Maurice van Schendel

Masterplan Galileikwartier

Historical development of The site of the former Galileïstraat Power Station:



▲ The Galileïstraat Power Station was designed by A. Van der Steur, built in 1934.

▼ The architecture of the building was a somewhat industrial version of the Amsterdamse School Style.









▲ The facade and entryway were done in a style very common in the Netherlands in this time.

▼ A large sculpture was added to the facade, the building was expanded.









▲ In 1987, the power plant was completely dismantled, modernised and rebuilt.

A plan for the revitalisation of the site of the former Galileïstraat coal-fired power plant, into a mixed-use social-, cultural- and retail-space.

I propose the redevelopment of an under-utilised industrial area in Rotterdam West, specifically on the site of the former Galileïstraat Power Station, which was a coal-fired power plant built in the 1930s. Central to this development would be to rebuild the original power plant in its characteristic 1930s architectural style, with a new mixed-use purpose. It would provide space for residences, workshops, retail and cultural facilities (2, 3).

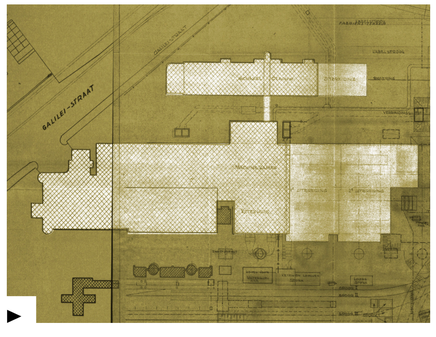
The site on which the original coal-fired plant was situated still hosts several businesses, but is otherwise largely unused.

Many of these active businesses do not need to be at this particular site, moving them to another location would provide for ample space for a new residential neighbourhood. This new population center would benefit from a large cultural and social space like the one propose.



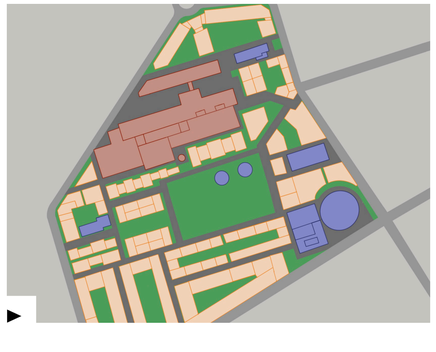
▶

The original site underwent large scale refurbishments to accommodate industrial development. For the purpose of my project it was essential I chose one particular historical configuration of the original building that best fit the purpose of my design. In the image on the right you can see a compilation of several floor plans detailing the construction and expansions. The white shape is the footprint of the structure I propose for my design.



▶

I propose the construction of a residential neighbourhood on the site surrounding the former power plant. This would provide additional housing for the city, of which there is a sizeable shortage. This would also provide a concentration of residents that would benefit and make use of the facilities in the large structure, that serves as the community's heart. In the illustration on the right I've made an impression of how this neighbourhood might materialise.



▶

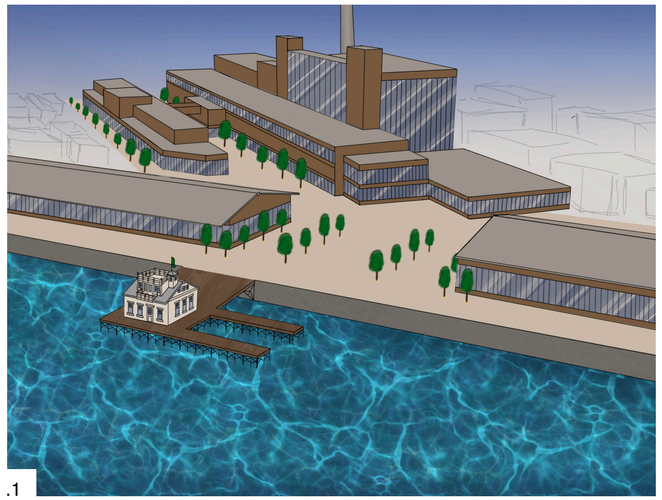
Taking into account the site's historical architectural appearance to inform its modern-day revival.

Central to this mixed-use space would be the area directly surrounding the large structure. It would serve as the 'plint' making the different areas in the structure accessible. The close proximity of gastronomy and retail spaces, which usually close late at night, to residential spaces provides for social safety of the area at night. It additionally fosters a sense of community for the residents of the structure and the larger residential neighbourhood (4).

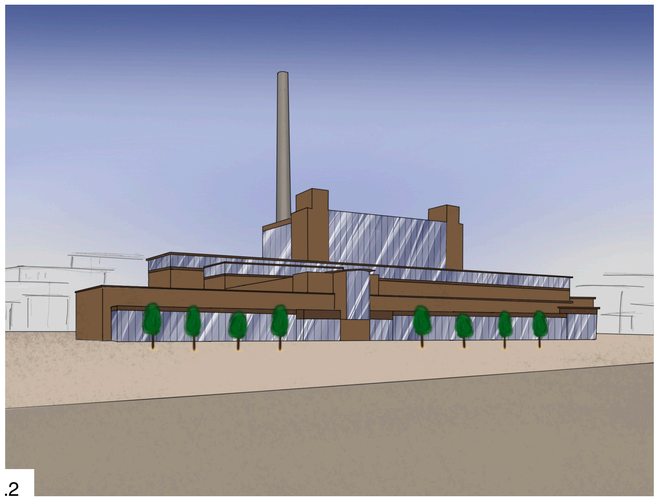
The plaza I propose in my design extends across the Galileïstraat onto a vacant lot between two large warehouses, one of which hosts a brewery. This allows the public space to extend to the waterfront, connecting the neighbourhood with this newly built social space next to the water.
This waterfront can serve as a recreational space but could also host a ferry connection to the south of the city, further improving connectivity (1).

Providing more housing for the city of Rotterdam and social and cultural space for the newly built neighbourhood and its surrounding communities.

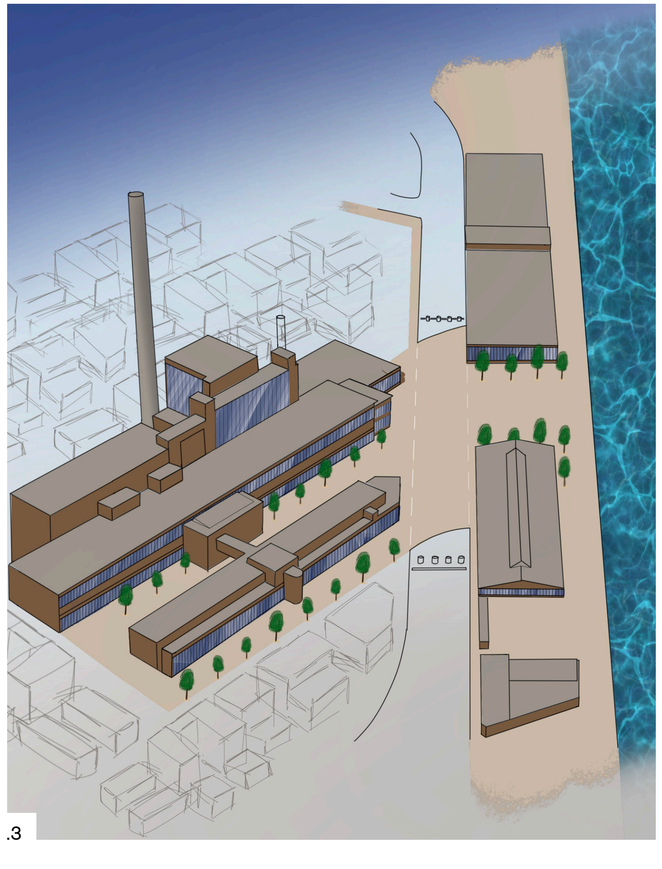
Large public spaces, connecting the newly built neighbourhood to the waterfront, including a proposal for Improved connectivity with Rotterdam-Zuid.



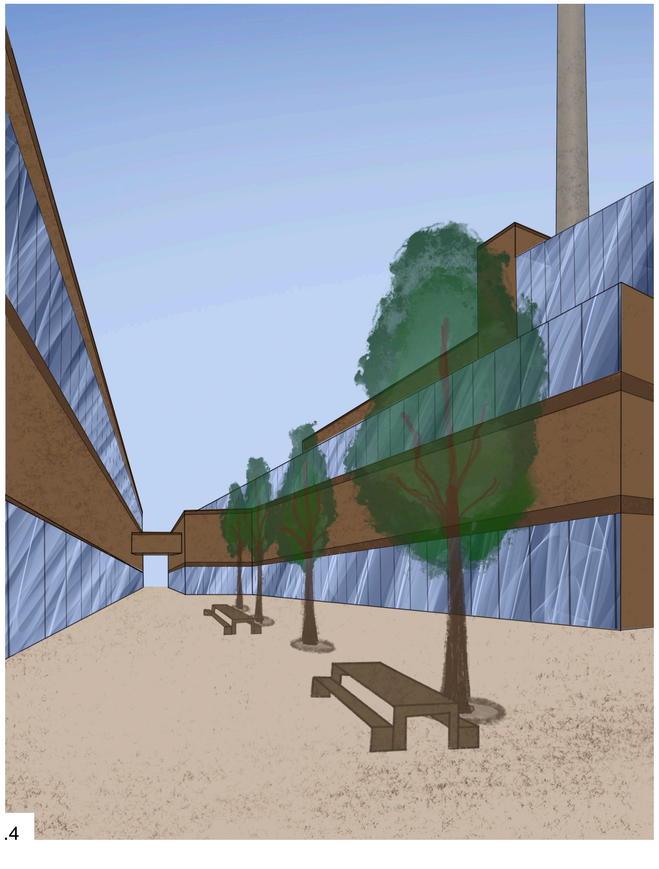
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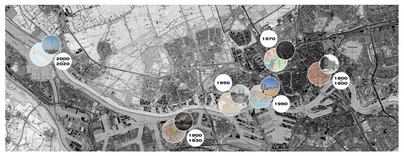
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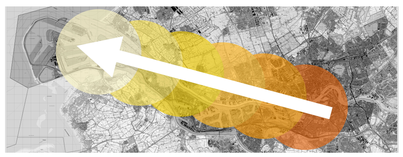
Exploratory Research

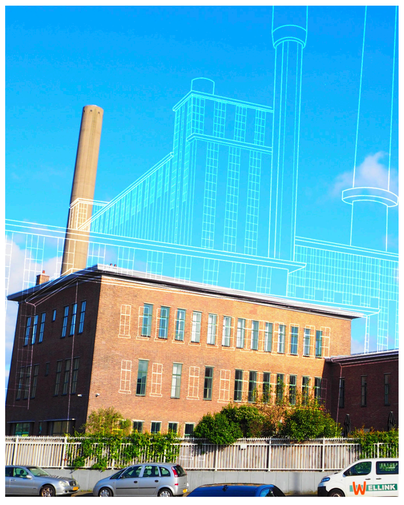
Initial research into the historical development of Rotterdam's power-infrastructure and the Galileïstraat Power Station in particular:



I started this program by researching the way Rotterdam's energy infrastructure evolved historically. One of my observations during this phase in my research was that energy infrastructure has moved further from population centers throughout the years. This means that in the early stages of this industrial development, lots of care was still put into the aesthetical appearance of this infrastructure.



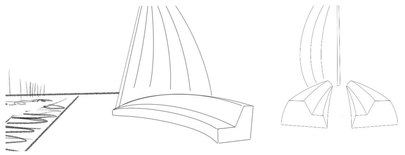




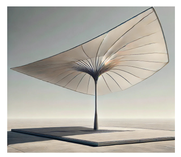
Designing public seating for public spaces adjacent to yacht harbours, inspired by sailing:

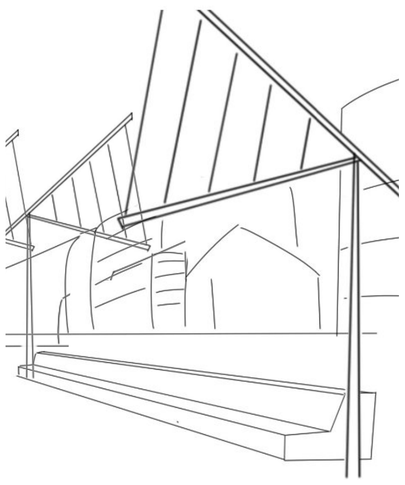


I further researched ways in which to incorporate public seating facilities into the aesthetic environment of a yacht harbour. I took inspiration from the sweeping shapes of sails and sailboats to inform this design. One design to flow from this, were screens that protect pedestrians from the elements. Although I departed form the angle in my final research, it did inspire me to consider public facilities like seating more carefully in my final design.

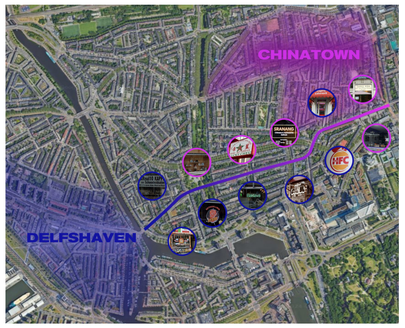








Researching the concept of cultural assimilation on the Nieuwe Binnenweg in Rotterdam:



I continued researching the concept of cultural assimilation along the Nieuwe Binnenweg. Investigating the interaction between two large immigrant diasporas present along this important street. Although this project did not directly feed into the final project, it motivated me to consider cultural and social sensitivities in the area of interest to my final project. Namely concepts like social cohesion and integration.

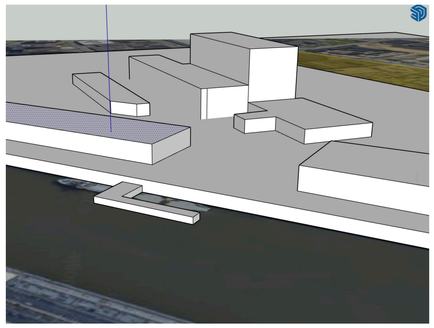








Design process of the final proposal for the development of the former site of a coal-fired power plant, titled "Galileikwartier":



The design process for revitalising this industrial site began with an analysis of the site, mapping the existing structures and studying the spatial dimensions of the former coal-fired power plant. Early sketches and diagrams focused on potential layouts, considering how to connect the newly built structures with its new public spaces. One major concept was to utilise the area between the industrial halls as an inviting pedestrian "street," adding amenities such as cafés and shops to draw people into the site and create a lively atmosphere.
Detailed sections and models helped develop the accessibility of public spaces with the industrial environment. The final design blends new structures with the historical industrial aesthetic, creating functional spaces that celebrate the site's heritage. Through careful consideration, the design transforms the area into a welcoming urban environment, repurposing its industrial identity into a space for community engagement and activity.

