

ZANDVOORT

a new touristic leisure dune landscape



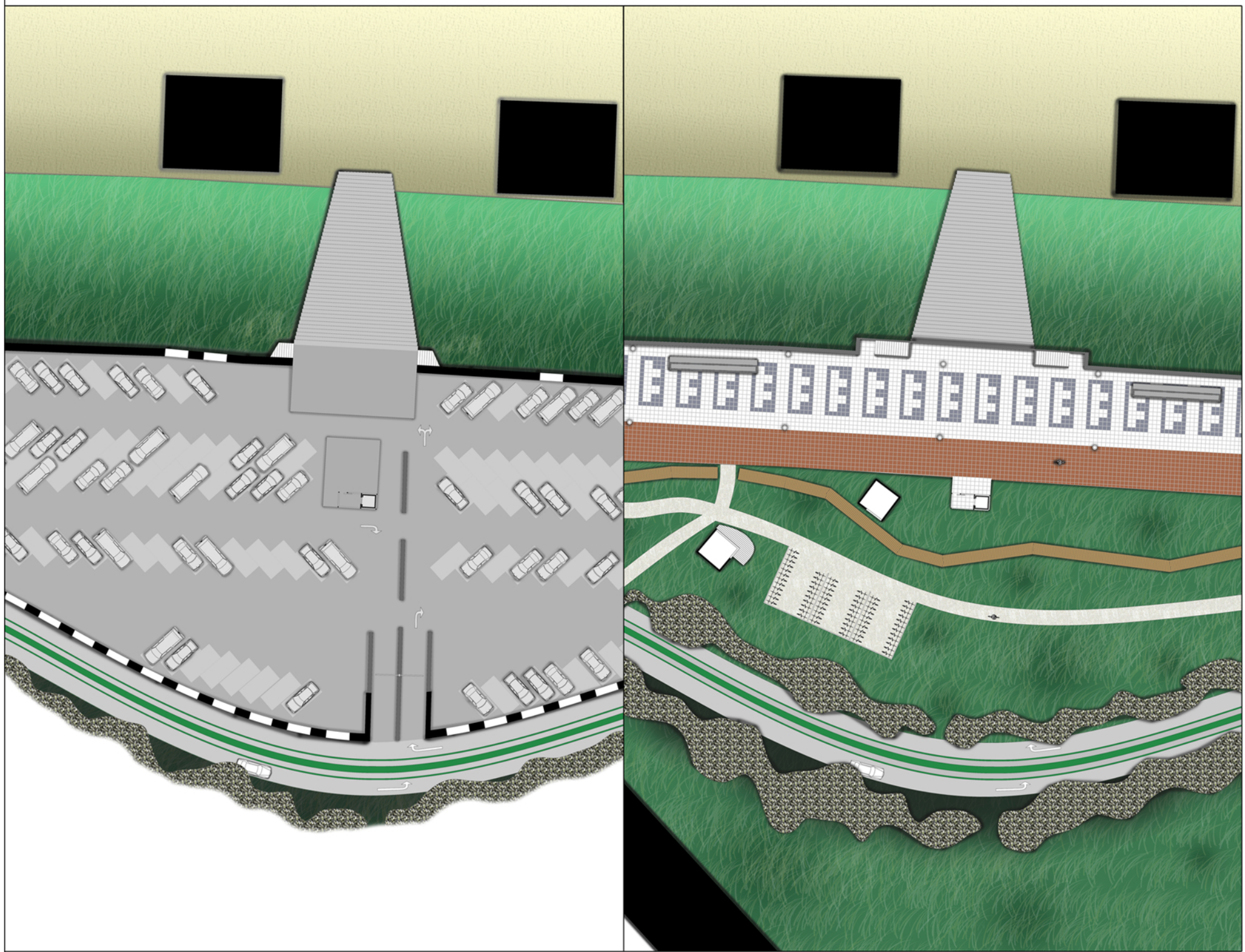
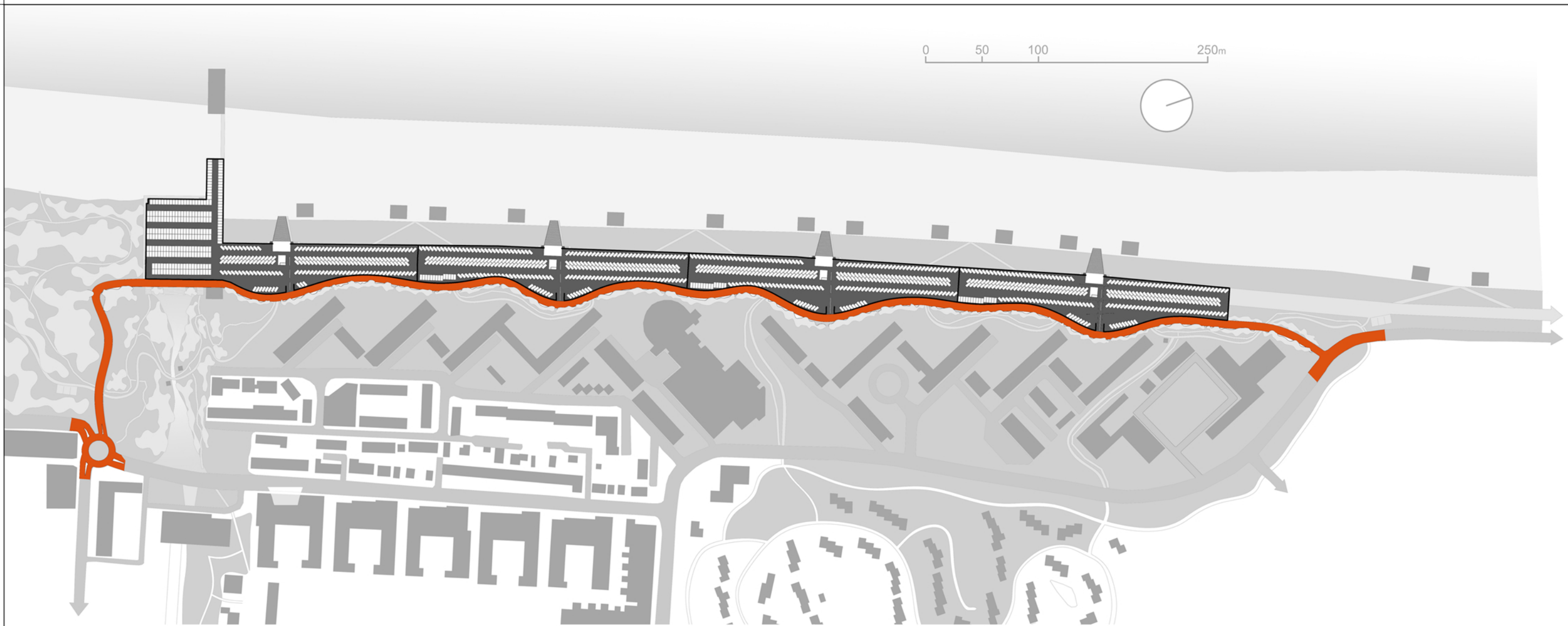
MASTERPLAN ZANDVOORT 2040

The new master plan for the Zandvoort middle and north boulevard shows a penetration of the dune landscape into the city. This results in many confrontations between urban structures and the landscape. By looking for these confrontations the master plan uses the potential of the dynamic dune landscape. Existing spatial effects occur, a game is played between the landscape and the city: sometimes the landscape is leading, sometimes the city.

In the north the plan makes a connection with the bungalow park. The dune landscape stretches from bungalow park to the boulevard and new walking and cycling paths form new routes. The open air parking lots are completely gone, a new hidden parking system lies underneath the boulevard. The main fast traffic route, which was situated near the boulevard, is guided in front of the train station and behind the urban pattern near the boulevard. The boulevard is suitable for large streams of tourists and is fed by the tourists coming from the bungalow park, the new parking system and the train connection as well.

The boulevard starts or ends at the centre of the plan, there the boulevard becomes a square. At this point new buildings lie perpendicular to the boulevard. They emphasize the end/start of the urban boulevard and they form the ultimate confrontation with the landscape by reaching out all the way to the beach/sea. The new square forms the centre of the master plan and functions as a balcony, which extends over the dunes and beach. It gives the visitor a wide view over the southern part of the plan and the beach/sea. The square is flanked by new buildings with new program. The flat which is standing on the square is the existing Palace Hotel and apartments, this iconic high building is of high value for Zandvoort's identity. The building forms an important part of the connection made between the new square and the train station. This connection is guided by a climbing dune. This gives the route an ecstasy and it triggers the curiosity of the visitor. It is also a facility as well.

The southern part of the master plan is formed by a wide dune landscape, equipped as resting area. The resting area forms an experimental part of Zandvoort. Here the dunes will grow towards the sea and the landscape embraces the urban structures. The centre of the resting area is located in line with the centre of the old city. The current square has a balcony which stands on the beginning of the beach, in the future this balcony will lie in the dunes. By designing a new, smaller balcony on the new beginning of the beach in the future, a landscape time line will be created. This makes the visitor understand that the landscape is dynamic and moving.



NEW PARKING SYSTEM

An important demand within the schedule of requirements is the abandonment of open air parking lots. Because parking near the beach is essential and the car is the most important way of transfer by the tourists of Zandvoort, a new parking system is designed underneath the boulevard.

The new parking system can be entered at the roundabout near the station or in the north. A meandering, 30km/h road leads the visitors towards 3.1 ha of parking space, divided into four parking lots. From the parking lots direct access is granted to the beach and boulevard by four stairs or elevators.

The road consists of three lanes. Two hardened outer lanes which will be used all year long and a semi-hardened middle lane which will be used during the peak moments in the summer. The parking system is separated from the dune landscape and boulevard above it. In order to guarantee this separation the lowered road is flanked by dense dune vegetation like Hawthorn and Buckthorn.

