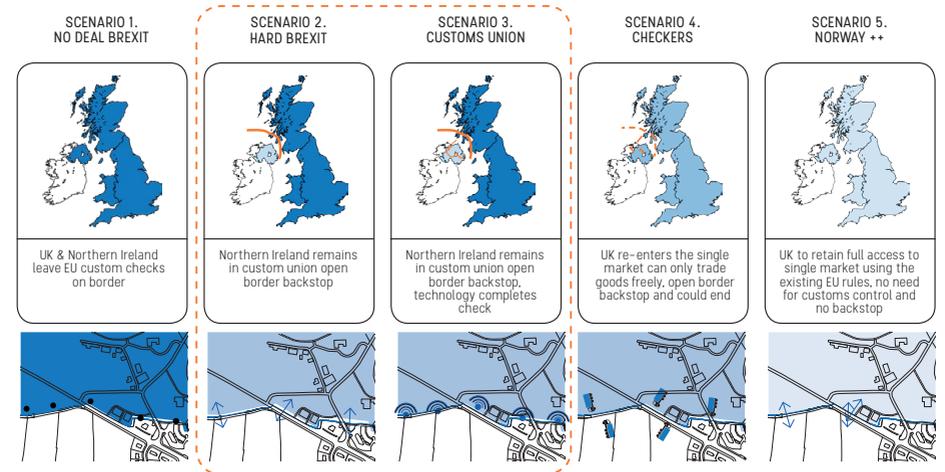
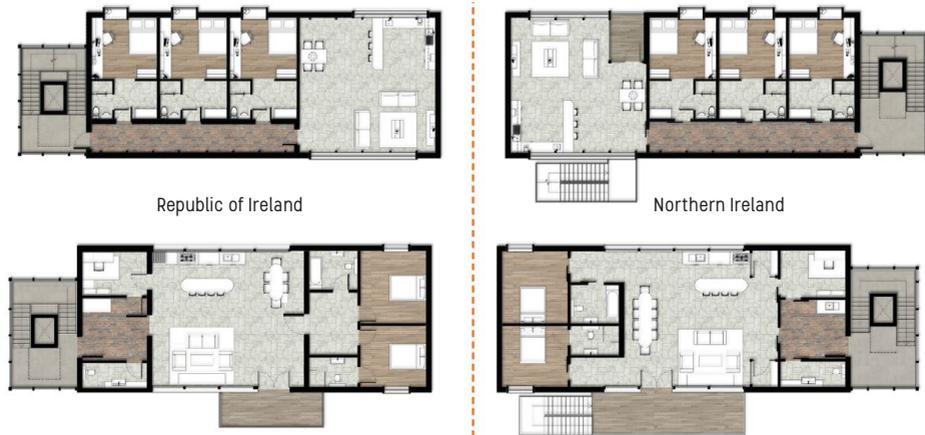
The proposed compound makes visible the geographical border that was initially invisible, thereby

accentuating the imminent political divide.

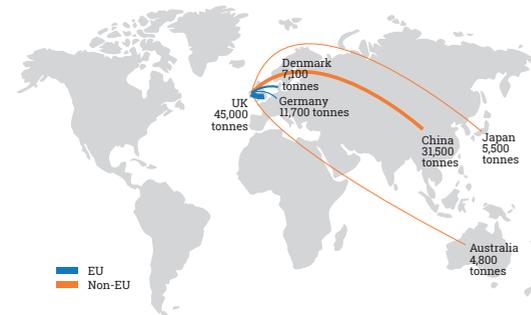
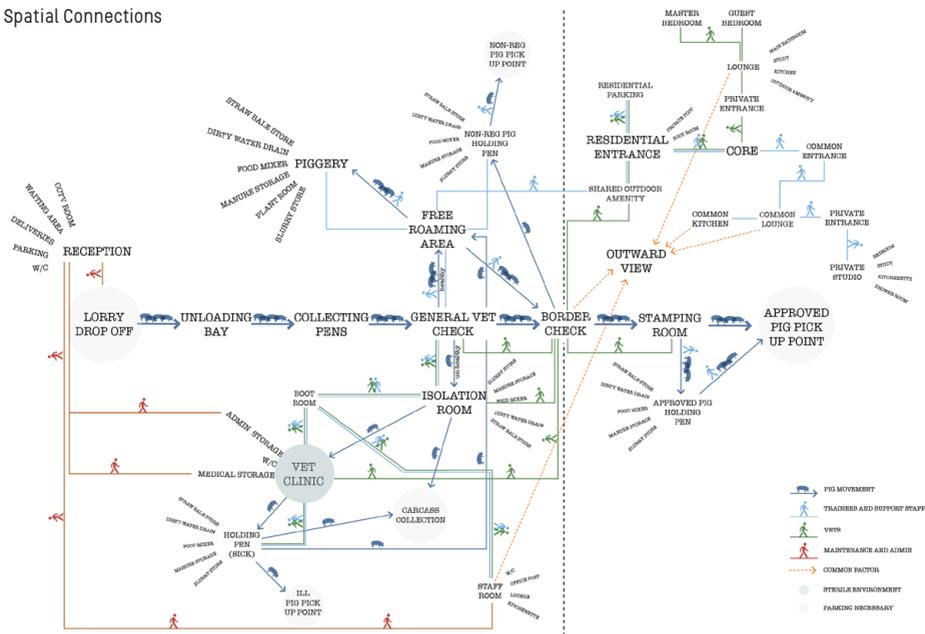
The project further explored the concept of boundaries through architecture. The contrasting users (humans and pigs) created an environment to transform the spaces from the standard plan that was set out by the modular approach. We explored alternative possibilities for material interventions by creating spatial quality parameters (e.g. light - dark, dirty - clean).

This project re-imagines the town of Belleek as a hub for agricultural and economic activity, and challenges the value of the border that is currently invisible.





Spatial Connections



Upon the erection of a hard border, there would be an increase in employment opportunities directly on the border for veterinary inspectors. This would result in opportunities for new checkpoints and housing directly on or in close proximity to the border. This outcome would be in the eventuality of a no-deal or hard brexit.

Top Irish Exports



#1 meat export - pork
Industry worth \$503.5 million in 2018



#1 material export - sawn wood
Industry worth \$177.2 million in 2018



#2 material export - concrete
Industry worth \$121.1 million in 2018





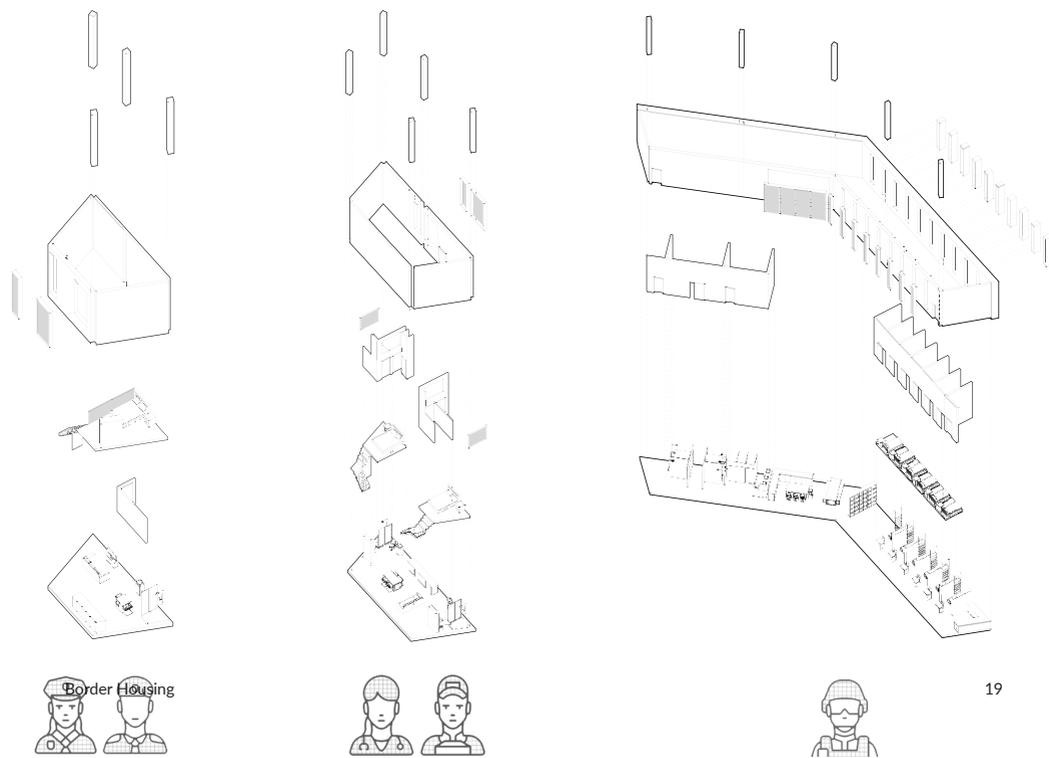
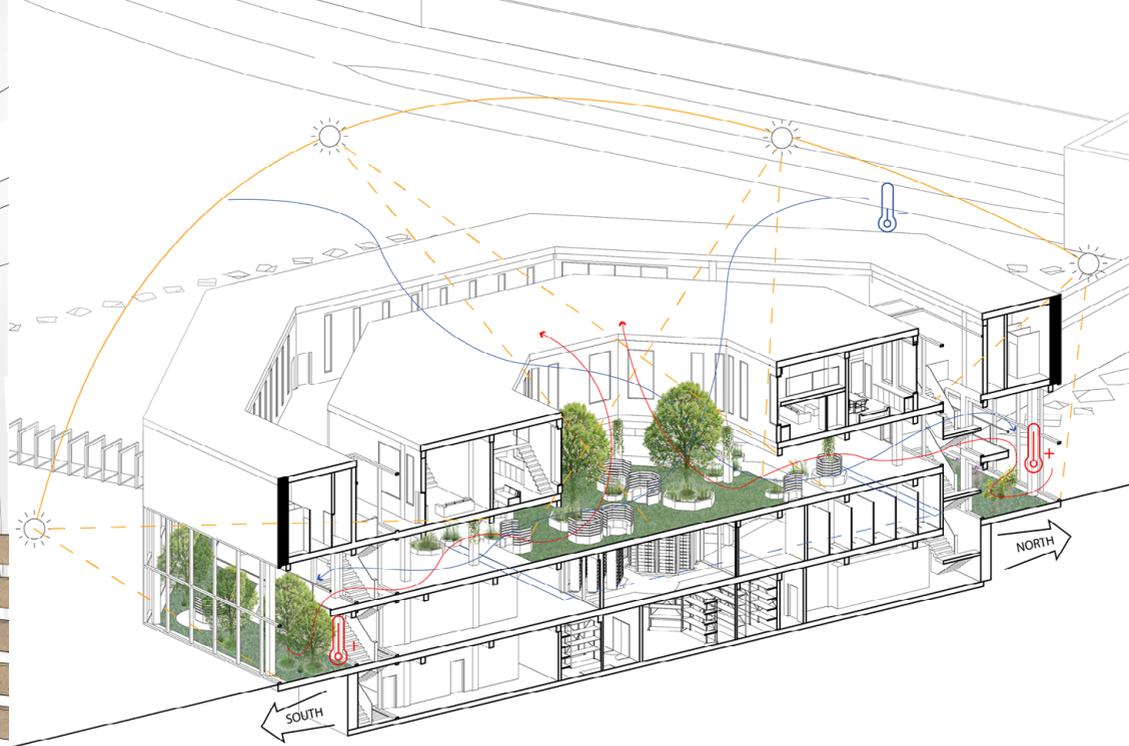
Joe Carter, Joe Shepherd, George Sims

THE CROSSING

A self-contained border crossing on the Northern Irish Border designed for a No Deal Brexit scenario. We predict that if Brexit came to a No Deal then Ireland could see the return of the troubles with attacks from terrorist paramilitary groups, which we have seen to have devastating effects in the past with 3532 people being killed as a result of the conflict. Due to these circumstances, the looming danger of a No Deal Brexit will render the occupants of the proposal safe within the boundaries of the border crossing itself. In turn creating a contained community made up of Border Security Officers, Border Crossing Civil Servants and Military Personnel. The current position of the border in Belleek would also cause multiple problems

if a No Deal Brexit was to occur, therefore we have devised a solution that involves altering the line of the border and creating a border region in which our proposal will be positioned. To respond to the risk of potential attacks the UK Anti-Terrorism Design Guide plays a crucial role in the proposal, through featuring heavily in the design of the site, road infrastructure and the building itself. This can be seen through physical, technical and procedural design features.







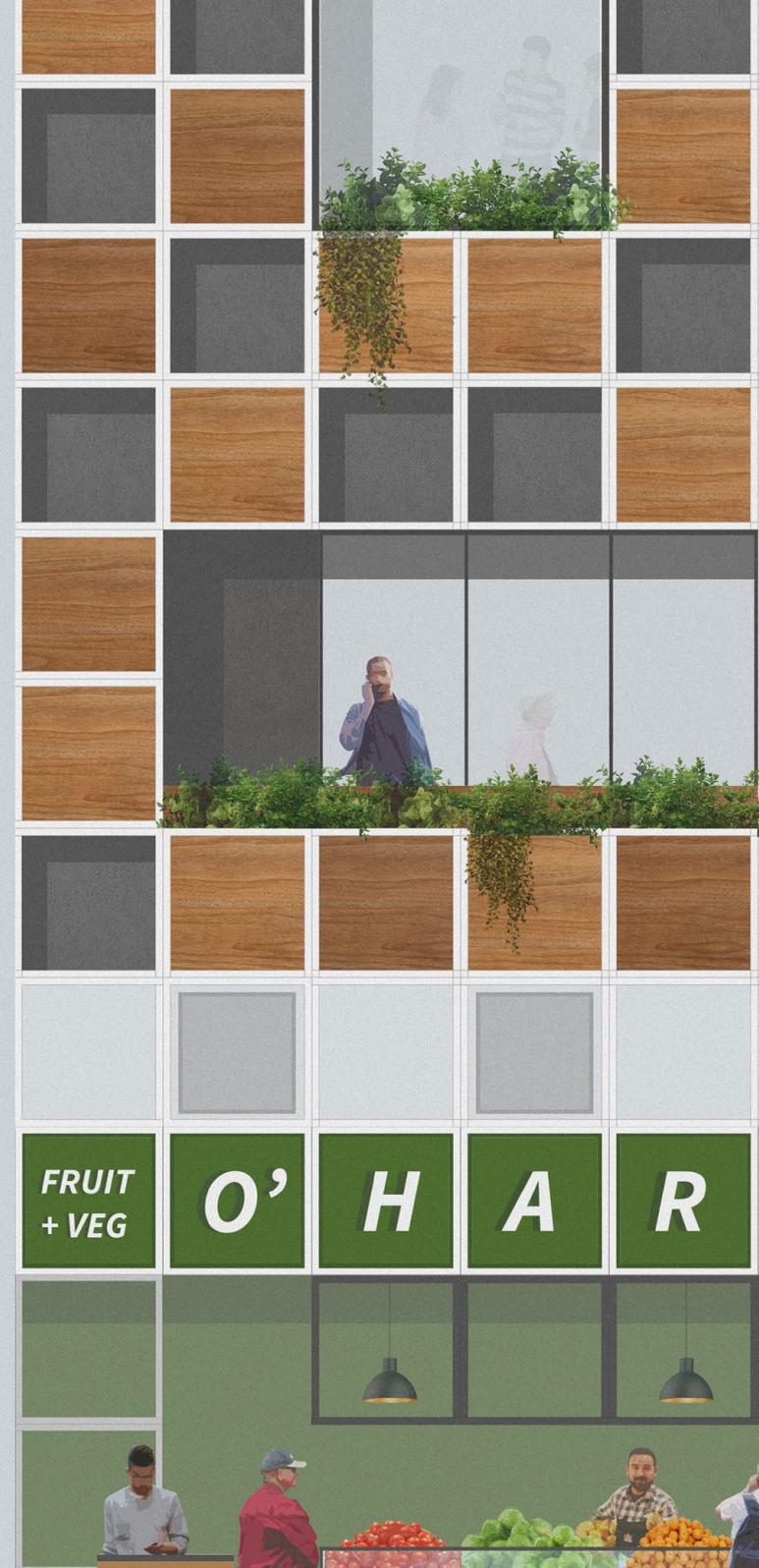
Jorge Reynolds, James Kennedy, David Jones

[SUPER] MARKET

This project sets out to explore how the prospect of Brexit provides an opportunity to reconsider the way in which we shop for food. The rise of supermarkets and convenience shopping has led to the demise of the traditional Market town and as a result these once bustling hubs of exchange and civic life have been forced to reinvent themselves in order to survive. The supermarket has not only changed the way in which we shop for food, but also the way in which we view food. As a society we have become accustomed to being able to access fresh produce at all times of the year, regardless of season. This is due to the amount of food which is exported into the country by supermarkets. The present uncertainties over trade

rules after Britain and Northern Ireland leave the EU however has placed a cloud of uncertainty over this practice.

These uncertainties are particularly present on the Irish Border, a place which is heavily reliant on cross border trade. In this project however we suggest that Brexit could offer the Irish border an opportunity to take advantage of the situation, by not only reinventing itself as a destination, but also by offering a model for the future for food shopping. Our proposal therefore aims to combine the efficiency of modern supermarkets and their distribution centres, with the experience and civic life of a traditional Irish market town.



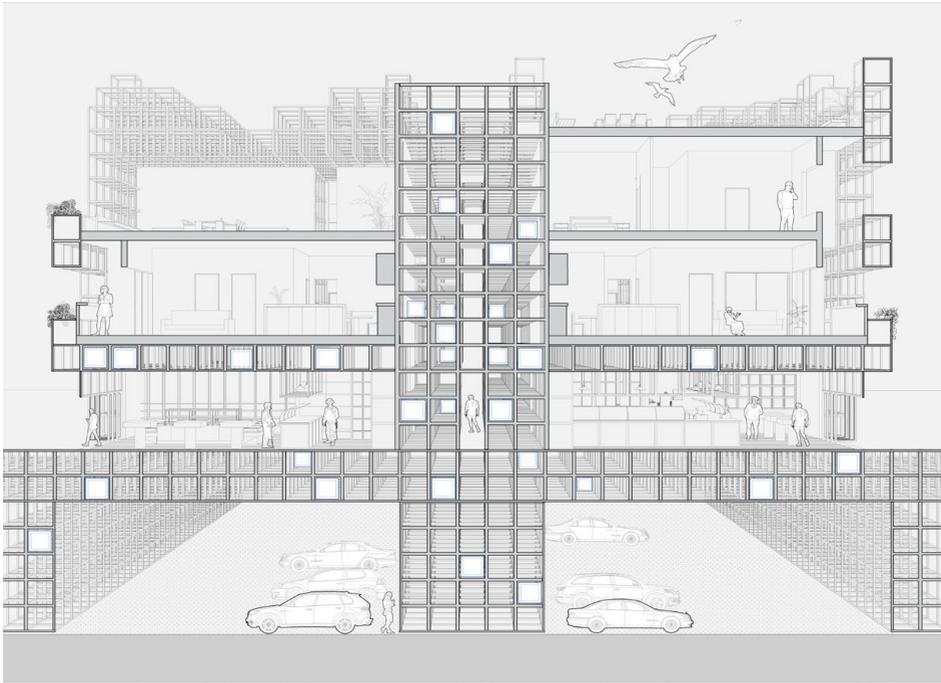
FRUIT
+ VEG

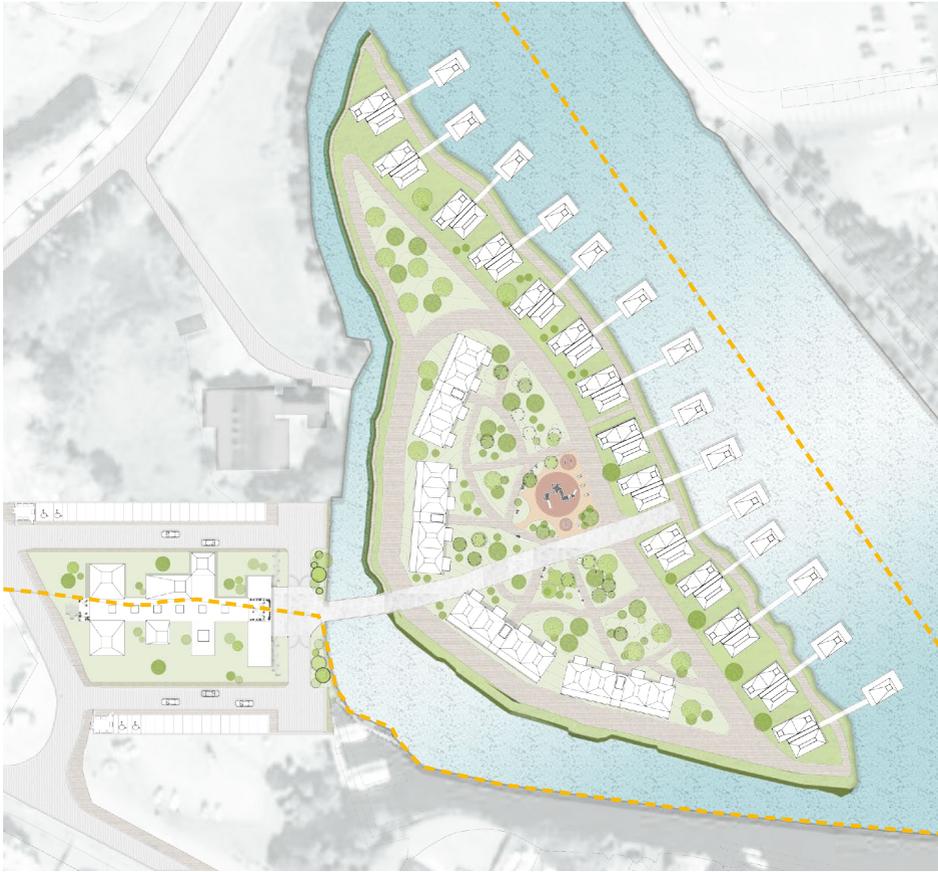
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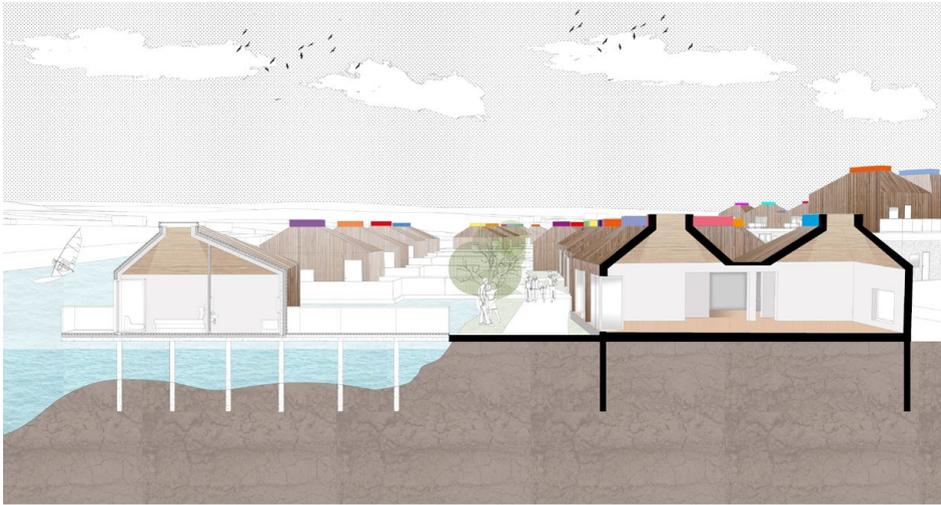
Nadia Pinto, Kelly Cheung, Alistair Lewin

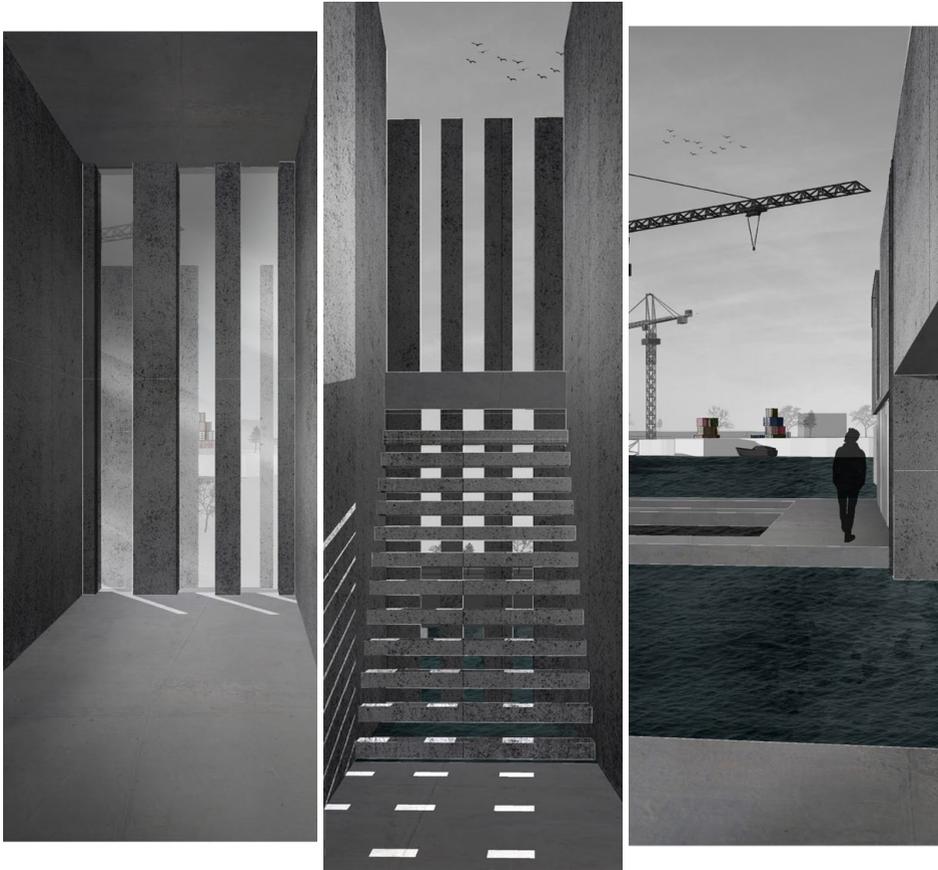
CANCER KNOWS NO BORDER

We also found that on the island of Ireland, on both sides of the border, there are a growing number of people diagnosed with cancer each year as a result of an increasing and ageing population. We are therefore proposing a Duty Free Pharmaceutical Dispensing Maggie Centre, with associated housing, that will be located alongside a new district hospital. This will provide cancer treatment and expertise from both sides of the border, with the aim to tackle cancer head on. Further research showed that there are a large number of pharmaceutical companies based in Ireland. These companies are predominately situated within the ROI, where they enjoy the benefits of an English speaking population, a well-educated

workforce and favorable cooperation tax. A Hard Brexit scenario will result in the ROI, which will remain within the European Union (EU), having differing regulations on pharmaceutical drugs and healthcare practices to those in NI which will remain part of the UK. Our site in Belleek straddles the border between ROI and NI and therefore is situated in a prime location for a facility to provide tax free medication from both sides of the border to referred patients.





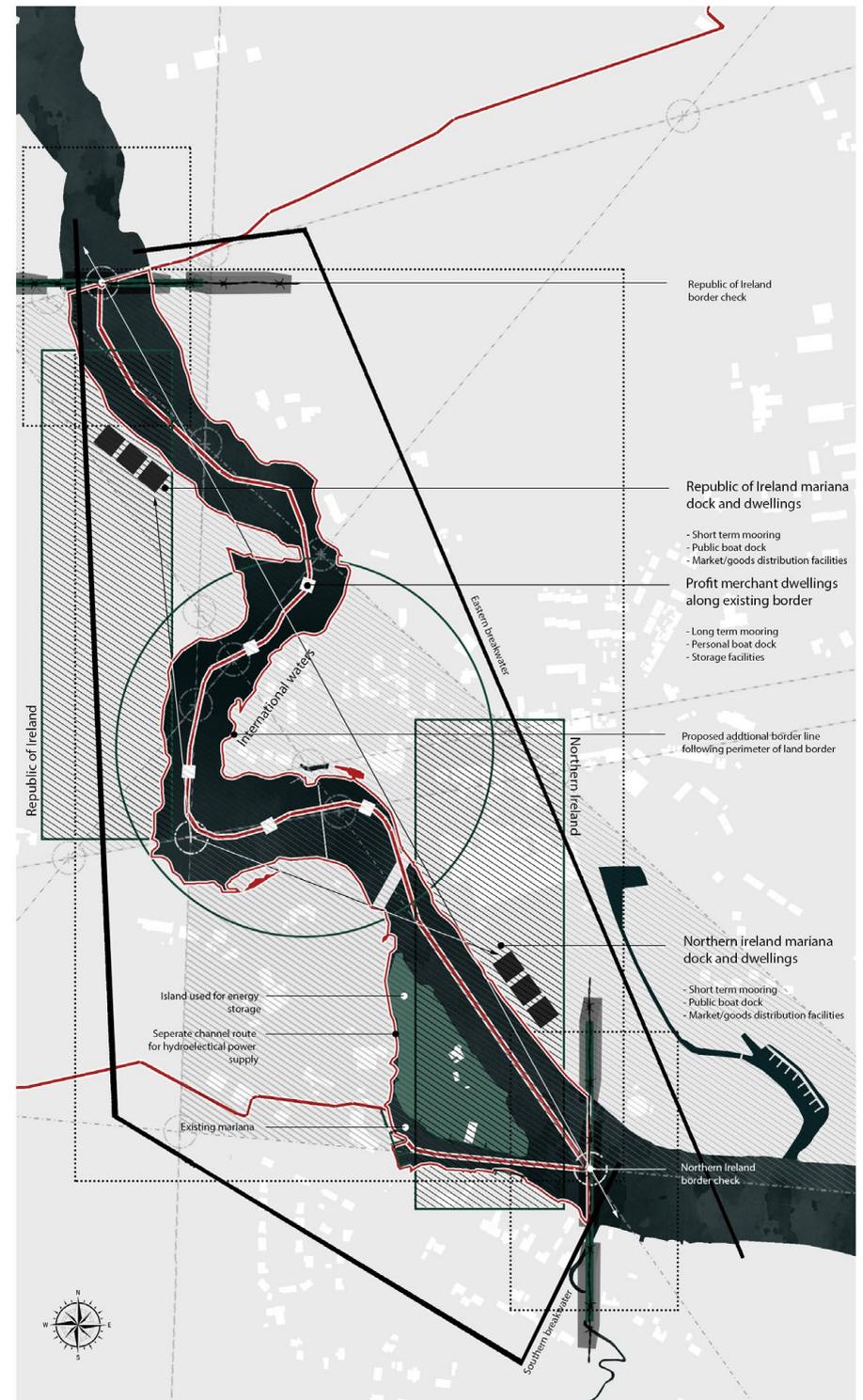


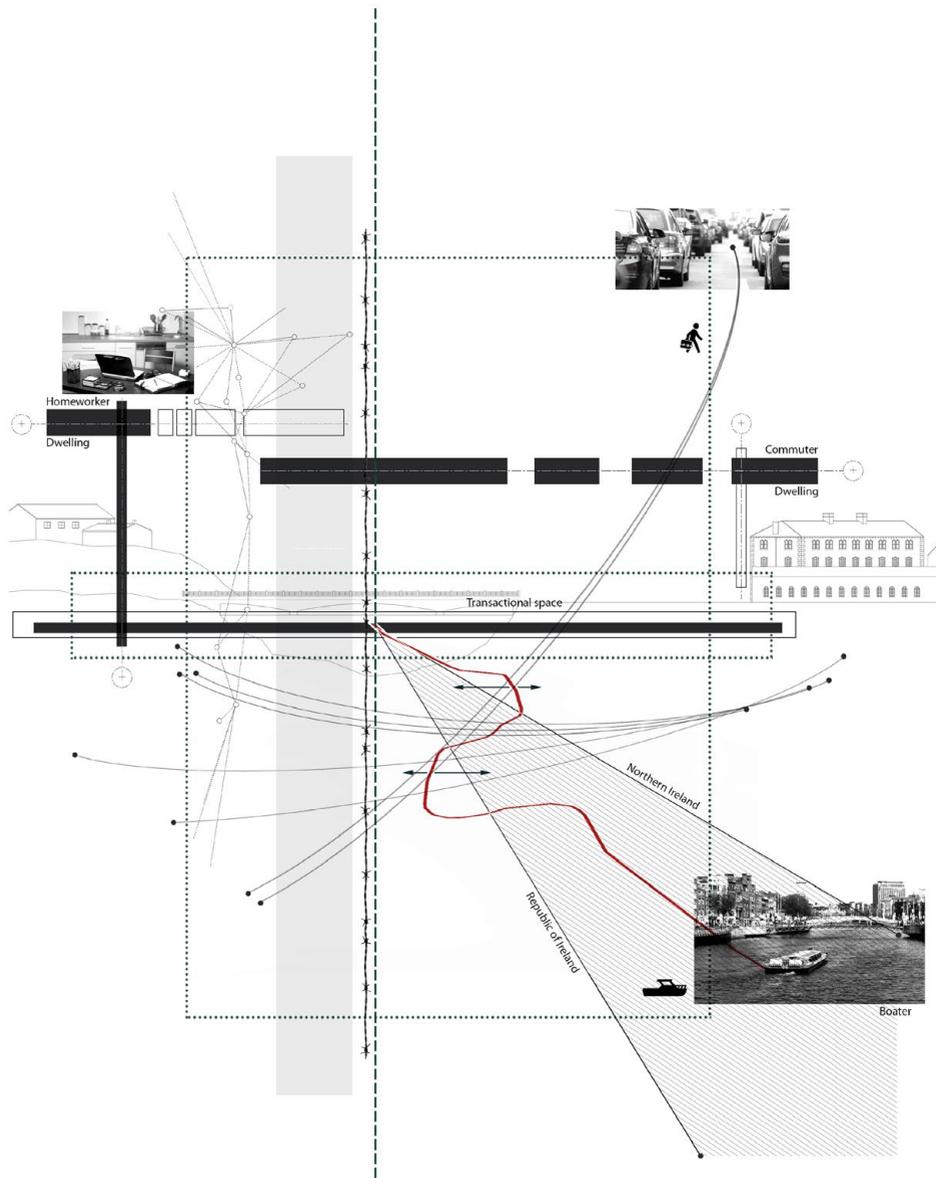
Tom Brunyard, Lauren Gabbittas

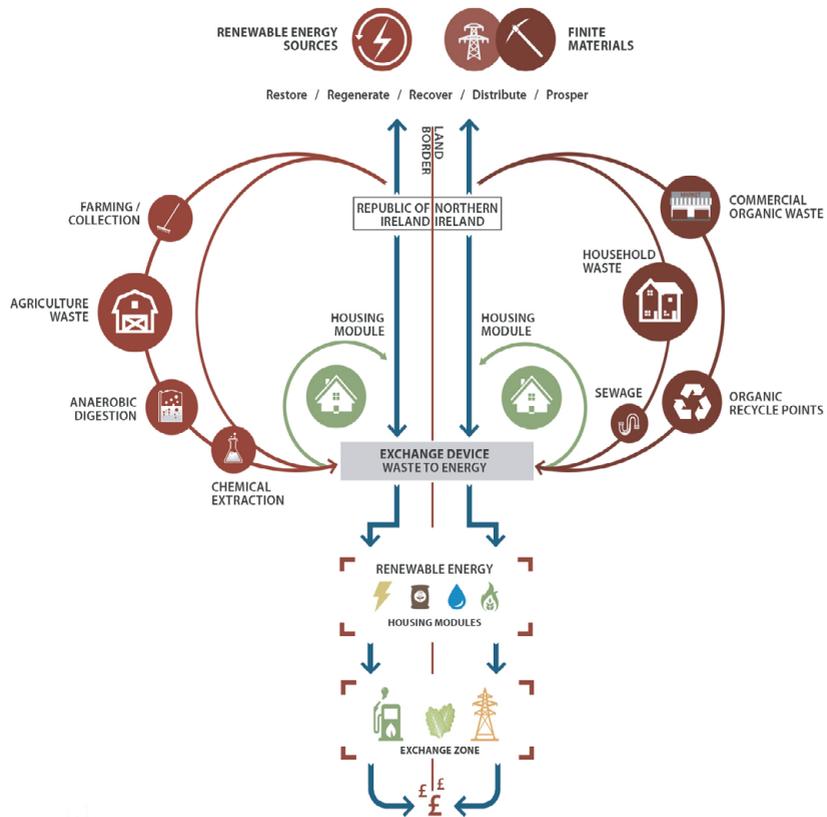
INTERNATIONAL HEDGING INFRASTRUCTURE

We have generated an international zone on an area of the border that crosses the river and a marina in Belleek. This international marina has border access points at each end and spans the entire width of the river meaning all boaters have to pass through the marina as they travel from either Northern Ireland or the Republic of Ireland. The water-space in the marina therefore become 'international waters' meaning that, once in the marina, boaters will be able to freely access facilities from both sides of the border. This presents the opportunity for our first housing typology; housing for young profit-merchants. In a 'gig economy' style, this housing type will provide temporary accommodation for the occupants who can use the housing as a large

storage facility. They will then use the access they have to both sides of the border to capitalise on the trade of valuable products from either side as they fluctuate in value. The second and third housing typologies will be situated on either side of the border and then facilitate this process by selling or trading produce on the edge of the marina. Each side will have identical facilities but sell products relevant to each country's product availability. These will then be master planned to create a fully functioning trade marina that is mirrored on both sides of the border, considering the different building regulations for Northern Ireland and the Republic of Ireland.







Abbas Afsar

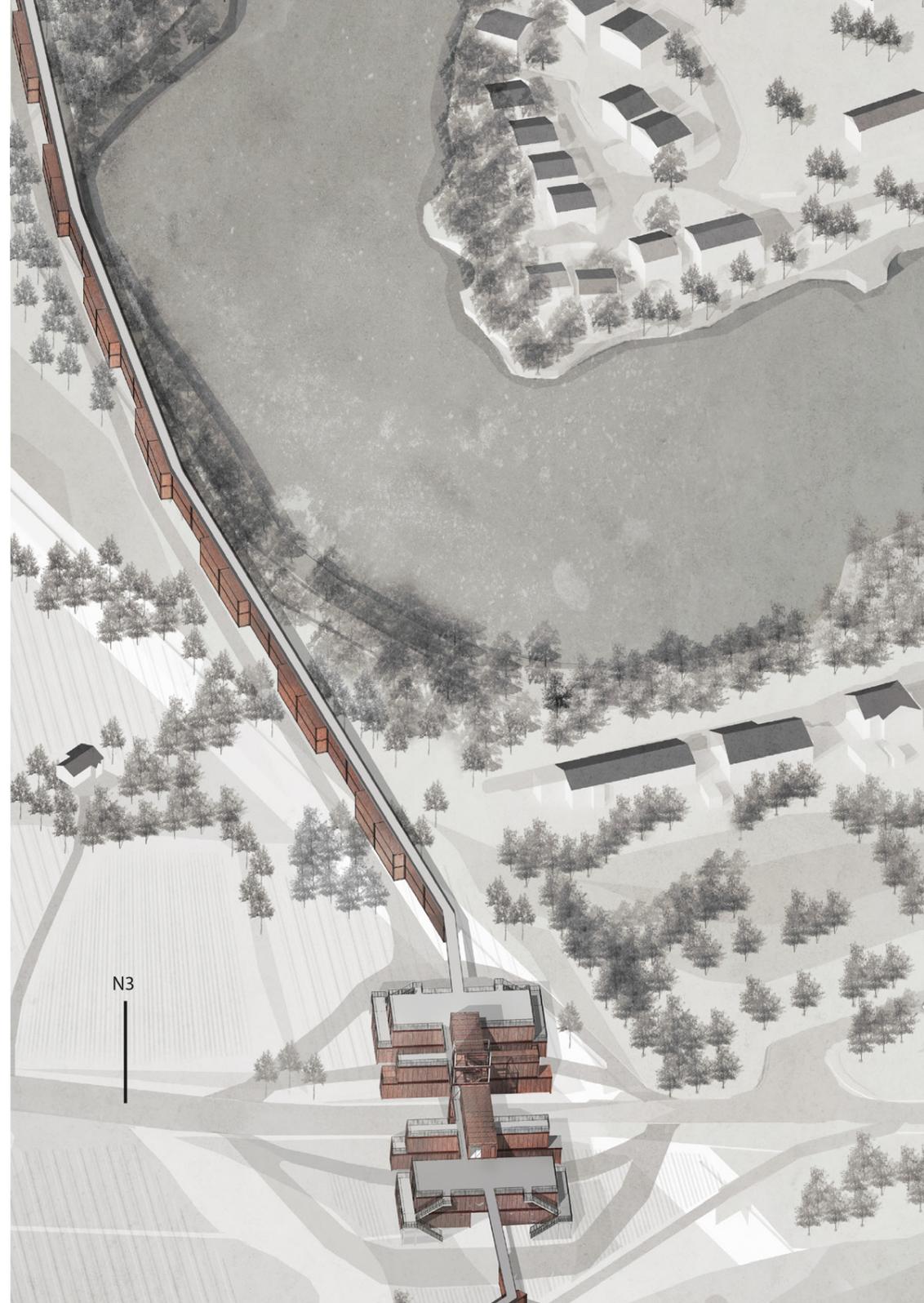
DYSTOPIAN GREEN SCREEN

Both the Republic of Ireland and Northern Ireland have large agriculture industries which caters towards beef and dairy exports. The increasing rise in population by 2050, has in turn increased the production of beef and cattle exporting throughout both regions.

However, there is a market to be tapped into with the waste by-product produced from the industry. While there is an increase in the agriculture industry, Belleek is currently unable to process the increasing amount of waste from sewage. This is effecting the surrounding local River Erne due to the combined sewage system expelling waste when the overflow capacity bottlenecks.

Creating a Border network of Anaerobic Digesters could in turn help manage and reduce waste and produce renewable energy which can provide electricity and heat to the whole of Belleek and other Border communities.

In 2014, Ireland energy usage required importing 97% of fossil fuels for electricity, namely oil (56%), natural gas (31%), and coal (10%). The remainder was electricity (2%), and biofuels (1%).

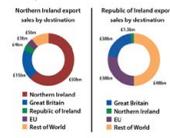


Northern Ireland exports to Republic of Ireland

€4bn 30% Cross border trade in 2016

Republic of Ireland exports to Northern Ireland

€1.3bn 1% Cross border trade in 2016

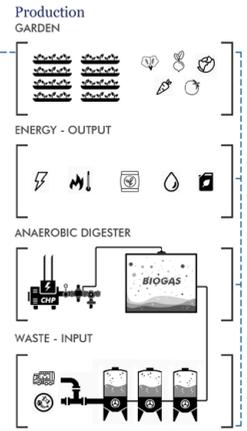
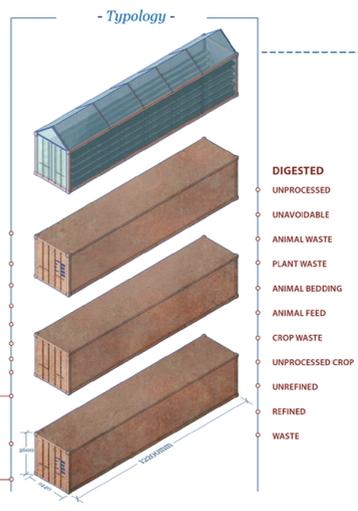
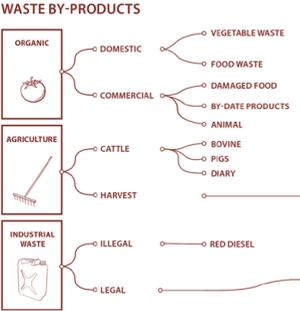
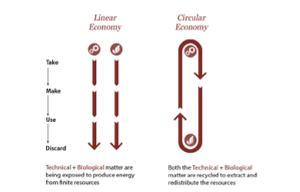
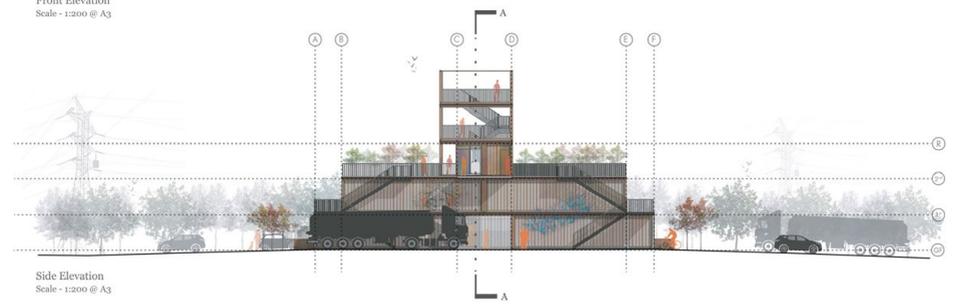
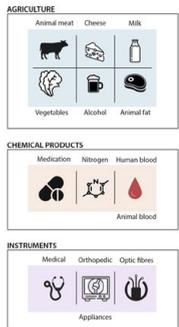
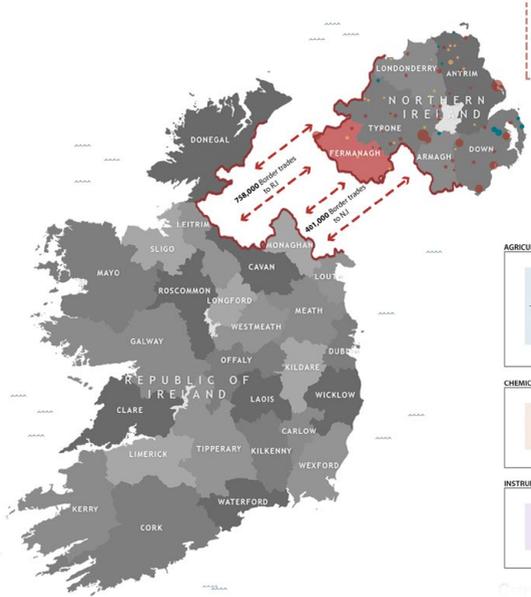
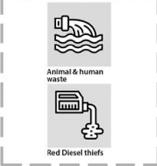


Most products traded between Northern Ireland & Republic of Ireland are food and live animals which dominate 74% of trade

Top 5 exports from Northern Ireland

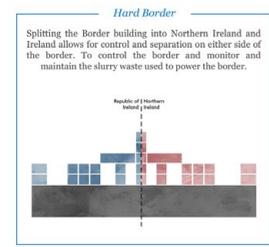
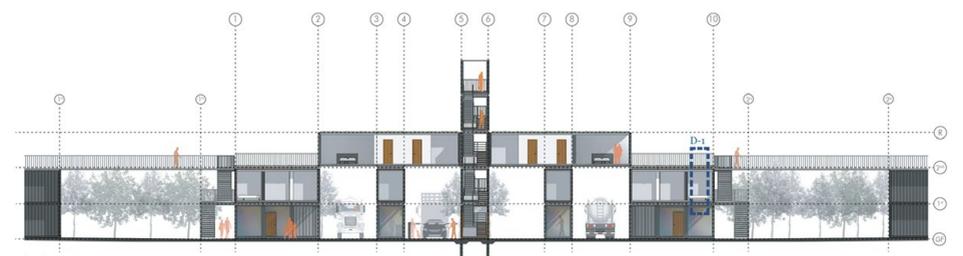


HIDDEN PRODUCTS

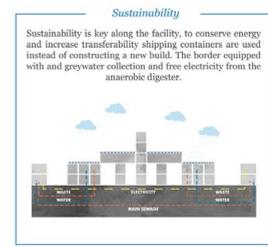
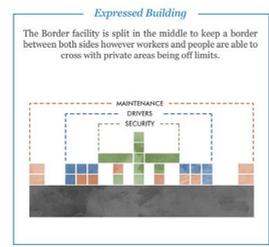


Container Layering

The Border will use anaerobic digester within containers to convert waste along the border to energy. Improving the existing infrastructure near the border, however using containers means the position of the containers can be adapted to suit the future border changes.

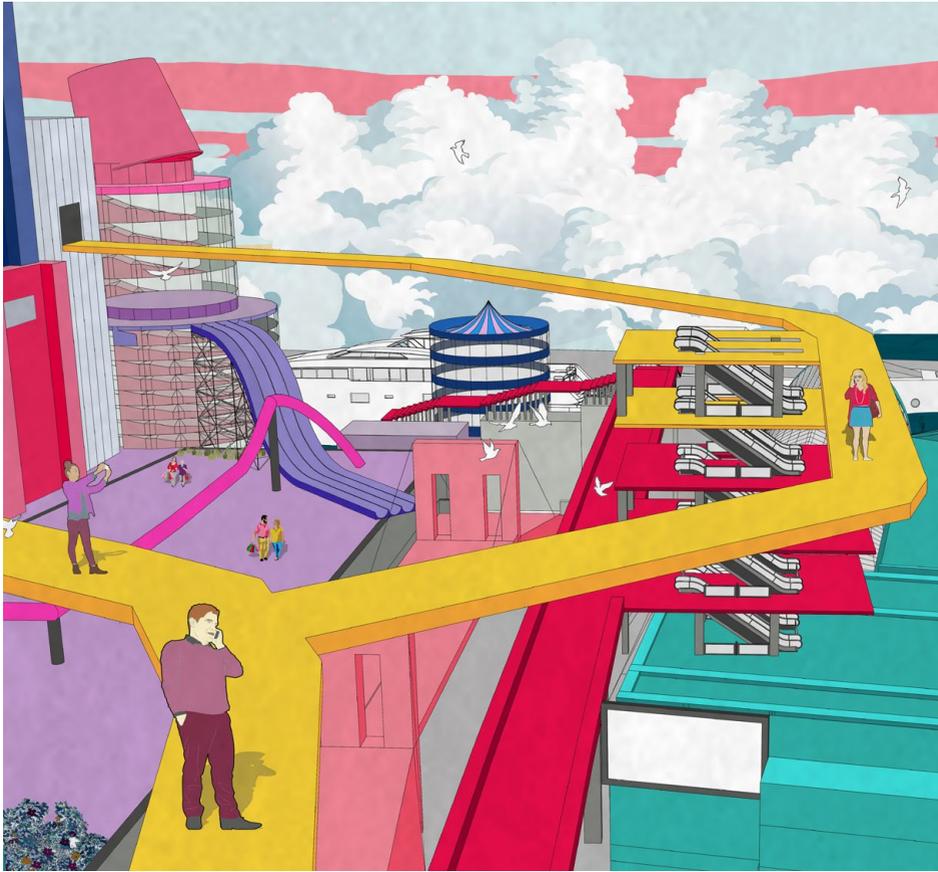


Scale - 1:200 @ A3





YEAR 6 - THE INVISIBLE LINE

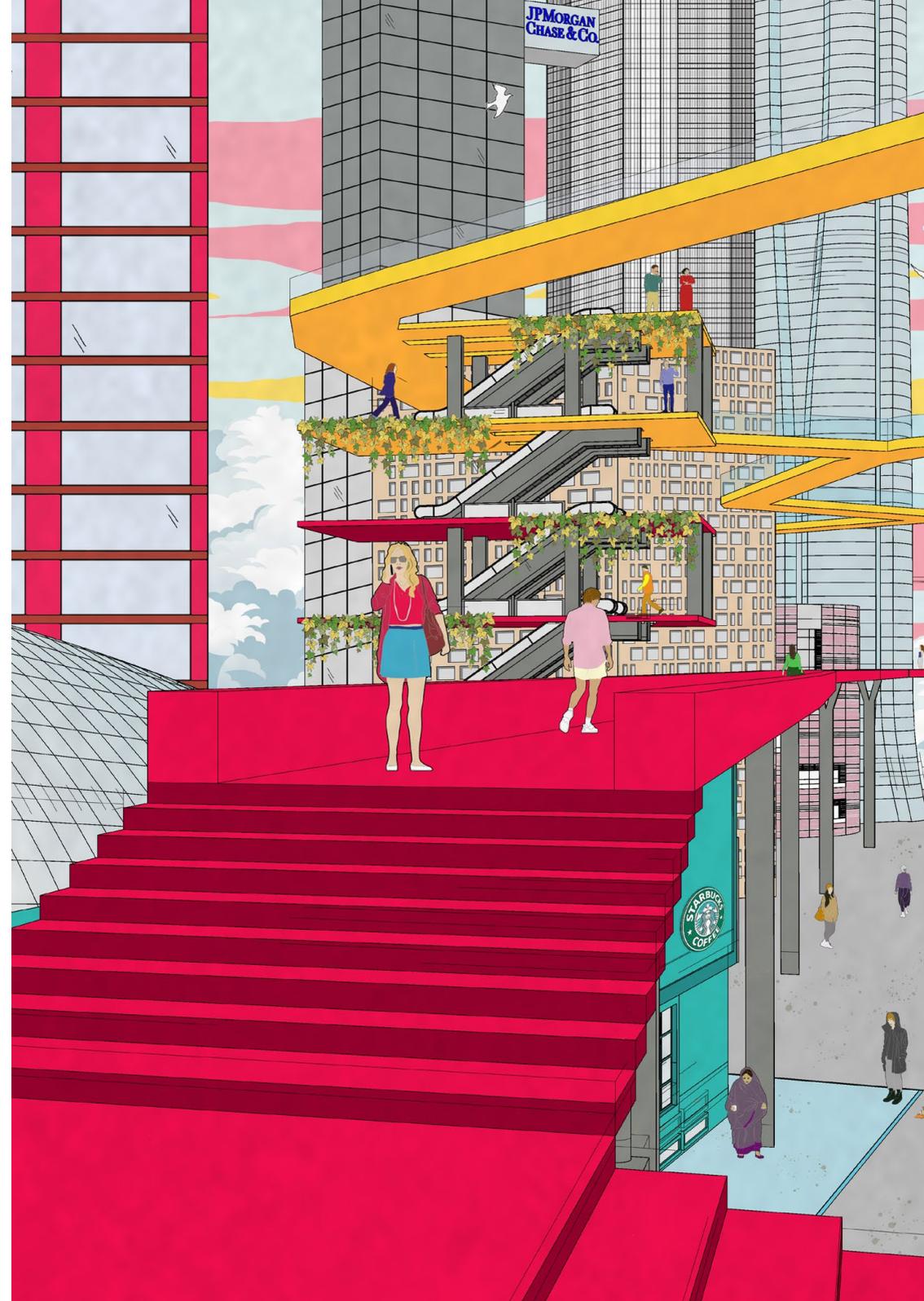


Amy Whitmore

WARRENPOINT VERTICAL ZONE

Warrenpoint Vertical Zone looks at the idea of a border free zone in order to relieve a hard border in a hard Brexit scenario. The Good Friday agreement binds the UK and Republic of Ireland to a frictionless and free border between the Republic and North of Ireland; however a hard border has the potential to jeopardise this. The zone is intended to be akin to both free trade zones and zones of anarchy, looking at how it might arrange itself in a societal, hierarchical and capitalist society, with access passes to access paths, routes and buildings within the zone akin to social status and wealth. The zone's arrangement plays on the idea of capitalism and the value of space, and starts to explore how a zone might begin to function with no

laws and if it were to sit as a zone independent of both the UK and EU, allowing itself to act as a zone of free trade and friction in order to relieve the remainder of the border of any friction.





ACCESS PASS A

ELITE LEVEL PASS
 SUBSCRIPTION COST: £250/ANNUM
 ACCESS RIGHTS: ALL AREAS
 BUSINESS TRADING RIGHTS: ALL AREAS
 SALARY QUALIFICATION ELIGIBILITY: > £65,000
 NORTH MARKET ACCESS LEVELS: ALL LEVELS

ACCESS PASS B

VIP LEVEL PASS
 SUBSCRIPTION COST: £100/ANNUM
 ACCESS RIGHTS: A, B, D, E, F, G, H, I, P, Q, R, S, U, W, X, Z
 BUSINESS TRADING RIGHTS: EXCEPT R, I, Q, V
 SALARY QUALIFICATION ELIGIBILITY: > £45,000
 NORTH MARKET ACCESS LEVELS: LEVELS 1, 2 & 3

ACCESS PASS C

STANDARD LEVEL PASS
 SUBSCRIPTION COST: £0/ANNUM
 ACCESS RIGHTS: A, B, D, H, W, X, Z
 BUSINESS TRADING RIGHTS: W LEVELS 0-1 & 2 ONLY
 SALARY QUALIFICATION ELIGIBILITY: N/A
 NORTH MARKET ACCESS LEVELS: LEVELS 0 & 1





Andreas Leonidou

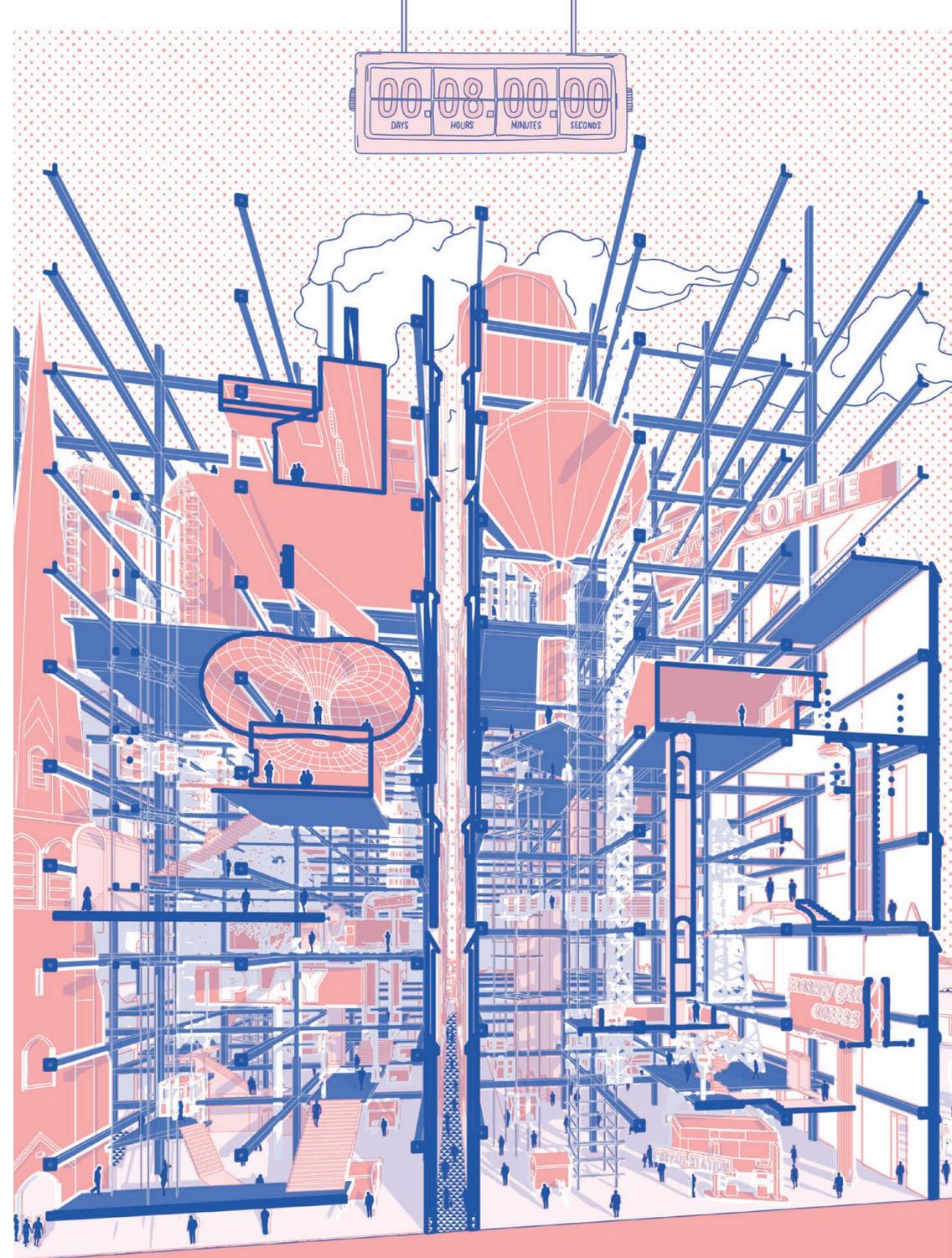
TIBOS: THE IRISH BORDER STATE

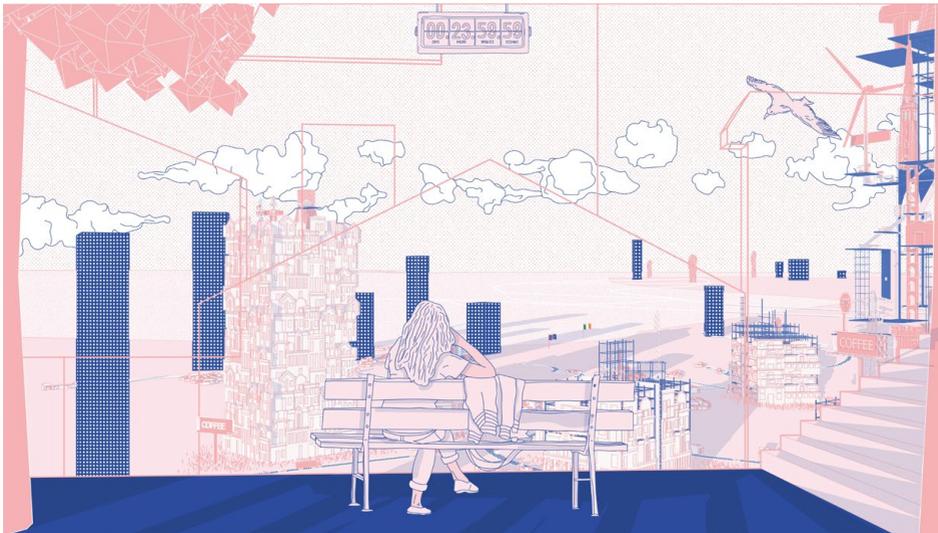
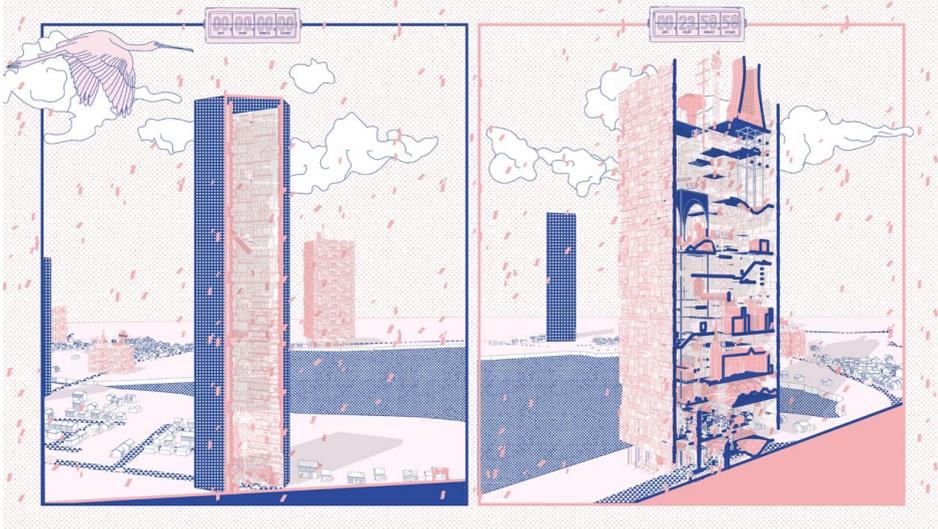
A proposal for the independence of the Irish border region from the EU and UK. The establishment of a new, sovereign and citizen-governed state along the Irish Border, that acts as a mediator between Northern Ireland (UK) and the Republic of Ireland through the establishment of bilateral agreements.

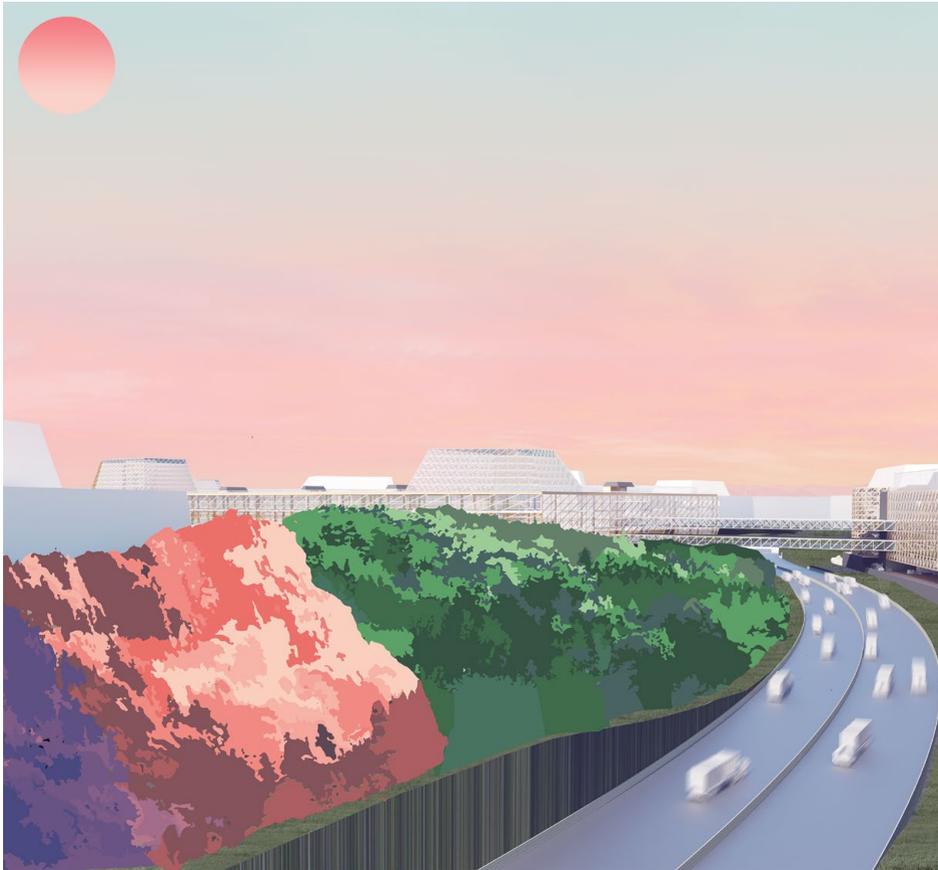
TIBOS has an international scope to redefine the notion of borders around the world, as spaces that operate in three and four dimensions. Across the physical and virtual. It is a response to borders' increasing pressure towards national identity and world peace. The thesis project focuses on cross-border mobility, and particularly at the introduction of various levels of checkpoint friction and travel, from

one side to the other, through and across the new state.

The project investigates the level of control required to be applied across the newly established territory to control and mediate all cross-country movements and flows. It explores different levels of border control friction and proposes a situation where users, ie the cross-country travellers, have the freedom to decide the speed at which they travel through the new state, and most importantly the level of border control friction they would like to go through.







David Williams

GETTING MANUFACTURERS ONBOARD•ER

As the only shared land border between the UK and the EU, the Irish border provides a unique opportunity in the turmoil which is 'Brexit'. Focussing on a No-deal Brexit Scenario, the project explores how this situation can be challenged to circumvent the extremely negative financial impositions levied on the people and economy on the Island of Ireland through the hardening of this border. The project sought a way to preserve the complex entangled nature of logistics and trade across this border to allow for the continued flow of wealth and vital trade across it, on which the regions which straddle it rely. Through the creation of an international zone of production along the border, it allows for the consolidation of processes, capital and

I.P. which with financial and tax incentives that result from locating there, provides an attractive proposition for firms and businesses wishing to maintain access to both EU and UK markets in a no-deal scenario, through the utilisation of technologies currently at hand and whilst adhering to the laws of relevant territories. The zone is designed deliberately to account for its own obsolescence with the process of rewilding and the creation of a border national park being a key element.







Dillan Anadkat

THE BREXIT BRIDGE

This thesis uses Brexit as a speculative tool to examine its potential infrastructural, socio-economic and spatial implications upon the North-West of Ireland. The scheme focuses in particular on the repercussions for the existing relationship shared between the towns of Strabane, Northern Ireland and Lifford, Republic of Ireland.

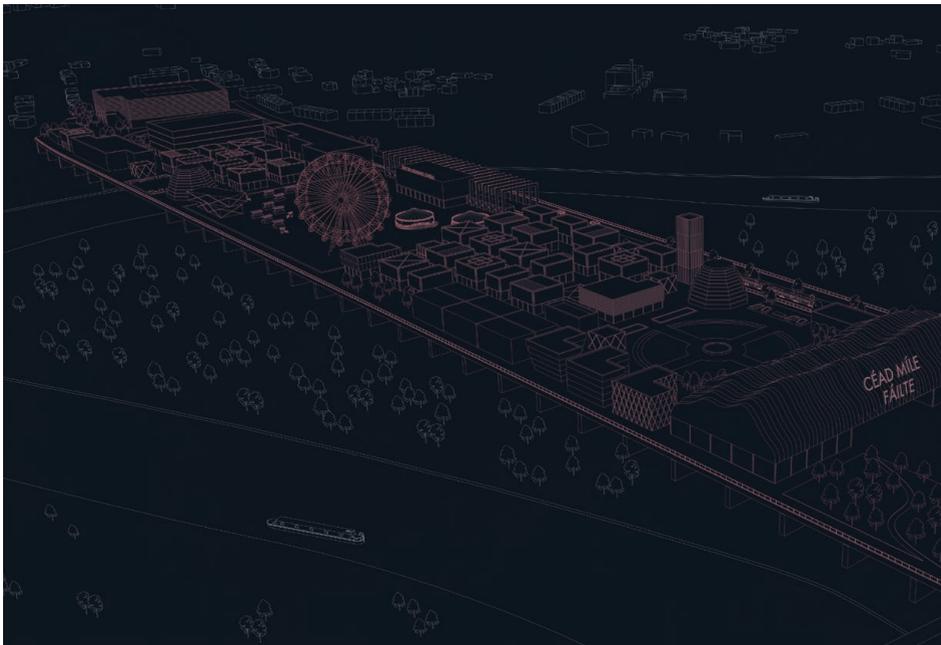
The partition of Ireland in 1921 decimated the region's previously thriving economy. Its decline eroded with it major infrastructural links and contributed to decades of mass unemployment and relative poverty.

The political hyperbole surrounding Brexit has often resulted in the towns' intricate relationship being downplayed. A total separation without the

introduction of new infrastructure could conceivably decimate the region and leave local residents without access to hospitals, schools and transport services, breaching Human Rights Acts.

The proposed scheme partially highlights the chaos of Brexit and the sheer volume of infrastructure and architecture required to sustain the two towns. It simultaneously identifies the potential for the localities to use this to their advantage by re-aligning themselves as 'bi-national towns'. Hence it proposes a new typology - 'The Brexit Bridge' as a framework to realise this outcome, in doing so it removes duplicated services and introduces the required infrastructures to sustain and enhance the shared relationship post-Brexit.







Jack Moloney

THE BORDER FARM

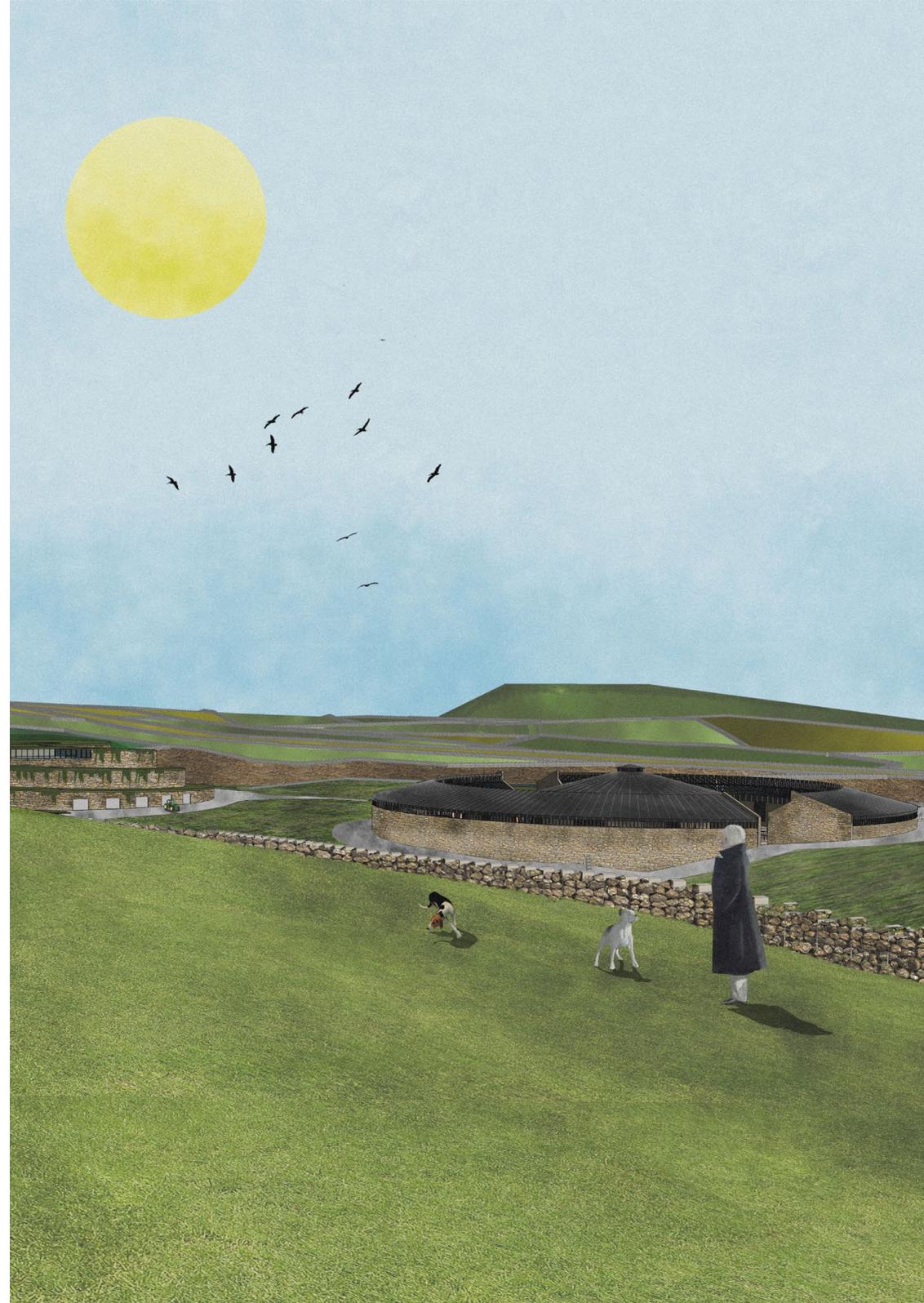
The Border Farm explores how the identity of UK & Irish farming can be used to generate a new agricultural model between the two countries and capitalise on the opportunities posed by a 'Hard Brexit'.

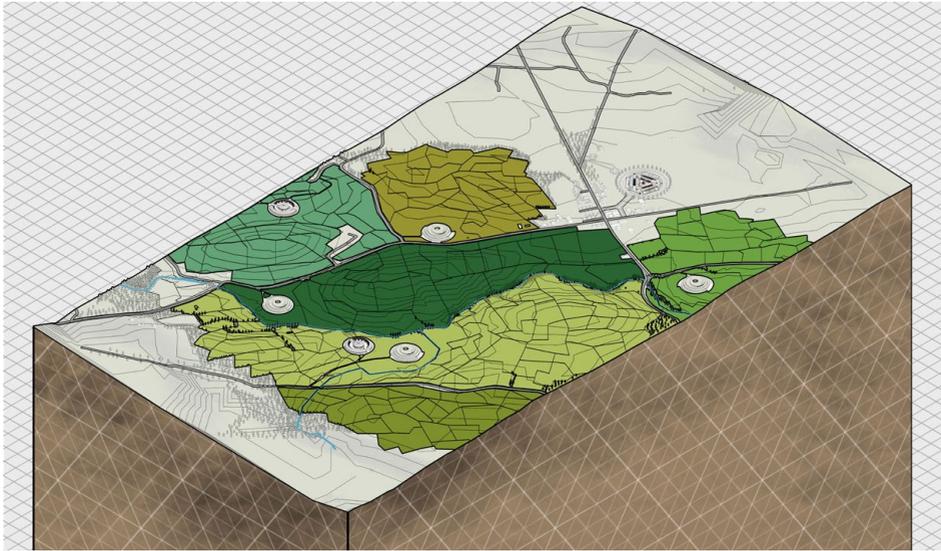
The proposal places a series of spatial interventions along the entire length of the UK-Irish border to form a farming region that spans the 310 mile stretch. The proposal will explore the material, historical and societal implications of a physical barrier between the two countries and how it can be realised in sensitive manor.

Its basis is founded in the research conducted into identity and the value of agriculture in Northern Ireland. In a post-Brexit world where there would likely be calls for a form of physical border that is monitored, the new border interventions form a secure

barrier, done in a way that contributes to the physical, social and cultural landscape.

A series of digitally interconnected physical interventions across the landscape, known as 'Crop Houses' creates the invisible line that becomes the new UK-Irish border through the network of agriculture. The now digitally-monitored secure border is masked by the day-to-day function of the farms and uses agricultural processes and practices to inform border crossings and build up a picture through data gathering. The security element of the border condition is subverted to respond to societal and cultural conditions. The farm tracks 'things in space' and plots movement indiscriminately, it is building up the picture of border crossings on both sides of the divide.







Jack Williamson

ANY PORT IN A STORM?

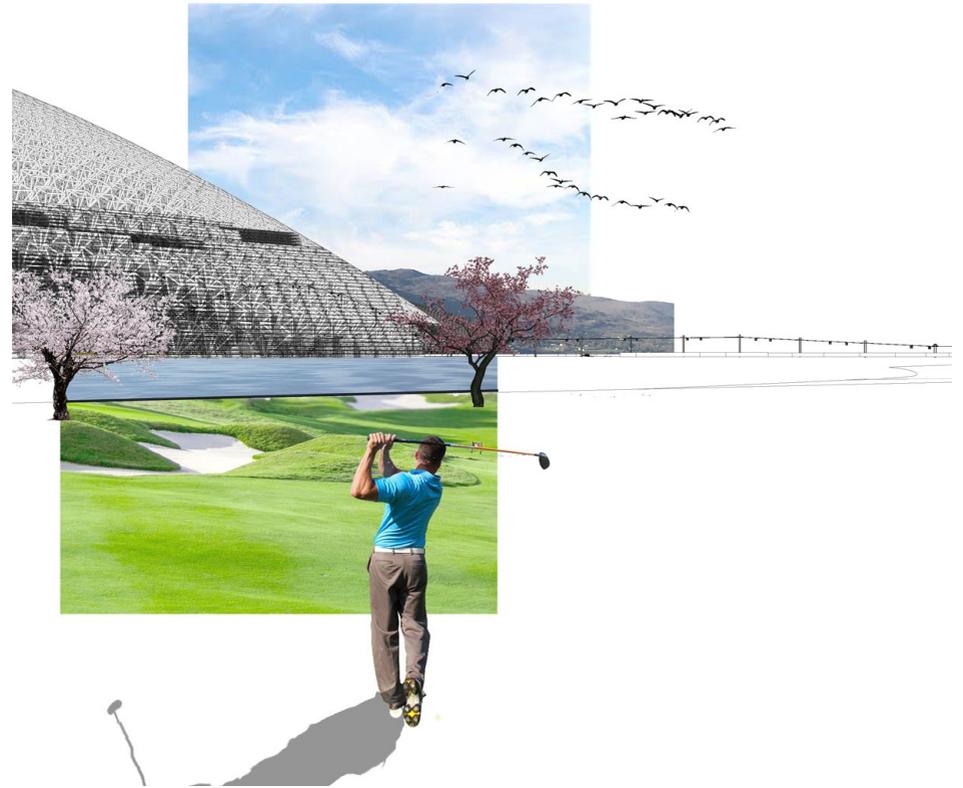
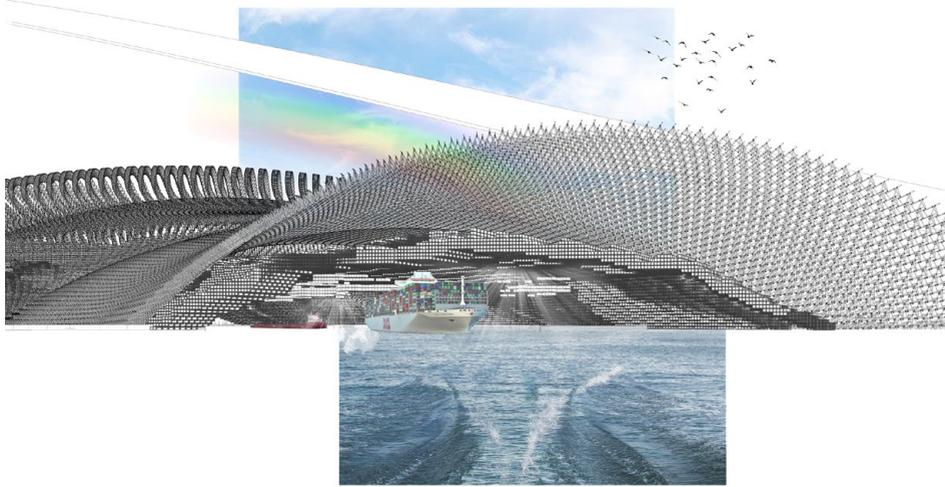
This project explores the question of whether the addition of a new binational port can ensure that post Brexit, Irish and UK imports/exports can continue to operate without disruption and even flourish. Seeking to solve a series of issues that are being exacerbated by the demands Brexit is placing on port infrastructure, revolving around the ever increasing scale of the shipping industry.

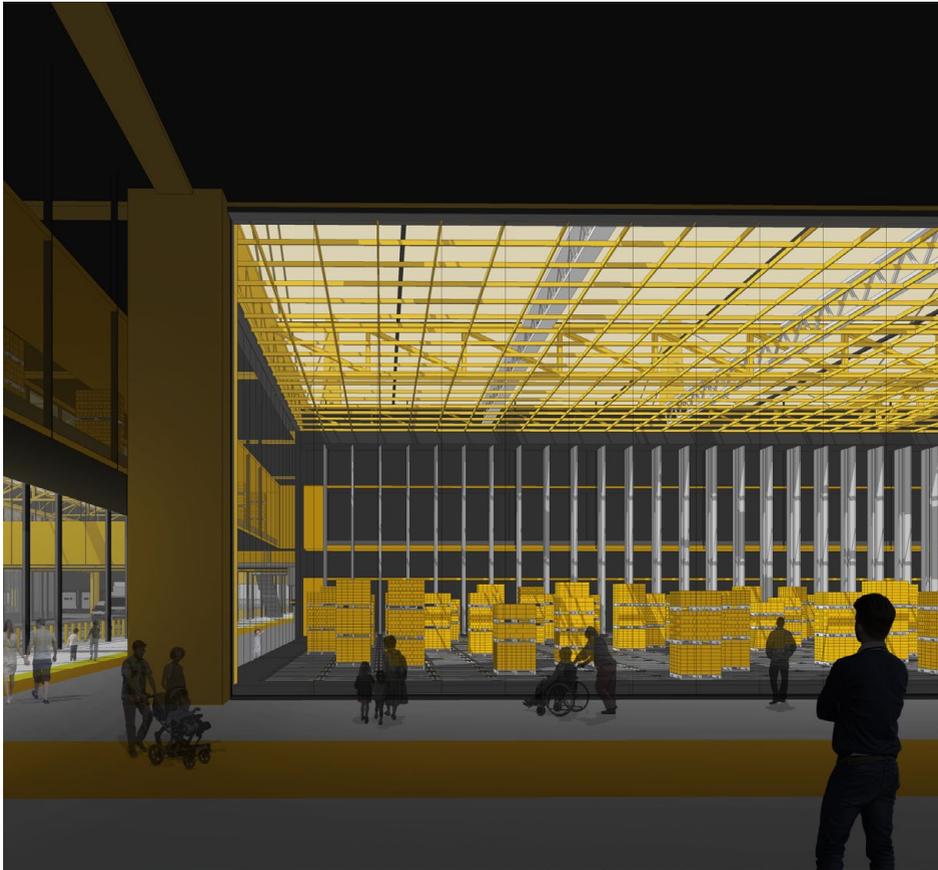
The new port at Carlingford Lough imagines a scenario where the traditional infrastructure is inverted and becomes situated above the shipping channel. This allows the port to operate on a 'Just in Time' system wherein the goods are loaded into the grid as the transporting vessel arrives. As such the

goods to be loaded shall be waiting in position above the berth as soon as the ship is docked. Allowing the unloading and loading process to be as efficient as possible.

The port functions as a shifting artificial landscape that is based on the surrounding countryside and highlights how infrastructure can successfully be incorporated within the 'picturesque'. As such the colours used are taken from a palette derived from the surroundings and the moving components of the port creates a visual of a shifting hill from afar that encourages locals/visitors to use the infrastructure for leisure also. Breaking down the barriers of a traditional inaccessible port.







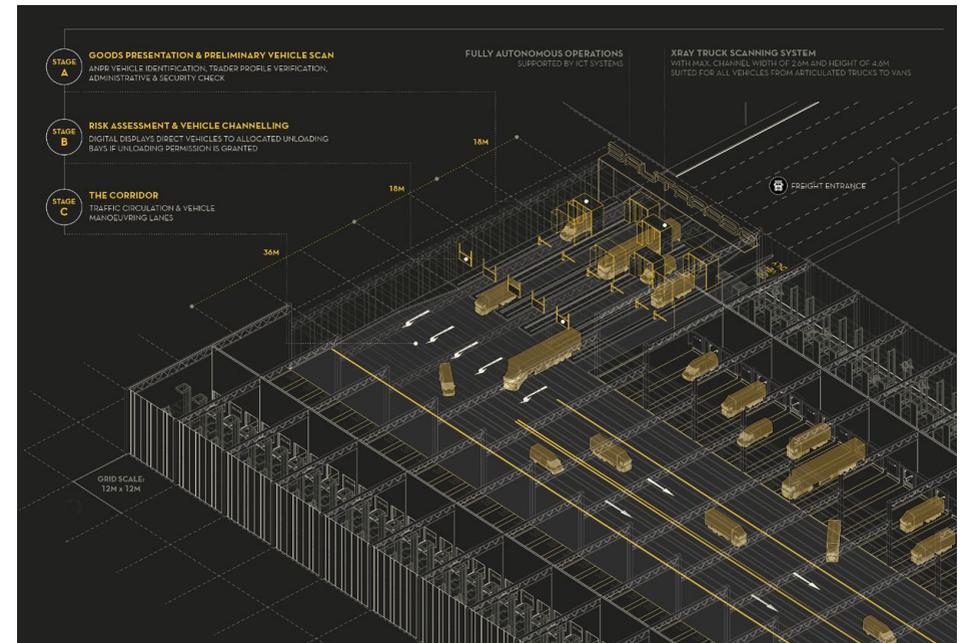
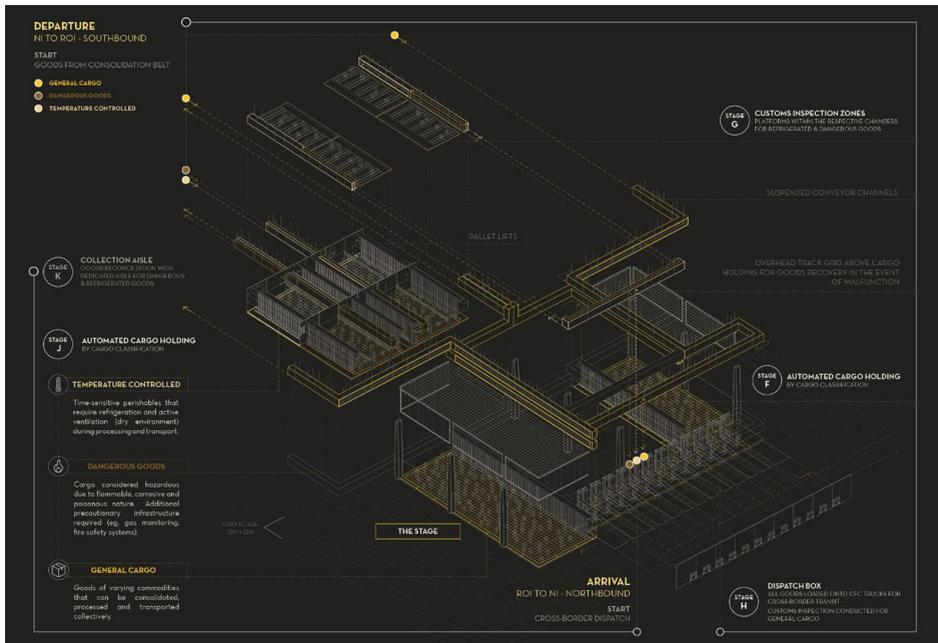
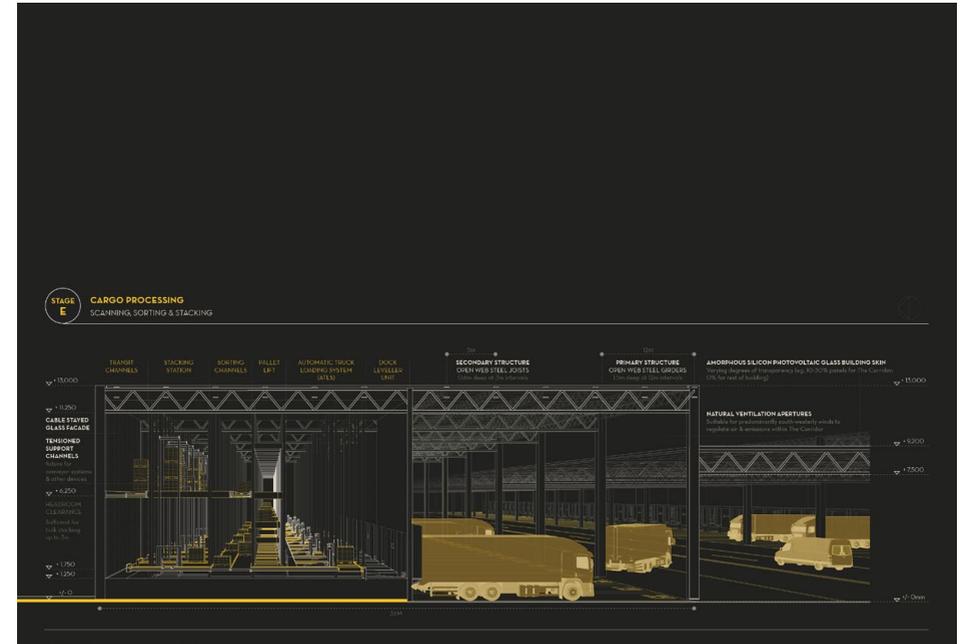
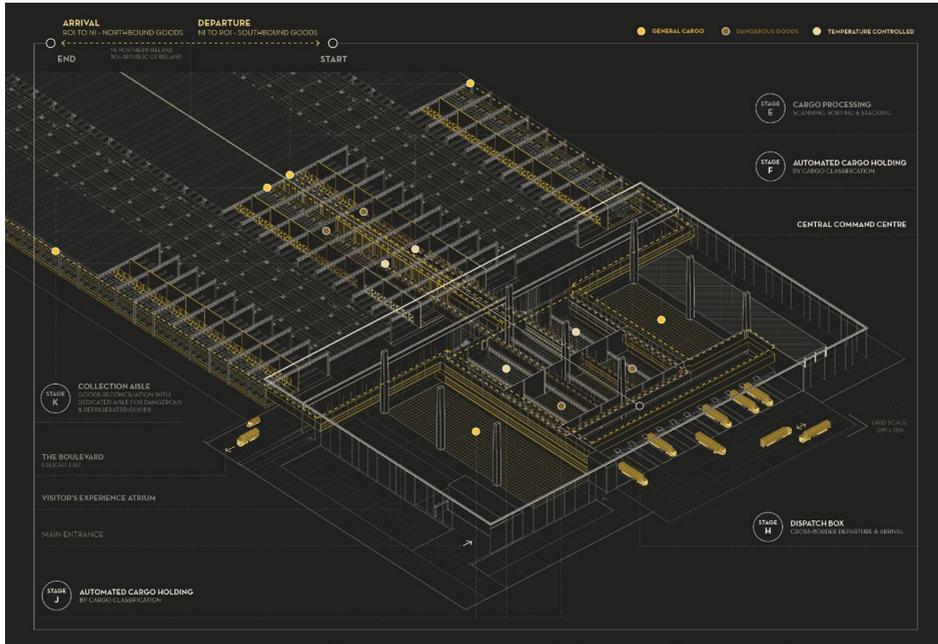
Wei Jie Justin Tan

THE CONSOLIDATED SOLUTION

Description: The Consolidated Solution [Belfast Customs Fulfilment Hub] is a Brexit-motivated proposal to establish seamless and efficient cross-border logistics on the Island of Ireland. Supported by a systematic arrangement of policies, procedures, workflow and technology, a network of Customs Fulfilment Centres (CFC) represents the future of ground logistics across the island. These fulfilment centres streamline and simplify the cross-border trade by consolidating all unitized cargo from individual traders before sending them across the border collectively. This new logistical workflow reduce cross-border traffic by 97% and avoid the need for customs procedures and delays at the border. As demonstrated

through the Belfast Customs Fulfilment Hub, the operations are designed to be mostly autonomous with palletized automation systems and robotics. An in-depth study into the volume and nature of cross-border goods was also conducted to formulate a realistic estimation of the scale of the facility. Finally, the Belfast Customs Fulfilment Hub challenges the traditional insulate typology of logistical warehouses by embracing the theme, 'Visualising Logistics', one that brings forth the complexity and scale of logistics as a form of knowledge, appreciation and wonderment through a visual display orchestrated by automation and performed by the goods that support our daily life and businesses.







Matt Hykin

TAX-VILLE

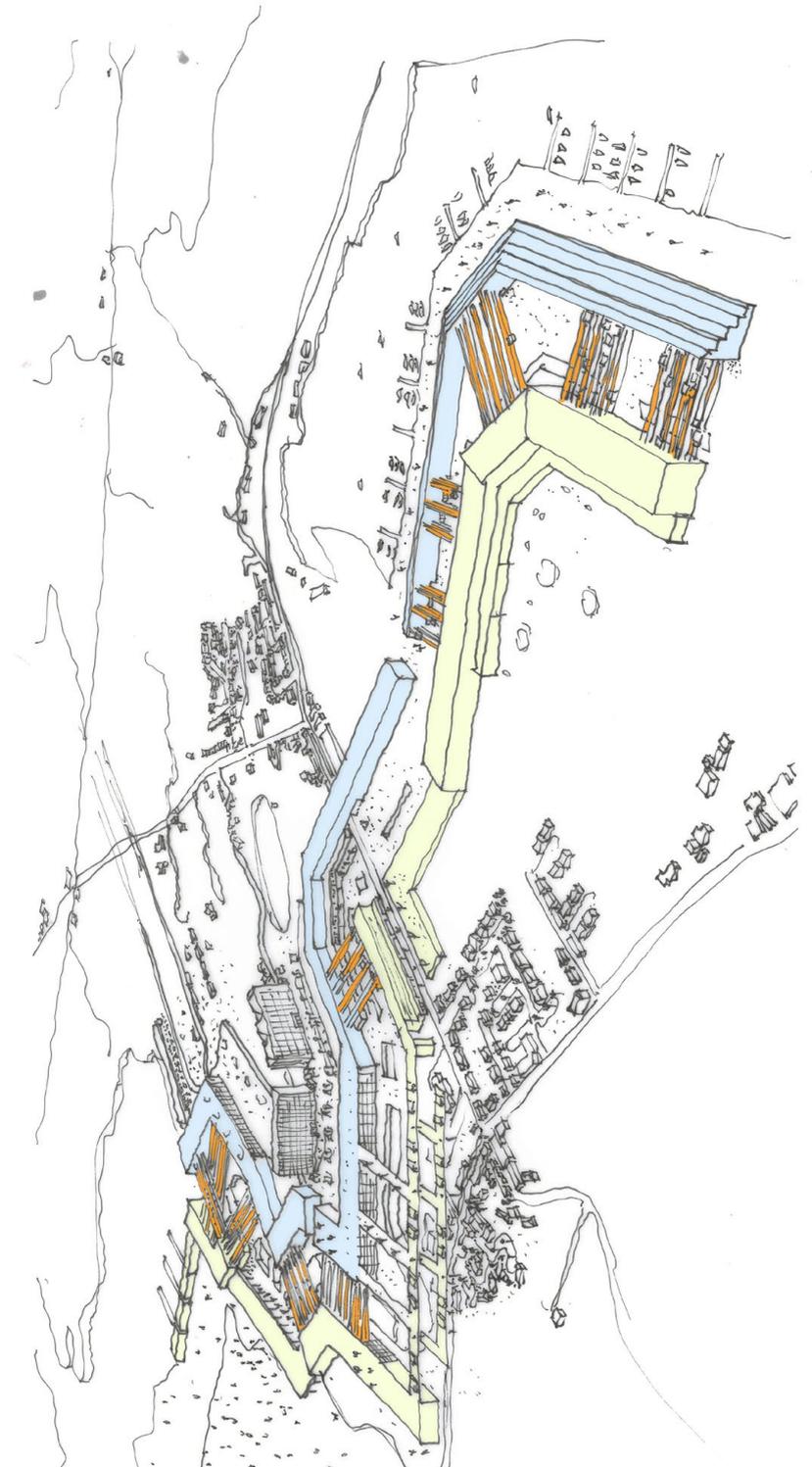
My thesis research strategically attempts to loophole and exploit the two jurisdictional tax systems of the Republic of Ireland and the United Kingdom through the Irish Border condition.

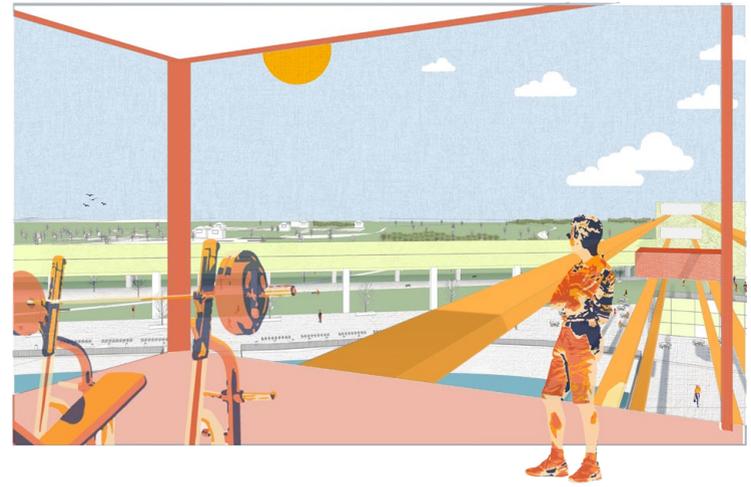
I offer a spatial exploration of these tax laws through the adoption of legislative definitions as parameters for design. I therefore design a tax avoiding, architectural typology that can side-step tax liability definitions from each jurisdiction by exploiting the immediate border condition. My typology provides the user with a tax-avoiding residency on/across the U.K./Irish Border.

I achieve this by adopting a method of moving across the border every 182 days - avoiding

tax residency in Ireland. And a method of spanning a dwelling across the border through rooms that can leave the dwelling into a new jurisdiction and, again, avoid the definition of a taxable dwelling in the U.K.

To answer my research question, I have adopted an extreme scenario using the super-rich, highest tax bracket earners as my user and therefore transformed my typology by multiplying and merging the modular unit into a luxury superstructure along the Border. It consists of super-rich user activities in the form of different zones branching from and encapsulating the superstructure, thus demonstrating what a tax-free lifestyle may look like.







Nathan Edge

CROSS-BORDER INTERMODAL FREIGHT TERMINAL

Gateway Ireland has emerged from the complexities and fears of the foreseen impact that the UK's departure from the European Union may have on the socio-political, spatial, and infrastructural conditions of the border that currently partitions the island of Ireland.

An alternative to the destructive Irish Sea 'Backstop' and an international collaborative solution to a 'Hard' Customs Border, Gateway Ireland is an intermodal freight terminal that operates semiautonomously for the controlled movement of goods and continuation of 'frictionless' crossborder connectivity.

Gateway Ireland puts in place the progressive, yet pragmatic, economic and customs

infrastructures needed to support the United Kingdom of Great Britain and Northern Ireland's transitional exit from the European Union, establishing a peaceful frontier between two significant unions.

This 'all-ireland' project located in the isolated rural border condition of the 'Drummully-Polyp', is built upon layers of historic and obsolescent infrastructures that once connected the island of Ireland together. These abandoned networks now form an arterial 'customs corridor' of road-rail infrastructures that control cross-border freight activity between the UK and EU, whilst allowing for frictionless movement and connectivity of people between Northern Ireland and the Republic of Ireland.







Sam Buckley

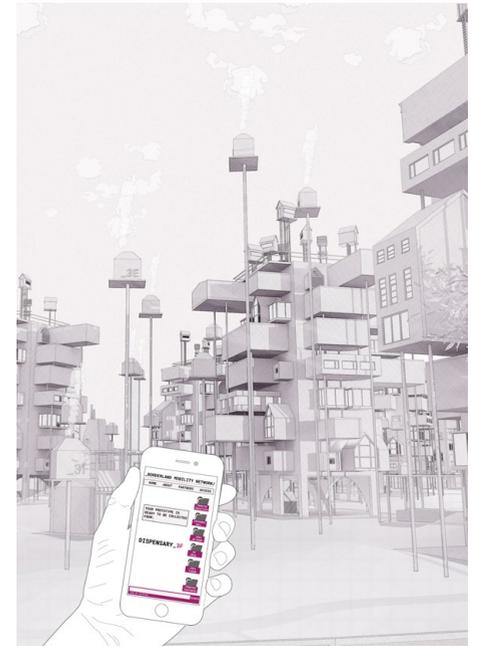
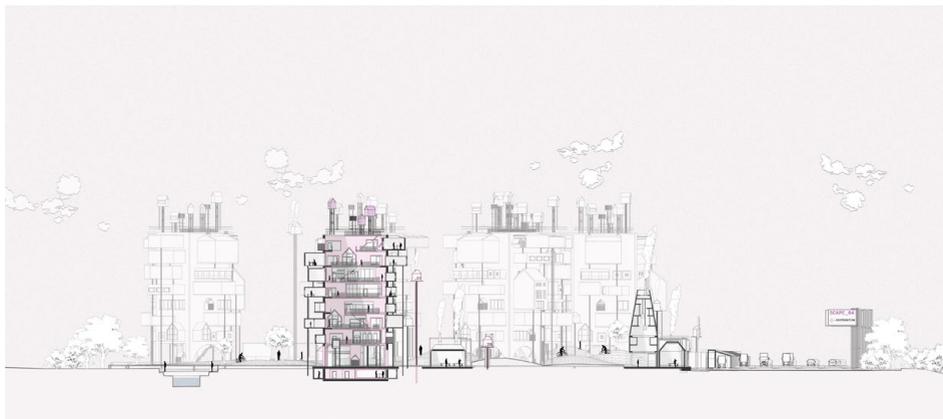
THE TREATY OF THINGS

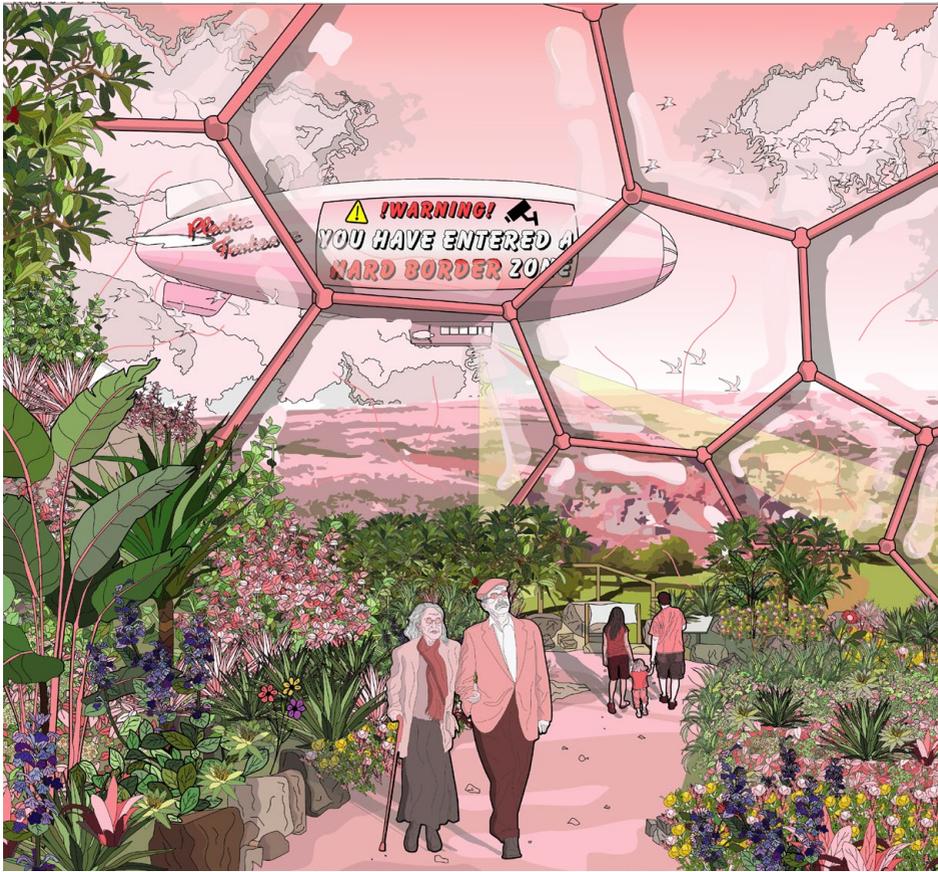
Following the eventual detachment of the United Kingdom from the European Union, moving ourselves, products, our ideas and livestock across our borders will become susceptible to friction. The Treaty of Things aims to propose an alternative UK/Irish border condition, one that allows for the frictionless movement of the 'things' that we consider to make up our lives, our jobs and our societies.

The late John Urry comments that twenty first century mobilities must consider the inter-societal movement of people, product and the idea. He observed that a scalable system of the Network and the Scapes are what all twenty first century 'things' congregate at (the Network) and move across (the

Scape). The Treaty of Things considers both tangible and intangible 'things' as part of a four stage process of Check, Create, Manufacture and Distribute that unfolds in the immediate context of the UK/Irish borderlands. My thesis proposal explores the spatial ramifications of data accumulation, experiential creative space and began to question how frictionless can our movement across societal borders old and new truly be.







Steffan Morris-Hernandez

PLASTIC FANTASTIC

Plastic Fantastic is an advanced plastic waste recycling facility located in Warrenpoint, Northern Ireland. By integrating a system of circular economy, the project looks to hybridize the waste outputs from the recycling process with tourism to create a model for innovative social infrastructure.

The project inhabits within a scenario based Hard-Brexit world where disruptions to goods, services and the movement of people have affected daily systems. Plastic Fantastic embraces the constraints of a hard border, creating a juxtaposition between the frictionless movement of processing plastic waste with the controlled movement of people.

In alignment with several local and national

sustainability targets, the touristic resort aims to improve the understanding and management of an increasing unsustainable global consumption of plastic. The resort is divided into five distinct phases with each one embodying a different stage of the recycling process.



