

## Curriculum Vitae

March 2014

### Ir. Marcel Blom

1961, Haarlem

1988, Technical University Delft, architect

2000, Partner/Director Benthem Crouwel Architecten BV bna

Member Bond van Nederlandse Architecten bna

Member Bund Deutscher Architekten

### Introduction

Marcel Blom (1961) graduated as a building engineer from Delft Technical University in 1988. In 1990 he started as a young architect with Benthem Crouwel Architecten BV bna in Amsterdam.

Until 1996 Marcel Blom mainly worked on projects at Amsterdam Airport Schiphol as a designer of Terminal 3 and the C- and B-piers where he was responsible for the Definite Design and contract design of several building parts and systems, coordinating with other disciplines and controlling the contractor.

As project architect he was responsible for Schiphol Plaza: the arrival hall with a large shopping mall and a train station, where Benthem Crouwel integrated a large scale sustainable building solutions.

He was also involved in the development of the Cargo building for Avia Presto at Schiphol Southeast, as well as various urban design Masterplans for airport bound development at Schiphol East and Schiphol Elzenhof.

As of 1996, Marcel Blom is project architect for new developments at and the upgrading of Amsterdam RAI Exhibition and Congress Center, among which a hotel with 1000 rooms and an architect for the North/Southline underground subway stations in the historic city centre of Amsterdam.

In 2000 Marcel Blom became Partner and member of the board of directors of Benthem Crouwel Architecten BV bna. Benthem Crouwel opened an office in Aachen, Germany, in 2005.

### Working experience

1985-1990

Asselbergs Architecten, Haarlem, architect

1990-present

Benthem Crouwel Architecten BV bna, leading project architect

### Projects:

#### Amsterdam Airport Schiphol:

Railway Station Dutch Railways / Schiphol Plaza (1992-1995)

The Dutch Railway Company decided to double and upgrade its platform capacity up to 6 platforms with a length of 430 meters for the underground train station at Amsterdam Schiphol Airport and integrate its terminal building with the entrance building of the airport and upgrade the passenger flows capacity and comfort of the staircases, elevators towards the new and existing platforms.

The whole constructing operation took place while the existing train schedule was still operational. In the design the platforms appear as bright lightened islands in the dark blue colored tunnel to separate the rough train track area from the delicate interior of the passenger. A ceiling of white panels with round holes inside determine the height and structure the sphere of the public space in a human scale. This ceiling gives plenty of operational flexibility to arrange the stations equipment. All the entrances to the main level are centralized and give a direct sight to the above building. 200.000 people are crossing the station each day.

Instead of replacing the old underground train station of the airport with a wholly new building on the Airport forecourt (Jan Dellaertplein), the latter was partly roofed over, an entrance hall of approximately 7.000m<sup>2</sup>. The glass roof structure was primarily meant to flood the arrival hall below with light and fresh air. But the resulting space was found to be suitable for a mall in the new shopping centre of 7.500m<sup>2</sup>. Below the departure halls, which are still clearly recognizable as such, are forty shops, kiosks and eating establishments. Removing part of the ground floor of the two arrival halls has generated a terminal where not just planes come and go but also trains. Only a limited height between these two functions needed bridging. The roof curves upwards to create a roofed footbridge which leads to the new parking facilities, hotels and office complexes. All told, Schiphol Plaza is an interchange worthy of the name.

Besides leading the design teams of ten persons, Marcel Blom coordinated the design and integrated all other disciplines and was responsible for communication with the client. In the design for the train station he developed new products by integrating several product lines and technics together. New standards for the train company were started designed by Benthem Crouwel.

Starting with a feasibility study to determine the exact scope of the project which leads to a conceptual design, the design team of Benthem Crouwel developed the preliminary design and the definite design. In a team together with the contractor, the contract documents were made in total control of the costs after which the building drawings were produced by the design team. In between documents to obtain permits, were produced. In the design process Benthem

Crouwel was asked to deal with several clients, the Dutch railway company and the Airport authority in a proper way concerning their interests.

Other projects Marcel Blom was involved as a designer, architect and leading project architect at the Amsterdam Airport Schiphol are:

### **Terminal 3 (1987-1992)**

The Benthem Crouwel new masterplan retains the one-terminal concept of the original terminal building by Duintjer, De Weger and NACO (1961-1967). This means that flight arrivals are located at ground level and flight departures on the first floor.

Since the previous enlargement in 2004, Departure Hall 3 has eight rows of check-in desks, a row of ticket counters and an information desk. The structure has been left open, flooding the hall with daylight so that travellers can see where the planes are and know where they have to be without being led there. Clarity, simplicity and surveyability are logical premises in fitting out Schiphol Airport, where life is hectic 24 hours a day.

### **B-G-Piers (1986-1999)**

The principle underlying the design of the piers was to efficiently serve the aircraft with a maximum of comfort for the passengers. Reaching out from the terminal, the piers basically share the same design premise yet each is different. People-movers reduce the great walking distances otherwise involved. The sober, lucid interior adds to the clarity of the building's structure and the signposting. Facades are all-glass, affording a view of the aircraft and the surrounding landscape; rooflights pour daylight into the space. The piers are of a flexible concrete structure enabling modification to suit new advances in the aviation industry. One or two piers are equipped with a second level with a lightweight steel structure, so that passenger flows may be separated. The transferium aspect and the increasing size of aircraft and length of walking distances have all led to the facilities being expanded with shops and restaurants.

### **Freight Station, Schiphol South East (1995-1997)**

This air cargo terminal building is situated in Schiphol Zuid-Oost, the airport's newly developed cargo-handling zone, parallel to the runways. It consists of a freely subdivisible main space where the cargo pallets are assembled and an adjoining space for mechanical storage. Both these spaces are sheltered by an obliquely rising roof sporting large rooflights of synthetic channel sections. The offices are housed in four volumes. One roof bay deep inside the building is raised up to allow crossing between the two offices without disrupting operations in the main space below. This zone serves to separate the hall into incoming and outgoing and is pointed up with translucent side walls. The roof is a steel structure held in place by steel lattice trusses. The airside facade of transparent panelling keeps the stored cargo in sight and distributes daylight deep into the hall.

### **Schiphol East, Urban design (1997)**

Refurbishment of the old first terminal area where the airport started in the early twenty's into an office area.

### **Schiphol Elzenhof, Urban design (1998)**

Development of an airport related area into a business area with 300.000m<sup>2</sup> of office space.

### **Railway Zone, Delft (2002-2017)**

The Spoorzone Delft project comprises the integral redevelopment of an area of around 40 hectares, located in between the inner historic city and the residential neighbourhoods to the west and south. The entire project consists of a railway tunnel, a railway station with municipal office, around 1500 dwellings, a number of office buildings, a city park, water elements, bicycle facilities, parking facilities and roads.

The project provides an immense impetus to the city of Delft. The Spoorzone will constitute a high-quality connection between city districts that are now separated from each other by the railway.

From the feasibility studies started in 2002, Marcel Blom was the head of the architectural design team to integrate the underground train track into the historic city of Delft and develop an efficient public transport knot in which the train terminal is integrated with a bus station and tram stops. After this feasibility study he designed the underground train stations and coordinated the several terminal and train track disciplines from a preliminary design, definite design to building specifications. In the building process of E&C he is controlling the contractor and together they developed the design of the station and additional installation buildings.

### **North/Southline, subway stations, Amsterdam (1996-2017)**

The regional North-South underground line is to link Purmerend north of Amsterdam with Schiphol. Phase one, the trajectory between the stations Amsterdam-Noord and Amsterdam-Zuid WTC, requires laying tubes beneath the historic central area of Amsterdam and erecting eight stations, three above ground and five below. The path of the tunnel passes at times beneath the pile foundations of existing buildings. It is for this reason that the tunnels are placed relatively far underground. The station entrances are kept as close together as possible; to avoid having underground tunnels everywhere and to cleanly stitch the new line into the fabric of the city. As for the Central Station area, the

new underground line is a major impetus for radically reorganizing this traffic interchange including the construction of a new bus terminal at the banks of the river IJ and the reconstruction of the station square.

As a senior designer Marcel Blom was involved in the design team for the seven stations of the North/Southline, a subway in Amsterdam, particular in the design of the four underground stations in the historic centre of Amsterdam. In the feasibility studies he integrated several new functional opportunities (such as a parking garage) in the twenty meter deep stations constructed by the cut and cover method. Using his Schiphol experience the air ventilation system was integrated in the architectural design. The project is under construction.

### **Rotterdam Central Station, Rotterdam (2003-2014)**

Rotterdam is having a new Central Station. This is to be re-anchored in the city centre and integrated in the European network of transport hubs created by the arrival of the high speed rail system (HSL). Therefore a Grand Station of international standing is required.

In the design, the city is drawn to the new station by compacting the small-scale urban fabric of the surrounded area so that railway zone and city become a single entity. The finer texture with its new sight lines and the mix of living and working will greatly improve the social climate of this zone.

On entering the tall light-filled station concourse, travellers have an overall view and see at once where the trains are. The sunken and widened passage beneath the tracks is a natural continuation of the concourse. Platforms have a largely transparent roof some 250 meters long spanning the entire track zone.

The entrance on Spoorsingel is a modest one in keeping with the low-key residential area there and the smaller passenger flow. In stark contrast, the tall glass and timber concourse on the city side is clearly the main gateway to the metropolitan city centre. The new building's shape expresses the internal logistics of this transport hub. Marking the onset of Rotterdam's 'cultural axis', the new Grand Central Station points the way to the city's heart.

Marcel Blom is the lead architect for the Team ES design team, a cooperation of three architectural offices: Benthem Crouwel, West 8 and Meyer en Van Schooten. The design team consists of architects who after the feasibility study design a 35.000m<sup>2</sup> train station in which a subway, bus- and tram station are integrated. A flow of 200.000 people a day is using this public transport machine. As a lead architect he is, after the feasibility study, responsible for the preliminary design, definite design, contract specifications and permits of the project in which the design of other disciplines was coordinated and integrated. He communicated with the client, authorities at every level and surrounding residential neighbourhoods in convincing people about the ideas.

Other projects by Marcel Blom as a project architect are:

- **Anne Frank Museum** and apartments near the Anne Frank House, Amsterdam (1993-1999): the restoration and extension of the famous house and museum in the historic centre of Amsterdam, coping with 900.000 visitors a year;
- **Extension Amsterdam RAI** (1997-2009): exposition halls, central entrance/piazza, auditorium, hotel, theatre and offices, new development of 10.000m<sup>2</sup> exhibition hall, a hotel with 1.000 rooms, a theatre for 1.500 people;
- **The Elicium**, Amsterdam (2004-2009), a multifunctional congress and exhibition hall of 4500m<sup>2</sup> with 6.000m<sup>2</sup> offices on top and a parking garage underneath, fully integrated in the existing RAI complex and build in a full operational process of the RAI company;
- **Office building Alnovum**, Almere (1996-1999), a multifunctional building of 10.000m<sup>2</sup>, in which a school for IET and related companies have their offices;
- **Academic Center Dentistry Amsterdam** (2004-2010), the faculty of Dentistry of the VU and UVA universities in Amsterdam, 25.000m<sup>2</sup> to educate students, care for patients and do research at an international level;
- **Flower Auction FloraHolland**, Aalsmeer (2005- ), an urban design of new extensions of 200.000m<sup>2</sup> of auction related areas for flower companies;
- **Bridge Amsterdam-Rijnkanaal**, Muiden (2004-2009);
- **Etrium**, headquarter of Econcern, Cologne, Germany (2007-2008), 4.500 m<sup>2</sup> of sustainable building, zero energy;
- **Crescendo** housing/care complex, Venlo (2005-2011), a housing block of 150 houses with special utilities for needed people;
- **Shopping mall and Culture House**, Koblenz, Germany (2007-2012), 30.000 m<sup>2</sup> of shopping mall area in three layers in the city centre of Koblenz with on top a two layer parking garage. In combination with a stand alone house of culture, a historic art museum, a library and tourist office for the city of Koblenz.

### **Lectures**

Loborough University, Great-Britain

Stockholm, SAA, Federation for Swedish architects

Delft, Technical University

Rotterdam, Hogeschool

Istanbul, symposium Station Centraal/Merkez Istasyonu