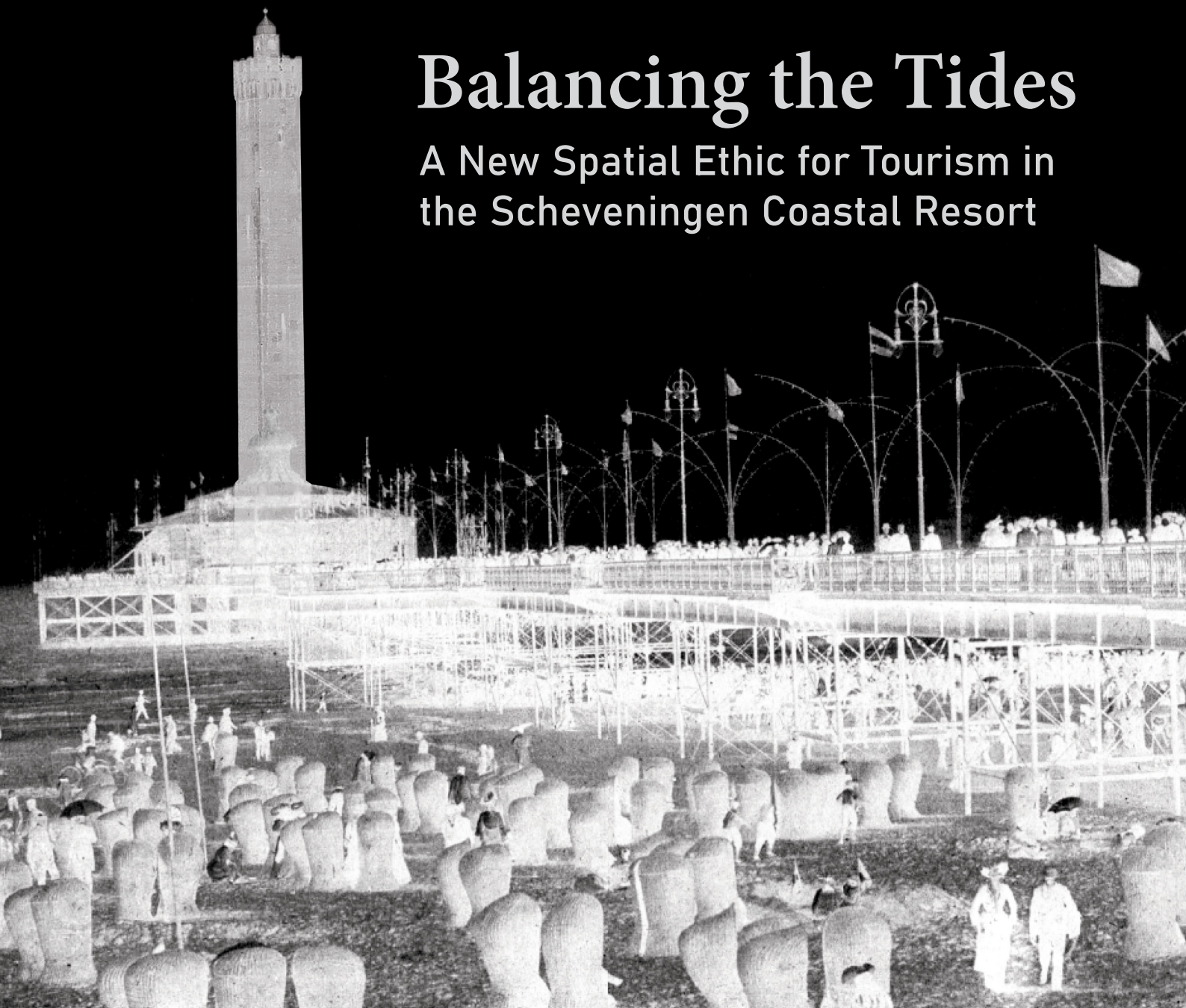


Balancing the Tides

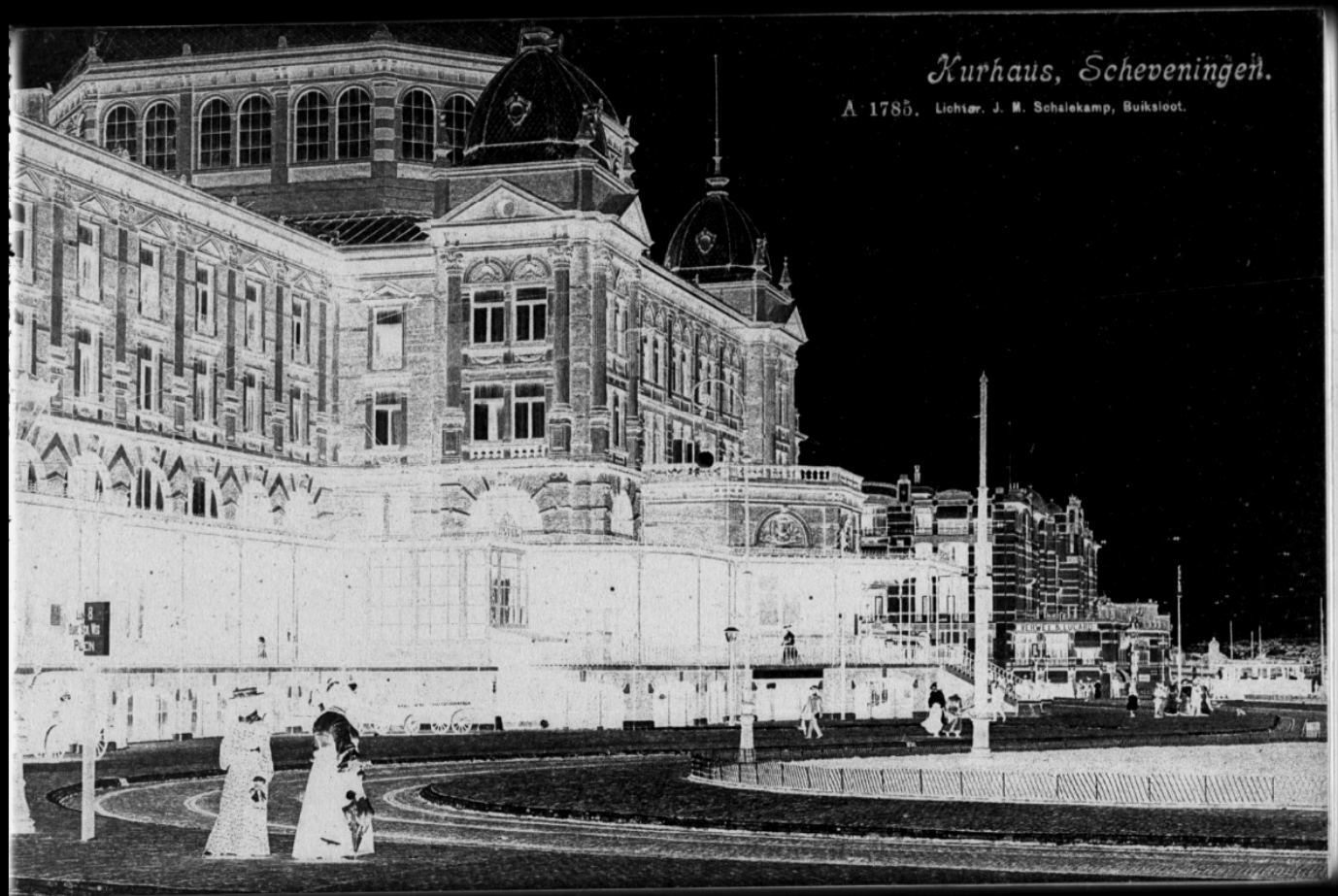
A New Spatial Ethic for Tourism in
the Scheveningen Coastal Resort





Balancing the Tides

A New Spatial Ethic for Tourism in the
Scheveningen Coastal Resort



1 Image of the Kurhaus circa 1900, author unknown, retrieved from the Municipal Archive of The Hague. Image edited by the author.



Report

MSc Thesis in Urbanism
Department of Urbanism
Faculty of Architecture and the Built Environment
TU Delft 2024-2025

Title

Balancing the Tides

Mentor Team

Ir. Leo van den Burg
Department of Urbanism
Faculty of Architecture and the
Built Environment

Subtitle

Introducing Sustainable Tourism at
the Scheveningen Coastal Resort.

Author

Luc Waalders
L.W.Waalders@student.tudelft.nl
5881536

Dr.ir. Gerdy Verschuure-Stuip
Department of Landscape
Architecture
Faculty of Architecture and the
Built Environment

Key Concepts

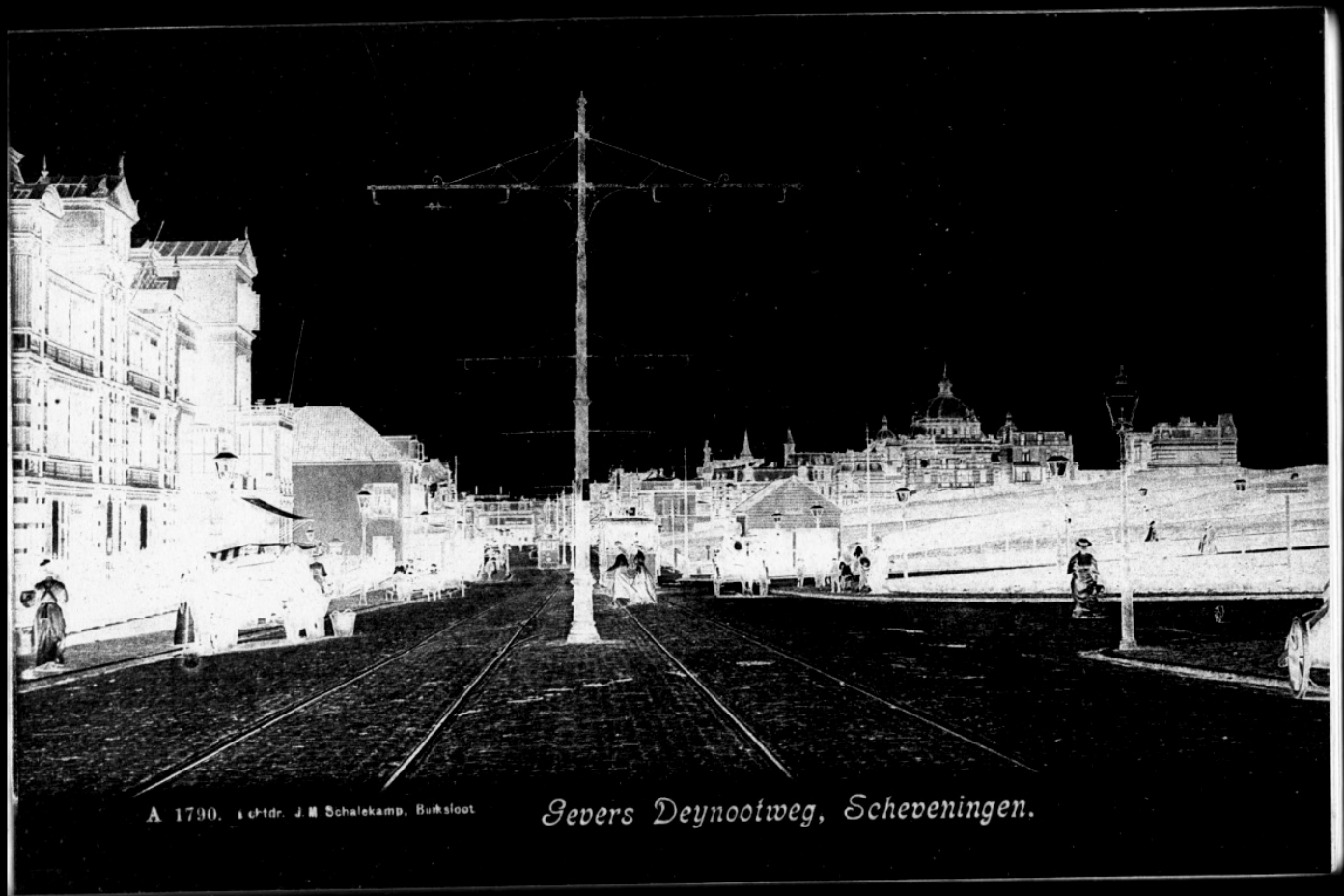
Sustainable Tourism
Strong Sustainability
Soft Coastal Protection
Urban Densification
Touristic Degrowth

Delegate

Dr. Arjen Meijer
Department of Architectural
Engineering and Technology
Faculty of Architecture and the
Built Environment

Research Studio

Design of the Urban Fabric



A 1790. s. e. t. d. J. M. Schalekamp, Buksloot

Gevers Deynootweg, Scheveningen.

2 Image of the Gevers Deynootweg circa 1900, author unknown, retrieved from the Municipal Archive of The Hague. Image edited by the author.

Acknowledgement:

This project started for me with a walk along the Scheveningen Boulevard, a place I've frequently visited since moving to Delft and starting my Master's. I usually came here to find rest, often by quickly leaving behind the busy tourist promenade to escape into the dunes and the beach. Time after time, the disjointed and cluttered layout of the resort left me thinking that surely this place could be structured more beautiful, more cohesive. That thought became the starting point of this project, one that has felt like the perfect way to bring my studies to a close.

The past nine months have passed incredibly quickly, and I would like to express my heartfelt gratitude for all the support I've received throughout this journey.

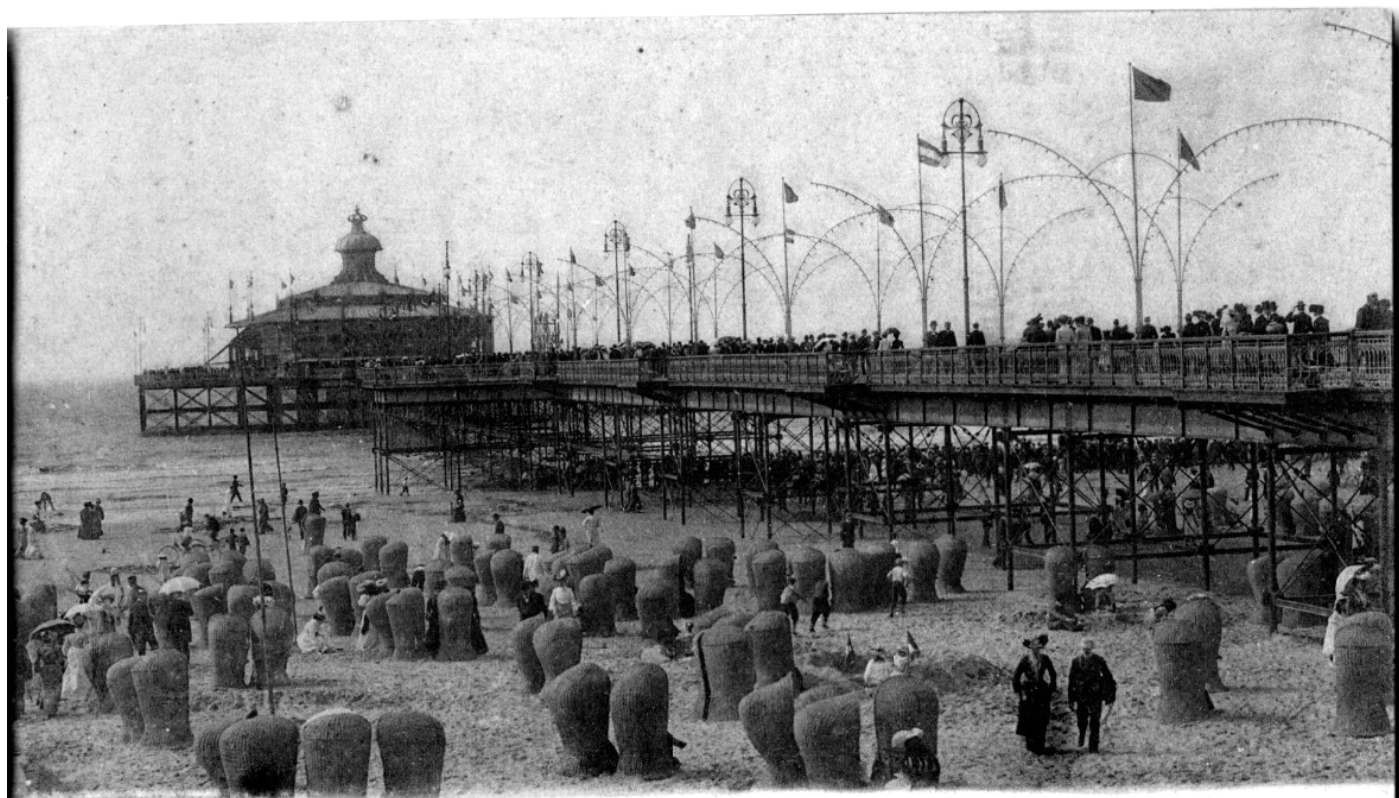
First and foremost, my thanks go to my first mentor, Leo. Thank you for your continuous guidance and trust throughout the process. Your pragmatic view on urban development, your desire for urban design that provokes thought and emotion, and especially the countless examples of reference buildings and urban blocks, greatly broadened my design perspective. and often spoke directly to the challenges I encountered during the design process.

I would like to express just as much thanks to my second mentor, Gerdy. Thank you for your guidance in the fundamentals of landscape architecture. Your view on landscape and heritage played a significant role in helping me to make decisions during the course of this project. Your desire for design rooted in local identity and natural landscapes has made me look at urban development through a new lens.

Together, this mentoring team has enabled me to both deepen and broaden my understanding of urban design, and I'm truly grateful for that. It has been a pleasure to share this process with you.

Last but not least, I'd like to thank all my family and friends who supported me throughout this process. Thank you all for sharing this journey with me and for always being there. Whenever I felt stuck or lost my track, it meant the world to have people I could turn to. It has been incredibly valuable to have loved ones with whom I could share both the challenging and quieter moments of this journey.

A special thanks goes out to my parents, my godfather, my girlfriend, my friends from Venlo, Eindhoven, and beyond, and all my friends here in Delft with whom I loved sharing the experience of this graduation project.



A 1672. Lichtdr. J. M. Schalekamp, Buiksloot

Wandelhoofd Wilhelmina, Scheveningen.

3 Image of the Wandelhoofd Wilhelmina circa 1900, author unknown, retrieved from the Municipal Archive of The Hague. Image edited by the author.

Abstract:

The Scheveningen coastal resort is under pressure. Since the rise of global tourism, fuelled by growing prosperity and the affordability of faraway holiday destinations, once-glamorous North Sea resorts have fallen into decline, carrying a sense of faded grandeur.

Yet in Scheveningen, the challenges are not solely economic. As sea levels rise, the resort faces a growing urgency to strengthen its flood resilience. At the same time, tourists, businesses and residents are competing for space, influence and visibility, often at the expense of the natural environment. The result is a landscape where environmental risks and conflicting interests collide, raising pressing questions about the future of the resort.

This thesis identifies a fundamental imbalance between the resort's spatial organisation and the needs of tourism, local communities and natural ecosystems. Drawing on theories of *strong sustainability* and *sustainable tourism*, it underscores the urgent need for a tourism model that prioritises ecological resilience, while also fostering a sustainable living environment for residents and a regulatory approach to mass tourism.

In response, the project proposes an integrated urban masterplan that seeks to restore a sustainable spatial balance between ecological resilience, residential liveability, and sustainable tourism dynamics. Adopting a mixed-method approach, including fieldwork, morphological, heritage and stakeholder analysis, the research investigates the spatial dynamics and identity of the resort, informing a design proposal rooted in local character and environmental context.

The core intervention involves a seaward expansion that introduces a new dune ridge, providing a soft approach to coastal defence while integrating densified urban development with regenerative ecological zones. A complementary mobility strategy manages tourist flows to mitigate pressure on both local communities and natural ecosystems.

While developed specifically for Scheveningen, the proposal introduces a design approach that could inform similar transformations in other coastal resorts facing comparable ecological and social pressures.

Keywords:

*Coastal resilience,
Sustainable tourism,
Strong sustainability,
Urban design,
Tourism pressure,
Residential liveability,
Nature-inclusive design*

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1.

Introduction

1.1 The Scheveningen Seaside Resort

Scheveningen originated as a traditional fishing village along the Dutch coastline, near The Hague. Due to the rapid expansion of The Hague in the early 20th century, Scheveningen was incorporated into the city and now forms part of the municipality of The Hague.

Scheveningen has the largest coastal resort in the Netherlands, and therefore occupies a prominent position along the Hague's coastline. On hot summer days, the area attracts up to 160.000 visitors, drawn by the promise of sun, sea, and leisure (Municipality of The Hague, 2024). Beyond its recreational appeal, Scheveningen is also characterised by a robust entertainment sector, which contributes significantly to the local economy and the area's touristic identity.

However, the coastal area also faces many challenges. Despite its popularity, the area is criticised for its perceived lack of attractiveness and accessibility, with traffic congestion and an oversupply of commercial functions along the boulevard detracting from the public realm (Omroep West, 2017; de Volkskrant, 2021; Den Haag Centraal, 2022). Vacancy rates among retail units are rising (AD, 2023), and numerous buildings are in need of economic and structural renewal (NOS, 2023; AD, 2014; NRC, 2020). Local residents have expressed concerns regarding traffic nuisance (BOH Scheveningen, 2021), while the intensification of use during peak periods has occasionally resulted in public disturbances (AD, 2024). In parallel, the area is increasingly vulnerable to the impacts of climate change, particularly sea level rise, which requires

adaptive spatial strategies in the near future (Binnenlands Bestuur, 2024; AD, 2024).

This thesis project investigates the spatial challenges facing Scheveningen's resort as a coastal urban landscape under pressure. By critically analysing its current condition and underlying dynamics, the study seeks to identify urban design interventions that can enhance the long-term sustainability and vitality of the resort.



4 Satellite image of the resort.

5 Collage of critical news articles reporting on events in the resort.



22 MEI

De gemeente Den Haag zet fors in op de viering van Scheveningen, 200 jaar badplaats. Dat mag ook wel, want dat het zo gro



Het bedrijf Stichting Beheer Bedrijven (SBB) van Frans B. is failliet. Volgens het Dagblad van het Noorden is het al zeker het elfde faillissement van de zelfverklaarde redder van de Pier van Scheveningen.

Revised: 13-05-16, 09:43 | Lastdate update: 04-12-16, 10:34 | Home: ANP

DHC www.denhaagcentraal.net

Autoverkeer verder aan banden,
meer groen, beter openbaar vervoer
De kwaliteit van Scheveningen-Bad
moet omhoog.



Scheveningen: Fotograaf Elvira Smit is gefascineerd door plekken die „expliciet lelijk zijn“. Zoals de Scheveningse Pier die, niet voor het eerst, in verval is.

▲ De Scheveningse Noordboulevard, waar veel leegstand heerst. © Arnoud Roelofs

**Den Haag zoekt
zeespiegel en S**

Gemeentebestuur wil politiek zeespiegel
beslissen nemen.

d. Jorgen Tiekstra 24 juli 2024

Gemeentebestuur publiceert zeespiegelverkenning. Volgend jaar moet de Haring besissing nemen.

📧 Jorgen Tiekstra 📅 24 juli 2024



▲ Leegstand Noordboulevard Scheveningen. © Frank Jansen

'Hier loop je niet over de koppen, maar kun je nog flaneren.' De ronkende zin op de internetpagina ter promotie van de Noordboulevard is bepaald geen leugen. Wat vooral opvalt in dit splinternieuw gebouwde deel aan de Scheveningse kust is de leegstand. „Dit is toch wel een blamage, hoor.”

Anne Kompagnie 18-02-23, 04:01 Laatste update: 19-02-23, 11:53



Scheveningen, daar hebben we echt ons best op gedaan. Zo lelijk krijg je het niet vanzelf, daar moet je moeite in steken. Gewoon een paar vrachtwagens bouwafval laten dumpen op het strand, daar red je het niet mee.

1.2 Pattern of Decline

6, 7, 8, 9 Impressions of the coastal resorts in Margate (UK), Zandvoort (NL), Ostend (BE) and Middelkerke (BE).

The decline of the seaside resort is not an issue that is only connected to the coastline of The Hague. Many seaside towns along the entire North Sea coast have experienced a similar decline, which began in the second half of the 20th century. This can be explained by a combination of socio-cultural, economic, and ecological factors.

In the UK, the decline of coastal resorts began in the second half of the 20th century, primarily due to changing tourist preferences. The rise of affordable air travel to sunny destinations in Southern Europe made traditional British seaside towns less attractive (Gale, 2005). At the same time, broader cultural shifts played a role, with postmodern values placing less importance on the more 'classic' forms of holiday experiences that these resorts offered (Gale, 2005).

Economically, many coastal towns struggle with structural disadvantage. British resorts such as Blackpool and Margate show poor economic performance compared to other urban areas. Factors such as seasonal employment, low wages, and an ageing housing stock have contributed to social decline (Agarwal, et al., 2023). The company Land Use Consultants, founded by environmentalist Max Nicholson in 1998, has conducted research into the causes of problems in British seaside towns (Land Use Consultants, 2024), describing them as:

- “Many coastal towns rely solely on domestic tourism.”
- “Catering only for tourists underserves the community and leaves economies more vulnerable to failure.”
- “Coastal towns need to diversify their economies to meet modern challenges.”

In the Netherlands and Belgium, spatial pressures have led to the urbanisation of the coastline, with apartment complexes diminishing the openness and charm of the shoreline. Simultaneously, these buildings are often not permanently inhabited, weakening the social fabric of these seaside resorts (Kabat et al., 2009).

Finally, the effect of coastal erosion is a physical threat to many European seaside resorts. Rising sea levels and increased storm activity are causing some areas to literally lose land, which slows down new investments and sustainable developments (Hanson & Lindh, 1993). Although the Netherlands actively applies coastal management techniques such as sand replenishment, this cannot fully compensate for the spatial and ecological pressures in the long term (Kabat et al., 2009).



1.3 The Countermovement

11 Image of the coastal defence project in Katwijk aan Zee, emphasising ecology and tourism in an integrated approach for coastal resilience.

As a response to declining visitor numbers, a movement has emerged aiming to counter the decline of seaside resorts. This movement focuses on a combination of heritage preservation, sustainable development, and local community engagement. Kennell (2017) demonstrates how cultural regeneration is being used in English coastal towns as a driver for economic and social renewal, for instance through art projects, festivals, and the adaptive reuse of historic buildings. This is reflected, for example, in new design proposals for the seaside resort of Morecambe, which focuses on innovative entertainment concepts.

In the Netherlands, d'Hont and Slinger (2022) describe how local knowledge and public participation are playing an increasingly important role in coastal policy. Communities are actively involved in planning processes to develop sustainable and widely supported solutions.

Agarwal and Shaw (2007) place these developments in a broader international context and observe that many coastal resorts are repositioning themselves as modern tourist destinations, with a stronger focus on quality, niche tourism, and environmental awareness.

12 Visualisation of the plans for the Eden project in Morecambe, aiming on revitalisation through innovative entertainment concepts.



Additionally, van Koningsveld and Mulder (2004) analyse how the Dutch government is systematically responding to pressure factors such as climate change, urbanisation, and economic decline. Policy instruments such as beach nourishment, coastal defence, and integrated coastal zone management play a key role in this.

The revitalisation of seaside resorts is therefore not merely an economic operation, but an integrated approach in which ecology, heritage, tourism, and community come together to create a resilient coastal future. The aim of this project is to align with this movement and explore integrated concepts to sustainably and vitally strengthen the Scheveningen coastal resort.

2.

Methodology

2. Methodology

This chapter describes the methodology of the project, incorporating various methods derived from urban planning theory. Some methods were adopted in their entirety and applied directly to the project site, while others were partially adapted to emphasise insights specific to the context of the project location.

Research questions:

The project structure consists of four phases: field analysis, design experiments, vision, and the design phase. The first phase involves an analysis of the site, aiming to achieve a comprehensive analytical overview of the project location.

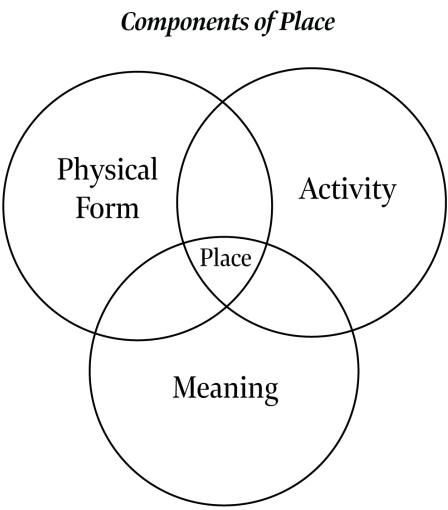
each of these methods, the impact of relevant characteristics of the resort on the perception of its physical form, activity, and meaning is evaluated.

The questions guiding this section are:

- What is the impact of the resort’s physical form on its spatial quality?
- What is the impact of the activity within the resort on its spatial quality?
- How is the meaning of the resort for its users reflected in its spatial design?

13 The components of place, by John Montgomery in 1998.

The structure of the problem field analysis is based on the place attachment theory established by Montgomery (1998). In this theory, he describes the concept of place attachment using a framework in which place is divided into: physical form, activity, and meaning. The Physical form refers to the tangible components of space, including its architecture, urban design, and spatial organisation. Activities refer to events, social interaction, and the general ways in which a space is used. The meaning of place contains the symbolic and emotional value that people or communities associate with the space. Montgomery argues that the interplay between these components fosters a sense of place attachment. This theory has been applied in the project to give a comprehensive overview of the seaside resort. A range of research methods is applied here to approach the area from a broad perspective. Within



Some of the methods applied focus specifically on one of these questions, while others address several of the sub-questions simultaneously in order to gain a clear understanding of the local identity and its origins. In addition, answering these questions also provides an overview of the underlying issues and opportunities hidden within the area.

This allows the guiding questions to collectively respond to the sub-questions:

- What are the issues that the resort is facing?
- Where do the issues in the resort originate from?
- What opportunities are hidden within the resort?

Based on these questions, a problem statement can be defined and ideas for design experiments can be inspired. A design brief can then be developed, which serves as the basis for the design. The further elaboration of the design then provides an answer to the main research question:

- How can the spatial quality of the seaside resort be enhanced?

Fieldwork:

A key method applicable to all of the questions is fieldwork. During multiple visits to the seaside resort, observations are made of its physical form, the activities happening within the resort, and the imbedded historical value of the resort. These aspects are documented and analysed using eye-level photography. As a result, issues within the resort become visible, the causes of these problems are mapped, and opportunities are discovered in spaces that do not seem to be utilised to their full potential. Besides, also transitions between different parts of the resort are being explored and provide further insights, which are described in this part of the analysis.

Massing analysis:

A massing analysis is conducted to provide insights into the resort's contemporary three-dimensional form. This includes the construction of a 1:1000 scale model to illustrate height variations, proportions, and the interplay of light and shadow within the resort. The focus here lies on the interaction between the physical form and the activities taking place within the resort. These can help to explain why certain aspects of the spatial layout of the resort function better than others. This allows both problems and their causes, as well as new opportunities in the spatial organisation, to be identified.

Heritage analysis:

The analysis of the heritage embedded in the area consists of several components. A historical analysis documents the history of the area, focusing on the human activities in the seaside resort and how they have changed over time. This reveals the historical value of the area as a whole, as well as the value of unique spatial elements within the area. Additionally, patterns in the way tourism has evolved in the resort over the years can also be identified, along with the opportunities and risks associated with these changes.

This analysis is followed by an analysis of the historical development in the area. It maps how historical changes align with spatial adjustments in the area. This helps to explain the emergence of current spatial issues in the area and allows for the identification of opportunities within former spatial layouts of the area. This analysis is supported by historical images from the city archive, which help to visualise the former spatial layout of the resort.

The last section of the heritage analysis examines the local identity and meaning of the components of the seaside resort for its users. The method used for this is a literature review of interviews conducted by Gruijthuijsen in 2015. He focussed his research on the associations that visitors make with the resort. The analysis of this can provide insight into the meaning people attach to certain characteristics of the resort.

Morphological analysis:

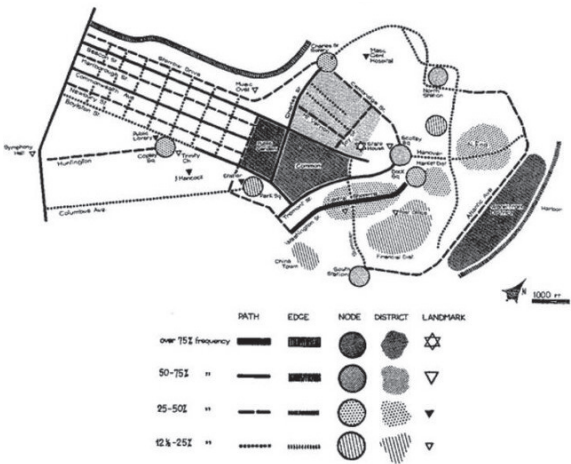
The morphological analysis investigates how the Scheveningen seaside resort integrates with the surrounding urban network, its ecological infrastructure and the characteristic Dutch coastal landscape. Relevant elements are mapped in order to gain insight into how physical, natural and urban features relate to one another. This includes analysing the ecological network to determine where natural activity takes place, the infrastructure to identify the routes that make the seaside resort accessible to both residents and tourists, and the urban network to understand how the resort connects to surrounding neighbourhoods. From this, problems in the physical spatial layout and human and natural activity can be identified, and opportunities for improvement can be inspired.

Climate change impact:

This is followed by a literature review on relevant aspect on the effect of climate change on the resort . This involves the effects of rising temperatures on the sea-level and the urban environment. This section evaluates the expected sea level rise and how it relates to the current situation of the resort, as well as the effects of the urban heat island on liveability and perceived temperature of the area.

Stakeholder analysis:

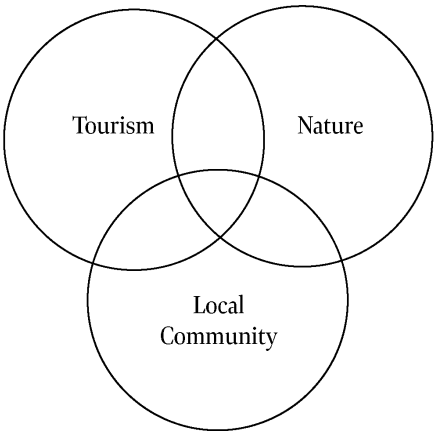
The stakeholder analysis is combining methodologies from Geurtsen & Bos (1981) and Lynch (1960). In *The Image of the City*, Lynch analyses the challenges of Boston’s urban image through a method called mental mapping, using interviews and observations to create schematic maps that identify paths, edges, districts, nodes, and landmarks. A modified version of this method is applied in this research. The most relevant stakeholders are divided into three groups: tourists & local businesses, residents, and nature. Based on Swarbrooke’s (1999) sustainable tourism model, which is supported by the UNWTO (n.d.).



From these three different perspectives, the seaside resort is analysed and the findings are visualised in the same kind of maps as Lynch’s, consisting of paths, edges, districts, nodes and landmarks. Since nature

cannot participate in interviews, interviews as an input method were abandoned, and the findings are based on personal observations.

Sustainable Tourism Model



14 Sustainable Tourism Model, by John Swarbrooke in 1999.

15 The Boston Image as derived from sketch maps, by Kevin Lynch in 1960.

The difference between Lynch’s method and Geurtsen & Bos’s method is that in their research, they do not reduce space to an abstract network of paths, edges, districts, nodes and landmarks as Lynch does. Their analysis depicts the physical spatial form of urban objects, such as streets and buildings, to scale. In this project, this method is applied in addition to Lynch’s approach to emphasise under which spatial conditions the activities of different stakeholders take place.

In addition to these two methods for mapping the activity of various stakeholders, the stakeholder analysis was also conducted through interviews. One

**16 Copenhagen Port
City, by Rein Geurtsen
& Luc Bos in 1981.**

qualitative interview was held with an employee of the Municipality of The Hague who is involved in the implementation of the Coastal Action Plan (Municipality of The Hague, 2024). Due to her engagement with the area, she possesses in-depth knowledge of the issues affecting the seaside resort and the stakeholders involved.

This is followed by a socio-demographic analysis that addresses developments within the resort. This looks at relevant statistical data regarding the stakeholder groups that emerged from the stakeholder analysis and Swarbrooke's model.

Through this stakeholder analysis, the activities of the various stakeholders can be mapped out and issues arising from conflicting interests can be identified and serve as opportunities to inspire the design.

Synthesis & conclusions:

To conclude the analysis, a synthesis of the various research methods is performed. This results in a mapped out synthesis of the observed problems which the resort is facing. Based on the conclusions drawn from this, the problem statement can then be defined.

Conceptual & Theoretical framework:

This section addresses the theoretical foundations and objectives of the project. Based on the analysis and the problem statement, the project's thematic focus is



developed. This theme is summarised in a conceptual framework, which serves as an abstract foundation and objective for the further progression of the project. It is then theoretically substantiated in a theoretical framework. This intended to clarify how the project and its objectives relate to urban design literature.

Design experimentations & inspiration:

Subsequently, the design process can begin. In this phase, the maximisation method (Schwartz, 2002) is combined with the scenario thinking approach (Kahn & Wiener, 1967), which are applied to the context of the seaside resort. The maximisation method refers to a decision-making strategy in which stakeholders aim

to identify the most optimal solution by thoroughly exploring alternatives and evaluating their implications for the parties involved. Within this framework, the design is specifically tailored to the needs of individual stakeholders.

In this project, the method is integrated with scenario thinking, whereby three abstract and distinct scenarios are developed, each based on one of the key stakeholder groups identified during the analysis. These scenarios are guided by the following *What if...?* questions:

What if the spatial organisation of the seaside resort is transformed to meet the needs of:

- natural ecosystems?
- tourists and local businesses?
- residents?

The aim of these scenarios is to stimulate the creative design process and to map out the various interests of stakeholders. This provides a clear overview of the themes where conflicts or synergies between stakeholders are likely to arise.

Additionally, this phase of the project serves as an opportunity to gather inspiration through excursions to reference projects. Observations made during these site visits are documented in order to gain insights

into how these projects can inform and inspire the design of the seaside resort.

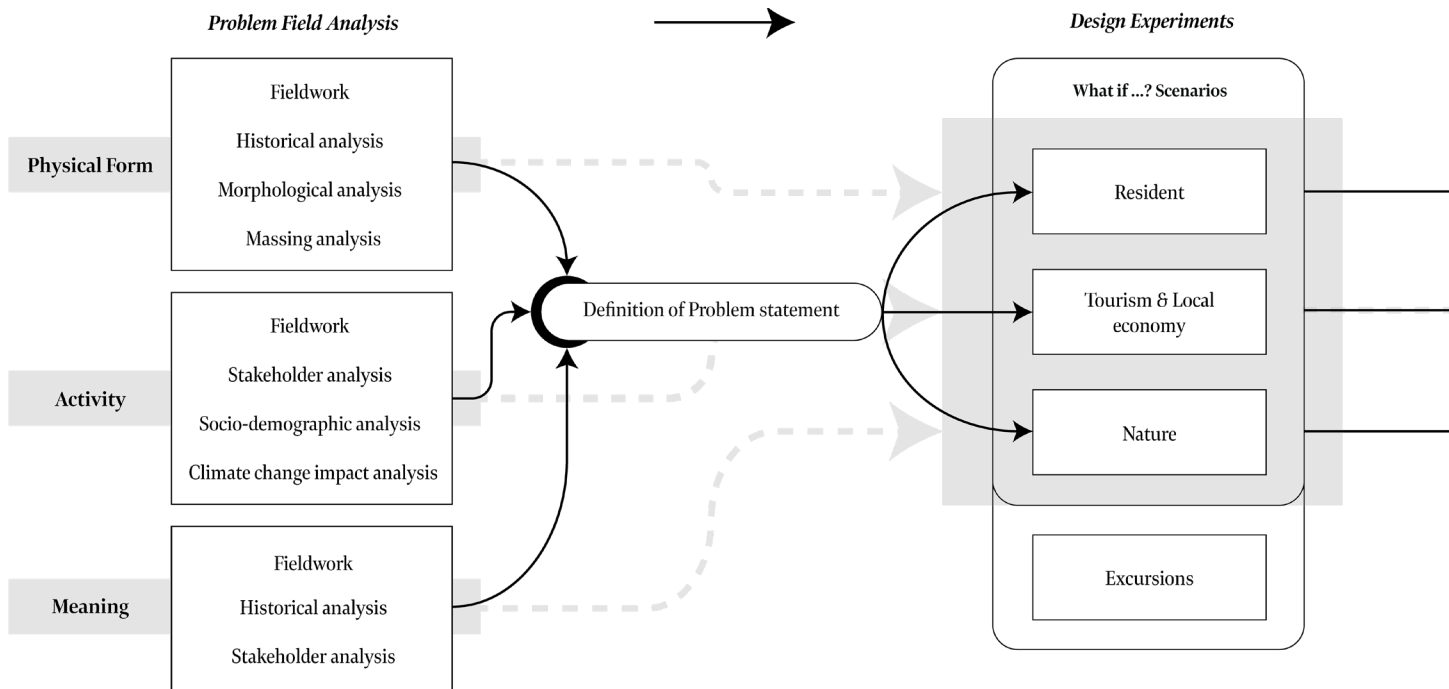
Vision, design assignment & design:

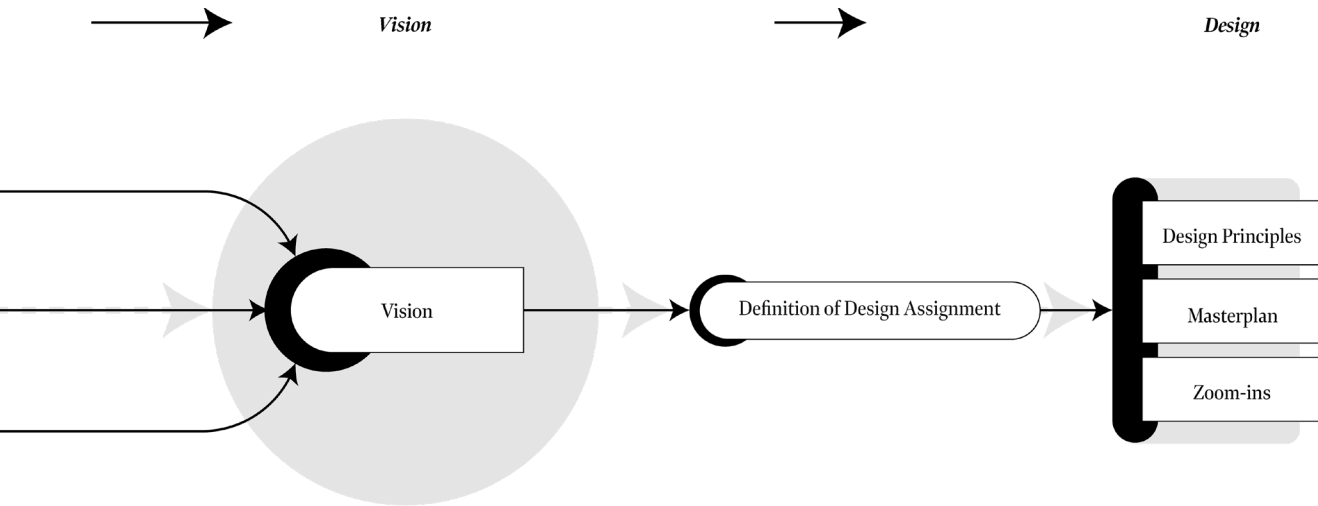
The scenarios and excursions serve as the foundation for formulating a new spatial vision for the area. The scenarios highlight the topics on which stakeholders agree or disagree. Shared interests already indicate a clear direction for the vision, while conflicting interests must be carefully weighed against one another. These trade-offs are at the core of the maximisation method and provide clear guidance for the design process. The decisions made during this phase are then translated into a spatial vision, which forms the basis for the written design assignment.

The design brief addresses the question of what is needed to ensure the long-term resilience of the resort. It is then developed into a spatial design that responds to the main research question. Through the development of eight key design principles, informing a masterplan, and a series of zoom-ins, the design outlines the interventions required to sustainably enhance the spatial quality of the resort.

Next page: **17**
visualisation of the
methodological
framework.

Methodological Framework:





3.

**Problem field
analysis**

3.1 Introduction to Problem Field Analysis

This chapter addresses the problems occurring in and around the seaside resort. In addition, the analysis is essential for developing an understanding of the resort's identity and gaining insight into how the area functions.

The aim of the analysis is to answer the guiding questions and sub-questions that were already discussed in the methodology. To find answers to these six questions, the analysis is divided into five separate parts, each focused on different aspects. These analyses are carried out using one or more methods, in order to create a clear overview of the current situation at the site.

Guiding questions:

- What is the impact of the resort's physical form on its spatial quality?
- What is the impact of the activity within the resort on its spatial quality?
- How is the meaning of the resort for its users reflected in its spatial design?

These questions are intended to provide an overview of the area's identity. Each analytical method highlights one or multiple of these question, allowing the identity of the seaside resort to be approached from a broad range of perspectives. In contrast, all of the sub-questions are addressed throughout every part of the analysis.

sub-questions:

- What are the issues that the resort is facing?
- Where do the issues in the resort originate from?
- What opportunities are hidden within the resort?

The aim of these questions is to identify the problems present in the area and uncover their underlying causes. In addition, the perceived potential of the area, as revealed through the analysis, is documented to inspire the design process. Answering these questions is essential for defining the problem statement of this research and for gathering the required knowledge about the problem field. The results of the analysis are brought together in a synthetical chapter, based on which, the problem statement can be defined.

This definition ultimately helps to narrow the broad scope of the main research question by focusing it on the specific issues identified during the analysis.

Main research question:

- How can the spatial quality of the seaside resort be enhanced?

3.2 Fieldwork

The first method applied in the problem field analysis is fieldwork. In this section, the initial impressions of the resort are analysed through photography. The focus lies primarily on the activity within the resort, as well as on its spatial layout and qualities.

Vacancy in the Resort:

What quickly becomes visible on site is the high number of vacant stores.. This issue is particularly evident in the Palace Promenade, which gives the impression of a void within the urban fabric. From the outside, the building appears dark and closed, while inside, almost all stores remain unoccupied. The only operational shops are those belonging to larger chains, such as Hema, Kruidvat, and Van Haren.

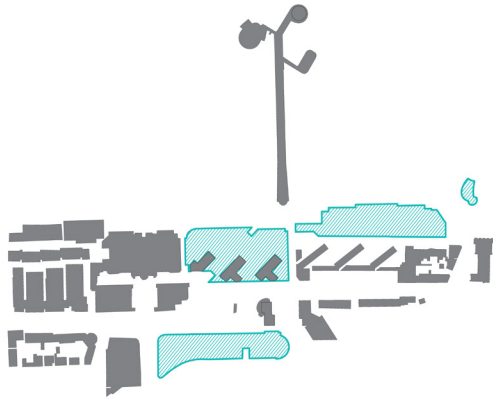
The shopping centre also accommodates various entertainment facilities, including a casino, a mini-golf course, and a sledding hall. Despite being well-illuminated in the evenings, the building gives an abandoned atmosphere.

Next to the Palace Promenade on the northern side of the boulevard, the main car park of the resort located. On the ground floor, this building offers beautiful spaces for shops and hospitality venues. However, significant vacancy is also visible here. This could be explained by a slight bend in the boulevard where it transitions into its northern extension. As a result, the retail and hospitality units in this building are not visible from the boulevard, and the attention of by

passers is more likely to be drawn towards the nearby pier or the beach.

Further inland, there is also significant vacancy on the ground floor of the Da Vinci apartment complex. The wide Gevers Deynootweg separates the complex and the adjacent Palaceplein from the vibrant beachfront and boulevard, preventing this area from benefiting from the touristic activity and dynamic atmosphere nearby.

All in all, the issue of vacancy appears to stem from a lack of visibility. The covered and inward-facing design of the Palace Promenade gives off an uninviting impression. Moreover, entering an enclosed shopping centre feels rather counter-intuitive when similar functions are also available along the more accessible and attractive boulevard by the beach. And also for the other buildings affected by vacancy, this also appears to be largely due to elements in the spatial layout that separate them from the busy, tourist-oriented beach environment.



18 Scheme of buildings that are experiencing high levels of vacancy.

19 Vacant restaurants units at the Northern side of the boulevard.



20 Vacant stores and abandoned atmosphere in the Palace Promenade.

21 Dark and closed storefronts in the ground floor of the Da Vinci apartment complex.

Gevers Deynootweg as a Barrier:

The Gevers Deynootweg is the central spine of the resort, dividing it into its tourism-focused northwest along the boulevard and the residential southeast. This street serves as the main traffic artery of the area, with all cyclists, motorists, and public transport users entering the seaside resort via this route.

The 900-metre stretch of the Gevers Deynootweg that runs through the resort includes three bus stops, two tram stops, a large-scale car park, and two parking lots. Additionally, there are four other large parking facilities around the Gevers Deynootweg, where tourist crowds are directed on hot summer days. This abundance of infrastructure highlights the barrier effect created by the Gevers Deynootweg.

Another striking feature is the impermeability of the entire surface of the road. With a total of nine lanes, the street is exceptionally wide. Two of these lanes are designated for pedestrians, two for cyclists, three for motorised vehicles, and two for tram and bus transport. The street's width varies between 23 and 48 metres, making it difficult to cross, especially in the sections where it widens around the Kurhaus. For tourists heading to the beach, this is less of an issue, as the arrival points, tram stops, and car parks are mainly located on the seaward side of the street. However, for residents, this street acts as a barrier that divides the area.

The spatial quality of the street is unpleasant and overly focused on the flow of car traffic. There are no mentionable green spaces, and the tram and bus lanes are separated from the car lanes, resulting in the need for two additional paved lanes. The cycle paths are narrow and feel uninviting, while pedestrians are forced to walk partially through the covered and dark arcades of the Palace Promenade.

In conclusion, the fieldwork reveals that the street has an excessive degree of hard surfacing, and active transport methods are not encouraged. The barrier created by this street has both advantages and disadvantages. For wildlife, the street is difficult to cross due to its congestion. For residents, however, the separation between tourism and residential areas could be a positive feature, as it helps reduce disturbances. On the other hand, the heavy traffic and parking issues cause significant disruption in the area already.



22 Scheme showing the course of the Gevers Deynootweg.



23 Widest part of the street. with dark arcades on the right, narrow cycling paths and wide streets for cars, public transport and parking.



24 busy intersection from where tourists mainly enter the area.

25 traffic intersection where tram lines merge from three directions.

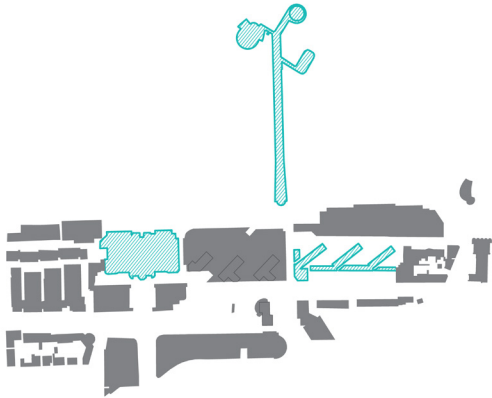
Rich Cultural Heritage:

The seaside resort has a rich history that dates back to the early 19th century. This was the period during which the bathhouse culture began to flourish, marking the emergence of the first bathhouse in Scheveningen. However, the Kurhaus as we know it today was constructed in 1884 and underwent a major renovation in 1976. Nevertheless, this building, with its expressive Neo-Renaissance architecture, stands as a symbol of the rise of seaside tourism in the Netherlands. In 1974, it was added to the national heritage list (Rijksdienst voor het Cultureel Erfgoed, 2024).

Shortly after the construction of the first Kurhaus, the seaside resort also began to attract the royal family, with King William I commissioning the construction of the Pavilion of Wied in 1826 (Doorn et al., 2014). This building reflects a part of history in which the Scheveningen resort became a summer retreat for the wealthy and powerful elite of north-western Europe to enjoy the bathhouse culture. Today, the Pavilion lies just outside the current resort area and houses the Museum Beelden aan Zee.

The outbreak of the Second World War marked the decline of the bathhouse culture. The Scheveningen coastline became part of the Atlantic Wall, and remnants of this defensive structure are still clearly visible in the surrounding dune landscape.

After the war, the seaside resort underwent reconstruction, characterised by the demolition of many hotels that had been damaged. These were replaced by large and luxurious apartment complexes. The starting point of this transition was the development of the Oranjeflats on the site of the former Hotel d'Orange, introducing the principles of modernist architecture to the resort. The post-war reconstruction also marked the reintroduction of the Pier in Scheveningen, which had burned down during the Second World War. The new pier was completed in 1961 and has since become an iconic feature of the resort (Doorn et al., 2014).



26 Scheme of historical buildings in the resort.

27 Image of Oranje-flats introducing the principles of modernism into the resort.



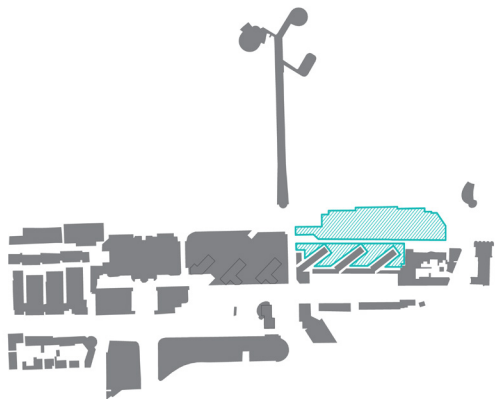
28 Image of the pier in Scheveningen, known for its blow-out deck and entertainment and catering facilities.

29 Image of the Kurhaus, the breeding ground of the Scheveningen bathhouse culture.

Inaccessible Spaces:

What stands out during a walk through the northern part of the resort is the inaccessibility of the right-hand section of the area. The access from the Gevers Deynootweg to the boulevard is facilitated via the end of Gevers Deynootweg and the Zeekant. The area in between consists of the Oranje flats complex and Boulevard Noord, which includes a large underground car park. The road surface in this section is slightly elevated, meaning that the Zeekant sits at approximately the first-floor level of the two complexes. As a result, the rooftop gardens of both buildings are visually connected to the Zeekant. Both spaces are closed off to the public and fenced in. A number of paths have been laid out through the rooftop garden for residents of the Oranje flats, allowing them access to their homes. These two grass plains form the only green spaces within the resort, but due to their inaccessibility, they feel like voids in the urban fabric. For residents of the area, this seems to have a positive impact, as the space remains uninteresting for tourism, and the green plains offer a natural-looking buffer between the built environment and the beach. However, for the northern part of the boulevard, this seems to have an undesirable calming effect. This section of the boulevard borders several inaccessible spaces, including the large Natura 2000 area of Oostduinpark to the north, the sea to the west, and the two green rooftops to the east. During the visit to the resort, it felt as though this limited accessibility could be partly responsible for the

economic difficulties faced by the northern section of the boulevard.



30 Scheme of inaccessible spaces in the resort.

31 Image of fenced grass plain in front the Oranje flats.



32 Unaccessible dune landscape of the Oostduinpark which is a protected Natura 2000 area.

33 Unaccessible green rooftop of the car parking in the Northern part of the boulevard.

Forgotten Public Spaces:

The public space in the seaside resort is primarily concentrated along the boulevard and adjacent beach, though several public areas still exist within the urban fabric. These are largely characterised by paved surfacing. The smallest of these is Rederserf, a street 19 metres wide at its broadest point, enclosed by the Princelandt complex and the rear façades of Sea Life and the Legoland Discovery Centre. Due to the Princelandt's elevated structure, both the space beneath it and the opposite side of the complex contribute to the public realm, giving it a broader spatial feel. However, the space is defined by emptiness. Like other streets running parallel to the beach, boulevard, and Gevers Deynootweg, it plays no significant role in the tourist flow and feels neglected.

A more prominent public space is Gevers Deynootplein, located in front of the Kurhaus entrance. It features a small fountain at its centre and restaurants on either side. In winter, it occasionally hosts an ice rink and a small Christmas market. Despite its central location, the square feels outdated, the restaurants appear empty, and even the Kurhaus entrance barely contributes to vibrance on the square. During the Christmas market, however, I was surprised by how lively the square became. Another important function of the square is that it provides a visual connection between the Badhuisstraat and the Kurhaus, creating a visual link between the seaside resort and the surrounding neighbourhoods.

The largest square in the area is Palaceplein, situated between the Da Vinci complex and the Palace Promenade. A significant portion of this space, up to 25 metres, is occupied by the Gevers Deynootweg. As a result, the square is dominated by paving and traffic noise. Since the road runs along the seaward direction, the space feels abandoned. Most visitors enter the area via the Gevers Deynootweg and remain between it and the boulevard, leaving Palaceplein and its surroundings disconnected from the main tourist activity. Its infill includes a green layout with the only trees in the entirety of the resort's public space, and a paid bicycle parking facility, which appears unused.

The last major public space is the car park in front of the Oranje flats. Because the flats are spaced 30 metres away from the Gevers Deynootweg, and due to the open spaces between the buildings, the area feels quite large for its actual size. At ground level, the space is bordered by garages belonging to the Oranje flats, meaning the area is completely dominated by its function as a car park.

What these four spaces have in common is that they feel like forgotten areas, leftover spaces wedged between buildings and infrastructure which are oriented on the beach and the boulevard. These spaces hold little value for tourism, as they are not connected to major pedestrian flows. However, I believe they have significant potential to enhance the liveability of the area for residents, should they be redesigned and repurposed.



34 Scheme of forgotten public spaces within the urban fabric of the resort.

35 Image of the wide and paved Rederserf.



36 Image of the Palaceplein, showing the entrance to the unused bicycle parking.

37 Image of the car-oriented space in front of the Oranje-flats.

Surplus of Tourism Services:

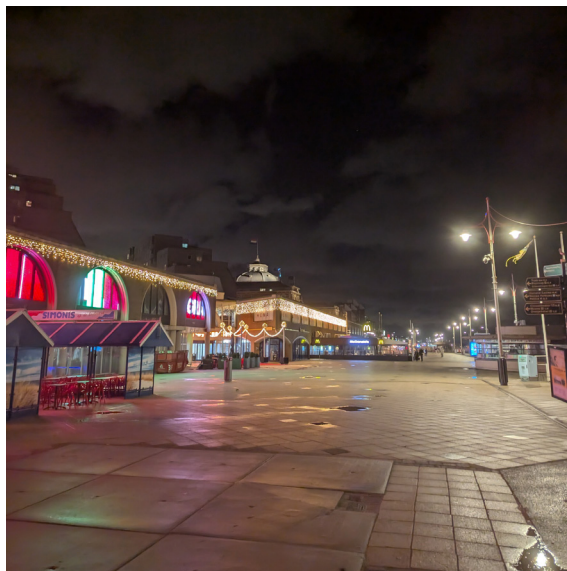
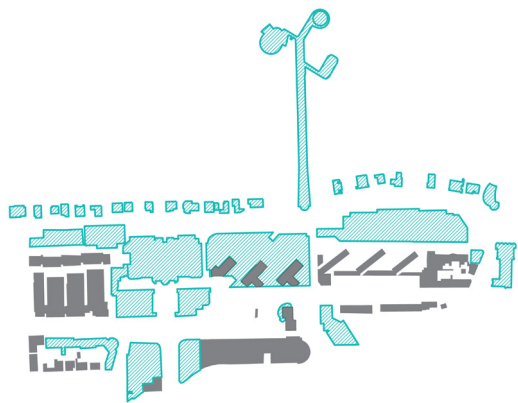
The seaside resort is dominated by tourist-oriented amenities, which can be categorised into entertainment and hospitality services. Along Gevers Deynootweg, the area is mainly occupied by hotels and entertainment venues. Around the Kurhaus, many facilities are present that are not necessarily linked to beach tourism and are instead focused on nightlife, including cinemas, casinos, and amusement arcades.

The second layer of tourist activity is located along the boulevard, where entertainment and hospitality intersect. A wide range of entertainment services, primarily aimed at children or the nightlife scene, is mixed with restaurants and beach clubs. During a winter visit, it became visible that these amenities are far more dependent on the season than the nightlife venues on Gevers Deynootweg. While many businesses remain open, they are scarcely visited in the evenings, leaving the boulevard feeling almost deserted. And even during the summer months, the businesses along the boulevard appear to struggle. During a visit in early September, many hospitality venues, particularly on the northern part of the boulevard, were vacant.

The final layer of hospitality services is found along the beach itself. From March to October, beach pavilions are set up along the entire stretch of the beach. Most of these pavilions are taller than the street level of the raised boulevard, thereby breaking the visual connection between the beach and the boulevard for

most of the year. As a result, the beach pavilions enjoy a clear economic advantage over the hospitality venues on the boulevard. During my September visit, it was evident that the beach pavilions were far busier than their counterparts on the boulevard.

In early March I visited the resort another time, just as the first beach pavilions were being set up. At that time, only two had opened. The limited supply created a lively and pleasant atmosphere in the pavilions that were operating. During my earlier visits, I had noticed that the excessive number of venues resulted in none of them being truly busy, giving the entirety of the hospitality sector a sombre and abandoned appearance. This made me realise that limiting the supply of hospitality services could have a positive effect on the vitality of the resort. It particularly seems important to maintain the right balance of hospitality offerings throughout the year in order to avoid a desolate impression of the resort.



38 Scheme of entertainment and hospitality services in the resort.

39 Image of a desolated Boulevard on a weekend evening in December.



40 Image of lively beach pavilion in the beginning of March.

41 Image of the rear side of beach pavilions, visually disconnecting the Boulevard from the beach.

Illegible Accessibility:

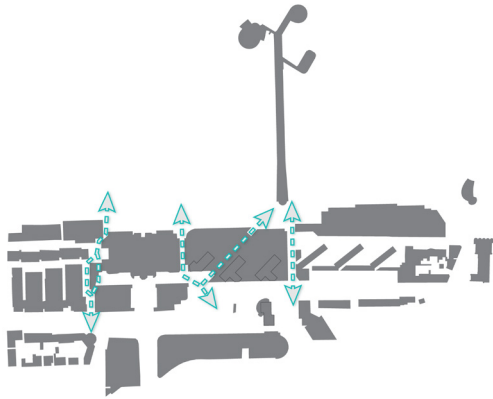
What stood out most during the visits was the lack of legibility in the public space, and the resulting sense of inaccessibility to key tourist attractions. Tourists arriving by bicycle or public transport almost always enter via Gevers Deynootweg. However, the street layout does little to reflect the proximity of the coast and beach. There is barely any hierarchy in the roads connecting the beach to Gevers Deynootweg, which makes the area feel confusing and difficult to navigate.

From the central tram stop at Palaceplein, there are two main options to reach the beach. One route leads through the Palace Promenade, and the other follows a narrow, dark street alongside the Kurhaus. Neither gives the impression of being a significant tourist route and instead feels more like backstreets. The entrance to the Palace Promenade appears dark, with nearby shopfronts covered over. Moreover, accessing the beach via an indoor shopping mall feels rather counter-intuitive. The path alongside the Kurhaus is narrow and dimly lit; the ground floor of the Kurhaus has no windows here, and the Palace Promenade features dark arcades, limiting visibility into the space.

Other connections between Gevers Deynootweg and the boulevard share similar issues. The streets are narrow, poorly lit, and do not reflect the closeness of the beach. At the start of Gevers Deynootplein lies one of the large car parks, from which a narrow staircase leads towards the Princelandt complex and the beach.

This route feels mainly residential and unintuitive. Cyclist access is also limited. On the seaside of Gevers Deynootweg, there are no dedicated bicycle parking facilities, meaning bikes are often found parked in scooter spaces. Larger bike parking areas exist in Oostduinpark and on the northern boulevard, but for those unfamiliar with the area, this is not apparent.

Overall, the connection between Gevers Deynootweg and the resort's main tourist destinations is poor. Regardless of the chosen mode of transport, arrival at the resort is problematic. There are no intuitive bicycle parking options, cars are not clearly directed towards parking facilities, and pedestrian routes between arrival points and destination locations lack hierarchy, often feeling narrow and dark.



42 Scheme showing the main connections between Gevers Deynootweg and the Boulevard.

43 Narrow street that connects major car park to the beach.



44 Dark looking entrance to the Palace Promenade.

45 Shade covering the passage between Gevers Deynootweg and Boulevard.

3.3 Massing Analysis

This analysis investigates the three-dimensional spatial relationships within the seaside resort, with a particular focus on the area between the Gevers Deynootweg and the Boulevard. The findings from the fieldwork indicate that this area is perceived as dark, unreadable, and unintuitive. This section explores how these perceptions are linked to the layout of the spatial organisation.

Two key factors in this regard are the presence of blind facades and shadow. Blind facades can reduce spatial transparency, making areas feel unreadable and sombre. This affects how people comprehend and navigate a space (Lynch, 1960). It also influences how people behave and feel in such environments. Blind facades reduce the visual interaction between buildings and the street, leading to a sense of insecurity and abandonment (Jacobs, 1960). As a result, people tend to avoid these spaces, feel less welcome, and use them less intensively (Gehl, 2010).

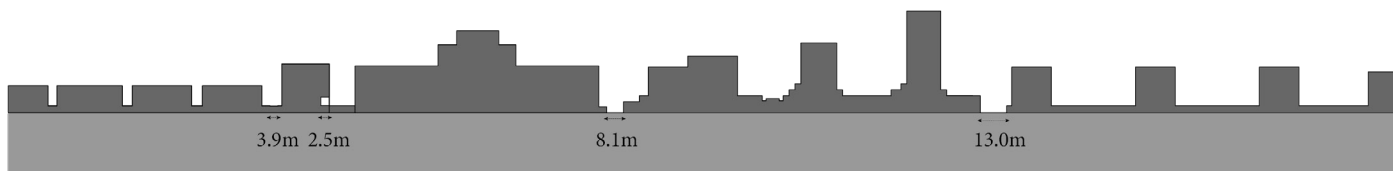
insecurity, particularly in narrow streets or next to tall buildings (Carmona et al., 2010).

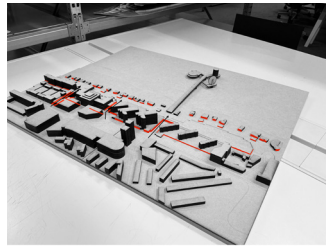
This effect is clearly visible in the resort. The area between the Gevers Deynootweg and the Boulevard is dominated by large building volumes with narrow alleys in between. This is caused by the spatial layout of the Palace Promenade, the Kurhaus Apartments, and the Kurhaus itself. These buildings are primarily oriented towards access from the Gevers Deynootweg and the Boulevard, leaving their sides neglected and characterised by blind shopfronts and opaque walls.

Combined with the sheer volume of these buildings, this results in narrow alleyways with heavy shading and minimal interaction between streets and façades. Additionally, the narrow street layouts offer little sense of hierarchy between the cross-connections. The absence of a clearly defined main route between the Boulevard and the Gevers Deynootweg amplifies the feeling of disorientation and spatial illegibility in the area.

46 Cross-section through the length of the seaside resort. Showing the main connections between Boulevard and Gevers Deynootweg.

This is closely related to the role of shadow in shaping the streetscape. In some cases, shadow can enhance atmosphere, contrast, and spatial experience. When well-designed, the play of light and shadow can reinforce spatial identity (Gehl, 2010). However, excessive shadow can evoke a sense of gloom, coldness, or

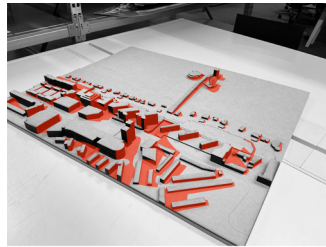




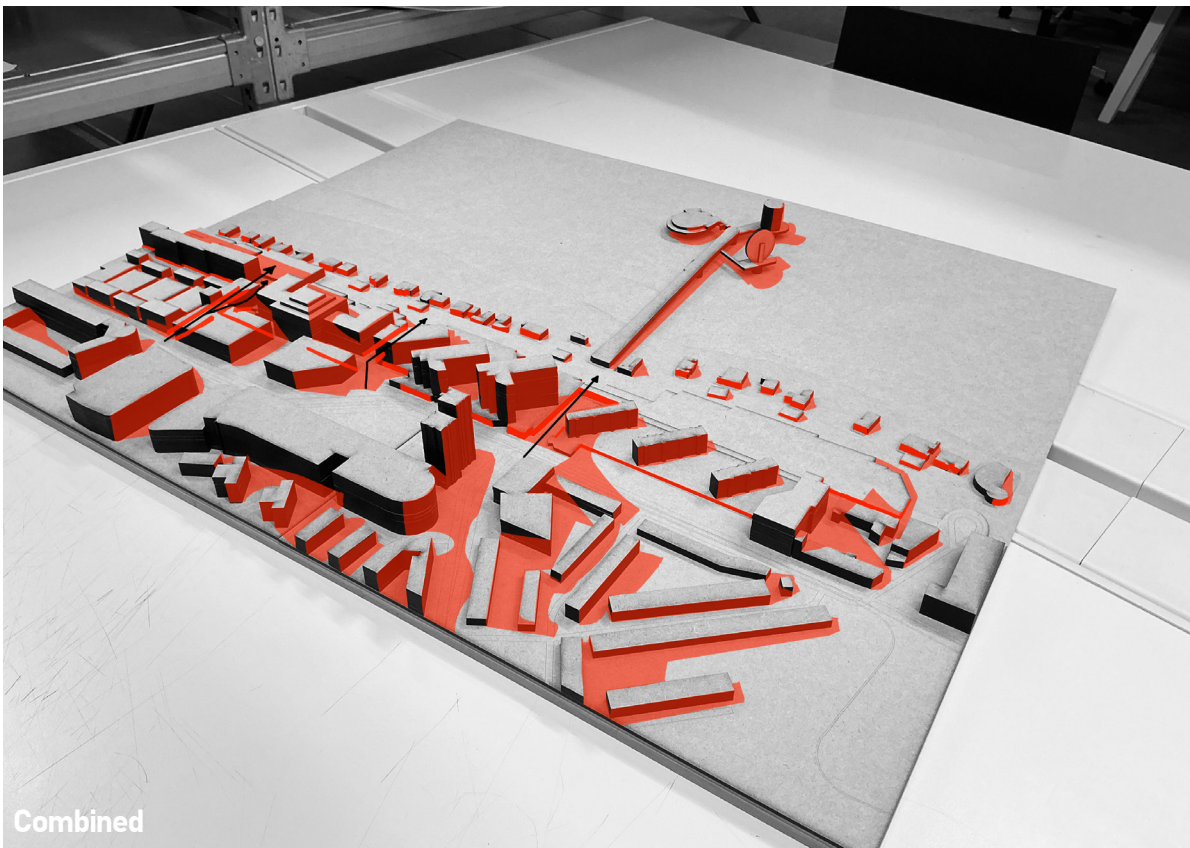
47 Image of illegible entrances to the Palace Promenade.

48 Image of blind storefronts inside the Palace Promenade.

49 Image of main entrance to the resort by tram.



50 Indication of blind facades throughout the resort.



51 Image of narrow entrance to the resort from major car park.

52 Image of blind storefronts inside the Palace Promenade.

53 Image of unintuitive and dark beach connection.

54 Indication of shadows during more than 50% of sunshine hours.

55 Combination drawing indicating blind facades and shadows.

Combined

3.4 Heritage

The Naming and Origins of Scheveningen:

The exact origins of the village of Scheveningen remain unclear. However, it is generally assumed to have emerged during the late Middle Ages. The earliest recorded mention of the village dates back to 1287 in 'the old register of Count Floris' (Floris V). In this document, reference is made to 'terram de Sceveninghe', which translates as 'the land of Scheveningen'. It is expected that the inhabitants of this area were descendants of Frisian coastal dwellers who resided along the Dutch coastal strip around the 6th and 8th centuries (Doorn et al., 2013).

56 The coast of Scheveningen. Painted by W. van der Velde in 1660.

The precise etymology of the name 'Scheveningen' remains unknown. However, a predominant theory

suggests that the name is derived from a personal name, followed by the suffix -inge(n) (Rentenaar, 1992). Settlements with this suffix are known to have existed since the era of the Migration Period and are believed to have been established before the year 1000 (Henderikx, 1987).

The inhabitants of Scheveningen relied on fishing as their primary source of income. The village's proximity to The Hague provided a convenient market for the sale of their catch. In 1345, the Scheveningen harbour was connected to The Hague via canals, which also facilitated links to other towns such as Leiden and Rotterdam. As a result, Scheveningen became a key entry point for coastal traffic that was on their way to the inland regions (Pabon, 1936). This development enabled Scheveningen to grow into a substantial village by the beginning of the 19th century (Doorn et al., 2013).

Royal Connections & the Origins of the Coastal Resort:

Scheveningen came into national prominence in 1795 when the last stadtholder, Willem V, departed to England from the Scheveningen beach in response to the French occupation. Jacob Pronk was present at this departure and played a crucial role in ensuring that the ship could safely navigate the surf. Pronk was also present on the Scheveningen beach in 1813, when the future King Willem I returned at the end of the French era (Doorn et al., 2013).



This marked the beginning of the connection between Scheveningen, national politics, and the local business community. It was not until 1818, after much negotiation within the municipal council, that Jacob Pronk was granted permission to build a bathhouse north of Scheveningen (Gillhuys, 1993). This initiative encouraged other entrepreneurs to invest in the emerging bathhouse culture, leading to the establishment of additional facilities. Recognising the potential of this growing economy, the municipality of The Hague decided to invest in improving the area's infrastructure to support the development of both the harbour and the bathing economy.



In 1826, the royal family also established a presence in the dune landscape of Scheveningen. Under the orders of King William I, the Pavilion of Wied was constructed, situated next to Pronk's bathhouse. The pavilion was a gift from William I to his wife, Queen Frederica Louise Wilhelmina, who suffered from poor health. It was hoped that the sea air and bathhouse culture would have a beneficial effect on her well-being (Verbaan, 2018).



When the municipality became aware of the substantial revenue generated by the bathhouse, Jacob Pronk was bought out for a considerable sum (Huygens, 1993). He subsequently lived quietly with his family in the village. In 1828, the original bathhouse was replaced by the first municipal bathhouse, also known as Grand Hotel des Bains.

57 The first bathhouse in Scheveningen, developed by Jacob Pronk in 1818.

58 Paviljoen van Wied, developed by king Willem I for his wife in 1826.

59 Postcard showing the extension of the Kurhaus with the new Wandelhoofd Wilhelmina.

Growth of the Resort:

Slowly but steadily, the seaside resort begins to grow. In 1855 and 1866, two new wings are added as extensions to the original Bathhouse, followed later by multiple hotels alongside the beach. On the site of Pronk's original bathhouse, the Hotel Garni is constructed in 1858, followed by Hotel D'Orange in 1873 and the Hotel des Galeries in 1876 (Doorn, 2013). This growth rapidly transforms the dune landscape surrounding the Kurhaus into one of the largest seaside resorts along the North Sea coast.

60 The Municipal Bathhouse in Scheveningen, photographed by Heinrich Wilhelm, circa 1880.

The expansion is accompanied by the arrival of investors and property developers who begin to take an interest in the resort. The Hotel des Galeries is the first to attract shopping visitors to the resort, as it features



a shopping arcade on the ground floor. Additionally, accessibility to the resort is improved. In 1864, a horse-drawn tram begins operating to the seaside resort, financed by British investors. Through these and other investments in the canal and new roads, Scheveningen and the seaside resort become increasingly integrated into the urban development of The Hague.

In 1902, the Maatschappij Zeebad Scheveningen merged with several hotels to form the Exploitatie Maatschappij Scheveningen (EMS). This marked the beginning of a further expansion of the Kurhaus. It was extended with a shopping arcade, and opposite the Kurhaus, the Wandelhoofd Wilhelmina was constructed. This was followed by an extension of the boulevard and the construction of the Palace Hotel in 1904 (Doorn et al., 2014).

The gradually increasing prosperity of the population caused the seaside resort to become somewhat less elitist over the years. This was also linked to the onset of the First World War, which led to a decline



in the number of foreign visitors to the resort. As a result, the target audience of the seaside resort shifted from the international elite to the Dutch upper class. Previously, newspapers featuring activities around the resort were mainly printed in English or German. During the First World War, this changed to Dutch. This transition also continued after the war (Gilhuys, 1993).

Destruction during the Second World War:

During the Second World War, the seaside resort was taken over by the German occupiers. Until 1942, little was noticeable of this in the resort itself. The bathing season continued as usual. However, due to the difficulties the Germans encountered in both the war with England and the war with Russia, the entire North Sea coast, including the Scheveningen seaside resort, became part of the Atlantikwall, a fortified German defensive line along the coast (Verbaan, 2018).



61 In 1943 the Wandelhoofd Wilhelmina burns down under the German occupation.

62 The Scheveningse Koerier becomes available in Dutch as a result of the First World War.

During this period, the entire resort was evacuated and declared a Sperrgebiet. Between 1942 and 1945, it is not entirely clear what happened in the area. Many hotels suffered significant damage during this time. Additionally, the Wilhelmina Pier went up in flames in 1943. After the war, the resort was in a desolate state. The boulevard was marked by rows of bunkers and metal reinforcements, which had been installed to protect the resort from an Allied invasion during the war (Doorn et al., 2014).

63 During the Second World war, the Boulevard is transformed into a fortified part of the Atlantic Wall.

64 The Oranje flats, introducing modernist principals into the resort.

Post-War Reconstruction:

Due to the severe housing shortage caused by the devastation of the Second World War, the post-war reconstruction efforts prioritised residential development. In Scheveningen, however, this process unfolded differently compared to the rest of The Hague. Thanks to its prominent seaside location and the economic ambitions of the EMS (Economic Mission Scheveningen), reconstruction in Scheveningen was largely driven by private investment in the higher-end market. During this period, the Oranje flats were constructed on the site of the former Hotel D'Orange, which had suffered significant damage during the war (Doorn et al., 2014).

In order to restore the economic position of the seaside resort, the bunkers and tank walls along the boulevard were promptly removed following the end of the war, allowing the resort to reopen in time for the 1946 bathing season (Doorn et al., 2014). Many of the remaining hotels were subsequently renovated, including the Kurhaus. As post-war expectations for hotel facilities quickly rose, these modestly refurbished hotels began to shift their focus towards the middle-class market (Gilhuys, 1993).

65 Renovated Kurhaus with addition of the Kurhaus apartments on the Kurhausplein.



66 Image of the new Pier, opened in 1961, introducing mass tourism in the resort.



Decline of the Traditional Resort:

The new Pier at the seaside resort was opened in 1961. In the years that followed, the millions of day-trippers it attracted made it evident that the resort had undergone a transformation from an exclusive luxury destination to one dominated by mass tourism (Doorn et al., 2014). As a result of this shift, the economic focus of the resort moved towards the entertainment industry, at the expense of the elegant hotels and wealthy visitors who had once sought out the resort for its exclusivity calmness.

In the following years, the seaside resort found itself in a difficult economic position due to intense competition within the tourism sector. From the 1970s onwards, air travel rapidly became more affordable for



the middle class. Meanwhile, domestic tourists began to seek tranquillity and a connection with nature, preferences that no longer aligned with the way the resort had developed (Verbaan, 2018).

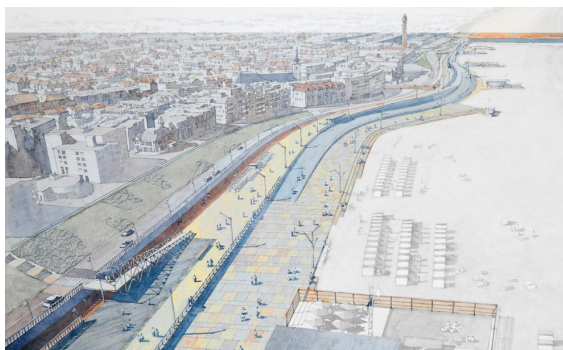
In response, the resort underwent a process of modernisation aimed at making it attractive year-round. Many of the characteristic seaside hotels were demolished and replaced with luxury apartments and indoor facilities. The Kurhaus was the only hotel spared, and it was renovated. On the site of the former Palace Hotel, the Palace Promenade was built, one of the first shopping centres in the Netherlands to open on Sundays. Additionally, an indoor swimming pool was constructed on the current site of the aquarium, and Holland Casino, along with other leisure industries, moved into the refurbished Kurhaus.



During this period, the seaside resort experienced a major transformation, shifting from a four-month bathing season to a constant influx of day visitors and large-scale residential use of luxury apartments (Doorn et al., 2014).

Revitalisation Period:

This transformation continued into the 2000s, with developments such as the Da Vinci complex on Palaceplein and the Kurhaus Apartments on Kurhausplein. After this, the seaside resort entered a period of revitalisation. To many visitors, the resort felt outdated and its facilities no longer met modern standards. This phase was marked by the renovation of the Boulevard by Solà-Morales, and the introduction of new entertainment and hospitality concepts. The number of beach pavilions increased, while new attractions such as the LEGOLAND Discovery Centre and the expansion of the northern end of the Boulevard brought renewed vibrancy to the area (Doorn et al., 2014).



67 Image of the Palace promenade with 3 luxury apartment blocks on top.

68 Design for the renovation of the Boulevard by Solà-Morales.

Next page: **69** Timeline representing the historical transition of the resort.

Timeline:

-1800

Isolated Fishing Village

Until 1800, Scheveningen was an isolated fishing village that depended on fishing and the fish trade at the large markets in The Hague and Delft.



van de Velde, W. (1660) De Kust Bij Scheveningen.



Lutgers, P.J. (1864) Hotel d'Orange.

1873

Private Investors Take Over

Due to the growing tourism, more private investors began coming to Scheveningen to invest in the hotel industry. Many new hotels were built, including the Grand Hotel and Hotel d'Orange. Additionally, the Kurhaus was funded with public money, and a rise of entertainment culture became visible.



Willink, T. (1884) Het Kurhaus.



Vermaas, C.J. (1855) Geschiedenis van Scheveningen.



van der Meulen, R. (1824) Het badhuis van Jacobus Frank.

1818

Bathhouse Tourism Among Rich Elite

In 1818, the first bathhouse was built, marking the beginning of tourism. With the construction of paved roads, the fishing village became accessible to a wealthy international elite who came to Scheveningen for the bathhouse and the racecourse. King Willem I also commissioned the construction of the Pavilion von Wied.



N.V. Maatschappij "Zeebad" Scheveningen (1931). De Scheveningsche Koerier.



Netwerk Oorlogsbronnen (1901). Wandelhoofd Wilhelmina.

1914

Dutchification of Seaside Resort

During the First World War, foreign tourists stayed away, leading the tourism industry to focus more on the Dutch market. Even in the post-war years, the wealthy Dutch elite continued to visit Scheveningen. In the 1930s, however, the industry faced difficulties due to the effects of the Great Depression.

1940

Destruction During World War II

During the Second World War, the Kurhaus and many hotels sustained damage. Until the liberation, the coastal area was inaccessible as part of the Atlantic Wall. The Wandelhoofd Wilhelmina had been used by the Germans as a storage depot and burned down in 1943. Tourism came to a complete standstill during these years.



Haags Gemeentearchief (1943). Wandelhoofd staat in brand.



Haags Gemeentearchief (1961). De Pier.



Haags Gemeentearchief (1945). Atlantikwall op Scheveningen.

1945

Reconstruction Period

During the reconstruction period, there was a strong demand for housing, leading to a delay in the rebuilding of hotels. At the former place of Hotel d'Orange, the Oranje flats were constructed, considered a typical example of Dutch post-war architecture. Additionally, the Atlantic Wall was torn down and the new pier was constructed.



Haags Gemeentearchief (1957). Oranje flats.

1970

Luxury Apartments and Entertainment

With the construction of the new pier and the influx of day-trippers, the resort's new direction became clear. Increasing prosperity led to growth in the entertainment industry along the beach. Additionally, the development of luxury apartment complexes proved highly profitable, and the resort was rapidly built up by wealthy investors.



Haags Gemeentearchief (1985). Kurhausappartementen.



Adhoc-horecamakelaars.nl (2019). Noord Boulevard te Scheveningen.



Haags Gemeentearchief (2009). Palace Promenade.



www.scheveningentoenennu.nl (2009). Leonardo Da Vinci appartementen.

2000-

Revitalisation

From 2000 onwards, the resort began to lose its appeal, leading to one revitalisation project after another. These included the redevelopment of the boulevard, the construction of the Legoland Discovery Centre, and the new Boulevard North with a large car park and shopping centre.



www.denhaag.nl (2012). Nieuw Scheveningen.

70, 71, 72 & 73
Schemes showing
the transformation
of the resort since
1940.

Historical Development:

This section explores the spatial changes within the seaside resort since the Second World War. The reference points used for comparison are the situations in 1940, 1960, 1990, and 2025. These moments are associated with a number of spatial transformations the resort has undergone over the past century.

The 1940 situation describes the resort in a state not yet affected by the destruction of the Second World War. At this time, the resort was targeting luxury tourists and a wealthy international elite. Where today large apartment complexes stand, the resort was characterised by exclusive hotels, interspersed with venues for exclusive musical and theatrical performances, and extensive public green spaces in front of the prestigious hotel entrances.

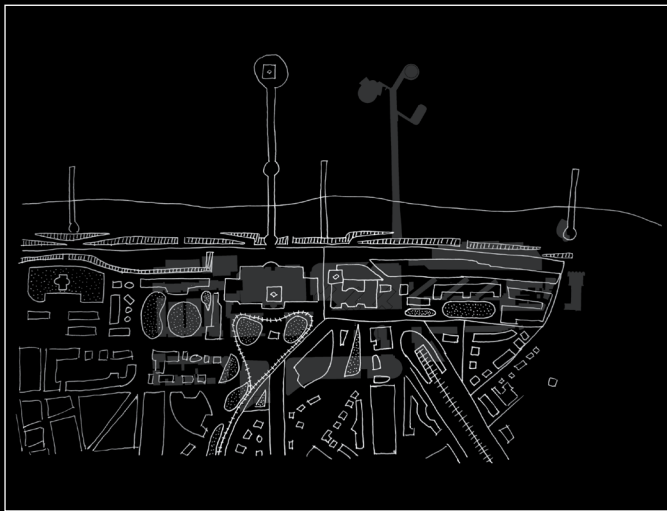
The 1960 situation reveals the effects of the war. The area was still undergoing reconstruction. Many of the luxury hotels remained in place but were no longer in use due to major destruction. The Atlantic Wall, which had made the area uninhabitable during the war, was demolished, as were the remains of the pier destroyed by occupying forces. The construction of the Oranje flats marked the introduction of modernist architecture to the resort and the transformation of characteristic hotels into luxury flats.

By 1990, this transition had taken hold. The resort had shifted from an exclusive destination to a free-for-all

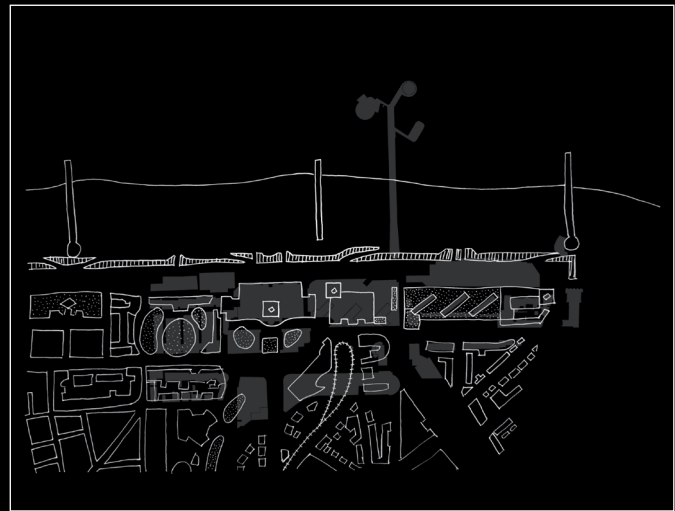
for investors in the entertainment industry and luxury housing. The boulevard was entirely transformed, featuring an indoor swimming pool and a new pier. The historic hotels and green spaces behind were replaced by apartment blocks. The Palace Hotel was replaced by the Palace Promenade, Kurhausplein transformed with two new apartment complexes, and the Grand Hotel and its green entrance were replaced by the Princelandt complex. In addition, the railway station and line, which had operated until 1953, were replaced by an extended tram network.

Since then, the area between Gevers Deynootweg and the boulevard has seen little change. The boulevard itself continued to expand with hospitality and entertainment venues, leading to fragmented spatial continuity. New apartment constructions continued behind Gevers Deynootweg as the remaining open spaces near the Palace Promenade are filled by the Da Vinci complex. Entertainment venues not directly linked to beach tourism became concentrated around the Kurhaus.

In conclusion, over the past century, the resort has moved away from luxury tourism. This was followed by residential densification and the growth of an entertainment industry focused on day tourism. Characteristic 19th-century hotels have been replaced by large-scale modernist apartment complexes. The public space has significantly decreased during this process.



1940



1960



1990



2025

74 Word cloud of themes that people associate the resort with. Based on interviews by Groothuijs (2015).

Review of Perceived Local Identity:

This section concerns the public perception of the identity of the resort and its attributes. It is based on research and interviews conducted by Groothuijs (2015), in which 91 respondents were surveyed about their perception of the local identity. It should be noted that the study only focuses on how tourists perceive the resort.

The research primarily explores the associations tourists have with the seaside resort. The Pier was mentioned most frequently, cited by 41 percent of respondents as the most characteristic physical element of the resort. In second place, the Kurhaus and the boulevard were each mentioned by 20 percent of the respondent.

75 Word cloud of themes that people associate the resort with, excluding the Kurhaus, Pier and Boulevard. Based on interviews by Groothuijs (2015).

When these three landmarks are filtered out from the research, a different image emerges that offers more insight into how people perceive the resort and what activities they visit it for. Strong associations are quickly made with the beach and the nearby centre of The Hague. Additionally, the area's busyness is frequently mentioned. Keywords such as 'improved' and 'renovated' can be traced back to the transformation of the Boulevard, which was completed in 2013. A recurring theme in the responses is the local hospitality. Visitors state that they come to the resort for the 'fish' and the 'beach pavilions'. People are also drawn to the wide range of activities. They mention the museum 'Beelden aan Zee', the 'Circus Theatre', 'Sealife',

and the 'casinos'. Furthermore, visitors come to 'hike', 'cycle', 'relax', and enjoy the 'view'.

In terms of motivation, 63 percent of the respondents indicated that 'escaping daily life' was the main reason for their visit.

Regarding opinions on the current state of the resort the views are divided. Some respondents noted that the resort had already undergone considerable renovation in the years leading up to the study, while others still considered it to be a place of faded glory.

Altogether, it can be concluded that the resort is primarily known among tourists for its two iconic landmarks along the Boulevard. In addition, the study highlights the balance between entertainment facilities and beach tourism as central to the resort's touristic identity.

Kurhaus
The Pier
Boulevard
The Hague
Beach
Busyness
Circustheatre
Museum
Habit
Closed Pier
People watching
Beautiful
Tasty food
Relaxing
Nostalgia
Casino
Beelden aan Zee
Sealife
Shops
Eating fish
Fish
Sea
Hiking
Beach pavilions
Improved
New boulevard
Renovated

Busyness
The Hague
Beach
Fish
Improved
Renovated
Wind
Cycling
Sealife
History
Beach pavilions
New boulevard
People watching
Hiking
Shops
Habit
Eating fish
Casino
Tasty food
Sea
Nostalgia
Closed Pier
Coming home
Beelden aan Zee
International
Circustheatre
Cosy
Relaxing
Museum

3.5 Morphological Analysis

76 Images of the urban analysis of the Hague by Els Bet & Martin Verwoest (1998).

This chapter explores the morphological structures of the seaside resort. This starts with a look at the morphological structure of Scheveningen as a whole, before zooming in more specifically on the resort.

Scheveningen:

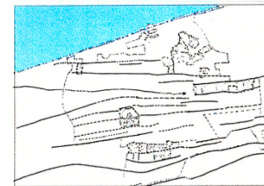
The Scheveningen coastline shows a significant influence on the urban structure of The Hague. An urban analysis of The Hague by Els Bet and Martin Verwoest (1998) reveals that this can partly be traced back to the city's geomorphology, in which horizontal connections are prominently visible. The remnants of these connections are still clearly reflected in the current street network. Both the length and number of connections running parallel to the coastline exceed those of the perpendicular connections linking the beach with the city. This pattern is also clearly evident in the seaside resort itself, where traffic flows are concentrated along the parallel Gevers Deynootweg.

77, 78, 79 & 80 Morphological maps zooming in on ecological, infrastructural, residential, and tourism related connections between the Hague, Scheveningen, and the resort.

The contrast between horizontal and vertical connections is also evident in the ecological structure of the area. In the dune landscape, the structure of parallel dune ridges remains clearly visible. However, the park landscape of the Scheveningse Bosjes is characterised predominantly by perpendicular connections. These follow the lines of streets, canals, and tram routes, but often terminate within the dense urban fabric of The Hague and Scheveningen, limiting their ecological value.

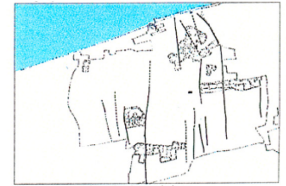


bodemkaart



lange lijnen evenwijdig aan de kust

fig. 6



korte koppeltukken haaks op de kust

The urban network reinforces the contrast between the resort and the rest of Scheveningen. In terms of building mass, the resort more closely resembles nearby industrial zones and contrasts sharply with the surrounding traditional residential neighbourhoods.

The mobility network underlines the accessibility of Scheveningen and the resort by public transport. A significant number of parking facilities also make the beach easily accessible by car. The Gevers Deynootweg plays a crucial role in this network.

Regarding tourism, amenities across the area are well integrated with public transport. Yet the resort stands out along the coastline due to its high density of facilities. Most tourists arriving by car, whether from Amsterdam, Utrecht or Rotterdam, access the resort via the Van Alkemadeaan. Other access routes are mainly used by local residents from The Hague and the Westland region.



Ecological network



- Beach landscape
- Park landscape
- Dune landscape



Building typologies



- Neighbourhood centres
- Incongruent volumes
- Urban fabric



Mobility network



- Public transport
- Car parking
- Motorised traffic



Tourism network



- Tram accessibility
- Touristic programme
- Motorised accessibility

81 Images of the urban analysis of the resort by Els Bet & Martin Verwoest (1998).

The Resort:

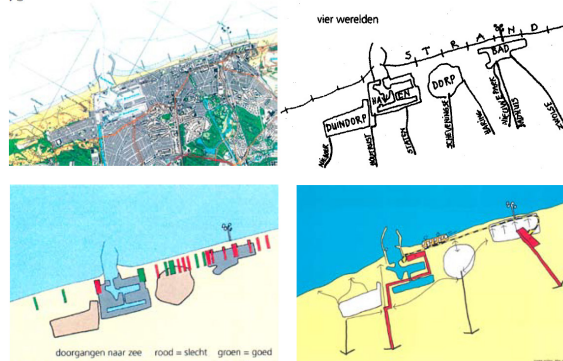
Another interesting finding in the research by Bet and Verwoest (1998) is their subdivision of Scheveningen into four experiential zones: Duindorp, the harbour, the village, and the resort. While these zones are connected, they seem primarily oriented towards links with the hinterland. In the case of the resort, these connections are mainly provided via Zwolsestraat, Nieuwe Parklaan, and Badhuisweg.

They also note the poor connection between Gevers Deynootweg and the promenade, an issue also highlighted during fieldwork and massing analysis. Morphologically, it is evident that large-scale post-war developments have left behind an urban fabric characterised by oversized, demarcated building blocks separated by narrow streets. This is reinforced by staircases that reduce accessibility of certain passages even more.

Regarding the ecological network, a similar pattern is visible as on the village scale. Within the built-up area of the resort, there is little room for ecology. The boundary with the Natura 2000 area of Oostduinpark is abrupt, and due to intensive tourism, the ecological value of the beach is considered low (Machado et al., 2017). Several narrow infrastructural green corridors run from The Hague towards the resort, but they are interrupted by the dense urban structure within the former Scheveningen boundary. In a potential redesign, these lines could serve as the basis for new ecological corridors.

82, 83, 84 & 85
Thematic maps
zooming into the
urban morphology of
the resort.

fig. 5



An analysis of the mobility network shows strong public transport connections between the resort, Scheveningen, and The Hague. However, car traffic dominates, resulting in several overly wide streets, such as Gevers Deynootweg and Zwolsestraat, the two main tourist routes. In contrast, bicycle accessibility remains poor. Although cycle paths are present, intuitive bicycle parking is lacking.

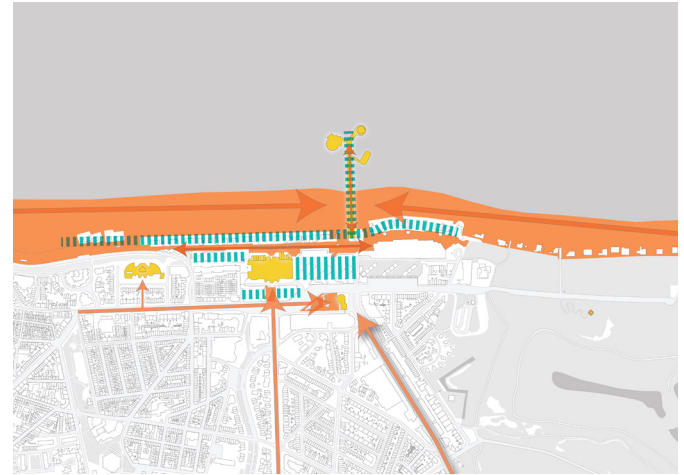
A study of sightlines reveals how the resort's layout emphasises views towards key landmarks. For example, Gevers Deynootweg and Zwolsestraat offer views on the Leonardo Da Vinci Tower, the gap between the Kurhaus apartments opens a sightline from Badhuisweg to the Kurhaus, and the Pier breaks the coastal sightline from two directions. Major visual barriers include beach pavilions, which disrupt the visual connection between beach and promenade. The same applies to buildings along Rederserf and the mass of Place Promenade, which visually separates Gevers Deynootweg and Palaceplein from the beach.



Ecological network



- Beach landscape
- Park landscape
- Dune landscape



Sightlines & barriers



- Landmark
- Public spaces & sightlines
- View barriers



Mobility network



- Public transport
- Bike traffic
- Motorised traffic



Spatial delimitation & building chronology



- Problematic accessibility
- Spatial Delimitation & accesses
- Chronology old-young

3.6 Climate Change Impact

86 presence of dikes in the area (Atlas Leefomgeving, 2025).

This chapter explores the effects of climate change on the resort, focusing on the threats posed by rising sea levels and the impact of extreme heat on the area's liveability.

87 Graph showing the expected sea-level rise until 2300 (KNMI, 2023).

A recent exploratory report by the Municipality of The Hague (2024) on influence of sea level rise on the city's coastal defence revealed that the hard sea barrier along the Scheveningen coast forms the weakest link in The Hague's coastal protection. Even a modest rise in sea levels could already mean that the coastal defence in the harbour and the dike integrated into the boulevard may no longer meet national safety standards in the next evaluation round. Furthermore, part of the resort lies outside the dike system, making it especially vulnerable (Atlas Leefomgeving, 2025).

88 Map showing the urban heat island (Atlas Leefomgeving, 2025).

According to projections from the Royal Netherlands Meteorological Institute (KNMI, 2023), sea level rise is unlikely to remain modest, and advises to prepare for a rise of 2 to 6 metres by the year 2300.

89 Map showing the perceived temperature during extreme heat (Atlas Leefomgeving, 2025).

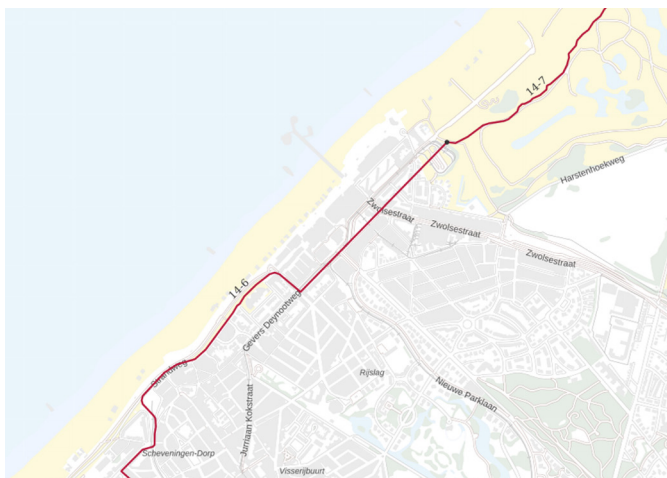
A technical report by the Delta Commissioner (2024) adds that under extreme wave and weather conditions, water levels in Scheveningen can already reach 5.7 metres above NAP, necessitating additional protective measures. The report advises that in the long term, coastal defences may need to be raised to 15 metres above NAP. These concerns are echoed by Arcadis (2022), which explored potential strategies for the Delfland coast. Their study assessed the functionality of hard, soft, and hybrid coastal defence systems under 1 to 3 metres of sea level rise. For Scheveningen,

soft solutions, like sand dunes, are seen as most suitable, given their ecological benefits and potential to enhance the local economy. For now, these can be supported by continued sand nourishment from the North Sea, According to Arcadis.

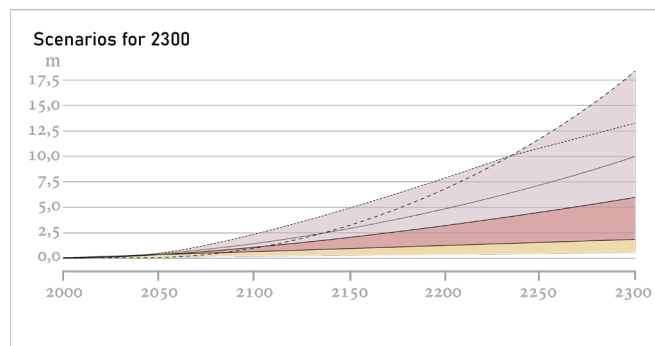
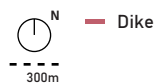
The effects of climate change are also visible in terms of rising temperatures. Maps from the Atlas Leefomgeving (2025) highlight the urban heat island effect and show temperature distribution during extreme heat. The proximity of the Oostduinpark has a noticeable cooling influence on the resort, though a clear divide between the ecological and built environment remains.

Heat stress is particularly prominent around Renbaanstraat and the Visserijbuurt, with limited cooling visible around Badhuiskade and Nieuwe Parklaan. On exceptionally hot days, areas like Nieuwe Parklaan (especially near the AFAS Theatre and Holland Casino), as well as the Palaceplein and Kurhausplein, are extra warm due to direct exposure to the southern afternoon sun and a lack of shade.

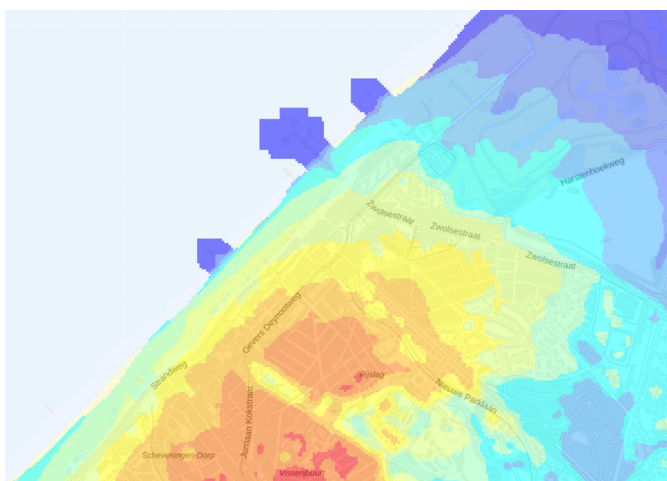
In summary, the seaside resort urgently needs a long-term coastal defence strategy. Soft coastal approaches are preferred due to their economic and ecological benefits. In terms of heat adaptation, introducing more greenery and shading in large open spaces is key to improving liveability during extreme heat.



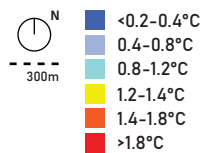
Dikes



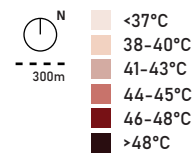
Sea-level rise



Urban heat Island



Extreme heat



3.7 Stakeholder Analysis

90 The components of place, by John Montgomery in 1998.

This chapter explores the stakeholders associated with the coastal resort and examines their perceptions of the area. It begins by identifying the key actors involved. Drawing on Montgomery’s (1998) components of place, the analysis determines which groups contribute to the resort’s identity. These components are spatially visualised using the mapping method developed by Geurtsen and Bos (1981), linking aspects of place to the corresponding stakeholder groups. Building on this, Lynch’s (1960) method of mental mapping is applied to trace the spatial presence and movement patterns of these actors within the resort. Further insights are gained through an interview with Anouk Zwaan, Project Leader for the Coast and Tactical Coordinator for Crowd Control at the Municipality of The Hague, who works closely with the identified stakeholders. This interview also includes a SWOT analysis to assess strengths, weaknesses, opportunities, and threats for those involved. The chapter concludes with relevant socio-demographic data on the identified stakeholder groups.

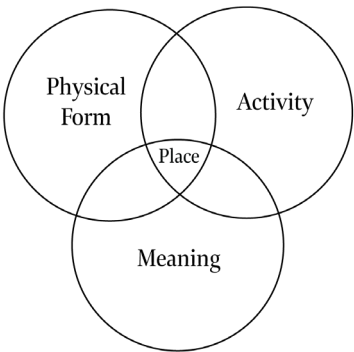
91 Sustainable Tourism Model, by John Swarbrooke in 1999.

Identification of main stakeholders:

Analysing the components of place provides a structured starting point for identifying relevant stakeholders. This approach focuses on those directly and spatially connected to the resort’s identity.

The resort’s physical form offers the first lens through which stakeholders become visible. While nature is not the central focus, it remains significant due to the

Components of Place



spatial relationship with adjacent dune, beach and sea landscapes. Additionally, the present residential areas within and around the resort mean residents are naturally involved in its development and daily activities.

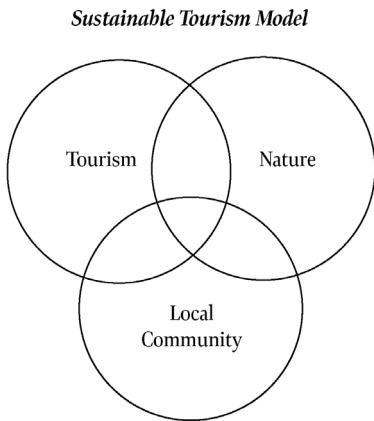
The resort’s meaning is shaped by culturally significant functions. In the southern part, these primarily serve local residents, such as amenities, schools, sports facilities, and healthcare. Toward the centre, the focus shifts to the entertainment and tourism industries. As a result, tourists and local businesses emerge as key stakeholders.

The main lines of human activity are designed to support tourism, while more restricted spaces accommodate logistical activities, such as deliveries for hospitality and entertainment venues. Much of this sector is concentrated at the intersection of Badhuisweg and Gevers Deynootweg, while hospitality businesses are mainly located along the beach and boulevard.

Based on this analysis, the primary stakeholder groups identified are:

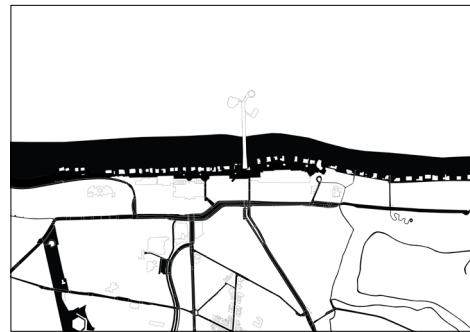
- Nature
- Residents
- Tourists
- Local businesses

In addition, a range of secondary actors influence the area's development, including the municipality, property owners, Rijkswaterstaat, the Hoogheemraadschap van Delfland, the Province of South Holland, Natuurmonumenten/Staatsbosbeheer, various retail chains, and more. However, as these stakeholders are active more in the background and are not directly affected by the resort's spatial organisation, the analysis centres on the four primary groups listed above. Notably, these correspond with the actors identified in Swarbrooke's (1999) sustainable tourism model.



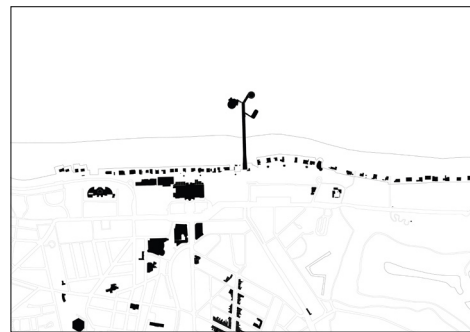
92 Map representing the physical form of the resort.

Physical form



93 Map representing the distribution of human activity throughout the resort.

Dense activity



94 Map representing the distribution of meaningful cultural functions throughout the resort.

Meaningful cultural functions

95 Mental map representing the spatial segregation between the three dominant stakeholders. The legend is adopted from Kevin Lynch (The Boston Image, 1960).

96 Mental map of the natural activity within the resort.

97 Mental map of the residential activity within the resort.

98 Mental map of the tourism activity within the resort.

Stakeholder Definitions:

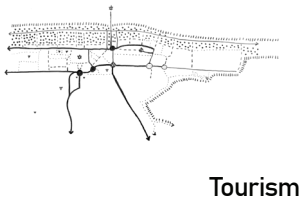
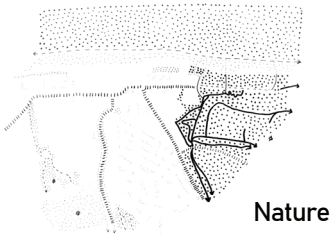
Given the similarity between the stakeholders identified in this analysis and those in Swarbrooke’s (1999) sustainable tourism model, the groups are briefly defined to ensure clarity in their repeated use throughout the report.

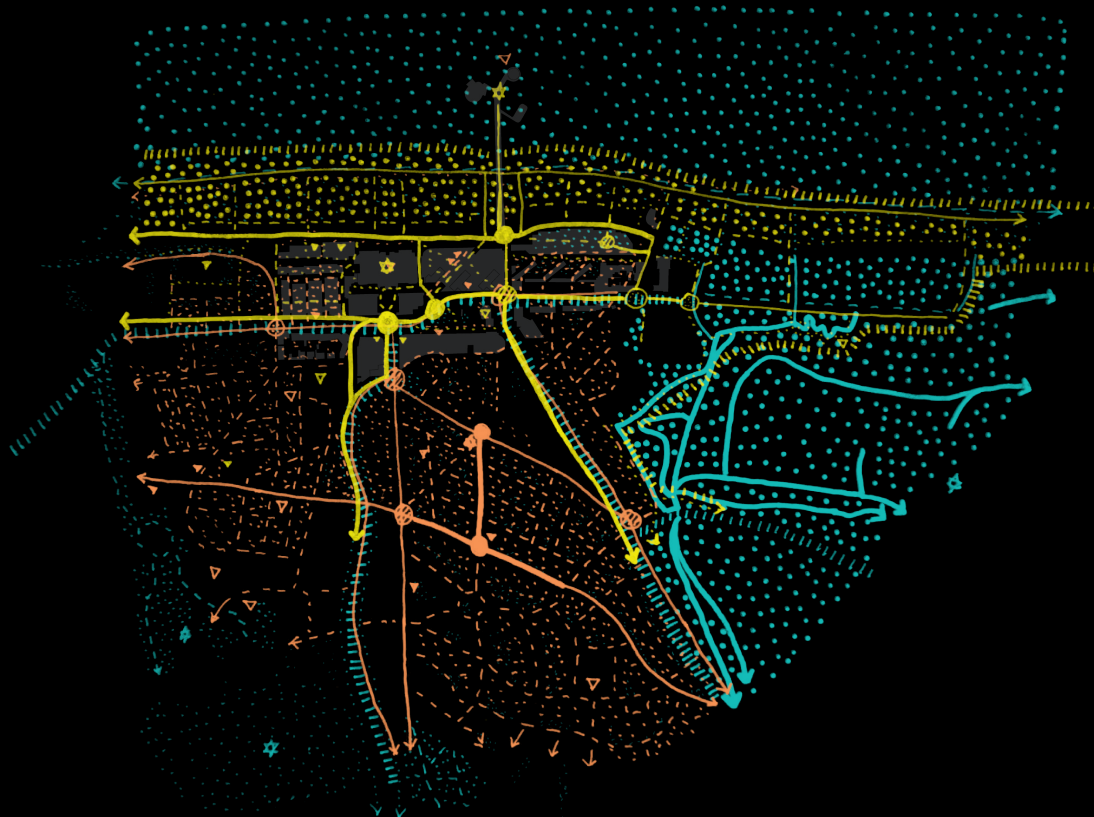
- **Nature:** This group refers to natural ecosystems and all species operating within these systems.
- **Residents:** This group refers to the area’s inhabitants, as well as the facilities aimed at them, such as associations, shops, and services.
- **Tourism:** This group refers to tourists visiting the area, along with the facilities that serve them, including hospitality, entertainment, and retail.

Mental Mapping:

To track the precise activity of these stakeholders, Kevin Lynch’s (1999) method of mental mapping was applied. This approach uses personal observations of the area to determine how different spaces are utilised by various the stakeholders. The area is categorised into relevant paths, edges, nodes, districts, and landmarks used by the respective groups. An individual analysis was conducted for each of the three stakeholder groups, which were then overlaid. This reveals the spatial segregation between stakeholders. Nature is concentrated in the dune landscape and only to a

limited extend present in urban parks and gardens. Residents are primarily located in the residential areas surrounding the resort, while the core of the resort and its main access routes are dominated by tourism. This segregation has both positive and negative effects. On the one hand, spatial distance can help reduce conflict between groups, on the other, it can diminish understanding of stakeholders who operate outside one’s own living environment. A clear spatial division is observed along the Gevers Deynootweg, which separates residents from tourist areas.





Legend:	PATH	EDGE	NODE	DISTRICT	LANDMARK
over 75% frequency					
50-75%					
25-50%					
12.5-25%					

Interview with the Municipality:

To gain more insight into the issues faced by stakeholders in the seaside resort, an interview was conducted with Anouk Zwaan, Project Leader for the Coast & Tactical Coordinator for Crowd Control at the Municipality of The Hague. She has been involved with the seaside resort on a daily basis for the past two years and is in weekly contact with residents and business owners in the area.

The questions during the interview were primarily focused on the three main stakeholders: nature, residents, and tourism, and on how the municipality perceives these groups. A brief SWOT analysis was also conducted, in which she was asked about the strengths, weaknesses, opportunities, and threats of the resort.

Regarding nature as a stakeholder, Zwaan is critical. She states that the natural element currently plays hardly any role in the design of the resort. According to her:

- “The nature element is neglected, especially in this area.”

When it comes to residents, she sees more points of connection in the conversation. When asked what nuisances residents currently experience, she says:

- “The biggest complaint residents have is parking nuisance.”
- “Residents do experience nuisance when beach pavilions throw parties and the wind is blowing in the wrong direction.”
- “Female residents sometimes also suffer from street harassment.”

According to her, the parking nuisance is especially prevalent on hot summer days with temperatures above 25 degrees. On such days, the large influx of tourist car traffic causes disturbances for residents. Many visitors attempt to park in neighbourhoods that only have enough parking capacity for local residents. Additionally, the influx leads to noise from motorised traffic, traffic jams, and congestion in and around the resort, all of which affect the residents.

In terms of nuisance from the tourism industry, she states that residents hardly experience any issues. Although there are occasional complaints about noise from beach pavilions, many residents actually choose to live near the resort precisely because of the lively atmosphere and summer buzz.

Regarding street harassment, she explains that it is mostly female residents who are affected. It mainly involves male tourists, particularly local youths from The Hague, who harass women and female tourists during hot beach days by catcalling and whistling.

Regarding tourism, Zwaan states:

- “We have an enormous overkill of catering facilities.”
- “The entrepreneurs always want more tourism, and think the municipality should put more effort into that.”
- “Prices have increased, people sometimes choose not to eat at restaurants anymore.”

She focuses particularly on hospitality services. From her perspective, vacancy is caused by the oversupply of facilities and the resulting high competition. Moreover, the costs for entrepreneurs have risen in recent years, forcing some to leave the resort and leaving restaurant properties vacant.

In terms of nuisance caused by tourism, she adds:

- “In the small streets around the Kurhaus, pollution sometimes takes place on hot summer days.”

This aligns with the findings from the fieldwork and the massing analysis, which show that the dark, narrow alleyways between the boulevard and Gevers Deynootweg create an unpleasant atmosphere.

In the brief SWOT analysis, Zwaan mentions that the strength of the resort mainly lies in the wide range of

recreational options and the collaboration between business owners and residents:

- “The strength of the resort is, I think, the cooperation between entrepreneurs and residents.”
- “There’s something for everyone, the recreation here means you can find every thing in our resort.”

As for weaknesses, she highlights issues such as the vacant Palace Promenade, the design of the road infrastructure, which causes nuisance despite sufficient parking facilities, and the oversupply of hospitality venues:

- “The Palace Promenade is, in my opinion, a weaker spot because it’s a very large area that is not well utilised.”
- “The infrastructure of Scheveningen is not optimal for all the tourism and traffic we receive.”
- “There are too many hospitality businesses in a relatively small area.”

Concerning opportunities, she notes there is still significant potential for entrepreneurs to attract visitors outside the summer peak periods, as well as for spatial interventions to reduce car-related nuisance and revit-

alise public spaces such as the Palaceplein and the Pier. In her view, the biggest opportunities lie in tackling vacancy and overdue maintenance:

- “There is potential in increasing attractiveness during the winter months.”
- “I see opportunities in making part of the resort car-free.”
- “I see opportunities in the development around the Pier and Palaceplein.”
- “Vacancy and overdue maintenance, those are where I see opportunities.”

In terms of threats, she does not see any major dangers to the resort. She acknowledges the challenges posed by rising sea levels, but remains optimistic about their impact on the long-term existence of the resort.

In conclusion, the problems residents face mostly occur on hot summer days when there is a large influx of tourists. The main issue here is the nuisance caused by cars. For entrepreneurs, the problems are mainly related to vacancy and deferred maintenance. Due to the large number of hospitality venues, reducing the supply might be more effective than maintaining the high level of competition that currently leads to vacancies. Furthermore, there is a clear task ahead in improving the public space and addressing the

vacancy issues in and around the Palace Promenade and Palaceplein. A major ecological concern is also the extent to which nature-inclusive design is currently being implemented in the resort.

Sociodemographics:

This section focuses primarily on the residents of the area. The aim is not to provide a general overview of the demographic distribution of the seaside resort, but rather to highlight specific statistics that distinguish the resort from surrounding neighbourhoods and districts. Particular attention is paid to statistics that reflect the unique spatial identity of the area.

What clearly emerges from both the municipal neighbourhood profile (Municipality of The Hague, 2024) and the profile from AlleCijfers (2024) is the relatively low assessment of the physical quality of the resort compared to the rest of Scheveningen. According to the municipal profile, residents rate the resort as the least pleasant living environment in Scheveningen, and report the lowest levels of social cohesion in the area.

In addition, data from AlleCijfers (2024) reveals that the resort has a high level of housing vacancy. While the national average vacancy rate stands at 4%, the resort's rate reaches to 16%. A likely explanation is that many of the properties are used by their owners as holiday homes and are therefore not permanently occupied. Nevertheless, high vacancy levels can con-

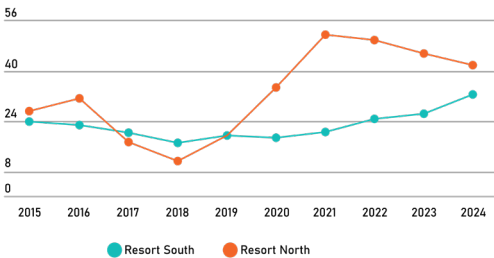
tribute to the perceived lack of social cohesion in the area (Van Marissing, 2008).

Another notable feature emerging from the neighbourhood profile analysis is the high vacancy rate in retail stores (Municipality of The Hague, 2024). This is observed in the northern part of the resort, where a gradual increase has been observed since 2018, as well as in the southern part, where a sharp increase since 2019 is now beginning to level off. Still, the vacancy levels in the southern area remain higher than in the north.

Conclusion:

Overall, the stakeholder analysis helped to identify nature, residents and tourism as the three main stakeholder groups. The mental mapping analysis, which provides insight into where these stakeholders are located and along which routes they move, reveals a significant degree of segregation between the groups. The interview with the municipality highlights how nuisance often arises along the edges of the segregated zones where these groups meet. It also addresses spatial design issues that offer opportunities for improvement. For example, the potential to enhance the liveability of public squares, and the potential of vacant spaces that could accommodate new functions to strengthen the area’s vitality. The vacancy of both residential properties and commercial units is also confirmed by the socio-demographic analysis.

Vacant stores
Percentage (%)



99 Graph representing the inclining vacancy number of stores throughout the resort.

3.8 Synthesis & Conclusions

100 Synthetical drawing, representing the impact of the resort's physical form on its spatial quality.

This chapter serves as a synthesis of the analysis. It summarises all relevant findings and uses the resulting conclusions to answer the guiding questions.

Response to Guiding Questions:

We begin with the guiding question, which aims to provide insight into how the spatial planning of the resort aligns with local identity. This will be examined through the three components of place attachment described by Montgomery (1998).

The first guiding question addresses the 'physical form' component of place attachment:

- **What is the impact of the resort's physical form on its spatial quality?**

The physical form of the resort impacts its spatial quality in several ways, as revealed by the fieldwork, massing analysis, morphological analysis, and climate impact study.

Firstly, the Gevers Deynootweg, due to its considerable width, acts as a spatial barrier. This limits the ecological connectivity within the resort and segregates tourism and residential zones, reducing the spatial cohesion within the resort.

Secondly, the area between the Gevers Deynootweg and the Boulevard suffers from poor legibility. Narrow passageways, heavy shadowing, blind facades,

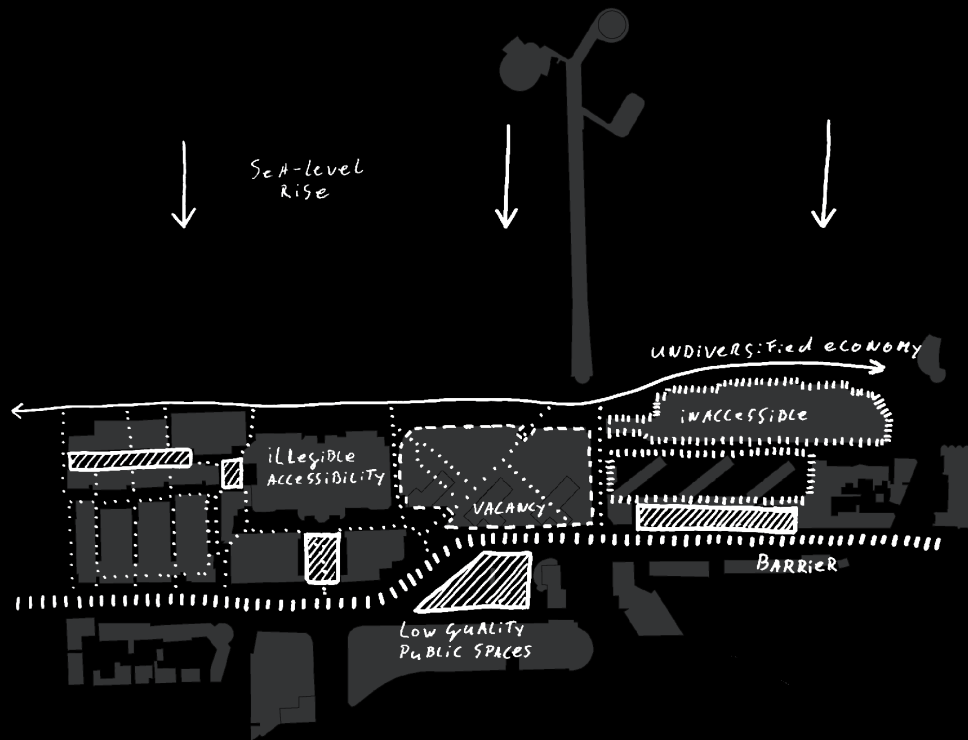
neglected public spaces, and inaccessible areas create a spatial environment that feels dark, undefined, and anonymous, which undermines the perceived quality and usability of the public space.

Thirdly, the dense built environment and mobility infrastructure leave little room for ecological green spaces. This absence sharpens the contrast with the adjacent dune landscape, weakening the area's sense of place, diminishing residents' well-being, and reducing the resort's attractiveness for tourism. Moreover, it increases the area's vulnerability to climate impacts such as heatwaves,

Fourthly, the connection to the resort's rich cultural history is maintained through long sightlines that integrate historical landmarks into the public realm. However, views of the sea are often obstructed by apartment complexes and beach pavilions, limiting the beach experience along the boulevard.

Finally, the current layout of the resort lacks a clear strategy for addressing sea level rise, which poses an active threat to both the resort and the hinterland.

Overall, the current physical form of the resort weakens spatial quality by limiting ecological integration, undermining legibility and accessibility, diminishing the experience of place, and exposing the area to environmental vulnerabilities.



The second guiding question addresses the ‘activity’ component of place attachment:

- What is the impact of the activity within the resort on its spatial quality?

The activity within the resort impacts its spatial quality in several ways, as revealed by the fieldwork, heritage analysis, morphological analysis, and stakeholder analysis.

Firstly, the authenticity of the resort experience is threatened by the current outdated tourism model for the resort due to the overabundance of entertainment and hospitality facilities. Intense competition has led to vacancy issues and significant fragmentation of tourism activity within the resort. This undermines the overall vibrancy of the area, weakens the sense of place, discourages longer visitor engagement and weakens the resilience of the local economy. As a result, the spatial quality of the resort suffers from a lack of coherence, reduced vibrancy in public spaces, and a fragmented urban fabric.

Secondly, the historical activity of the resort has triggered a transformation from a well-structured, luxurious bathing resort into an environment driven by short term profits from the luxury apartments and entertainment industry. This shift has largely enabled the uncontrolled rise of infill developments, which have disrupted the spatial organisation of the resort and especially the Boulevard. Consequently, the spa-

tial quality has deteriorated through the loss of open spaces, diminished walkability, and a reduction in the clarity and legibility of the public realm.

Finally, the high volume of tourist activity within the resort causes considerable nuisance for residents. The car-centric orientation of tourism mobility has contributed to a decline in public and regenerative ecological spaces. In addition, the tourist influx during warm summer days leads to parking nuisance, noise pollution, increased instances of street harassment, and waste pollution. These effects further degrade the spatial quality by creating congested, unattractive, and less liveable urban environments for both residents and visitors.

Overall, the activity within the resort negatively impacts its spatial quality through three interconnected mechanisms. Fragmentation and vacancy caused by intense tourism competition undermine vibrancy and coherence of the public realm, unregulated infill developments have disrupted the spatial structure and legibility of the urban environment, and high tourism pressures decrease the liveability and ecological resilience of public spaces. Together, these factors contribute to a spatial experience that feels less cohesive, less attractive, and less sustainable for both residents and visitors.

The third guiding question addresses the ‘meaning’ component of place attachment:

- How is the meaning of the resort for its users reflected in its spatial design?

The embedded meaning of the resort for its users is reflected in its spatial organisation in several ways, as revealed by the fieldwork, heritage analysis, morphological analysis, and stakeholder analysis.

Firstly, much of the historical value of the resort is safeguarded within the historical landmarks that represent the area’s rich heritage. The spatial organisation of public areas, particularly through emphasised sight-lines towards these landmarks, reinforces a strong emotional attachment users feel towards the resort.

At the same time, this historical connection also evokes a sense of nostalgia. Users are reminded of the decline of the grandeur of the 19th-century bathing culture and lament the loss of the resort’s former glory, illustrating how the spatial attachment not only reflects pride but also a sense of loss.

However, for others, the embedded qualities of the resort, such as the vibrant beach pavilions, the rich seafood culture, and the beach landscape, sustain the resort’s enduring appeal.

In conclusion, the resort’s spatial structure contains a layered meaning for its users, simultaneously preserving historical memory and offering contemporary recreation.

3.9 Problem Statement

In this chapter, the findings from the analysis are translated into a problem statement. This is done based on the two sub-questions:

- What are the issues that the resort is facing?
- Where do the issues in the resort originate from?

While the answers to these questions have been discussed extensively in the conclusion, for clarity all identified problems and their associated causes are summarised in a table on the right-hand side.

The table demonstrates that all identified issues are either rooted in problematic relationships between the various stakeholders or arise from problems in the spatial organisation of the resort. This leads to the conclusion that the current spatial layout does not adequately address the needs of the main identified stakeholders. To emphasise this overarching finding, the following problem statement has been formulated:

‘There is an **imbalance** between the **spatial organisation** of the **seaside resort** and the **needs of tourism & local businesses, residents, and natural ecosystems**.’

As a consequence of this conclusion, the main research question must also be refined. The research initially began with the question:

- How can the spatial quality of the coastal resort be enhanced?

By defining the problem statement, this broad research question can now be narrowed down to several key topics. The refined research question for the design phase is:

- How can the spatial organisation of the coastal resort be adapted to foster a balanced relationship between ecological resilience, residential liveability, and a sustainable tourism economy?

The following chapters are intended to provide an answer to this question by offering a spatial vision illustrating how the necessary adaptations could be spatially realised.

Identified Problems:

Issue number:	Identified Issues:	Origin of the issue:	Topic:
1	Barrier effect of Gevers Deynootweg	The collective effect of the width of the streets, the absence of ecological structures, and car-centric mobility.	Spatial organisation
2	Illegible organisation of urban fabric	The collective effect of large building masses resulting in narrow, shaded passageways, characterised by blind facades, inaccessible spaces, and neglected public spaces.	Spatial organisation
3	Poor ecological condition	The underlying ecological structure of the resort has been largely erased by dense urban development.	problematic stakeholder relations
4	Obstructed sea view	The building mass along the Gevers Deynootweg and the arrangement of beach pavilions block important sightlines.	Spatial organisation
5	Threat of sea level rise	Due to rising sea levels, the resort must implement flood protection measures.	Spatial organisation
6	Outdated tourism model	The overabundance of entertainment and hospitality undermines the area’s overall vibrancy, weakens the sense of place, discourages longer visitor engagement, and reduces the resilience of the local economy.	problematic stakeholder relations
7	Disrupted spatial organisation	The uncontrolled rise of infill developments has disrupted the spatial organisation of the resort, particularly along the promenade.	Spatial organisation
8	Tourism Nuisance	The high influx of tourists during warm summer days leads to parking congestion, noise pollution, increased instances of street harassment, and waste pollution.	problematic stakeholder relations
9	Collective loss of Grandeur	Due to the historical development of the resort, the sense of lost grandeur from the glorious 19th-century bathhouse culture remains deeply embedded in the built environment.	Spatial organisation

101 Table representing the issues identified from the analysis and the associated causes.

4.

Research

4.1 Societal Relevance

The revitalisation of Scheveningen's coastal resort is a complex task, balancing between environmental regeneration, urban pressures, community well-being and sustainable tourism objectives. Coastal resorts such as the one in Scheveningen are known for challenges that contemporary urban spaces are facing. They must cater to the needs of a diverse range of stakeholders, including residents, visitors, local businesses, while simultaneously addressing pressing environmental concerns. Therefore, this project has a significant societal relevance, as it aims to explore sustainable and inclusive design solutions for coastal regeneration that balances the often conflicting priorities of nature, local businesses, residents, and tourists.

Environmental Stewardship and Climate Resilience:

One of the main societal issues addressed in this project is the urgent need for environmental stewardship. Coastal environments are particularly vulnerable to the impacts of climate change, including sea level rise, and coastal erosion. Scheveningen, as a dense residential area, and a prominent tourist destination with up to 160.000 visitors on peak days (Municipality of The Hague, 2024), faces the complex challenge of mitigating environmental degradation while preserving its cultural heritage. This project aims to include climate resilience in the revitalisation strategy in order to strategically enforce the level of long-term sustainability. By protecting dunes, promoting biodiversity, and implementing more sustainable types of infra-

structure, the project aligns with the United Nations' Sustainable Development Goals (2015).

Moreover, the emphasis on preserving and promoting the natural environment enhances the connection between people and their surrounding ecosystems, resulting in a more widespread ecological awareness.

Coastal ecosystems provide essential societal services, including carbon storage and flood defence. This is of critical importance to the well-being of human communities and natural habitats. By prioritising nature-based solutions, the project underpins the societal importance of coexisting harmoniously with our natural environment, especially in dense residential environments and touristic hotspots.

Enhancing Community Well-Being and Social Equity:

Equally significant is the project's aim to respect the needs of the resort's inhabitants. Coastal revitalisation projects can often lead to unintended social consequences, such as gentrification. This project aims to counteract this development by prioritising inclusivity and social equity. Living by the sea is part of the everyday life of Scheveningen's residents and should not be allowed to turn into a free market-driven real estate trade in which only a privileged minority can afford to live in the seaside resort.

The enhancement of the public domain, the promotion of affordable housing, and the provision of services tailored to local needs are central to fostering a sense of belonging and ownership among residents. Improved infrastructural organisation and access to a variety of recreational outdoor spaces, such as pedestrian-friendly promenades, and parks and the accessibility of characteristic local landscape elements, can boost mental and physical well-being. This holistic approach to urban regeneration underpins the societal value of prioritising the lived experience of residents in urban revitalisation projects (Evans, 2005).

Sustainable Tourism and Economic Vitality:

As a popular tourism destination, Scheveningen's resort is an integral component of the local and regional economy. However, unrestricted tourism growth can cause social and environmental pressures, and erode the character of the area. Therefore, this project explores the possibilities to achieve a more sustainable type of tourism, that addresses the relevance of sustainable tourism mobility, strengthening the resort's economic foundation and providing an authentic touristic experience .

Bridging Global and Local Perspectives:

Scheveningen's revitalisation also has a broader societal relevance by serving as a living lab where global challenges are addressed at the local scale. Coastal regions worldwide are dealing with the effects of urbanisation, environmental erosion, overtourism, and economic instability. The strategies and solutions implemented in this project can inform communities who are facing similar challenges.

Conclusion:

In conclusion, the societal relevance of the revitalisation of Scheveningen's coastal resort is reflected by the project's aim to foster environmental regeneration, community well-being, and economic vitality. By addressing the needs of various stakeholders, the project explores sustainable solutions and translates them into clear actions to enhance the long-term resilience of Scheveningen's coastal resort.

4.2 Scientific Relevance

The revitalisation of the Scheveningen seaside resort provides an opportunity to contribute to scientific research in the fields of urban planning and design, landscape architecture and sustainable tourism.

Through the complex interplay of natural ecosystems, touristic activity and residential life in the context of a location under pressure from a rising sea level, this project contributes to a growing body of knowledge on sustainable coastal design for densely urbanised regions. Moreover, it provides a living laboratory for testing new approaches to balance ecological, social and economic needs in coastal environments. In this way, the research can contribute to the ongoing movement to revitalise coastal resorts along the North Sea.

Regenerative Coastal Ecology:

Coastal environments represent one of the most biodiverse and ecologically significant ecosystems on Earth, yet they are also among the most vulnerable to anthropogenic pressures. This project focusses on environmental restoration to enhance the scientific understanding of how nature-based solutions can mitigate the effects of coastal degradation.

For instance, by applying interventions that enhance dune reconstruction, and the integration of green infrastructure and biophilic design into the urban fabric. This can provide the essential knowledge to enhance biodiversity within our cities. These insights are particularly relevant in the context of climate change, as they can improve strategies to transform

Northern European coastal towns to connect better to their surrounding dune landscape and become more climate resilient.

Contributing to Urban Sustainability and Resilience:

The revitalisation of the resort also has relevant implications for the study of sustainable urban development. Coastal towns around the world are facing unique challenges due to their high dependence on changing climate conditions, high population densities, and tourism pressures. This project provides a case study that integrates resilience thinking in the field of urban design and the context of a rising sea level. By approaching the project from different stakeholder perspectives, the project aims to bridge their differences and find harmonious solutions for varying spatial issues.

Informing Sustainable Tourism and Socioeconomic Research:

Tourism is the most relevant driver of economic activity in coastal resorts, but its environmental and social impacts are a growing threat to their social and ecological sustainability. This project addresses key literature related to the development of a more integral sustainable tourism model in the context of European coastal resorts. This can offer insights that

This also dives into the question of how to balance economic stability with environmental stewardship and community well-being. By studying strategies that aim for customised authentic touristic experiences, the project contributes to the literature on sustainable destination management. Additionally, the focus on economic resilience offers insights into how coastal communities can reduce their dependency on fluctuating seasonal and domestic tourism patterns.

Conclusion:

The revitalisation of Scheveningen's coastal resort is scientifically relevant because it combines and contributes to the body of knowledge on coastal ecology, urban resilience, and sustainable tourism. By addressing complex global challenges, the project provides valuable insights that contribute to scientific knowledge that is relevant on both local and international scales. Its findings aim to inform future research and inspire innovative approaches to sustainable and inclusive coastal development.

4.3 Conceptual Framework

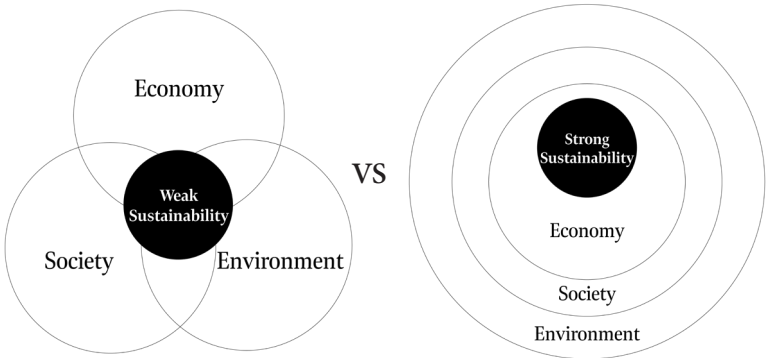
102 Sustainable Tourism Model, by Swarbrooke in 1999.

This chapter discusses the first steps towards the design and presents my personal, theoretically grounded opinion regarding the necessary design actions. These ideas are then structured into a conceptual framework for a strong sustainable tourism model.

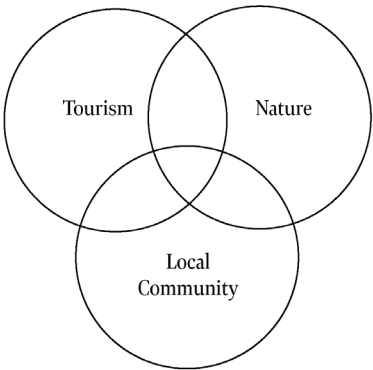
Research Question:

- How can the spatial organisation of the coastal resort be adapted to foster a balanced relationship between ecological resilience, residential liveability, and a sustainable tourism economy?

103 Visual models representing the concepts of strong and weak sustainability by Hartwick in 1977.



Sustainable Tourism Model



The concept of weak and strong sustainability (Hartwick, 1977) demonstrates that the equally balanced sustainability model overlooks the planet's environmental boundaries. According to the Brundtland Report (World Commission on Environment and Development, 1987), sustainability consists of three components: economy, society, and environment. Hartwick critiques the notion of balance among these components as 'weak sustainability,' arguing that such models are ultimately unsustainable because economic and societal systems depend fundamentally on environmental resources.

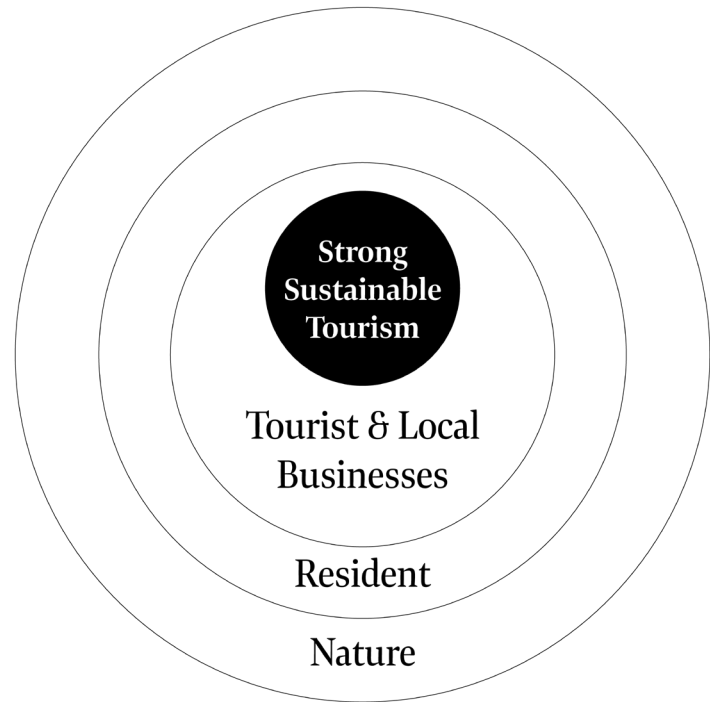
Instead, the concept of strong sustainability proposes that both economy and society must operate within the constraints of environmental limits. This model suggests that long-term sustainability is only possible when environmental considerations are prioritised. Accordingly, sustainable economic and societal models must exist within a sustainable environmental framework.

Applying this logic to Swarbrooke's model reveals that an integrated approach is necessary to achieve a tourism model that is truly sustainable. This strong sustainable tourism model should, consequently, provide a sustainable tourism framework within a sustainable model for residents, which in turn must exist within a sustainable model for nature.

This leads to a redefined balance in which stakeholder interests are not distributed equally, but where environmental interests are prioritised over those of residents, businesses, and tourists.

This perspective, placing ecological sustainability at the core, forms the conceptual foundation for the spatial strategy and design developed in this project.

104 Conceptual framework for a strong sustainable tourism model.



4.4 Theoretical Framework

105 The adaptive cycle diagram by Gunderson & Holling (2002).

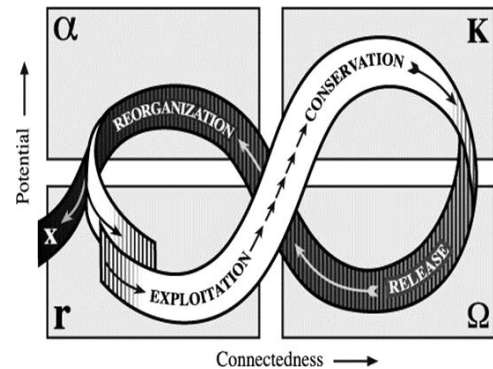
The conceptual model provides a clear indication for how the relationship between the main stakeholders should be structured. It concludes that a sustainable tourism framework must operate within a sustainable model for residents, which, in turn, must be embedded within a sustainable environmental framework.

This raises the further question of how these three distinct, yet sustainable, frameworks for the individual stakeholders should be defined. The theoretical framework seeks to scientifically substantiate these three pillars of the strong sustainable tourism model and to inform the design process by examining the current academic discourse regarding each pillar.

Nature:

There are numerous concepts within urban design theory that explore how nature should be considered as a stakeholder in urban development. One particularly relevant concept for Scheveningen is the resilience theory. This theory examines the capacity of systems to adapt to disturbances while maintaining their core functionality. This is especially applicable to the dune landscape and its role in coastal defence.

Resilience theory provides a framework for understanding how socio-ecological systems respond to change, disturbance, and stress over time. It focuses not only on the ability of systems to resist external pressures, but also on their capacity to



adapt, reorganise, and, when necessary, transform in response to challenges (Gunderson & Holling, 2002).

The adaptive cycle diagram developed by Gunderson and Holling consists of four successive phases, exploitation, conservation, release, and reorganisation, and illustrates the dynamic nature of ecological systems. It shows that stability is always temporary, and true resilience lies in a system's ability to adapt and transform.

Applying this framework to the threat of rising sea levels at the resort reveals that the current situation aligns with the release phase, in which a disturbance leads to a collapse of the current system.

This requires a phase of reorganisation. Regarding this, Walker and Salt (2006) advocate for reorganising systems to become robust and adaptable. This approach would allow the coastal defence systems to become adjustable to the rising sea level.

Regarding the connection between urban and natural ecosystems, inspiration can be drawn from the concepts of Biophilic Design, Urban Ecology, and Sustainable Urbanism, which share a considerable overlap.

The concept of Biophilic Design emphasises the integration of natural elements into the built environment to improve the human–nature connection. Wilson (1984) explains that people naturally feel happier and safer when they are surrounded by plants, animals, fresh air, water, and natural landscapes. Kellert (2005) further emphasises the health benefits of incorporating natural lighting, ventilation, water elements, and organic forms into urban design.

Urban Ecology focuses on aligning urban systems with ecological processes. McHarg (1969) advocates for development strategies that respect natural systems, while Alberti (2008) argues that cities should be designed in a way that supports human life and simultaneously protects and integrates natural ecosystems to improve their resilience.

Sustainable Urbanism promotes urban design that balances ecological, economic, and social goals. Register (2006) calls for cities to be structured in alignment with natural systems, while Beatley (2011) emphasises the importance of green infrastructure and the integration of renewable energy.

Altogether, these concepts underpin the need for a resilient solution regarding Scheveningen's coastal defence. Besides, they call for the need to integrate natural landscapes better with the urban environment.

Residents:

In addition to the ecological challenges, the resort is also facing a significant livability issue. The primary focus here is on the residents and creating a pleasant urban environment. Four concepts that can contribute to this and form a foundation for a livable spatial redesign of the resort are the Social Capital Theory, the Place Attachment Theory, the concept of Placemaking, and findings from the field of environmental psychology.

The Social Capital Theory focuses on strengthening relationships, networks, and trust within communities (Putnam, 2000). It suggests that social networks and relationships, as well as the trust within a community or society, hold value and can contribute to social cohesion, economic productivity, and overall well-being. Jane Jacobs (1961) extends this idea, claiming that vibrant, socially connected neighbourhoods with active streetscapes can promote safety and inclusivity. Together, these perspectives argue that designing inclusive spaces fosters strong social ties, which are vital for the social foundation of the resort.

106 The Place diagram by Project for Public Spaces has been developed to help communities evaluate places.

The Place Attachment Theory has been discussed earlier in this report. The theory refers to how the design of public spaces can help shaping a collective identity of urban environments (Altman and Low, 1992). Montgomery (1998) advocates for spaces that evoke a sense of belonging and emotional connection through the use of materiality, historical connections, and the integration of original ecological landscapes in urban design.

Placemaking is a concept that emerges from the desire for human-centric design in public environments. Jan Gehl (2010) advocates for urban spaces that prioritise pedestrians and social interaction. William Whyte (1980) highlights that successful public spaces are

characterised by elements such as accessible seating, sunlight, greenery, opportunities for social interaction, and a mix of activities that encourage people to stay and engage with their surroundings. Jane Jacobs (1961) complements this by emphasising the role of diverse mixed-use developments in strengthening the social dynamics of urban spaces.

Findings from environmental psychology show that natural views in the urban landscape positively affect mental health (Ulrich, 1984) and that nature-inclusive design promotes psychological well-being (Kaplan & Kaplan, 1989).

Altogether, these theories highlight the importance of design that considers the human scale and provides space for social interaction and activities, thereby strengthening cohesion and social connectivity within urban areas. It is crucial to strategically arrange functions and to design public spaces to be green and attractive.

Tourist & Local Businesses:

The resort also faces a significant challenge in making the tourism sector more sustainable. Tourism is inevitably putting constant pressure on both the resident population and the surrounding ecological systems. Therefore, the path to sustainable tourism lies in finding a model that minimises the negative impact on these two pillars. Several theories from the field of sustainable tourism provide insights into

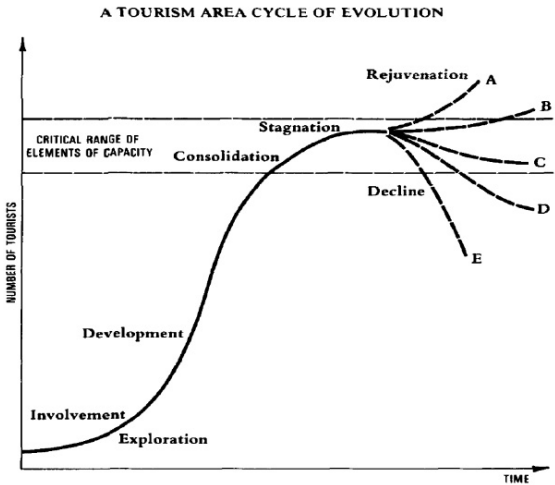
What Makes a Great Place?

**Project
for Public
Spaces**

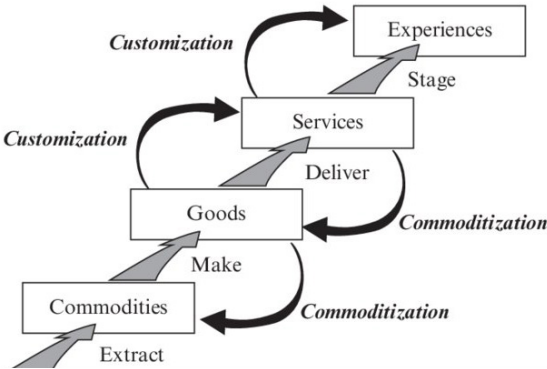


addressing this challenge and are summarised below.

Butler's Tourism Area Life Cycle (1980) outlines how tourist destinations typically develop through seven stages, resulting either in decline or rejuvenation. Applying this model to Scheveningen suggests that the resort is currently in the decline phase, characterised by decreasing appeal and visitor numbers. To secure its future, Scheveningen must aim for rejuvenation through redevelopment and the introduction of new attractions.



Complementing this view, Pine and Gilmore's Experience Economy model (1998) highlights the rising demands of tourists, where success depends no longer on providing sufficient services but on offering authentic experiences. Scheveningen is struggling with this transition, while

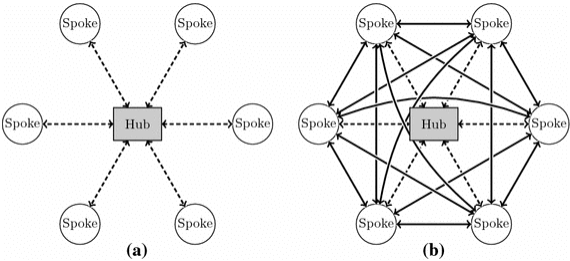


107 Pine and Gilmore's model for the Experience Economy (1998).

attempts such as the zipline and the ferris wheel on the pier have been made, the broader environment lacks the coherence and authenticity needed to fully support an experience-based tourism model.

108 Diagram of Butler's Tourism Area Life Cycle (1980).

Gunn's Hub-and-Spoke Model (1979) offers a possible framework for spatial reorganisation to strengthen Scheveningen's tourism industry. Originally applied in contexts like Disneyland (Gennawey, 2011), the model proposes a central hub from which visitors can easily access various experience worlds (spokes), enhancing the immersive quality of the environment while managing logistical flows out of the sight of the visitor. Implementing a similar model could help the revitalisation of the resort's touristic experience.

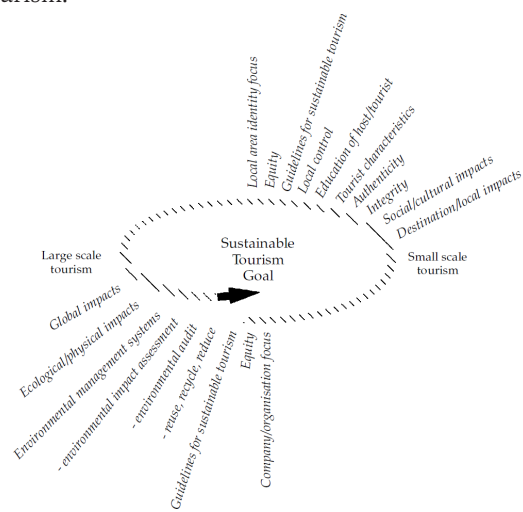


109 The Hub-and-Spoke Model by Gunn in 1979.

110 The theoretical framework placing relevant theories around the three pillars of Strong Sustainable Tourism.

111 Clarke's Framework of Approaches to Sustainable Tourism (1997).

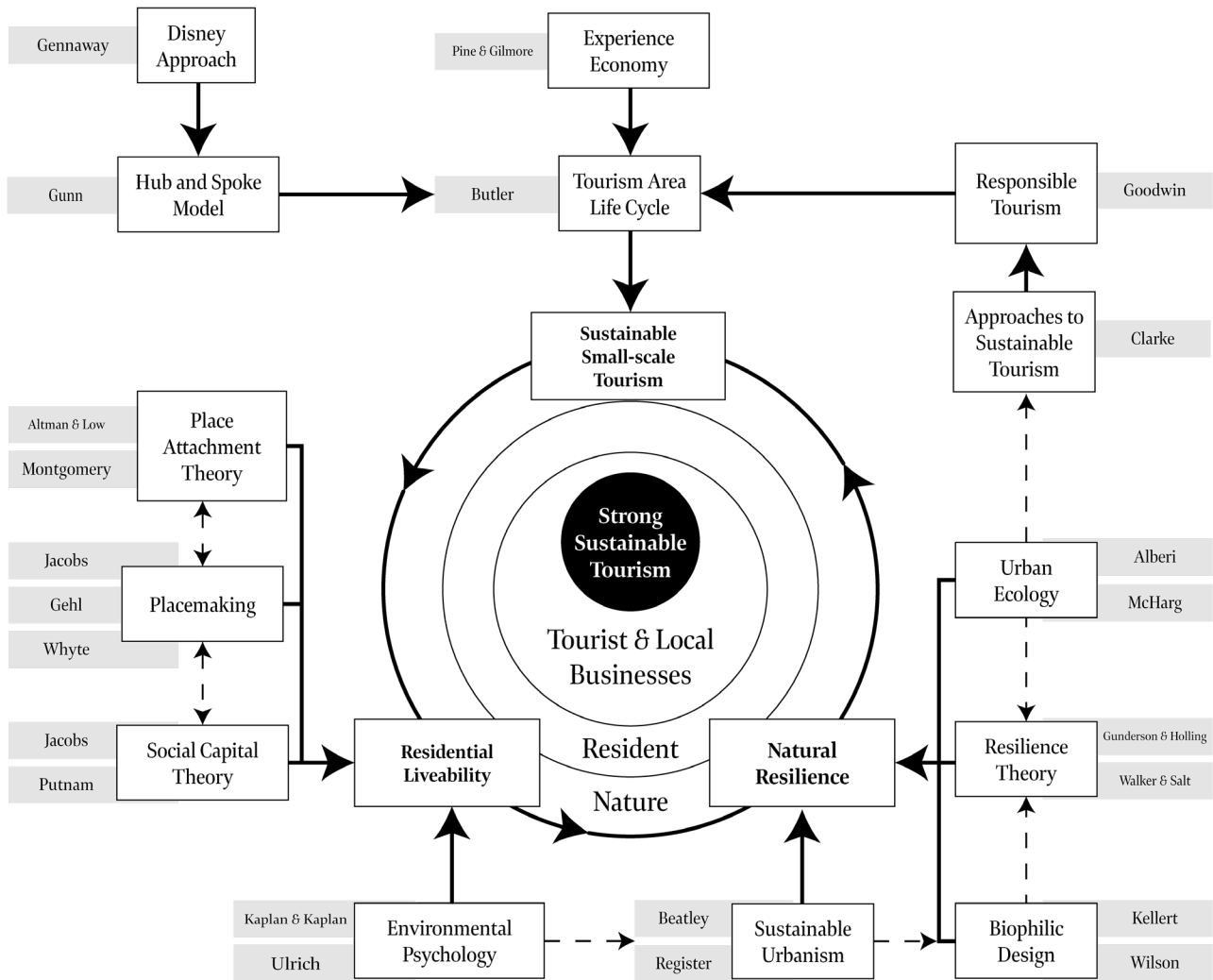
Beyond attracting tourists, sustainable tourism requires a shift in scale and focus. Clarke's Framework of Approaches to Sustainable Tourism (1997) advocates for a shift from mass tourism to a small-scale, identity-driven tourism sector. Such an approach would preserve the authenticity of the area, limit ecological damage, reduce resident nuisance, and maintain the educational and cultural aspects of tourism.



Goodwin's Responsible Tourism framework (2011) similarly stresses that tourism should benefit local communities, protect natural and cultural heritage, and foster meaningful tourist-resident interactions. Achieving this requires shared responsibility among governments, businesses, tourists, and communities.

Applying these insights to Scheveningen suggests a necessary identity shift. Historically, the resort has prioritised economic gains for investors, first through luxury tourism and later through the entertainment industry. Both models fall short of the principles outlined by Clarke and Goodwin, as they do not serve the interests of local communities or the environment. A redefinition of Scheveningen's tourism model that places local residents and regeneration of the ecological landscape at its core is therefore essential.

In summary, achieving sustainable revitalisation for the resorts demands more than aesthetic improvements. It requires a fundamental reorientation of the resort's tourism model towards authentic, community-centered, and ecological development. The following chapters will explore the spatial opportunities for the transformation to a resort that adopts plans to incorporate human scale design and community attachment, climate resilience and urban ecology, and concepts for sustainable tourism rejuvenation .



5.

**Design Experimentations
& Inspiration**

5.1 Excursions

112 View from the metro station in Hoek van Holland on the beach.

Hoek van Holland:

As support for the creative process, I have planned several excursions during my project. The two most relevant ones are incorporated in this chapter. The first excursion was to the beach of Hoek van Holland. I selected this location as the Rotterdam Metro Line directly terminates on the beach here, bringing nature and the city—living environment, seaside resort, and recreational nature—closer together. This results from the good public connection that enables access to the beach in only 41 minutes from Rotterdam Central Station (Google Maps, 2025).

In the Scheveningen seaside resort, a similar connection exists in the form of a tram line. Here, the link between the seaside and the city is even stronger. Since Scheveningen became part of the municipality of The Hague in 1812 (Gemeente Den Haag, n.d.), The Hague can also be labelled as ‘the largest Dutch city on the North Sea’. Nevertheless, the transition between the city and the seaside resort here feels much more abrupt than in Rotterdam, as the tram stop is not directly on the beach. Instead, one must first navigate through an area characterised by narrow, dark passageways between apartment complexes before actually reaching the shore. During the excursion, I came to appreciate this quality of the metro line in Hoek van Holland, which has become an important inspiration for my design process.



Rotterdam Beach Identity:

What also inspired me in Hoek van Holland was the unique character of the beach. The proximity and visibility of the Maasvlakte strongly connect the Rotterdam harbour city identity to the beach, both visually and atmospherically. As a result, the seaside resort carries a distinct sense of being a "Rotterdam seaside resort," which, in my experience, creates a truly unique coastal experience—one that feels like a "beach by the harbour."

This raises an important question for my project: what defines the character of the Scheveningen seaside

resort, and how could it be shaped as uniquely as it has been in Rotterdam? The first idea that comes to mind is the concept of a "city by the sea," which The Hague often uses to promote the seaside resort as an integral part of the city (Holland.com, n.d.). Until this excursion, my perception of the ideal Dutch seaside resort was primarily shaped by the image of a small, cosy fishing village by the sea. While the centre of Scheveningen still aligns well with this traditional image, the seaside resort itself no longer does. Due to the large-scale construction of apartment complexes, I believe this traditional ideal for the resort has become unrealistic.

However, there are opportunities for further densification of the area, which could be combined with a more

metropolitan character that aligns with the vision of a "city by the sea." In this way, Scheveningen could clearly distinguish itself from other North Sea seaside resorts.

Spatial Organisation:

Besides, I also got inspired by the layout of the beach in Hoek van Holland. From the metro station, you arrive at a central square with numerous hospitality facilities catering to day tourists. From here, the beach extends in two directions. The left side overlooks the harbour, giving it an industrial atmosphere. On this side, there is also a row of modernist beach cabins available for tourist rentals. These two elements create a distinct man-made character, setting it apart from



113 View from the beach at the Maasvlakte.



114 Entrance from the metro station to central square with hospitality services.

**115 Beach cabins
along the coastline.**

the other side of the beach, which conveys a strong sense of untouched nature and a natural recreational area due to the absence of buildings and large-scale infrastructure.

This contrast is something I also strongly recognise in the seaside resort of Scheveningen. In the case of Scheveningen, the point of arrival is grander in every aspect compared to Hoek van Holland. The entire resort is centred around the entertainment industry, resulting in an abundance of tourist facilities. However, from the seaside resort, the beach also extends in two distinct directions. The south-western direction leads to the centre of Scheveningen, where the urban character transitions into the romanticised image of a fishing village with a harbour by the sea. In contrast to the other side of the beach, which is characterised by the Natura 2000 area of Oostduinpark, with scattered remnants of the Atlantikwall spread throughout the dunes.

**116 Natural dune
landscape in Hoek van
Holland.**

What I have realised through this excursion is that, unlike Hoek van Holland, the Scheveningen seaside resort does not have just two but rather three distinct landscape typologies converging in one place: the historic fishing village, the commercialised entertainment hub around the Pier, and the unique natural dune landscape.





117 View from the dunes in Hoek van Holland on the Rotterdam Harbour.

118 View on ensemble of towers in Ypenburg centre from tram station.

Ypenburg Centre:

For my second excursion, I visited the centre of Ypenburg. Ypenburg Centre is a neighbourhood developed by the architectural studio Rapp+Rapp in 2006 (Architectuurgids, n.d.). The area consists of nine closed building blocks with a vertical alignment, each characterised by a slender tower that gives the blocks a vertical accent. I chose this location based on the idea of developing a more high-rise character for the seaside resort in Scheveningen. This same idea also played a significant role in the development of Ypenburg. The intention was to provide the Vinex neighbourhood of The Hague with a central shopping area. From this perspective, I wanted to experience the place with my own eyes in order to explore the spatial qualities of the design.



119 Vertical alignment of floors in stylistically uniform building blocks.

Anonymity & Distance:

What immediately stands out to me is the sense of anonymity that the stylistically uniform building blocks project. From a distance, the ensemble of towers and blocks appears intriguing, but as you approach, the area feels deserted and empty. Many retail spaces on the ground floor are vacant, and there is barely any life, as there are hardly any apartments on the ground level. Moreover, the elevation and the use of natural stone in the shopfronts create a contrast with the apartments above. Due to the lack of front doors, the elevated first floor, and the horizontal alignment of the upper floors, the distance between the living environ-



ment and public space feels far away. Combined with the relatively large number of darkly dressed men in comparison to the generally overwhelming emptiness in the area, this makes me feel somewhat uncomfortable in the space.

This feeling disappears the moment you walk up the central shopping street. In contrast to the side streets, the shopfronts here have a much more open and vibrant character. This is not caused by a different design between the two streets, but purely because the entrances to the shops are located on the side of the shopping street. Here, you see people walking in and out, and, unlike the rest of the area, it is relatively busy. Many shop windows also allow you to look inside. The side streets, on the other hand, are char-



120 Side street with taped-up windows and vacant stores.



121 View into one of the empty deserted side streets.

122 Image of the vibrant central shopping street.

123 View on the block on Warnarslaan with vertical accents.

acterised by vacancies and taped-up shop windows. The absence of entrances raises the question of where people actually enter their homes. When I look over to the other side of the canal at the neighbouring area on Warnarslaan, I see similar closed building blocks, this time with horizontal accents. These contribute to a sense of where one apartment ends and the next begins, making the space feel much less anonymous.

Disconnection Between Block Design and Public Space:

What I take away from my project is the beautiful view of the neighbourhood from a distance; the uniform towers create a coherent feeling and give the area character. However, this uniformity does not work on the street level. The side streets in Ypenburg are wide and paved, with the potential for more space for greenery. The layout of the ground floor works well for the shopping street but gives the side streets a distant, anonymous, and deserted impression. I think the seaside resort in Scheveningen, especially in the case of further densification, requires daily amenities and a comparable street/square with retail facilities would fit well here. However, the side streets need a stronger degree of verticality and use. Think of ground-floor residences, more space for greenery, small front gardens that create a buffer between the home and the street, and horizontal details that distinguish individual apartments from each other.

124 Image of the side street with vacant stores and high perceived anonymity.



Distribution of Arrival Locations:

What also strikes me is the dominance of the car in the public space of Ypenburg. It seems as if the design aims to promote cycling and pedestrian traffic, but it hasn't fully succeeded. The car-free side streets are wide but are barely used. In contrast, the busiest areas are around the parking lots, which are centralised. As a result, human activity comes predominantly from one direction.

What I take from this observation for my own design is that arrival locations such as parking lots should be more evenly spread around a shopping area so that the side streets can also benefit from the evenly distributed activity throughout the area. This would be beneficial, both for stores in economic terms as for the perception of safety for residents and visitors walking through the area, which could be enhanced by more evenly distributed activity (Jacobs, 1961).



125 Vibrant parking lots next to central shopping street.



126 Dominance of the car on Western side of the central shopping street.

5.2 What if ...? Scenarios

In this chapter, the Maximisation Method (Schwarz, 2002) is applied in combination with a Scenario Thinking Approach (Kahn & Wiener, 1967). The Maximisation Method is designed to effectively weigh the interests of various stakeholders and bring differing perspectives closer together. Due to the diverging needs of the identified stakeholders in the analysis, this approach aligns well with the underlying challenge. The first step in this process is Criteria & Indicator Selection, in which the design goals are defined. These correspond to the issues identified in the problem statement. The primary criterion is the extent to which the identified issues are addressed across the different scenarios.

The next step is Scenario Generation, where three distinct scenarios are developed, each tailored to the needs of a specific stakeholder. For this project, three “what if...?” scenarios have been formulated to explore how the area might be transformed if it were designed exclusively in the interest of one of the three main stakeholders. These scenarios aim to explore the potential of design interventions based on three key objectives derived from the theoretical framework:

- Climate Resilience & Urban Ecology
- Human Scale & Community Attachment
- Sustainable Tourism Rejuvenation

The guiding questions for each scenario are:

- What if the spatial organisation of the seaside resort is transformed to meet the needs of natural ecosystems?
- What if the spatial organisation of the seaside resort is transformed to meet the needs of residents?
- What if the spatial organisation of the seaside resort is transformed to meet the needs of tourists and local businesses?

These scenarios are then evaluated against the established criteria to identify the most effective solutions for all parties involved. The most promising elements from each scenario are then integrated during the optimisation phase, resulting in a comprehensive new vision for the seaside resort.

Conclusively, this chapter also addresses the sub-question:

- What opportunities are hidden within the resort?

These opportunities are identified during the scenario generation, assessed during the evaluation phase, and ultimately combined into the final design vision.

Evaluation Criteria:

Criteria number:	Identified Issues:	Criterion:	Topic:
1	Barrier effect of Gevers Deynootweg	Ability to overcome the barrier effect of the Gevers Deynootweg.	Spatial organisation
2	Illegible organisation of urban fabric	Ability to improve the intuitive legibility of the resort.	Spatial organisation
3	Poor ecological condition	Ability to sustainably and resiliently embed the ecological structure of the resort within the public realm.	problematic stakeholder relations
4	Obstructed sea view	Ability to restore and enhance obstructed sightlines.	Spatial organisation
5	Threat of sea level rise	Ability to provide a sustainable long term perspective in response to rising sea levels.	Spatial organisation
6	Outdated tourism model	Ability to reinvent the tourism model in a sustainable manner.	Problematic stakeholder relations
7	Disrupted spatial organisation	Ability to restructure the disrupted spatial organisation of the resort.	Spatial organisation
8	Tourism Nuisance	Ability to mitigate tourism-related nuisances.	Problematic stakeholder relations
9	Collective loss of Grandeur	Ability to restore the resort's image regarding the perceptions of faded grandeur.	Spatial organisation

127 Table representing the criteria for the evaluation and optimisation of the scenarios.

5.3 Enforcing Natural Resilience

128 Map of the Nature Scenario.

The first scenario explores the potential of prioritising the natural environment. Maximising for nature leads to a vision in which human presence is minimised as far as possible. The proposed solution to sea-level rise in this scenario draws inspiration from Arcadis's Rapportage Delflandse Kust (2022), which outlines the possibility of phasing out urban development along the entire coastline and replacing it with a new dune system. The report highlights the high ecological quality of this approach, noting that dunes can provide space for diverse habitats and, when compared to other solutions, offer a good cost efficiency. Furthermore, this strategy is highly adaptive. Through sand nourishment, the dune system can evolve and grow parallel with the rising sea levels, presenting a sustainable and long-term perspective.

However, the report also emphasises the negative implications of this approach. Phasing out existing urban structures would likely face significant social and political resistance. It is undesirable in light of the current housing shortage and largely disregards the substantial cultural and historical value embedded in the built environment, which would be largely erased. Since the monumental buildings cannot simply be removed, they would instead require structural reinforcement and integration into the new dune landscape.

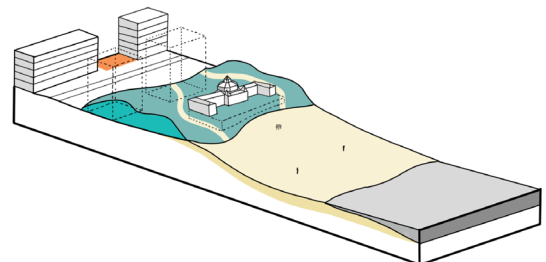
A second major focus of this ecological scenario is the strengthening of ecological corridors. A key intervention would be the closure of the harbour, which would

allow the Oostduinpark and Westduinpark to be physically reconnected. Additionally, by strategically removing certain urban structures, the green network within the city could be connected to the dune landscape, reinforcing the ecological infrastructure.

In conclusion, this scenario introduces ambitious and effective strategies to enhance the ecological condition of the resort. It addresses key challenges, including the ecological barrier posed by the Gevers Deynootweg, and provides an ecological and sustainable response to sea-level rise. However, these solutions come at the cost of undermining the tourism economy, threatening the cultural and historical character of the area, and risking high pressures on the housing market at the costs of current residents.

129 Axonometric dune section of the Nature Scenario.

Axonometric Dune Section



Nature Scenario



- Landmarks
- Ecological urban expansion
- Ecological urban system
- Dune expansion
- Dune system

5.4 Enhancing Residential Liveability

130 Map of the Residential Scenario.

The second scenario focuses on improving the liveability of the area for residents. This scenario is inspired by three designs developed by Defacto Urbanism (n.d.) for the same area. Defacto explores opportunities for densification and the creation of high-quality urban environments for inhabitants. In terms of addressing sea level rise, this could be managed through a seaward expansion of the area, protected against the water by a new dune ridge that fades in to the dune landscape of Oostduinpark. This solution would create more space for new buildings, green public spaces, and a soft, nature-inclusive solution to sea level rise.

Through the extension and redevelopment of the area, there is also the potential to create a car-free zone that would reduce the barrier effect of the Gevers Deynootweg. Moreover, constructing a bridge connection over the harbour could help to lower the pressure on the Gevers Deynootweg.

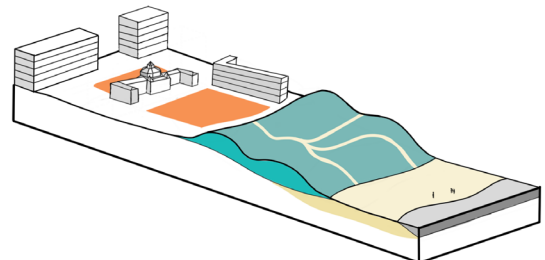
Besides, the seaward extension also offers potential to improve the legibility of the spatial structure of the resort. According to the report by Arcadis (2022), this option could also be realised through sand nourishment. However, the costs and ecological impacts on coastal ecosystems are considerable due to the large volumes of sand that would need to be extracted from the North Sea.

In conclusion, this scenario provides valuable foundations for the area's restructuring. It significantly enhances the spatial legibility and liveability of the

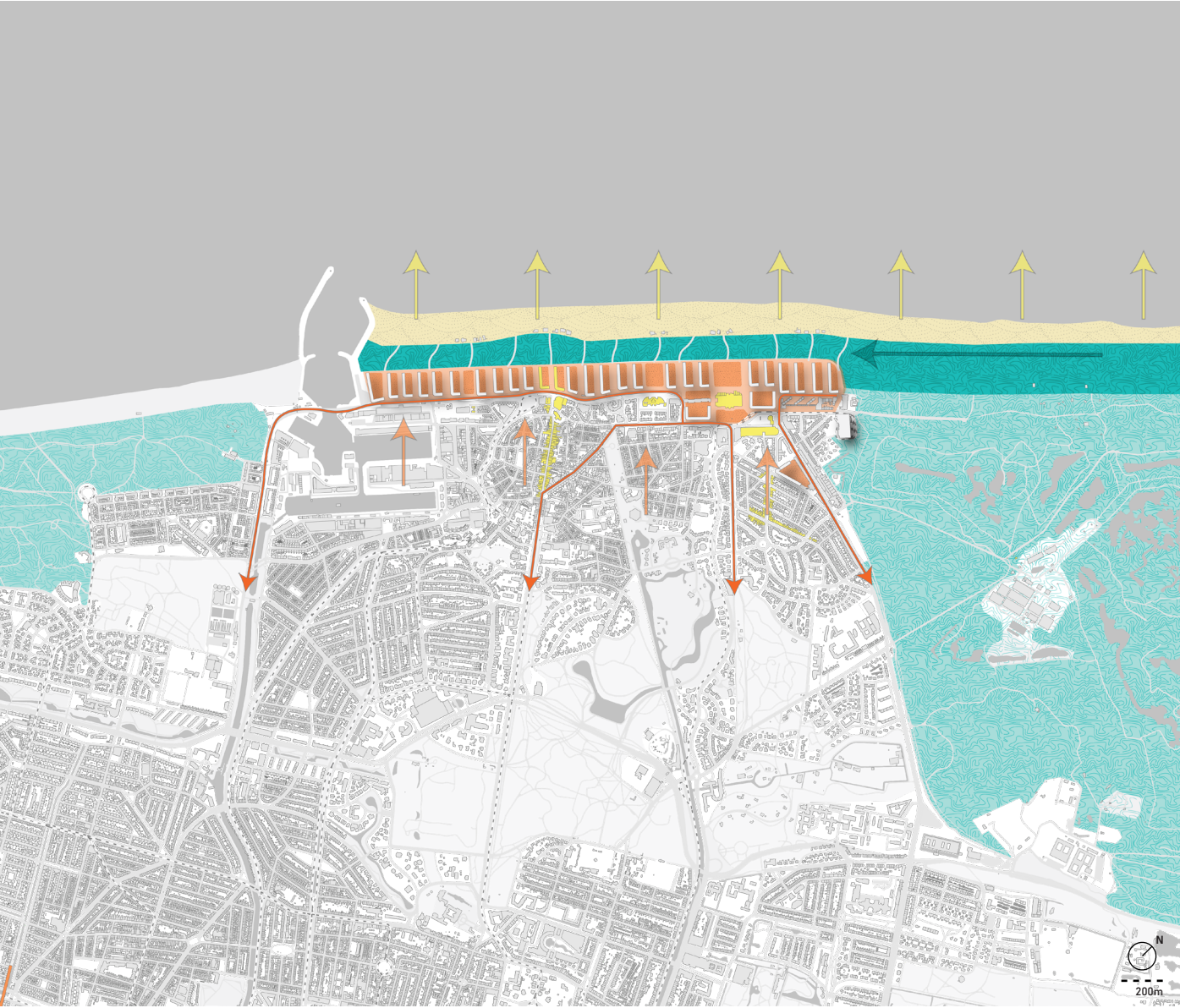
resort, while offering a strong response to sea level rise by integrating the ecological landscape with the built environment.

131 Axonometric dune section of the Residential Scenario.

Axonometric Dune Section



Residential Scenario



- Residential Landmarks
- Green public spaces
- Dune expansion
- Beach landscape
- Residential expansion
- Dune system

5.5 Towards a Sustainable Tourism Model

132 Map of the Tourism Scenario.

The third scenario outlines a vision focused on enforcing a more sustainable tourism model within the resort.

To address sea-level rise, it proposes a seaward expansion protected by a new coastal dune system, similar to the residential scenario. However, its tourism concept focuses on enhancing the resort's initial attraction, not through expanding services and activities, but by offering an authentic beach experience.

Achieving this requires the new dunes to closely mimic a strong and ecologically rich landscape. The number of facilities will be better matched to actual demand, replacing the current excess of mostly empty beach bars with fewer, more vibrant ones.

To reduce pressure on the resort, tourist flows will be better distributed along the entire Scheveningen coastline, allowing the city centre to benefit more. Car traffic, currently concentrated via Zwolsestraat, would be spread over alternative routes such as Scheveningseweg and Houtrustweg.

133 Axonometric dune section of the Tourism Scenario.

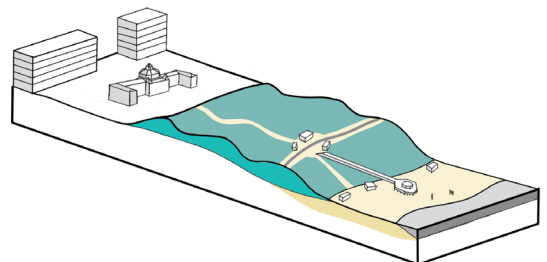
Public transport would follow, with the tram line extended seaward to drop visitors directly at the dunes. The promenade would also shift seaward, weaving through the dunes to link tourist attractions. This forms a modified Hub-and-Spoke model (Gunn, 1979), where the promenade acts as the hub, guiding tourists through various themed tourism areas integrated into the dune landscape.

The promenade would include a cycle path and adjacent parking, reducing pressure on public transport and main roads.

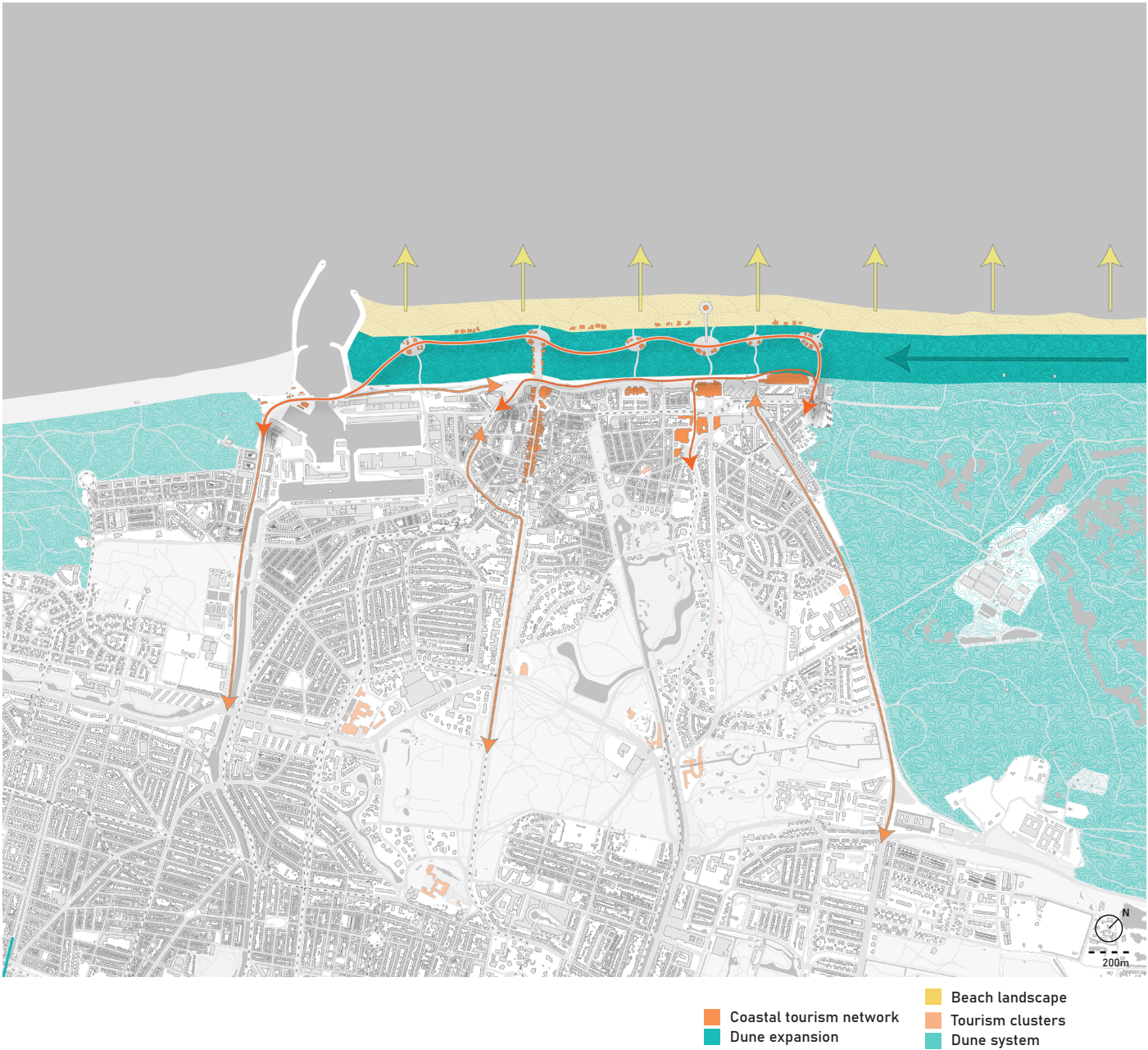
With the Kurhaus becoming hidden behind the new dunes, its role would shift, freeing space behind to provide for centralised entertainment functions. A new, smaller pier, positioned alongside the water within the dune landscape, would replace the current deteriorating one, acting as an elevated viewpoint. Aligned with the Kurhaus, it would symbolically link to the entertainment district.

In conclusion, this scenario presents a sustainable approach to coastal tourism, using soft sea defences to reinforce the resort's natural charm. It spreads visitor activity to reduce nuisance, while maintaining vibrant themed areas with a more tailored supply of services.

Axonometric Dune Section



Tourism Scenario



5.6 Evaluation & Optimisation

Evaluation:

This section evaluates how well each scenario addresses the main challenges facing the seaside resort. Each issue is assessed on a scale from -- to ++ to indicate the degree of alignment between the scenario and the problem.

In terms of the barrier effect caused by Gevers Deynootweg, the Residential Scenario offers the most effective solution. This is due to the introduction of a car-free zone that splits the road in two, creating more space for both ecological systems and local residents.

Regarding the legibility of the resort, both the Nature and Residential Scenarios score well. Each scenario significantly reconfigures the spatial layout, either by introducing a new dune system or a new urban structure.

For the ecological condition, the Nature Scenario performs best. It allows for extensive new ecological structures with minimal impact on the existing marine ecosystems, which are impacted by large-scale sand nourishment.

The issue of obstructed sightlines is only partially addressed across all scenarios. While new coastal defences in every scenario limit sea views from the current boulevard, the underlying problem, caused by an unbroken line of food and beverage outlets, is tackled. This opens up free views from the new dune areas.

Concerning the threat of sea-level rise, all scenarios adopt a soft, ecologically responsible approach. A clear distinction emerges between the Nature Scenario, which reduces the size of the urban development, and the Residential and Tourism Scenarios, which benefit from an seaward expansion.

The tourism model is primarily addressed in the Tourism Scenario, as the other two aim to reduce tourism intensity. However, both the decentralisation of tourist flows and the focus on restoring the original appeal of the beach experience could play key roles in creating a more sustainable tourism sector.

The disrupted spatial organisation is tackled mainly in the Nature and Residential Scenarios. The Nature Scenario offers a radical approach, replacing the urban fabric with ecological structures, but at the cost of housing availability. The Residential Scenario presents a more inclusive solution, combining green public spaces with residential development.

Tourist nuisance is addressed most directly in the Tourism Scenario, through a more even distribution of tourist activity. Moreover, tourists are no longer guided through residential zones, where their presence is not desired.

Finally, the collective loss of grandeur is also dealt with in the Tourism Scenario. The traditional tourism model is replaced with one focused on experience. Historical elements and landmarks are incorporated,

acknowledging the resort’s past while transforming the overall tourist experience. Rather than clinging to the faded legacy of bathhouse culture and mass entertainment, this approach integrates nature to create a

more future-oriented, sustainable visitor experience.

Criteria number:	Identified Issues:	Criterion:	Nature Scenario:	Residential Scenario:	Tourism Scenario:
1	Barrier effect of Gevers Deynootweg	Ability to overcome the barrier effect of the Gevers Deynootweg.	+	++	+
2	Illegible organisation of urban fabric	Ability to improve the intuitive legibility of the resort.	++	++	+
3	Poor ecological condition	Ability to sustainably and resiliently embed the ecological structure of the resort within the public realm.	++	+	+
4	Obstructed sea view	Ability to restore and enhance obstructed sightlines.	+	+	+
5	Threat of sea level rise	Ability to provide a sustainable long term perspective in response to rising sea levels.	+	+	+
6	Outdated tourism model	Ability to reinvent the tourism model in a sustainable manner.	-	-	++
7	Disrupted spatial organisation	Ability to restructure the disrupted spatial organisation of the resort.	+	++	0
8	Tourism Nuisance	Ability to mitigate tourism-related nuisances.	0	0	+
9	Collective loss of Grandeur	Ability to restore the resort’s image regarding the perceptions of faded grandeur.	0	-	++

134 Table representing the criteria assessment for the evaluation and optimisation of the scenarios.

135 Sketch visualising the impact of a soft coastal approach on the appearance of the coastline.

Optimisation:

This section zooms in on the preferred solutions identified through the evaluation of the scenarios. These solutions are weighed against each other and translated into spatial principles that consider the perspectives of the various stakeholders. The resulting principles are then integrated into a unified vision for the Scheveningen coastal zone.

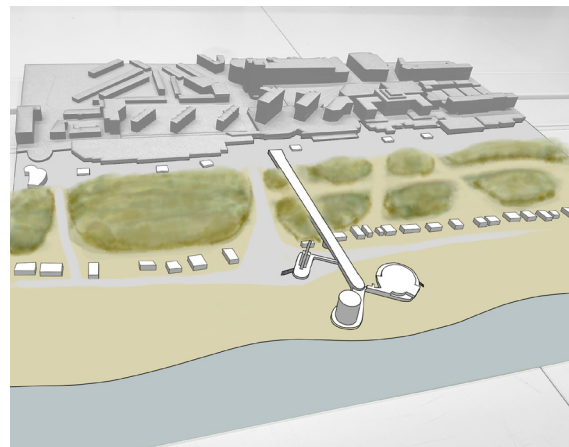
1. Break the Barrier

This principle addresses the issue caused by the width, traffic, and hard surfaces of the Gevers Deynootweg, which acts as a barrier for pedestrians and wildlife, leading to segregation between the three main stakeholder groups. The proposed strategy is to restrict car traffic at strategic points, allowing for intuitive vertical connections that prioritise pedestrian movement and ecological corridors. This also redirects the tourist influx from the Gevers Deynootweg, leading to a better tourism distribution over the various vertical access routes.

Goals: *Pedestrian Accessibility, Nature Inclusion, Tourism Distribution*

2. Soft Coastal Expansion

This principle proposes a seaward expansion of the resort to create a more balanced spatial distribution among the stakeholders. A soft, nature-inclusive



approach is required, one that integrates with the existing dune landscape to preserve natural ecosystems. Therefore, a protective dune ridge would be introduced between urban development and the beach. This not only improves ecological value and liveability for residents, but also strengthens coastal defence and enhances the authenticity of the touristic beach experience. The strategy is enabled by mechanical sand nourishment, shifting the coastline approximately 130 metres seaward.

Goals: *Coastal Defence, Nature Inclusion, Residential Well-being, Authentic Tourism Experience*

3. Legibility & Liveability

This principle aims to restructure the urban layout of the resort. The current illegible network of large build- ing blocks and narrow passageways between Gevers

Deynootweg and the Boulevard would be replaced with L-shaped building configurations. These would ensure sea and dune views from residences and incorporate recreational green spaces into the urban fabric.

Goals: *Residential Well-being, Nature Inclusion, Urban Legibility*

4. Dunes in Motion

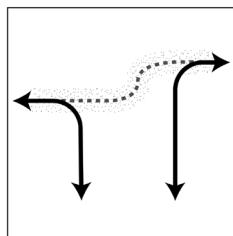
This concept seeks to dynamically extend the dune landscape into the urban area, reinforcing the relationship between nature and residents while enhancing the authenticity of the tourist landscape. The dunes would be allowed to penetrate into the urban fabric until they connect with green urban infrastructure, thereby forming ecological corridors.

Goals: *Nature Inclusion, Residential Well-being, Authentic Tourism Experience*

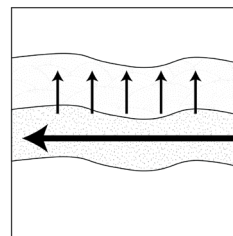
5. The Destination Line

This principle involves relocating the tram line seaward, in line with the coastal expansion, allowing it to run alongside the dune area. Tourists would arrive directly at their desired destinations along the coast, resulting in a more even distribution of visitors along the coastline. This mitigates tourist pressure in residential zones and enhances the overall touristic experience. Additionally, freeing up space along the current tram route on Gevers Deynootweg would help

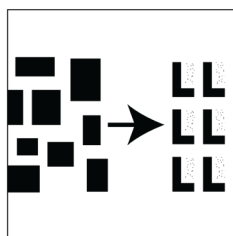
Design Principles



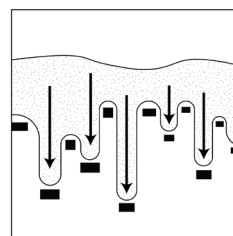
1. Break the Barrier



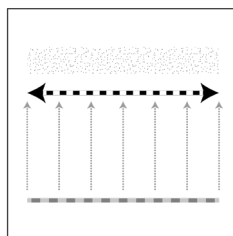
2. Soft Coastal Expansion



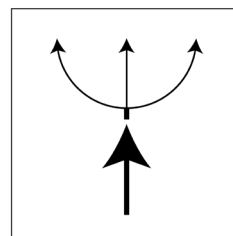
3. Legibility & Liveability



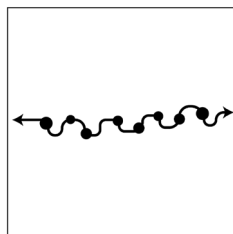
4. Dunes in Motion



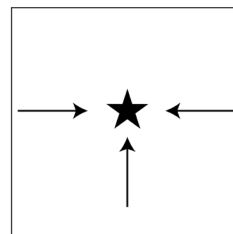
5. Destination Line



6. Spreading Tourism Density



7. Linear Tourism Hub



8. Landmark Views

136 List of design principles acquired by combining the findings from the three stakeholder scenarios.

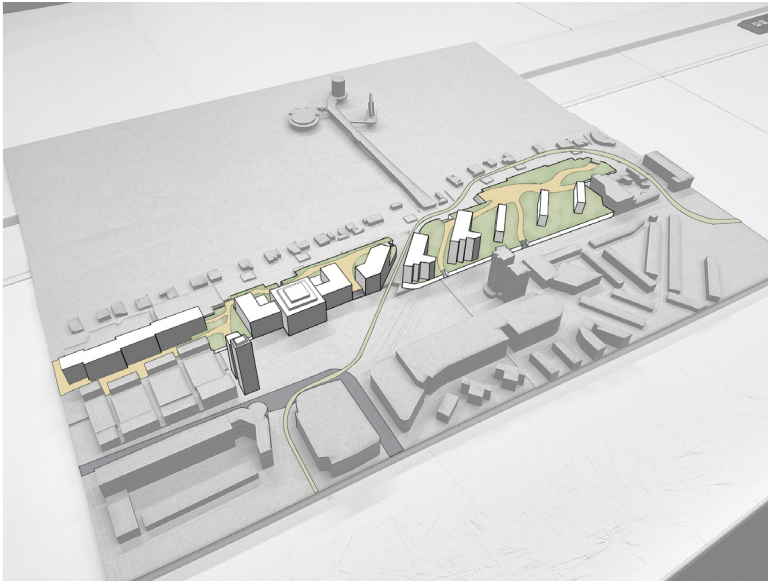
mitigate its barrier effect and allow for improved pedestrian and green infrastructure.

Goals: *Authentic Tourism Experience, Tourism Distribution, Residential Well-being, Nature Inclusion, Pedestrian Accessibility*

6. Spreading Tourism Density

By improving accessibility to other entry points along the Scheveningen coast, tourist flows can be more evenly distributed. This would benefit areas such as the village centre economically while easing pressure on the resort area and reducing nuisance for residents.

137 Early sketch visualising a combination of principles, moving the tramline to the boulevard, bringing the dune landscape into the urban fabric of the resort, and opening up the Pal-aceplein and Gevers Deynootplein for pedestrians.



Goals: *Vital Tourism Economy, Residential Well-being, Tourism Distribution*

7. The Linear Tourism Hub

This principle proposes relocating the boulevard seaward into the dune zone, transforming it into a linear tourism hub. The boulevard would guide visitors through a series of themed experience spokes embedded in an authentic dune landscape. It would connect decentralised arrival points along the coast and feature a broad cycling lane, relieving pressure on public transport and major roads. The fragmented layout also restores sea views by breaking up the current continuous row of beach pavilions.

Goals: *Bicycle Accessibility, Authentic and Coherent Tourism Experience, Dynamic Sightlines, Tourism Distribution*

8. Landmark Views

This principle aims to anchor the area's historical identity in the transformation process by preserving long, direct sightlines to iconic landmarks. This ensures that historic tourist icons remain visually connected to both the boulevard and the dune landscape, to ensure that the historical value and local identity of the area remains structurally integrated into the tourist experience.

Goals: *Authentic Tourism Experience, Dynamic Sightlines, Preserving Historical Identity*

Conclusion:

Together, these principles have the potential to complement one another and establish a sustainable relationship between nature, residents, tourists, and local businesses. Central to this vision is the seaward expansion, which provides the coastal defence, creates space for an authentic tourist experience, and integrates the ecological landscape into the urban network. By redistributing mobility flows, pressure on local residents can be mitigated, while economic vitality is spread more evenly along the coastline. This, in turn, frees up space within the urban fabric to enhance pedestrian movement and nature inclusion.

5.7 Vision

138 Vision map bringing the design principles together.

This section outlines the integrated vision for the Scheveningen coastal zone, guided by the application of eight interrelated design principles.

The physical and symbolic barrier of the Gevers Deynootweg is addressed through targeted intervention at the Palaceplein, as proposed in Design Principle 1. This enhances pedestrian accessibility and helps to dissolve the segregation between nature, residents, and tourists within the seaside resort. In turn, this supports Principle 3, enhancing both the legibility and liveability of the area. Additionally, it encourages a more even distribution of visitors by car, contributing to the goals of Principle 6.

139 List of design principles acquired by combining the findings from the three stakeholder scenarios.

The coastal expansion envisaged in Principle 2 extends from Oostduinpark to the Scheveningen harbour and connects inland to promote urban ecological networks. This approach combines Principles 2 and 4, simultaneously enriching the tourist experience along the linear tourism hub of the new boulevard and improving residential liveability, thereby aligning with Principles 3 and 7.

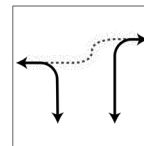
The linear tourism hub itself is reinforced by Principles 5 and 6, which aim to distribute tourist activity more evenly throughout the area. This reduces pressure on residential neighbourhoods and supports a more balanced coexistence between tourism and local life.

Highlighting landmark views, as outlined in Principle

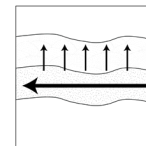
8, is intended to foster a strong sense of place and spatial identity. This enhances place attachment for both residents and visitors, further supporting Principles 3 and 7.

In summary, the eight design principles are conceived as mutually reinforcing. Together, they aim to decrease the pressures of tourism while enhancing space for nature and local communities and a more sustainable tourism model.

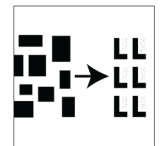
Design Principles



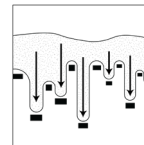
1. Break the Barrier



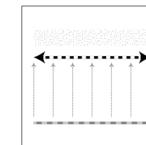
2. Soft Coastal Expansion



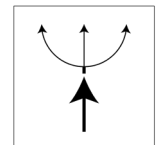
3. Legibility & Liveability



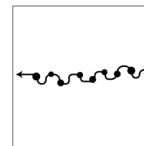
4. Dunes in Motion



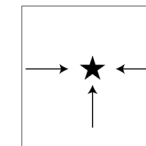
5. Destination Line



6. Spreading Tourism Density

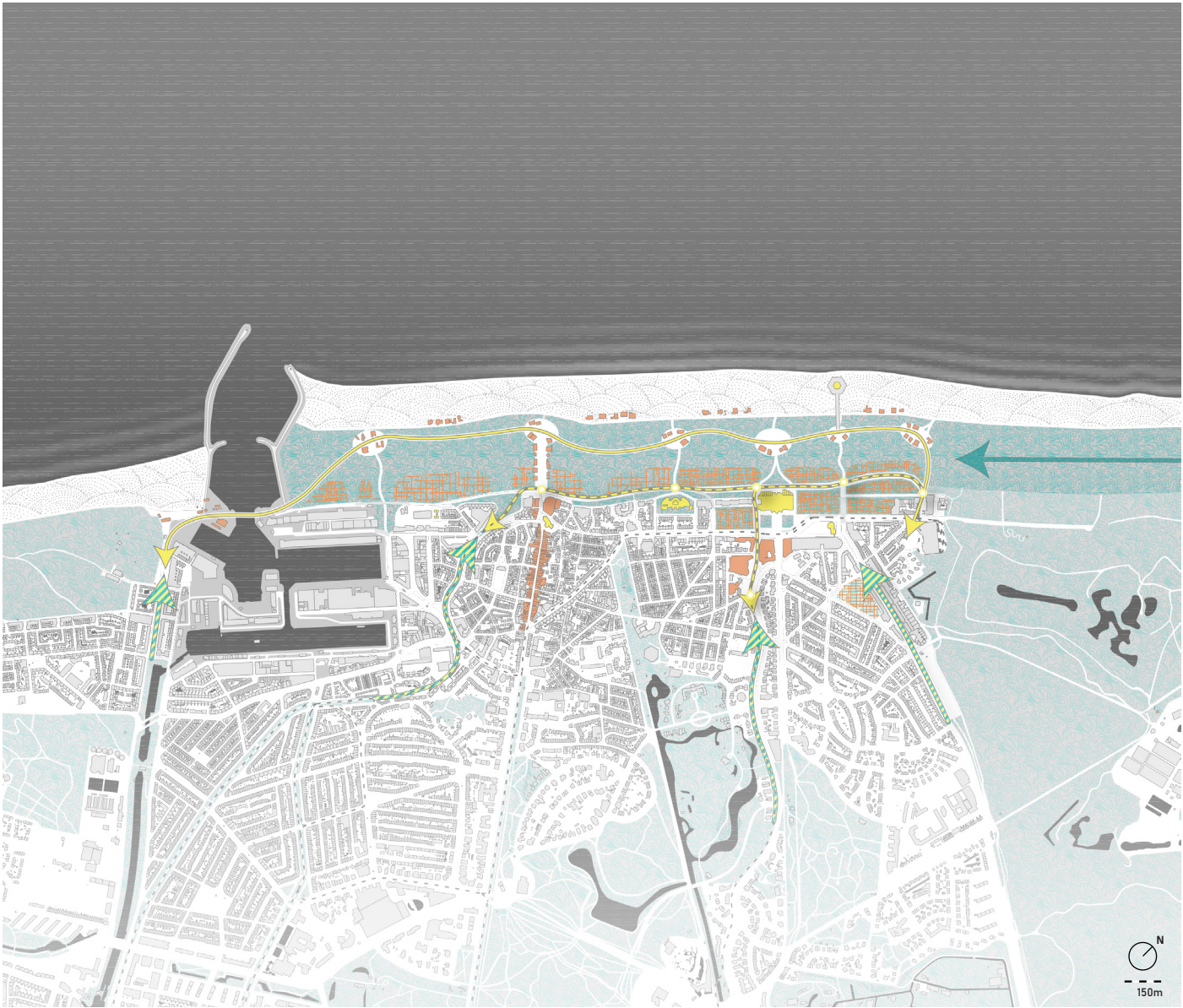


7. Linear Tourism Hub



8. Landmark Views

Vision map



- Green corridors/entrances
- Soft coastal expansion
- Tourism corridors
- High density development
- Low density development
- Dune expansion
- Landmarks
- Tourism clusters
- Natural Ecosystems

6.

Results

6.1 Design Assignment

140 Exploratory sketches translating the design principles into concrete design interventions.

141 Table representing the relations between the identified issues from the problem field analysis and the design principles resulting from the design explorations.

The vision presents a clear design assignment for the coastal resort. In response to the issues identified in the problem field analysis, a number of design principles have emerged within the vision that aim to better align the spatial organisation of the resort with the needs of the main stakeholders. This chapter serves as a translation of those principles into specific design interventions. The accompanying table indicates which principles apply to which challenges.

Together, these interventions aim to answer the central question:

• How can the spatial organisation of the coastal resort be adapted to foster a balanced relationship between ecological resilience, residential liveability, and a sustainable tourism economy?

To address this question, it is essential to explore how the principles derived from the vision can be applied spatially in order to strategically facilitate the desired balance. This is developed into a masterplan that interconnects the principles, alongside a zoom-in is worked out to illustrate the spatial impact of the proposed interventions on the organisation of the resort.

Issue number:	Identified Issues:	Topic:	Corresponding Design Principles:
1	Barrier effect of Gevers Deynootweg	Spatial organisation	1. Break the Barrier, 3. Legibility & Liveability, 5. Destination Line, 6. Spreading Tourism Density
2	Illegible organisation of urban fabric	Spatial organisation	1. Break the Barrier, 3. Legibility & Liveability, 4 . Dunes in Motion, 8. Landmark Views
3	Poor ecological condition	Problematic stakeholder relations	1. Break the Barrier, 2. Soft Coastal Expansion, 3. Legibility & Liveability, 4. Dunes in Motion
4	Obstructed sea view	Spatial organisation	3. Legibility & Liveability, 7. Linear Tourism Hub, 8. Landmark Views
5	Threat of sea level rise	Spatial organisation	2. Soft Coastal Expansion, 4. Dunes in Motion
6	Outdated tourism model	Problematic stakeholder relations	5. Destination Line 6. Spreading Tourism Density, 7. Linear Tourism Hub
7	Disrupted spatial organisation	Spatial organisation	1. Break the Barrier, 3. Legibility & Liveability, 4 . Dunes in Motion, 8. Landmark Views
8	Tourism Nuisance	Problematic stakeholder relations	5. Destination Line 6. Spreading Tourism Density, 7. Linear Tourism Hub
9	Collective loss of Grandeur	Spatial organisation	3. Legibility & Liveability, 7. Linear Tourism Hub 8. Landmark views



6.2 Concepts

142 Schematic diagrams representing the implementation of the design principles in the resort.

This section translates the design principles to the scale of the seaside resort. Sketches are combined with references to clarify the application of each principle into concrete design concepts.

1. Break the Barrier

This principle is applied to the Palaceplein, with the aim of interrupting the Gevers Deynootweg at the Palaceplein. The concept is inspired by the pedestrianisation of Times Square in New York, where motorised traffic was reduced to create more space for pedestrians. Here, the Gevers Deynootweg would be split, and the area surrounding the Palaceplein made car-free. This intervention enhances the integration of the square with the resort, breaking the physical and ecological barrier currently imposed by the roadway. The result is a more liveable, ecologically resilient, and tourist-friendly environment.

144 Image of the intervention on Times Square to create more space for pedestrians.



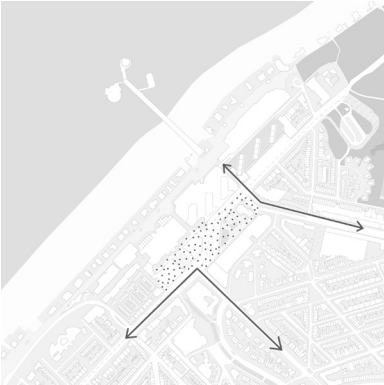
2. Soft Coastal Expansion

The soft coastal expansion draws on the example of coastal development in Katwijk aan Zee. The proposal involves introducing a new dune formation between the resort and the beach, allowing the coastline to extend seaward. This not only enhances the tourist experience by introducing the appearance of an authentic dune landscape, but also creates space for new residential development. The natural expansion reinforces the coastal identity while addressing housing needs in a sustainable manner.

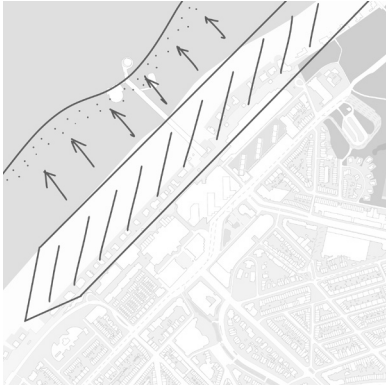
3. Legibility & Liveability

This principle focuses on improving both the spatial legibility and quality of life within the resort. New developments are designed to clarify the spatial structure, making navigation more intuitive while enhancing the attractiveness of the residential environment.

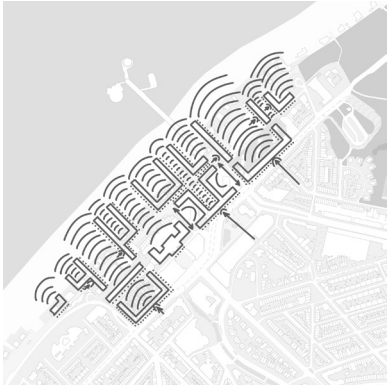
Design Principles



1. Break the Barrier



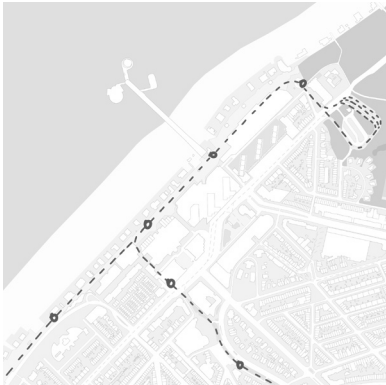
2. Soft Coastal Expansion



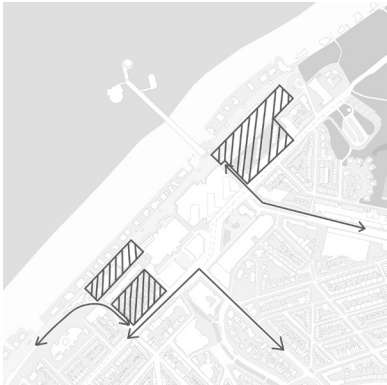
3. Legibility & Liveability



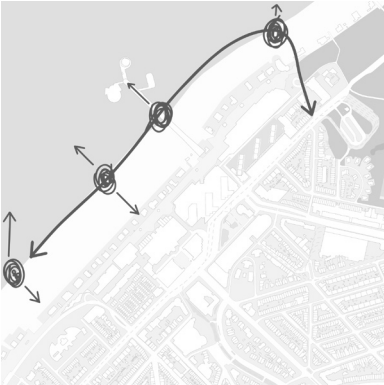
4. Dunes in Motion



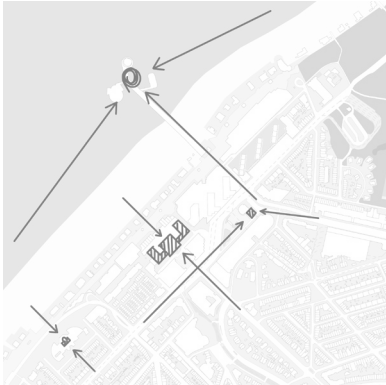
5. Destination Line



6. Spreading Tourism Density



7. Linear Tourism Hub



8. Landmark Views

The ecological dune landscape introduced through the soft coastal expansion is extended into the residential areas, creating a soft and gradual transition between natural and urban environments.

145 Image from the view of the Eendracht housing complex on the Vroesenpark.

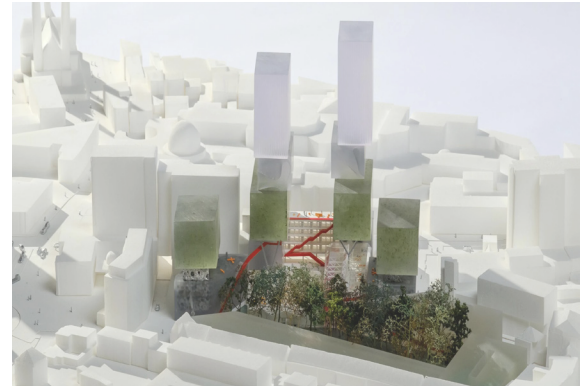


146 Conceptual diagram of the inaccessible urban forest in for the VDMA site in Eindhoven.

A key reference is the De Eendracht housing complex in Rotterdam. Its U-shaped layout creates a buffer between public streets and private dwellings, enhancing residents' privacy. The open side of the U faces the Vroesenpark, allowing the park to act as an extension of the communal garden. This interplay between open and enclosed space is mirrored in the plan for the resort. By using open U- and L-shaped blocks, the landscape is drawn into the housing clusters, ensuring views of green space from every dwelling. Integrated gateways within the blocks emphasise visual and physical connections to nature from the public realm. At the site of the current Palace Promenade, U-shaped forms are used to open up narrow side streets, improving privacy and breaking up the dark and narrow passageways.

4. Dunes in Motion

This principle closely aligns with the previous one. The concept involves extending the newly created dune landscape into the urban fabric. This allows both residents and visitors to enjoy open views of the dunes, while the accessibility to the natural area is limited to ensure that nature can flourish undisturbed. The inspiration for this concept comes from Delva's design for the VDMA site in Eindhoven, where an inaccessible urban forest is integrated into a residential tower. The guiding idea is that a green environment benefits residents, while simultaneously allowing nature to develop freely without human interference.



5. Destination Line

The idea behind the 'Destination Line' is derived from the Belgian coastal tram. By extending the tram line seawards alongside with the coastal expansion, tourists can arrive directly at their destination on the

beach. This relieves pressure on residential areas by reducing through-traffic and improves beach accessibility via public transport.



147 Image of the Belgian coastal tram.

expansion. In doing so, it becomes integrated into the dune landscape and takes on an ecological character, enhancing the authenticity of the resorts coastal experience. The idea is inspired by the Hub-and-Spoke model (Gunn, 1979), where the boulevard functions as a linear type of hub, a central arrival point for all tourists. Along this hub, visitors are guided through the dune landscape along various “spokes.”

Examples of these spokes include:

- The vibrant, amusement-like atmosphere currently found around the pier
- A wellness retreat near the Kurhaus featuring sauna and yoga services
- The traditional beach pavilions that characterise the historic resort

6. Spreading Tourism Density

By breaking the barrier of the Gevers Deynootweg at Palaceplein, car access to the resort is more evenly distributed across the Badhuisweg and Zwolsestraat. These routes are intended to connect efficiently to underground parking facilities located beneath the new developments. While primarily intended for residents, these facilities can also help distribute tourist traffic more evenly between the two streets. As a result, the tourism pressure is better distributed across the entire area.

7. Linear Tourism Hub

The concept of the Linear Tourism Hub involves moving the boulevard seawards together with the coastal



148 Impression of a wellness retreat embedded in the dune landscape.

149 Image of the Two Towers in Bologna.

This model promotes a diversified tourism economy and supports a dynamic visitor experience. Furthermore, a two-way cycle lane is proposed along the boulevard, improving accessibility for cyclists and reducing pressure on public transport and car parks.

8. Landmark Views

The Landmark Views principle aims to emphasise the resort's glorious past within the spatial experience of the area. This can strengthen the emotional connection between residents, tourists, and the location, while also reinforcing its spatial identity. The interaction between new large-scale developments and highlighting historical landmarks is intended to counteract the current atmosphere of faded grandeur.

150 Image staircase of Villa Malaparte.



A key element of this principle is the introduction of a new, shorter pier featuring a tall, narrow observation tower and a striking entrance that opens up dramatic views of the sea. A fitting reference for this concept is



the staircase of Villa Malaparte, known for its sculptural, minimalist form. The observation tower is envisioned as a distinctive new landmark, rising in stark contrast from its surroundings—similar in impact to the famous towers of historic Bologna.

6.3 Urban Design

151 Sketch of the envisioned section of the current Boulevard, being transformed into a residential street characterised by the new tramline and a two-way cycling highway.

In this section, the concrete design principles outlined in the previous chapter are brought together and presented in a proposal for a new urban design for the seaside resort.

The proposal integrates the boulevard into the dune landscape of the soft coastal expansion. At the heart of the new boulevard lies a two-way cycle path, designed to reduce pressure on car parks and public transport. Beach pavilions are positioned on the urban side, elevated on the dunes, while on the seaward side, they are embedded within the dune landscape.

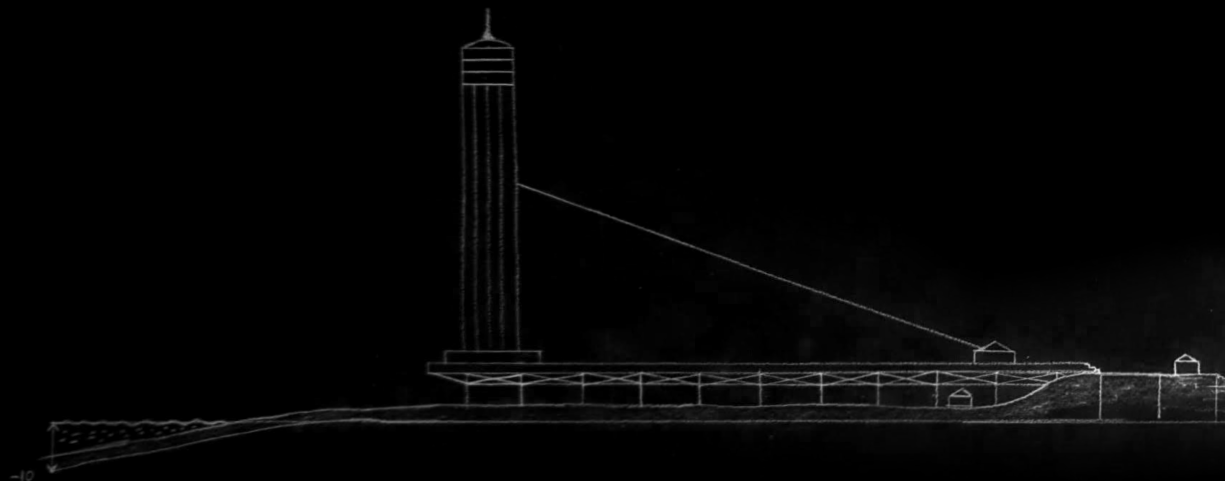
152 Sketch of the envisioned section of the new Boulevard imbedded in the dune landscape of the coastal dune expansion.

The existing boulevard has been transformed into a residential street, now characterised by a tram line that has been shifted seaward in line with the coastal expansion. This street also features a two-way cycle path, ensuring strong connectivity for the residents

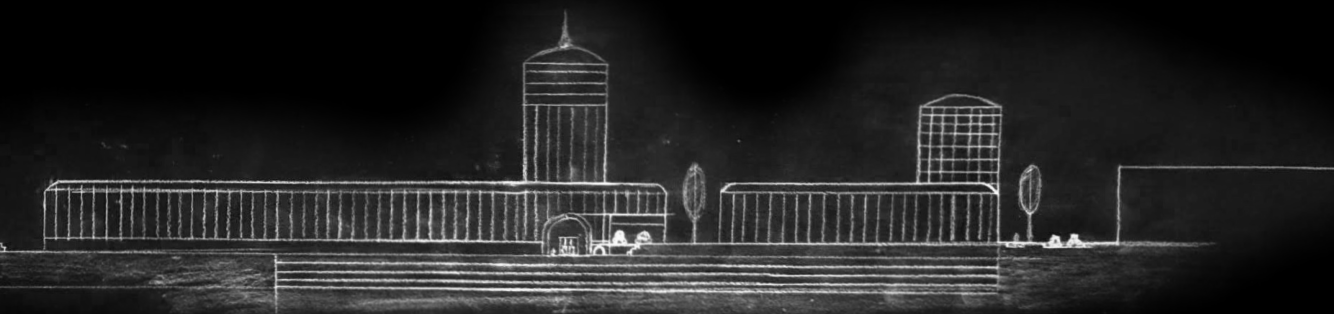
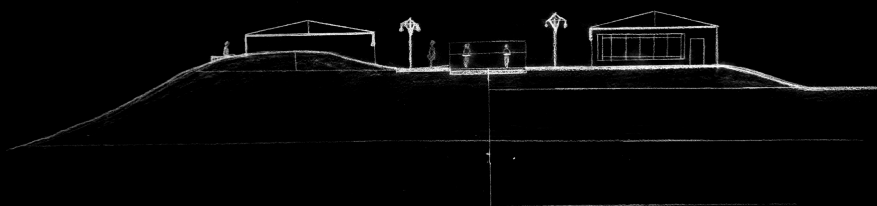
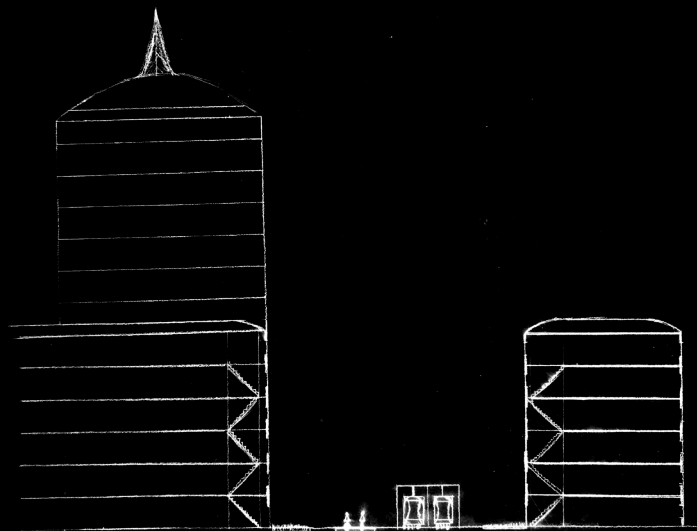
with the centre of Scheveningen. Entrances and stairwells of the new residential buildings are located on either side of the street, allowing residents on the far side of each block to enjoy clear views of the large internal courtyards.

The final cross-section illustrates the extension of Zwolsestraat, which is the main point of arrival for tourists travelling by car. The street leads directly to a large underground car park situated beneath the new development. From here, both residents and tourists can descend one level to exit onto the current boulevard, which has been reimagined as part of the transformed seaside resort. At this junction, the two-way cycle path and the relocated tram line also cross the extension of the Zwolse Street.

153 Sketch of the envisioned section of the extension of the Zwolsestraat, leading directly to the new and shortened pier which ends in an eye-catching observation tower.



From this point, the street runs past tourist facilities located on the ground floors of the new residential development, before extending into the dune landscape and a new, shorter version of the pier, which reminiscent of the former Wandelhoofd Wilhelmina, which culminates in a slender and tall observation tower at its far end, offering a panoramic view over the coastal landscape.



154 Masterplan map
bringing the design
principles together.

Masterplan:

The overview of the transformation of the entire area is represented in the masterplan. By breaking through the Gevers Deynootweg at the Palaceplein, an accessible and open public space is created. This space is repurposed with retail and service amenities, transforming the square into a vibrant neighbourhood centre, primarily aimed to facilitate the daily needs of residents.

Through the coastal expansion, the dune landscape now stretches across the entire site. In front of the Kurhaus and extending from Zwolse Street are wide avenues that link the main tourist access points to the new boulevard. Between these routes, a series of narrow paths through the dunes connect the residential areas to the coastline. Most of the dune landscape remains inaccessible to preserve its natural character.

The residential blocks are laid out in large open L- and U-shapes, ensuring that nearly all dwellings face the dunes. From the fourth floor upwards, views of the beach and sea are also possible. Where the dunes slope gradually into the residential area, trees have been planted to act as windbreaks against the strong coastal winds.

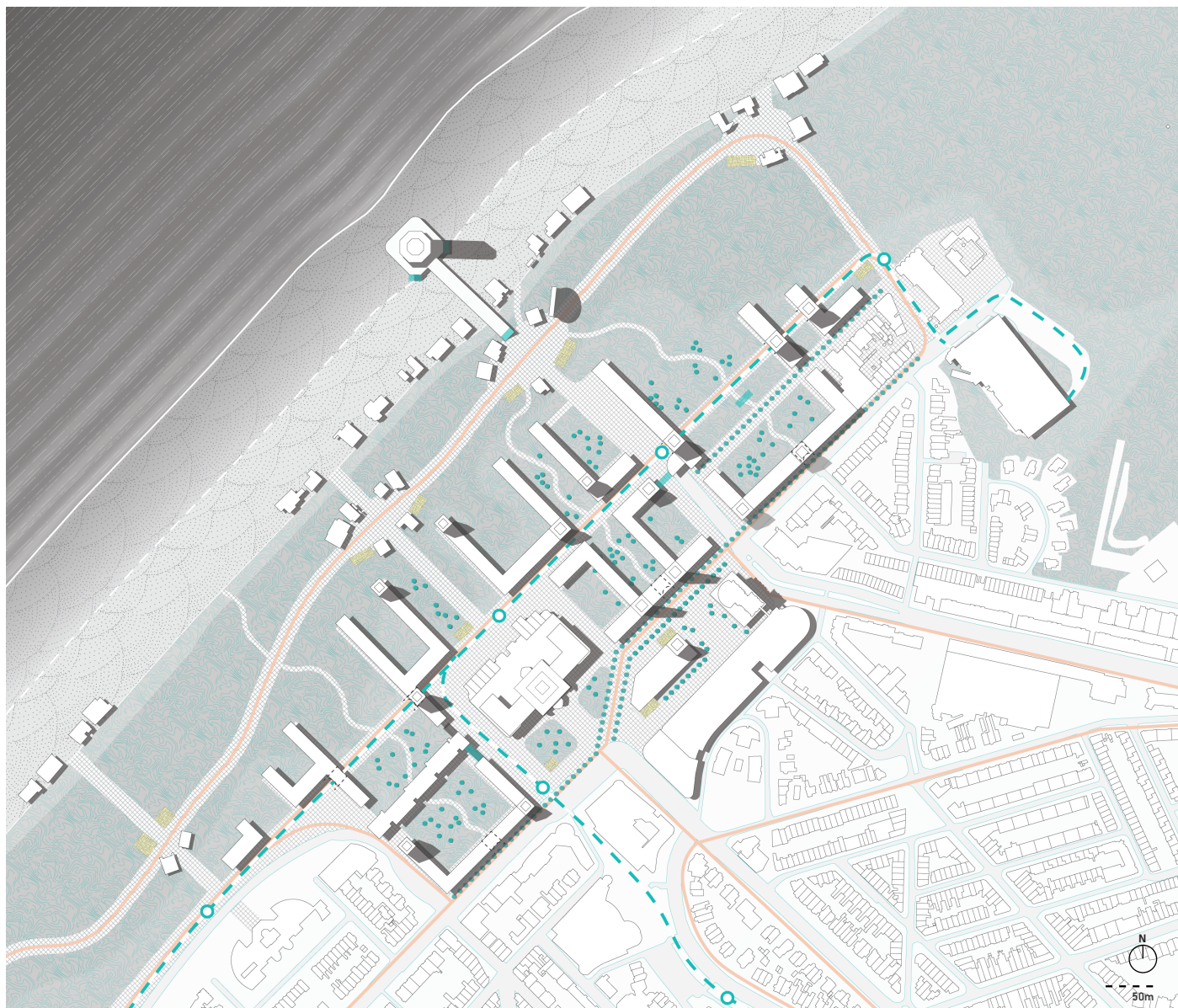
At the points where the dunes extend up to the Gevers Deynootweg, three large gateways have been integrated into the residential blocks to encourage residents to explore the coast. Along the current Boulevard,

five similar gateways are placed at intervals, marking where the buildings give way to open dune landscape. These gateways create a dynamic visual rhythm and spatial continuity throughout the area. The new tram line also runs along this route.

New tram stops are strategically located in front of the Beelden aan Zee museum, seaward of the Kurhaus, and along Zwolsestraat in line with the new pier. This makes public transport highly accessible for residents and allows beach visitors to arrive as close as possible to their destination, minimising tourist traffic within residential zones.

Underground car parks are located beneath the two large U-shaped blocks, where the landscape reaches up to Gevers Deynootweg. To accommodate these, the terrain has been slightly elevated, with pedestrian routes situated at what is effectively the first floor level.

The new boulevard meanders through the dunes and features a central two-way cycle lane. Where it intersects with cross-streets, visual sightlines are maintained toward historic landmarks, and tourist facilities and bicycle parking areas are provided. From any starting point, it is possible to walk a circular route along the beach and return via the boulevard, enhancing a dynamic beach experience. Due to the strategic placement of beach pavilions, there is an uninterrupted view of the coastline from nearly every point along the boulevard.



Stairs
 High tidal line
 Low tidal line

Green corridors/entrances
 Tramline
 Two-way cycling lanes

Tree
 Bicycle parking
 Carfree zone

Buildings
 Streets
 Dune landscape

155 Representation of the design principles in the masterplan.

This section elaborates on how the individual design principles outlined in the masterplan are reflected in the spatial layout, as well as the resulting implications.

Breaking through the barrier formed by the Gevers Deynootweg creates new opportunities for a car-free residential centre. This zone is set apart from, and at a different elevation than, the nearby tourism areas. As a result, it is shielded from touristic disturbances and instead offers ample space for local everyday amenities.

The soft coastal expansion provides an adaptive response to rising sea levels, while simultaneously introducing a new boulevard embedded within the dune landscape. Beyond enhancing the tourist experience, this intervention also strengthens the visual connection between residents and the surrounding environment, and serves as a protective buffer for ecological habitats that can thrive undisturbed within the green space.

The area's built environment has been configured to ensure a balanced benefit for all three key user groups. Long, wide roads intuitively guide tourists over the shortest routes to the boulevard, while residential areas are designed to visually harmonise with the surrounding landscape. Additionally, a clear road hierarchy facilitates smooth circulation and restricts access to the dune area, thereby safeguarding nature from urban pressures.

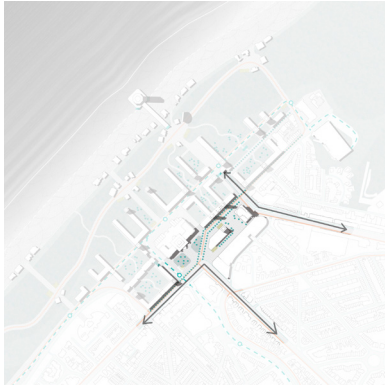
At selected points, this boundary is deliberately softened by allowing the natural landscape to extend further inland. This creates a transitional zone, particularly around the former boulevard, where nature and the city continually interact. This area is specifically designed for recreational use by residents, aligning with the main public transport routes.

One such transport modes is the tramline, which has been aligned with access points to the new boulevard. This guides tourists directly to the designated leisure areas, while enabling residents to reach their homes via the former boulevard without the tram needing to cross the dune landscape.

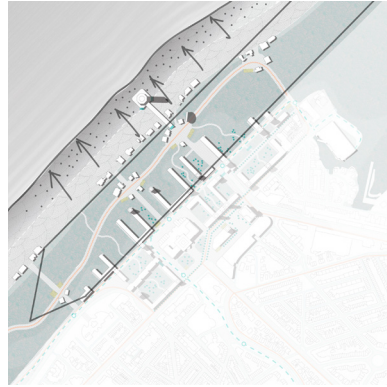
By distributing motorised tourist traffic across multiple arrival points, congestion, and its associated nuisance, can be reduced. As a result, the area can largely remain free of cars, enhancing liveability for residents, improving the visitor experience, and supporting environmental preservation.

The linear tourism hub and landmark sight lines have been carefully aligned to visually incorporate historical landmarks into the natural touristic experience along the new boulevard. In doing so, the plan helps retain the historical character of the area while integrating it into a sustainable tourism framework.

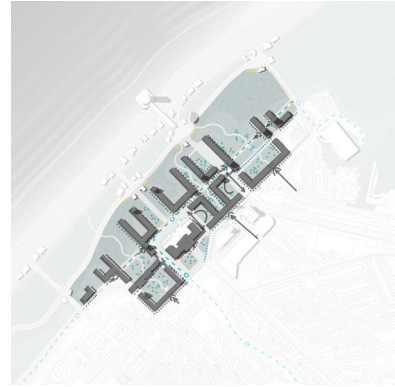
Design Principles



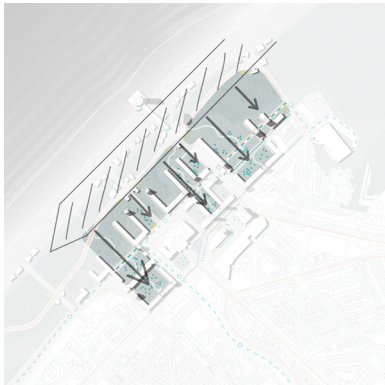
1. Break the Barrier



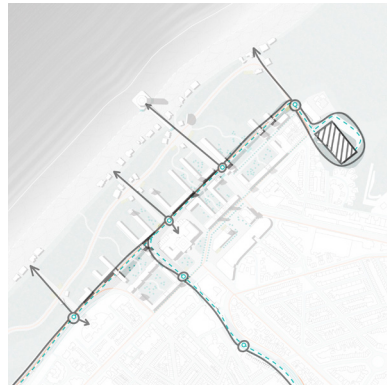
2. Soft Coastal Expansion



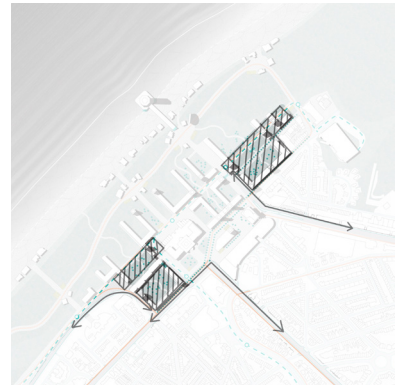
3. Legibility & Liveability



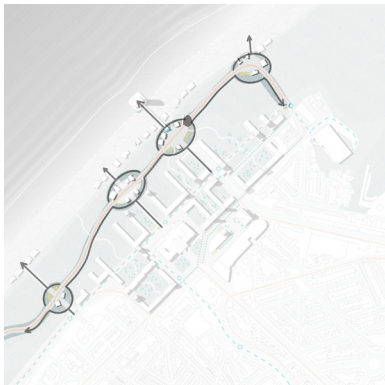
4. Dunes in Motion



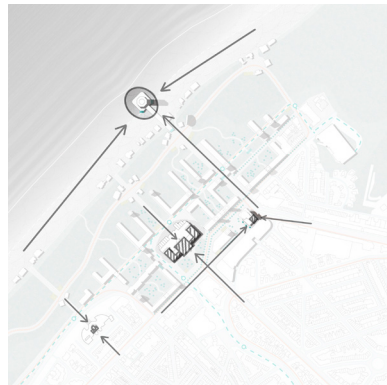
5. Destination Line



6. Spreading Tourism Density



7. Linear Tourism Hub



8. Landmark Views

Images from left to right: **156** Frontal image of the physical model of the masterplan from the coast.

157 image of the physical model of the masterplan. Lighting is placed from the direction of the afternoon sun.

158 Image of the view through the arches of the new residential development over the former Boulevard.

159 image of the physical model of the masterplan. Lighting is placed from the direction of the morning sun.

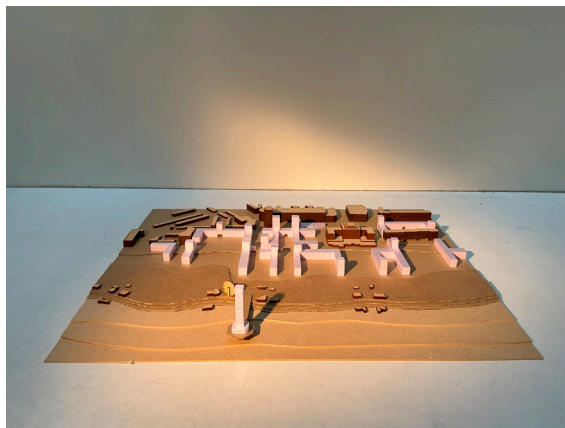
160 Birds-eye-perspective of the masterplan, scale 1:1000.

Physical Model:

The physical model gives spatial form to the masterplan, allowing its key design strategies to be experienced from the third dimension.

In the first image, the frontal perspective from the sea is shown. Here, the most striking feature is the series of expansive open spaces where the dune landscape gradually extends into the urban fabric, reinforcing the intended integration between natural and built environments.

The second image captures the daylight conditions during the afternoon. Shadow primarily falls along Gevers Deynootweg and the current boulevard, routes that are not designated as primary areas for recreation. As such, shading in these locations does not detract from the quality of stay within key public spaces. Particularly notable is the interplay of light and shadow within the large portals of the residential blocks along the former Boulevard, where the openings generate

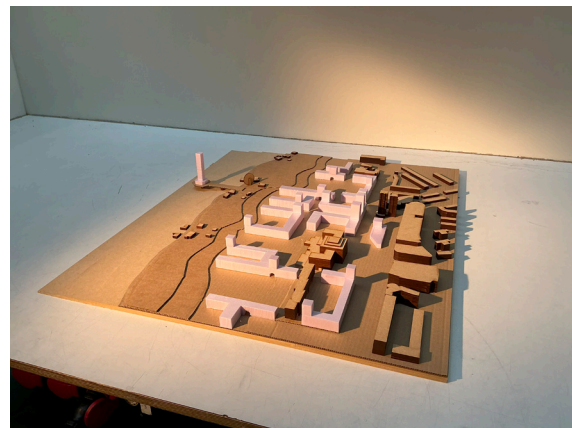


a striking contrast with the bright, open dune landscape beyond, enhancing spatial depth and visual interest.

The image in the top right shows the morning light conditions. At this time of day, shadows fall toward the seaward edge, allowing Gevers Deynootweg and Gevers Deynootplein to be in the full sunlight. The inner courtyards of the residential blocks are shaded during these hours, where this has minimal impact on the usability.

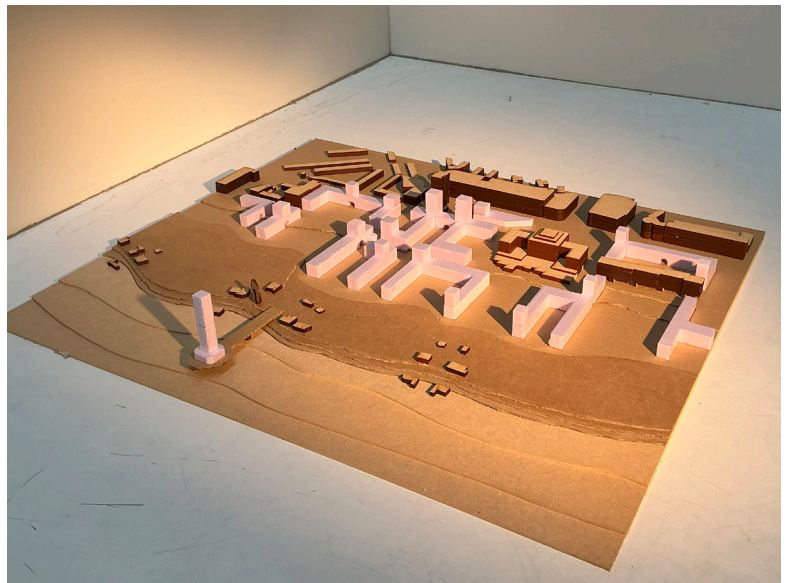
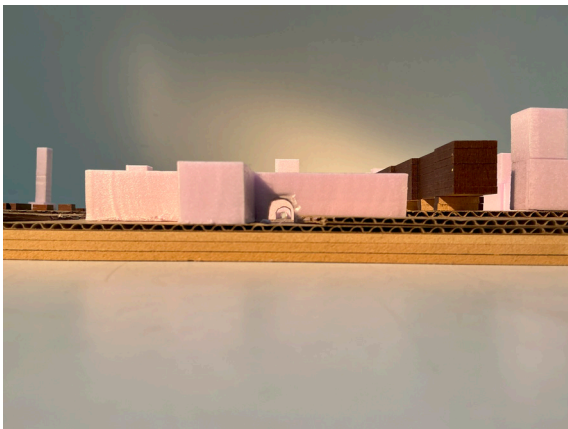
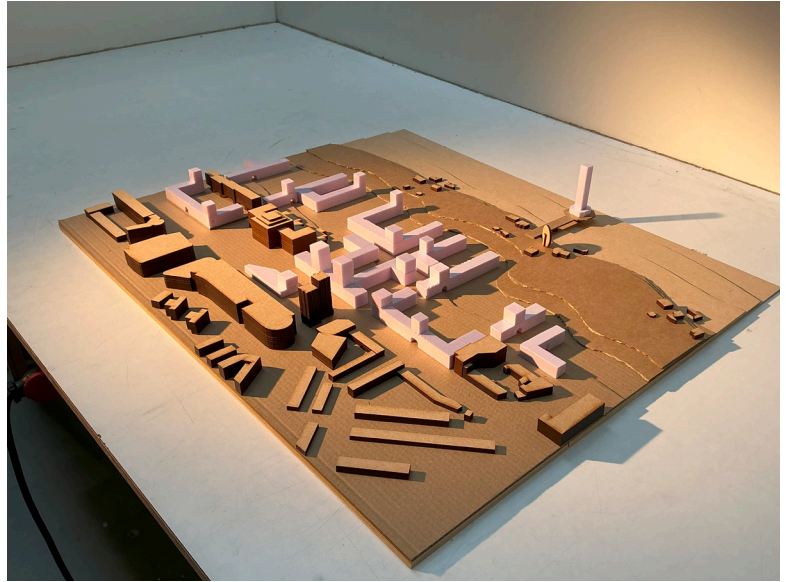
The final image provides a clear overview of the project's dimensional relationships, with the slender, elevated observation tower on the pier standing as its most prominent vertical accent. To allow this element to dominate visually, surrounding built volumes have been kept deliberately low.

The conceptual motivation behind the placement of towers lies in extending the vertical dynamism of the waves and dune formations into the architectural



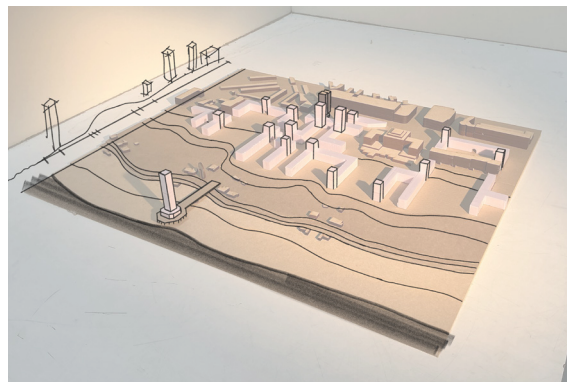
composition. These vertical elements are positioned to highlight the grand portals within the residential blocks and to frame significant view corridors toward the dune landscape along symmetrical axes. In this role, the towers function as visual anchors and spatial markers, helping to articulate the hierarchical structure of the plan.

Strategically placed at key intersections and terminal points, the towers frame and accentuate natural views, contribute to a narrative spatial sequence, and enhance legibility and wayfinding throughout the area. Their presence strengthens the spatial cohesion of the masterplan while reinforcing orientation and identity within the transformed coastal landscape.



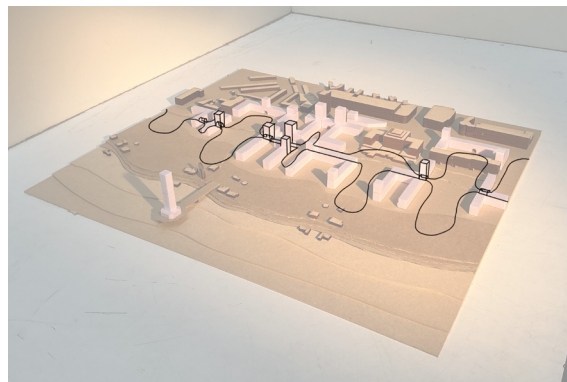
161 Sketch highlighting the vertical dynamics of the model.

The vertical dynamics of the built environment are designed to respond to the natural landscape, echoing the way waves transition seamlessly into the beach and dunes. Rather than the current static wall of apartment blocks, the new residential area introduces a dynamic composition: low-rise volumes that emphasise the dune landscape alternate with taller structures strategically placed around urban nodes where tourist and residential flows converge.



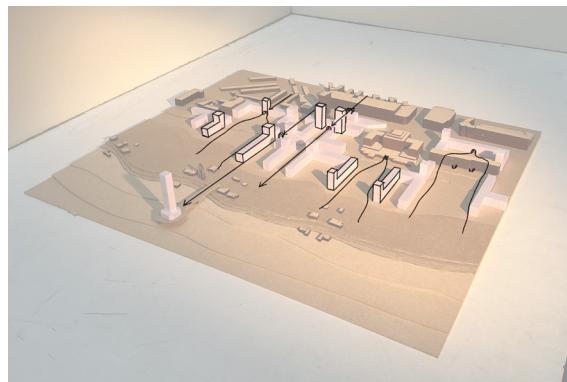
162 Sketch highlighting the spatial sequence through the resort parallel to the coastline.

The impact of this varied building height becomes especially apparent through the spatial sequence experienced by users. Along the former boulevard, running parallel to the coast, large open views alternate with narrow portals. These portals are marked by towers, creating a rhythm in the streetscape: a recurring visual of vertical landmarks followed by a compressed visual corridor through the portal, which then opens up into expansive open spaces where the dune landscape flows gradually into the urban fabric. This cyclical progression visually unifies the area while offering a dynamic and engaging experience for those moving through it.



163 Sketch highlighting the spatial sequence through the resort orthogonal to the coastline.

The spatial sequence orthogonal to the coastline applies a similar strategy. Here, portals are also accentuated with towers, and aligned with openings in the existing urban fabric. From a distance, roads frame views of the towers; as one approaches, the view narrows through the portal before dramatically opening out again into wide panoramas of the dune landscape on the other side.



Spatial Distribution

This section outlines how specific spaces within the design respond to the needs of individual stakeholders.

For the areas allocated to nature within the plan, it is particularly important that these spaces are designed in a way that adds ecological value to the dune landscape. This means fostering rich biodiversity, with plant species selected not only for their suitability to the region's climatic conditions but also for their contribution to the food supply of animals inhabiting the area.

To achieve this sustainably, the design adopts a holistic approach to supporting the entire food chain. This begins with the three main predators of the Dutch dune landscape: the fox, the buzzard, and the long-eared owl. These species primarily depend on small birds and mammals for their diet. Buzzards and long-eared owls hunt small birds and mice, while foxes also prey on slightly larger mammals such as rabbits. Enabling the presence of these species requires a dune environment that is suitably structured (Jansen, 2022).

Mice and small birds like the chiffchaff and meadow pipit, both commonly found in dune areas, benefit from rich soil life with a high abundance of insects. They also feed on certain plants. It is equally important that these ecosystems are given the space to carry



164 Collage of the native fauna of the Dutch dune landscape.

165 Images of native tree types flourishing under coastal conditions.



Silver birch



Scots pine



Sessile oak

out ecological processes without disruption. For this reason, large vegetated zones are planned between the new boulevard and the residential buildings. Aside from a limited number of access routes, these areas will remain inaccessible to the public. They will thrive primarily through dense shrub vegetation, which can provide both food and shelter for wildlife .

Trees may also play a supporting role by offering shelter and nesting opportunities, stabilising the dunes with their root systems, and offering some protection from the strong coastal winds, helping to shield the residential areas behind them. Tree species that thrive in the Dutch dune landscape include silver birch, Scots pine, and sessile oak (Jansen, 2023).

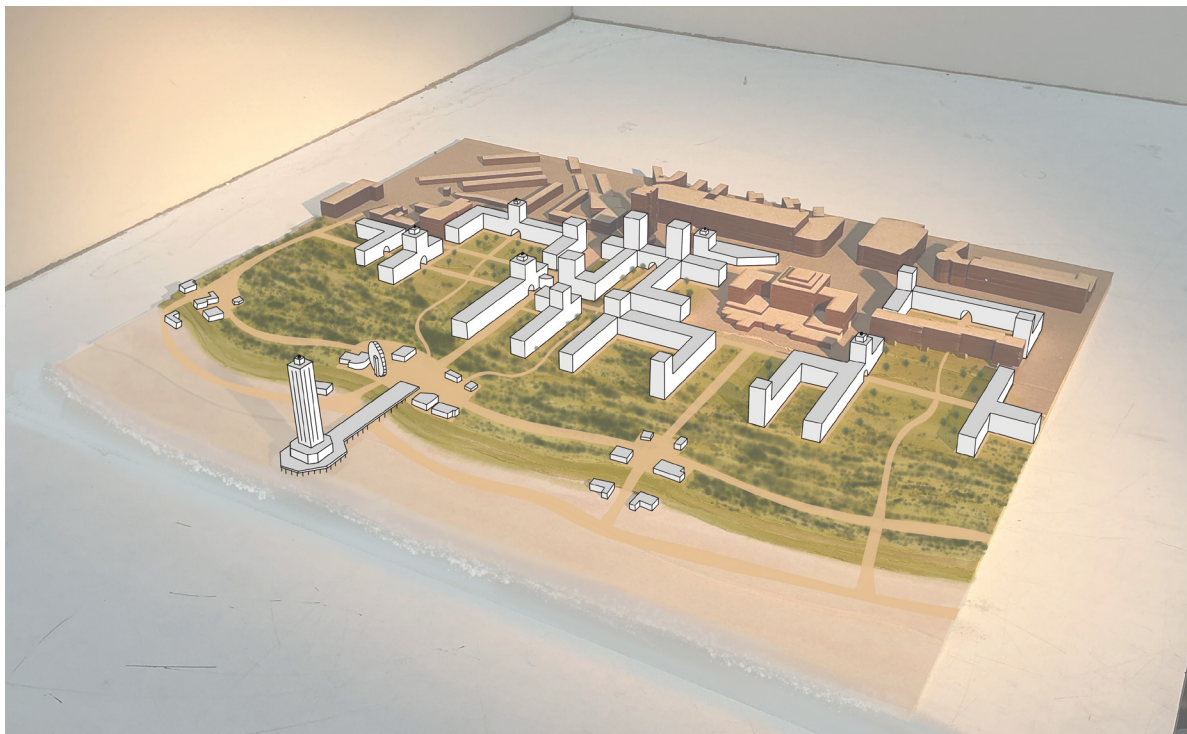
The selection of shrub species is tailored to the dietary needs of animals. Rabbits depend on plants such as marram grass, bush grass, sheep's-bit, and common cat's ear. Mice feed on plants like sea buckthorn, elderberries, hawthorn, and the berries of the rowan tree. For insects, smaller flowering plants are particularly important. Species such as burnet rose, wild carrot, hawkweed oxtongue, and meadow clary support populations of crickets, bees, butterflies, and beetles (jansen, 2022).

The spaces designated for residents are located behind the ecological zone. The U-shaped residential blocks are designed to connect closely with the surrounding ecological context. The large volumes are broken up into narrower blocks to interrupt uniformity

and emphasise the human scale of the design. This approach is inspired by the residential blocks around the Old Town Square in Warsaw, although similar typologies can also be found in contemporary urban planning projects such as the Sportheldenbuurt and the Houthavens development in Amsterdam.

By breaking up the uniformity of the blocks, the sense of anonymity commonly associated with large residential buildings is reduced. This encourages residents to express their individuality and enhances visual recognition of their living environments. Additionally, the more even distribution of entrances contributes to a livelier street life. In contrast, the towers that rise from certain corners of the blocks are uniform in style, a concept also applied in the Ypenburg development. As a result, from distance a consistent ensemble of towers emerges on the horizon, visually emphasising this area from the more traditional neighbourhoods along the rest of the coastline.

In the public realm, the distinction between residential and tourist use is accentuated through materiality. A yellow brick is used in residential areas to visually align with the dune landscape's colour palette. These residential streets include the routes connecting the development orthogonally to the surrounding neighbourhoods, as well as the access roads leading directly to front doors. The intention is that these yellow-toned streets blend more naturally into the landscape and are intuitively used only by local traffic.



166 Birds eye view on the desired coastal landscape.

167 Planting overview for dune areas tailored to the food supply of local fauna.



Burnet rose



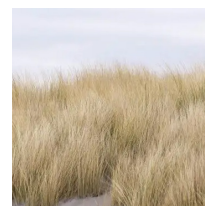
Wild carrot



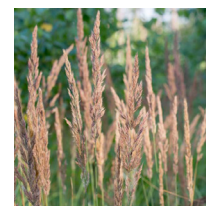
Hawthorn



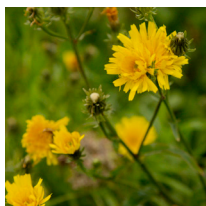
Sea buckthorn



Marram grass



Bush grass



Hawkweed oxtongue



Meadow clary



Rowan tree



Elderberry



Sheep's bit



Common cat's-ear

168 Image of the narrow dwellings along the old town square in warsaw.

In contrast, tourism corridors are defined by red brick paving, which instinctively signals their higher functional hierarchy. These routes guide visitors intuitively to the beach, helping to minimise disruption within the residential areas. This differentiation reinforces the contrast between the landscape and the tourist infrastructure, while allowing the residential zone to merge subtly into its natural surroundings.



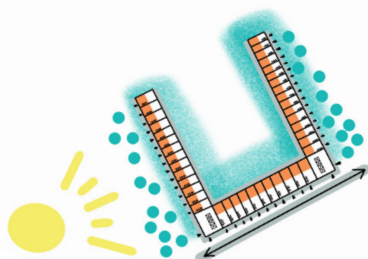
169 Birds eye view on Sportheldenbuurt where narrow dwellings are meeting large apartment complexes.

The individual residential blocks are structured so that they are accessible from the outer side of the U-shape. Living rooms on the two sides are oriented to the south-west to maximise daylight, while those at the base are directed towards the north-west to offer optimal views over the dune landscape. Linear tree plantings along the side entrances enhance privacy for residents. The interior courtyard of each block remains inaccessible, giving full freedom to natural processes and strengthening the visual relationship between residents and their surrounding landscape.



170 Sketch emphasising building orientation of U-shaped blocks.

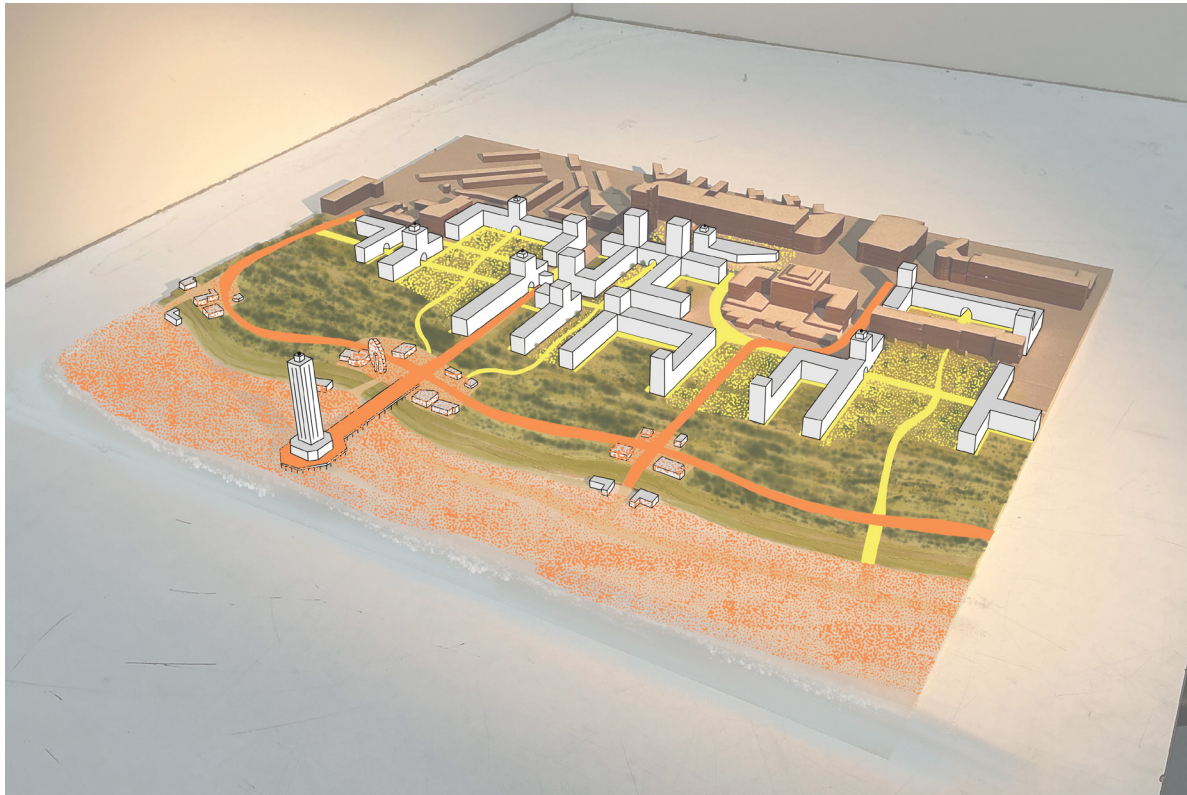
The spaces between the residential blocks feature less dense vegetation and are characterised by grass and trees, allowing these extensions of the dune landscape to be used for recreation, particularly during the summer months.



171 Image of the coherent tower ensemble in Ypenburg.

172 Image of the Superlofts project by MKA, encouraging physical activity and interaction among residents, enhancing the building's social dynamics.





173 Diagram of spatial distribution of public spaces over the main stakeholders and corresponding pavement types.

- Residential flow
- Tourism flow



6.4 The Pier

174 Scheme of the perspectives and route to the new pier.

This section delves into the design of the main arrival route for visitors to the seaside resort. Here, we follow the journey from first entering the area to taking the first steps on the new pier.

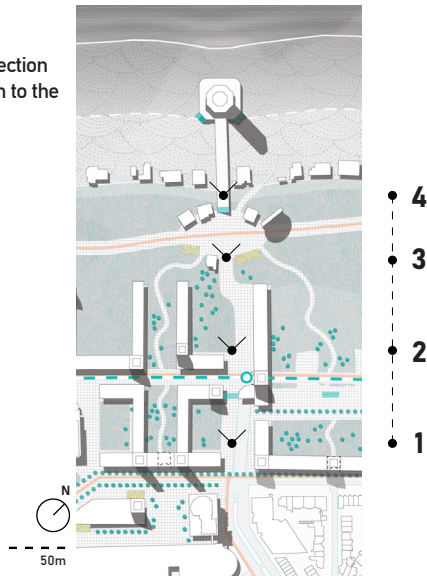
Arrival at the Resort:

175 Perspective from the arrival at the resort.

On the right-hand side of the first perspective, you see the entrance for motor vehicles, where both tourists and residents access one of three car parks that are positioned at the edges of the resort. By centralising parking, the inner core provides a liveable car-free residential and recreation environment. Through the vehicular gateway, and from the adjacent pedestrian path, the view is immediately drawn to the new pier's observation tower. This striking visual axis is intended to heighten the sense of arrival and underscore the

176 Perspective from the transition to the shoreline.

177 Technical section of the transition to the shoreline.



area's identity. For residents, it symbolises the comforting feeling of coming home after a long day, for tourists, it offers an impressive first glimpse that sets the tone for a day, or even a week, of seaside leisure.

Transition to Shoreline:

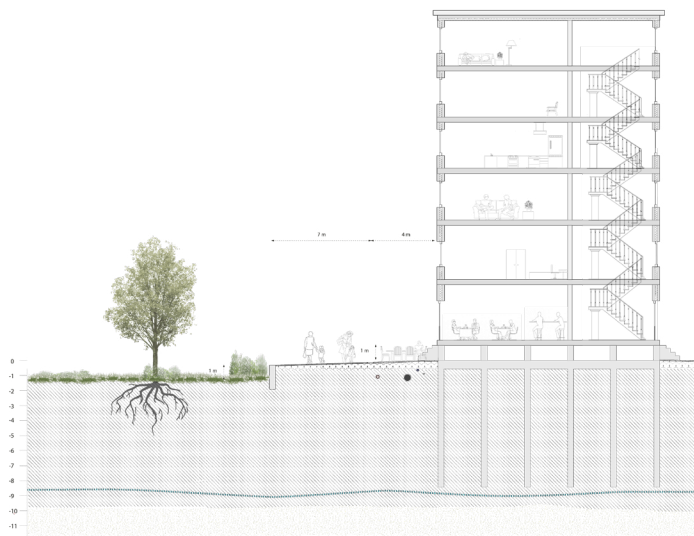
In the second perspective, the urban fabric gives way to open up for the landscape, drawing the pier and promenade into view. Visitors and residents arriving by public transport enter the area at the new tram stop 'de Pier', Which has shifted to the former boulevard. People who are entering by car, meanwhile, experience this perspective as they exit the car park. A two-way cycle path also runs along the boulevard, converging all modes of traffic at this point. To relieve the adjacent resident of potential nuisance, the residential build-



ings on the left are set further back, providing space for a green landscape to open up and merge into the dunes. On the right, the ground floor is occupied by cafés, restaurants and shops catering to visitors, while the residents' entrances are located on the opposite side of the building to maintain dynamic facades on both sides.

From the store entrances, a path leads up into the dunes, crossing the new boulevard, which is aligned with the first beach pavilions, and arriving at a broad staircase that forms the entrance to the pier.

In the cross-section, the height differences in the road become clearly visible. Compared to ground level, it is raised by one metre. This distance serves as a buffer for the dune landscape, allowing it to grow and adapt to rising sea levels. To reinforce this further, the buildings are also elevated by one metre relative to the street, ensuring that this buffering effect can be maintained in the long term. To make the height differences less visually apparent, taller shrubs are planted along the road.

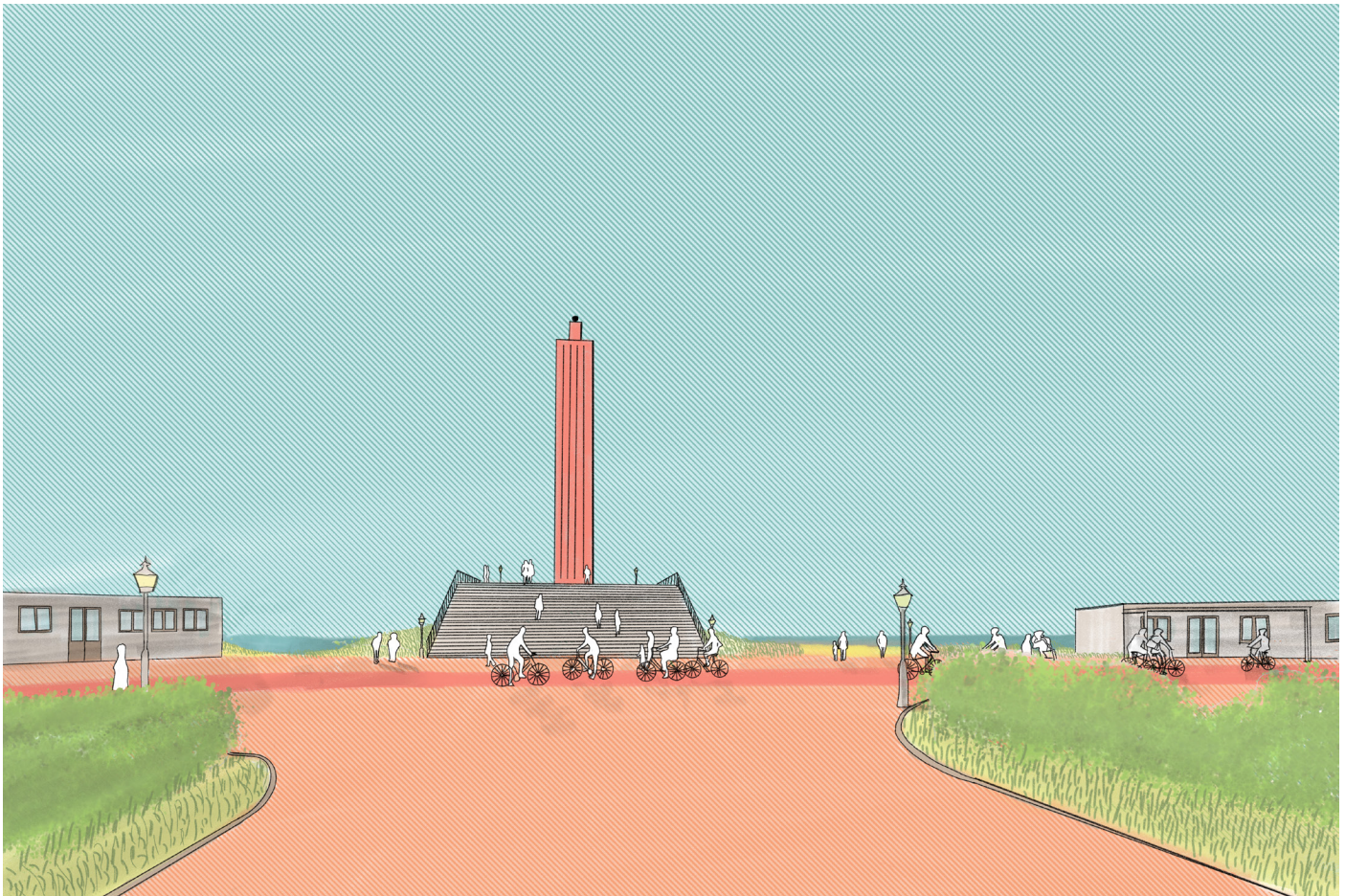


179 Perspective on the new boulevard, embedded in the dune system with view on the new Pier.

The new Boulevard:

As you reach the boulevard, the view of the coast opens up. On either side are the entrances to beach pavilions, with their terraces facing the sea. A two-way cycle lane runs along the boulevard, transforming the dune landscape into a recreational cycling area. This

makes the seaside resort much more accessible for cyclists and helps to reduce bicycle parking congestion in the residential area by providing parking facilities directly along the coast. In the centre, the view opens onto the steps leading to the new pier, with its observation towers at its end.



On the Pier:

Once on deck, benches on either side offer panoramic views across the new dune ridge and coastal strip. The pier culminates in an 80-metre-high observation tower, introducing a new landmark and a timeless attraction to the resort. At its base lie further hospitality facilities, and twin staircases descend to both sides of the extended beach. These transform the use of the pier from an dead into a vital link from which paths run out to the shore and the dunes.

Due to the coastal expansion, existing landmarks as the Kurhaus and Paviljoen van Wied shift further inland, into the residential urban fabric. Consequently, there is a clear need for a new coastal icon to put the resort back on the map.



179 Perspective from the deck of the new pier.

180 Image of the Two Towers in Bologna by C. Tavani.

Design Inspiration:

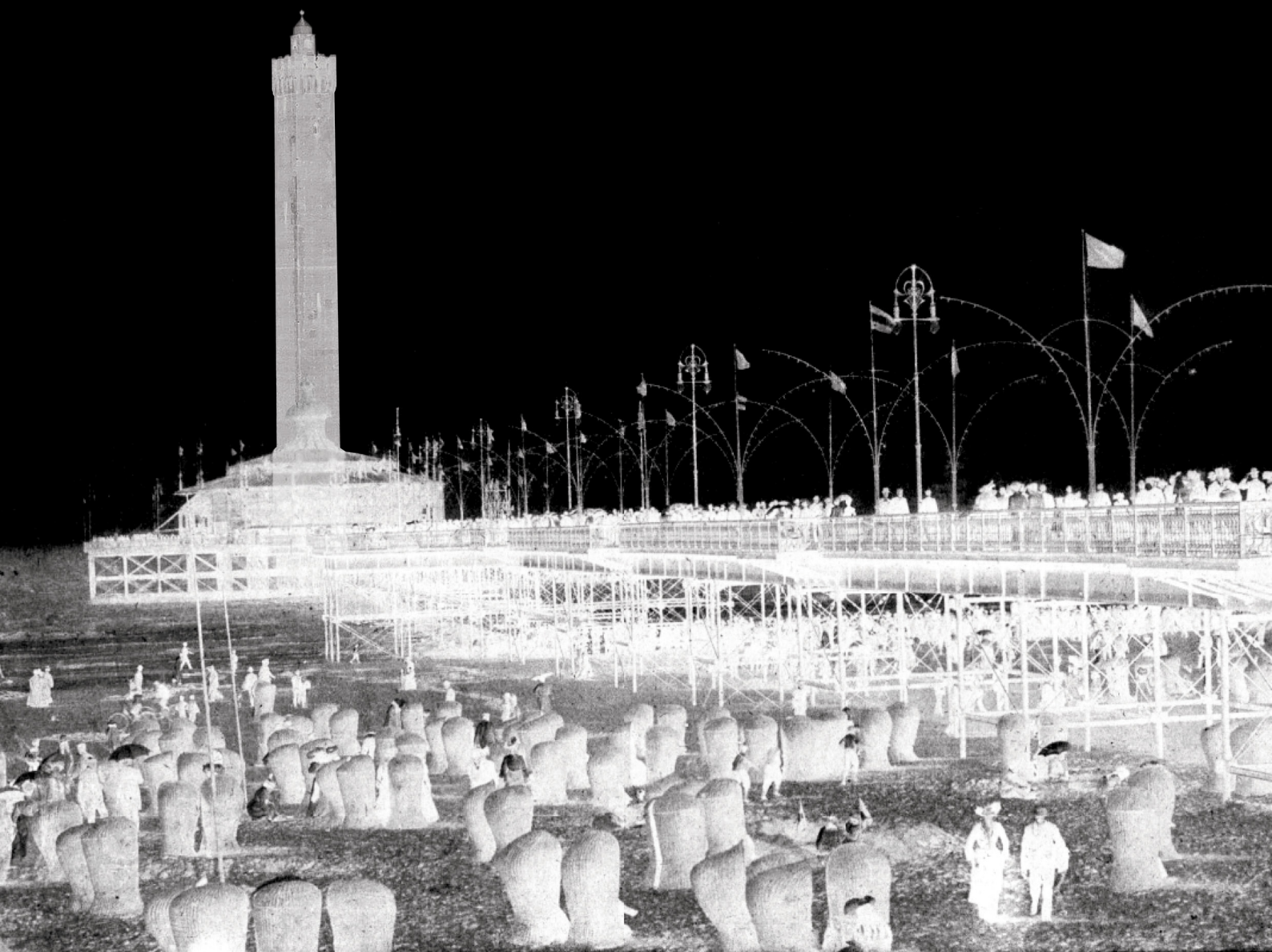
The concept for the new draws on the former Wandelhoofd Wilhelmina, while the tower itself takes visual cues from Bologna's iconic twin towers. Their slender verticality offers a dramatic contrast to the surrounding low-rise townscape. Functionally, an observation tower is perfectly suited to this site, providing visitors with the unique experience of an elevated view over the coastal landscape. The tower's slim and timeless brick design is intended to give it a timeless character, that can define the resort's silhouette for centuries to come.

181 Image of the Wandelhoofd Wilhelmina circa 1900, author unknown, retrieved from the Municipal Archive of The Hague.

Although the new pier is anchored on the beach, rising sea levels could gradually shift its position back into the sea, allowing it to adapt in harmony with the dynamic nature of the coastline.

182 & 183 Impressions of the new pier as an interplay of the former Wandelhoofd Wilhelmina and the Two Towers from Bologna.





Images from left to right: **184** Image of the view from the entrance of to the resort on the new pier.

185 image of the model highlighting the vertical transition from the residential centre to the pier.

186 Image of the view through the arch in the intersection of the tramline and the entrance to the pier.

187 image of the physical model emphasising on the organisation of the new boulevard.

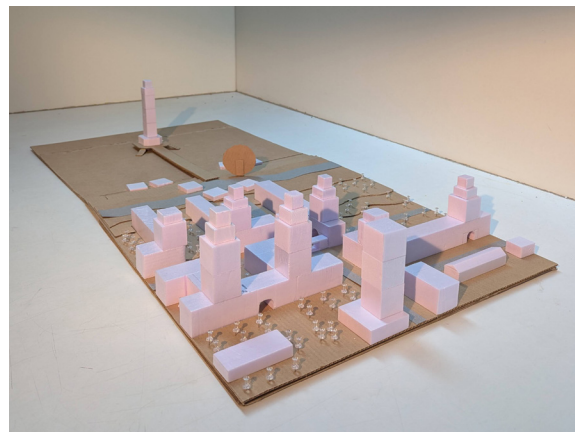
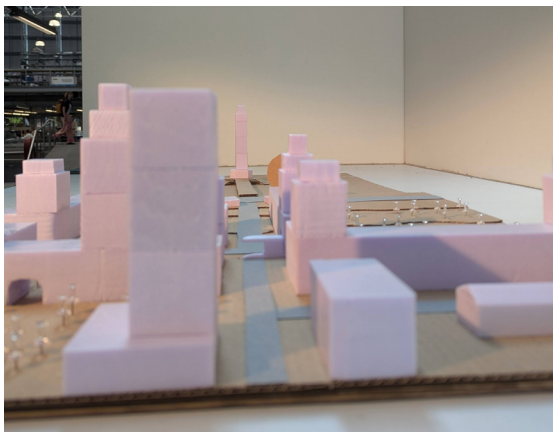
188 Birds-eye-per-spective of the pier, scale 1:500.

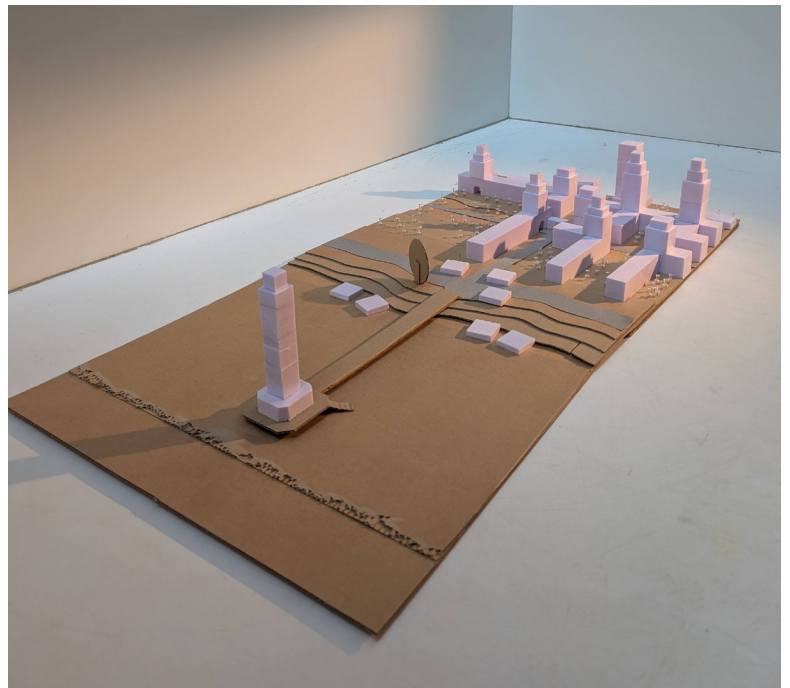
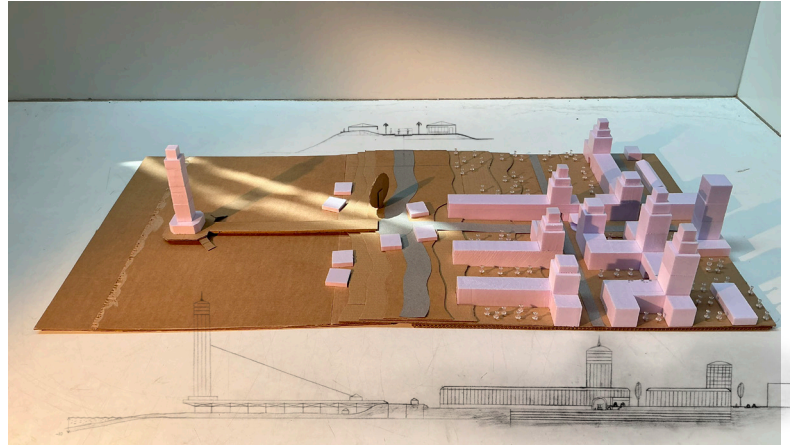
Physical Model:

In the physical model of the zoom-in, the underlying design principles are clearly brought to light. The arrival point illustrates where the barrier of the Gevers Deynootweg is broken up, and how the car park at the entrance facilitates a transition into a traffic-free zone dedicated to living and recreation.

Building heights have been carefully calibrated to emphasise the residential core and its daily amenities around Palace Square, while still allowing the slender Pier Tower to dominate the skyline. The view along the current boulevard, now accommodating the two-way cycle path and tram line, is characteristically framed by tall arches, which accentuate the contrast between wide views over the landscape and the narrow urban fabric.

This effect is further enhanced by a smaller vertical accent marking the point where the tramline intersects with the way that leads to the pier. The intention is that this transition, from narrow, urban forms to expansive views over ecological spaces, punctuated by height variation and the narrowing shadow play of the tall gateways, creates a theatrical experience as one moves through the resort, offering a truly unique sense of spatial flow.





7.

Conclusion

7. Conclusion

189 Table summarising the relations between the identified issues, their causes, and the proposed design interventions.

This chapter summarises the main findings of the project, and reflects on the design that is developed as a response on the main research question.

Scheveningen's seaside resort is currently facing a range of spatial and social challenges. Together, these point to a core problem which states that there is an imbalance between the spatial organisation of the seaside resort and the needs of its users.

This led to the main research question:

- How can the spatial organisation of the coastal resort be adapted to foster a balanced relationship between ecological resilience, residential liveability, and a sustainable tourism economy?

Project analysis:

To answer the main research question, the project started by conducting a problem field analysis that examined the current issues facing the Scheveningen seaside resort. This was followed by a series of design experiments that explored how the resort's spatial organisation could be improved to better accommodate the needs of people, nature, and the economy. This research was guided by three sub-questions, which together helped to develop a deeper understanding of the resort's challenges and spatial potential.

- What are the issues that the resort is facing?

Scheveningen is dealing with a range of interrelated problems. High tourist pressure places a significant burden on residents, negatively affecting the liveability. Meanwhile, the resort's underlying ecological structure has been largely erased due to dense urban development. The spatial layout lacks legibility and coherence, resulting in a public realm that feels unintuitive and difficult to navigate. Furthermore, the current tourism model is outdated: an overabundance of services and entertainment options undermines the authentic and relaxing seaside experience. On top of these challenges, the resort is under growing pressure from rising sea levels, which demand a robust coastal defence strategy.

Problem statement:

'There is an imbalance between the spatial organisation of the seaside resort and the needs of tourism & local businesses, residents, and natural ecosystems.'

- Where do these issues originate from?

Most of these problems stem from a fundamental imbalance between the spatial organisation of the resort and the diverse needs of its users. The presence of nature, as a key stakeholder, is almost entirely unrepresented in the organisation of the public space.

Issue number:	Identified Issues:	Origin of the issue:	Corresponding Design Principles:
1	Barrier effect of Gevers Deynootweg	The collective effect of the width of the streets, the absence of ecological structures, and car-centric mobility.	1. Break the Barrier, 3. Legibility & Liveability, 5. Destination Line, 6. Spreading Tourism Density
2	Illegible organisation of urban fabric	The collective effect of large building masses resulting in narrow, shaded passageways, characterised by blind facades, inaccessible spaces, and neglected public spaces.	1. Break the Barrier, 3. Legibility & Liveability, 4. Dunes in Motion, 8. Landmark Views
3	Poor ecological condition	The underlying ecological structure of the resort has been largely erased by dense urban development.	1. Break the Barrier, 2. Soft Coastal Expansion, 3. Legibility & Liveability, 4. Dunes in Motion
4	Obstructed sea view	The building mass along the Gevers Deynootweg and the arrangement of beach pavilions block important sightlines.	3. Legibility & Liveability, 7. Linear Tourism Hub, 8. Landmark Views
5	Threat of sea level rise	Due to rising sea levels, the resort must implement flood protection measures.	2. Soft Coastal Expansion, 4. Dunes in Motion
6	Outdated tourism model	The overabundance of entertainment and hospitality undermines the area's overall vibrancy, weakens the sense of place, discourages longer visitor engagement, and reduces the resilience of the local economy.	5. Destination Line 6. Spreading Tourism Density, 7. Linear Tourism Hub
7	Disrupted spatial organisation	The uncontrolled rise of infill developments has disrupted the spatial organisation of the resort, particularly along the promenade.	1. Break the Barrier, 3. Legibility & Liveability, 4. Dunes in Motion, 8. Landmark Views
8	Tourism Nuisance	The high influx of tourists during warm summer days leads to parking congestion, noise pollution, increased instances of street harassment, and waste pollution.	5. Destination Line 6. Spreading Tourism Density, 7. Linear Tourism Hub
9	Collective loss of Grandeur	Due to the historical development of the resort, the sense of lost grandeur from the glorious 19th-century bathhouse culture remains deeply embedded in the built environment.	3. Legibility & Liveability, 7. Linear Tourism Hub 8. Landmark views

Residents are left with a spatial structure primarily shaped for the efficient flow of large tourist crowds, offering little space for human-scaled design that aims for residential quality and well-being. The existing tourism model, which is defined by a surplus of hospitality and leisure functions, has diluted the area's identity and weakened its sense of place, which is discouraging visitor engagement and reducing the resilience of the local economy.

- What opportunities are hidden within the resort?

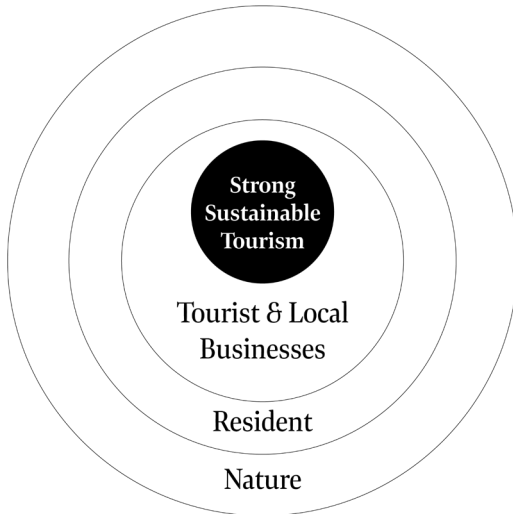
Despite these challenges, the resort holds a number of valuable spatial opportunities. Its unique coastal setting, cultural landmarks, and dune landscape offer a strong foundation for a more inclusive and resilient future. There is room for a coastal expansion of the resort that provides the space for a robust coastal defence system that gives space to expand and soften the coastline in an ecologically sensitive way. This also allows space to reorganise the internal mobility to prioritise pedestrians and cyclists, and spread tourism pressure more evenly across the coastline. By reintroducing the ecological dune landscape into the urban fabric and rethinking the role of key infrastructures such as the Boulevard and Gevers Deynootweg, the resort can become more adaptive, attractive, and environmentally sound.

In summary, these findings point to a core issue: The spatial organisation of the resort is not balanced in a just and sustainable manner that meets the needs of its key stakeholders. This insight informed the development of a new spatial vision that prioritises the ecological and social foundations of the area over short-term economic gain, setting the stage for a more sustainable and inclusive coastal future.

Design Principles:

This spatial vision is grounded in the principles of strong sustainability, which assert that natural capital cannot be substituted by human or economic capital, and must therefore be regarded as a non-negotiable foundation for development. This is conceptually elaborated through a nested hierarchy model for sustainable tourism, in which the tourism economy is embedded within the residential society, which in turn is embedded within the natural environment.

The findings from the analysis of Scheveningen reaffirm this framework. Spatial analysis and exploratory design interventions demonstrate that prioritising ecological integrity, by expanding the dune landscape and restricting access in key zones, does not undermine tourism or residential quality, but instead enhances long-term liveability and destination resilience. The reallocation of space away from mass tourism and towards more balanced, multifunctional use reflects a shift from growth-driven planning to an approach that respects ecological planetary boundaries.



This perspective has been applied to the development of three stakeholder scenarios, which collectively form the foundation of the vision and the associated design interventions. This was done through ‘what if...?’ scenarios, evaluated and optimised using the maximisation method, from which the eight leading design principles for the vision and urban design emerged. These principles respond to the identified issues and offer a framework for interconnected design solutions.

1. Break the Barrier

Addresses: Segregation caused by the Gevers Deynootweg; pedestrian and ecological disconnection.

Leverages: Strategic traffic restriction to improve pedestrian flow and ecological continuity, redistributing tourist pressure across multiple vertical access routes.

2. Soft Coastal Expansion

Addresses: Spatial imbalance, ecological fragility, and insufficient coastal defence.

Leverages: A nature-inclusive land reclamation strategy by extending the dune system, enhancing biodiversity, improving residential liveability, and offering a more authentic beach experience.

3. Legibility & Liveability

Addresses: Incoherent and unintuitive spatial layout and poor residential quality.

Leverages: Reconfigured building layouts with U- and L-shapes that improve orientation, integrate natural, recreational space, and maximise views of the sea and dunes.

4. Dunes in Motion

Addresses: Weak integration between natural and urban environments.

Leverages: Extending the dune landscape into the city to strengthen ecological corridors and deepen residents’ and tourists’ connection to the natural environment.

5. The Destination Line

Addresses: Tourist congestion and car dependency in residential areas.

Leverages: Rerouting the tram line seaward to align

190 Conceptual framework for a strong sustainable tourism model.

191 Schematic representation of the design principles.

with coastal destinations and reduce pressure on local road infrastructure.

6. Spreading Tourism Density

Addresses: Excessive tourism-related nuisance and the pressures of mass tourism on community and ecosystem resilience.

Leverages: Improved accessibility to alternative entry points to evenly distribute visitor flows and support local economies beyond the central resort area.

7. The Linear Tourism Hub

Addresses: A monofunctional boulevard and obstructed sea views due to continuous beach pavilions.

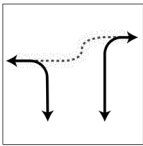
Leverages: A reimaged, meandering boulevard within the dune landscape that integrates bicycle mobility, natural experience, and a diversified tourism economy.

8. Landmark Views

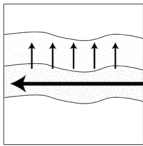
Addresses: The perceived loss of grandeur and historical identity.

Leverages: Long, unobstructed sightlines to iconic landmarks to preserve spatial memory and anchor the redesigned landscape in Scheveningen’s historic character.

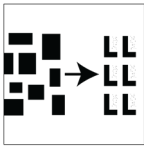
Design Principles



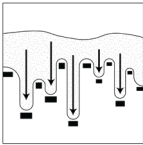
1. Break the Barrier



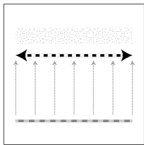
2. Soft Coastal Expansion



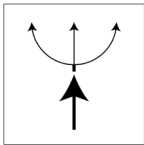
3. Legibility & Liveability



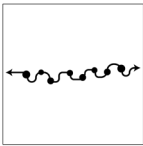
4. Dunes in Motion



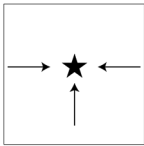
5. Destination Line



6. Spreading Tourism Density



7. Linear Tourism Hub



8. Landmark Views

Result:

In response to the main research question, these principles offer a cohesive approach to rebalancing the relationship between nature, residents, and tourism. Central to the strategy is the soft coastal expansion, which creates the physical and ecological capacity for integrated solutions in mobility, liveability, and economic resilience.

The urban design has explored how the spatial organisation of Scheveningen’s coastal resort can be restructured to support a form of tourism that is both

environmentally sustainable and socially equitable. Grounded in the logic of strong sustainability and the nested hierarchy model, it reverses the conventional planning logic by placing ecological integrity as the foundation upon which residential liveability and a sustainable tourism economy are developed.

The eight design principles together form a coherent spatial narrative that rebalances the distribution of space between nature, residents, and visitors. The Soft Coastal Expansion sets the ecological groundwork, using land reclamation and dune restoration not only to defend against sea-level rise but to provide a biodiverse, nature-inclusive setting in which human activity can be meaningfully embedded. Building upon this, Dunes in Motion and Break the Barrier ensure that nature permeates the urban realm and reconnects formerly fragmented ecological and pedestrian networks, allowing for gradual transitions between the urban and natural landscape.

Residential well-being is safeguarded through Legibility & Liveability, which restructures building morphology to maximise sea and dune views and integrates public green spaces into daily life. In the urban design and the zoom-in this is enhanced by a composition of portals and towers that strengthens the spatial cohesion of the masterplan while reinforcing orientation and identity within the transformed coastal landscape.

Meanwhile, The Destination Line and Spreading Tourism Density reconfigure mobility infrastructure

to shift tourist flows away from pressure points, aligning public transport with the coast and offering decentralised entry points that alleviate congestion in residential zones.

Tourism itself is reimagined not as a service industry but as an experience grounded in place identity and natural immersion. The Linear Tourism Hub and Landmark Views elevate the visitor experience by embedding public mobility in the dune landscape and preserving sightlines to historic icons, fostering both orientation and a sense of place attachment.

Together, these principles demonstrate that sustainable tourism does not require a compromise between ecological integrity, residential quality, and economic vitality. Instead, by adopting an ecologically first approach, spatial planning can orchestrate a layered landscape in which each component supports the others, forming a resilient, legible, and inclusive coastal territory.



192 Early sketch from design phase.

8.

Discussion

8.1 Evaluation

This graduation project explores the opportunities for redesigning the spatial structure of the Scheveningen coastal resort through an approach aimed at achieving a strong sustainable tourism model. It is grounded in the framework of the nested hierarchy, in which the tourism economy is embedded within society, and both are embedded within the ecological system. The design aimed to redistribute space between nature, residents, and tourism, in order to realise a just, sustainable, and resilient balance.

Using a combination of analytical methods, analysing the identity of the resort from multiple perspectives, followed by speculative scenario modelling and an iterative urban design phase, the project developed eight spatial principles to guide this transformation.

Assessment of Design Outcomes:

The eight principles directly respond to systemic spatial challenges identified in the site analysis. Each addresses a specific spatial or infrastructural issue while contributing to the overarching goal of shifting away from an exploitative, tourism-dominated model towards one rooted in regenerative ecological and social systems.

A key challenge in this approach lay in the optimisation of the scenarios. The prior analysis revealed a clear preference for a soft approach regarding the coastal defence, resulting in two spatially distinct options: one in which coastal defence is achieved

through a seaward expansion, and another that relies on the gradual retreat of urban development. On the surface, the chosen strategy of the seaward expansion, appears to contradict the ecology-first logic, as it risks disrupting local ecosystems.

However, this decision was ultimately made to protect the cultural-historical value of the area. The strategy was implemented in a way that maximises the ecological integrity of the new landscape, ensuring that space is preserved for undisturbed ecological processes. This spatial negotiation forms the basis for a rebalanced distribution of space among stakeholders that safeguards long-term perspectives for all parties.

Another major dilemma is centred on the question of the extend to which local mass tourism can be considered acceptable. The strong sustainability framework asserts that tourism is only acceptable when the pressure it exerts on ecosystems and residents does not compromise the generative capacity of those systems.

At the same time, the beach is a public space, and all Dutch citizens have a right, and should retain the right, to access the coast freely for recreational use. Especially in light of global sustainability goals, domestic tourism holds great potential, as local travel produces significantly fewer emissions than long-distance or international travel.

Therefore, the project proposes a more even spatial distribution of tourist activity along the entire

Scheveningen coastline, to spread the tourism related pressures.

Methodological Reflection:

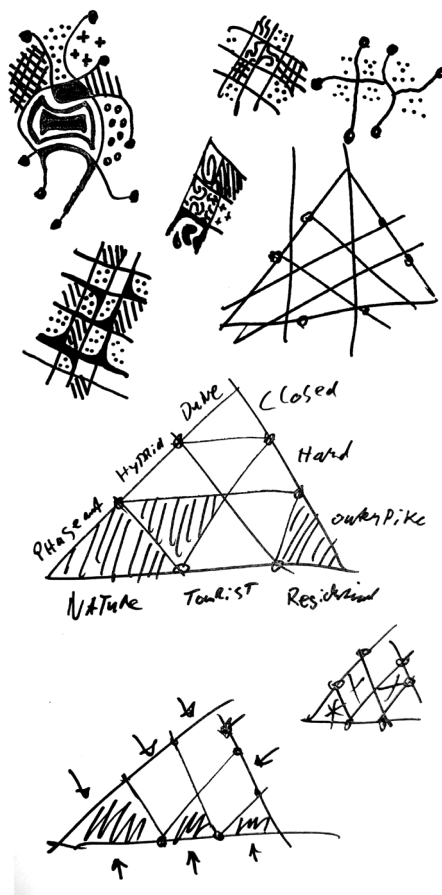
The exploratory “what if...?” scenario approach, combined with the structured maximisation method, revealed effective trade-offs between stakeholder priorities. This method enabled a logical and transparent transition from analysis to design. Mapping spatial quality, mobility patterns, and ecological barriers helped to frame the central design challenges, leading to principles that are grounded in robust, mutually reinforcing relationships.

However, the process also had its limitations. Although extensive technical research exists on the feasibility of seaward land reclamation, these studies primarily focus on engineering and logistical feasibility, while often overlooking the ecological consequences. This highlights a clear need for further ecological research to assess the potential environmental impact of such interventions in a more responsible manner.

Conclusion:

This project successfully answers its main research question by developing a spatial strategy that places ecological systems at the centre of urban coastal redevelopment. The eight design principles are strongly interrelated, collectively working to rebalance the relationship between tourism, residential life, and na-

ture. Although some assumptions still require further investigation, particularly regarding implementation and stakeholder inclusion, the project offers a clear and place-specific vision for how a sustainable coastal resort redevelopment could be approached.



193 Early sketches and schemes from the design process.

8.2 Recommendation

194 Early schemes from the design process.

Several ethical dilemmas have emerged during this project that warrant more detailed consideration in future research and development.

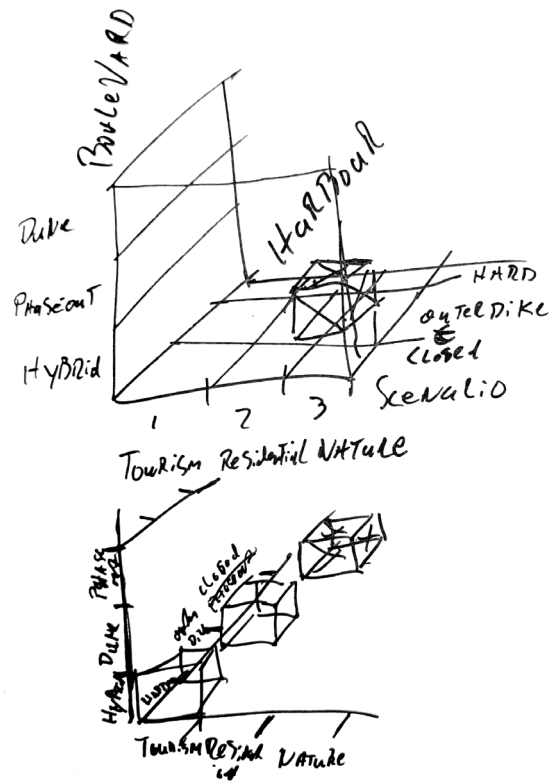
Ethical Dilemmas in Housing Allocation:

A key issue relates to the spatial organisation of new housing typologies. According to the housing policy of the Municipality of The Hague (2022), new developments must follow the following distribution:

- 30% social housing
- 25% mid-range rental
- 25% affordable home ownership

While this study did not focus primarily on housing distribution, it is essential that future spatial plans integrate this policy in a socially just manner. Particularly relevant is the fact that existing social housing may be demolished during redevelopment, necessitating its proportional reintroduction, and increase within any expansion plan for the coastal resort.

Furthermore, in the context of Scheveningen, it is critical that high-quality spatial features, such as open coastal views and proximity to natural landscapes are not reserved exclusively for the wealthier social classes. A fair distribution of spatial advantages across all social groups is fundamental to an equitable transformation.



Sustainability Beyond Spatial Design:

Another recommendation concerns the need to extend sustainability goals beyond the spatial design framework developed in this project. While the design addresses the fundamental spatial relationships between stakeholders, the transition of Scheveningen will require a series of smaller-scale, incremental

developments. These must also meet robust sustainability criteria if the transformation is to be truly just and future-proof.

Particularly, the following aspects demand further attention:

- Provision of sustainable energy sources should be integrated early into the development process.
- Construction methods must align with high sustainability standards to minimise environmental impact.
- Transformation of the tourism sector, including hospitality and entertainment, must aim to drastically reduce its burden on planetary boundaries.
- Sustainable transitions within residential and ecological systems are equally critical to ensure long-term resilience and intergenerational equity.

While this project provides a clear spatial framework for rebalancing tourism, residential life, and nature, a considerable task remains in reforming the underlying systems that support the individual stakeholder groups. Only through systemic change across all levels: spatial, operational, and behavioural, can strong sustainability be fully realised.

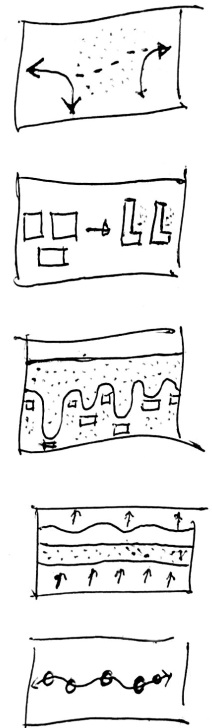
Just tourism degrowth:

Another spatial dilemma lies within the tourism sector, I see it as my duty as an urban designer to prioritise the liveability and quality of the coastal resort. Therefore this research suggests that a reduction in hospitality venues would be beneficial for the tourism experience .

This presents a dilemma: while some businesses would have to leave, others may gain a monopoly position and increased profits. I believe a smaller, more curated hospitality sector would improve the area's vitality, but deciding who stays is complex. This transition should benefit the local community, and any excess profits resulting from reduced competition should be reinvested in the resort's resilience.

It is also important to prioritise space for local entrepreneurs, enhancing the area's identity and visitor experience. Large chains should be excluded from the main tourist zones to support sustainability and liveability. While this restricts the free market, it strengthens the long-term quality of the resort.

In contrast, the residential context benefits from the presence of large retail chains, which provide essential services and support smaller nearby businesses, boosting overall commercial vitality. This issue requires further research and the formulation of an approach that fairly considers the interests of all stakeholders.



195 First draft of the design principles.

9.

Reflection

9. Reflection

In this chapter, I reflect on the development and progression of this graduation project. This includes a personal reflection on the learning process I have undergone over the past few months.

Relation to the Master's Programme:

I am very satisfied with how the theme of this project aligns with the aims of the Urbanism master's programme at TU Delft. During the programme, urbanism has been described as the “interdisciplinary activity of planning and designing sustainable, inclusive urban spaces through the integration of design, social sciences, and physical sciences” (Rocco de Campos Pereira, 2024). I believe the project theme engages directly with this interdisciplinary approach. The problem statement, for example, highlights how the current spatial layout of the seaside resort fails to meet user needs, creating a clear connection between design and social sciences.

Besides, the problem field is further complicated by the threat of sea level rise, a predominantly technical challenge. The corresponding design question nevertheless has significant implications on the daily experience of the resort's users, once again highlighting the interaction between design, social sciences, and physical sciences.

Relation Between Research and Design:

The interaction between research and design has been

a recurring theme throughout the master's programme. In this project, the interplay is represented in the ongoing alternation between exploratory research and the design process through which the resulting insights can be brought together. This synergy is present throughout both the analytical and design phases. Since early in the process, sketching was an important tool for processing insights and linking them to each other. Besides, visualising the issues identified in the analysis phase also helped to generate ideas for potential spatial interventions.

During the design process, much of the work involved shifting key spatial elements, such as the coastline, the boulevard, and the tramline. The only way to understand the impact of these spatial shifts was by visualising them, allowing new insights to emerge through drawing and analysis. In this way, the interaction between research and design remained a recurring element of the project.

Value and Limitations of the Project Approach:

I believe the value and limitations of this project lie primarily in its focus on the user. I believe that urban design should always serve the needs of the everyday user. As urban designers, I think that our task is to equip cities with the spatial attributes that can accommodate and support these users' needs.

I am convinced that such outcomes can only be

achieved through designs rooted in local identity. For this reason, Montgomery's (1998) Place Attachment Theory served as a conceptual foundation. Investigating the components of place helped define the problem statement and sparked many ideas for design explorations. The research on the components of place also helped to identify three key stakeholder groups, nature, residents, and tourists & local businesses, which formed the basis of my design approach and led me naturally to the application of the Maximisation Method (Schwarz, 2002), which helped me weigh the diverse needs of different user groups and make informed decisions.

Together, these two perspectives, the emphasis on local identity and the balancing of user interests, form a solid foundation for the project and support a design vision aimed at enhancing the long-term resilience of the resort.

However, this focus on local identity also exposes a key limitation. By centring on the needs of direct users, the project largely overlooks the interests of indirect stakeholders. Since the 1970s, the resort has undergone extensive privatisation, with much of the land now owned by private investors (Doorn et al., 2014). Their economic objectives often conflict with efforts to achieve a sustainable balance among the direct users, particularly in allocating space to strengthen the position of nature and local residents.

Therefore, I believe the final design meets my core

principle that urban design should offer the physical spatial conditions to support users' needs. Yet a major limitation remains, which is the complex planning process required to engage landowners and align their interests with the broader goals for the local community.

Academic Value:

From an academic perspective, the value of this project lies in the conceptual framework that integrates the principles of Strong Sustainability (Hartwick, 1977) with Swarbrooke's model for Sustainable Tourism (1999). This holistic approach strengthens the resilience and sustainability of the sustainable tourism model and ensures a more desirable balance among stakeholders. The resulting model for strong sustainable tourism offers a framework for how global tourism could be enhanced sustainably.

At the same time, the model highlights the complexity involved in achieving sustainable tourism. It requires the coexistence of three independently sustainable systems: a strong, regenerative ecological foundation; a liveable and sustainable residential and working environment for locals; and a modest tourism sector that benefits the local population without exceeding the ecological and societal limits of the region.

Societal Value:

The societal value of the project lies in its provision of sustainable perspectives on the challenges facing the area. It demonstrates how the relationships between different users of the space could be strengthened and improved in a sustainable way. In particular, the project offers insight into how sea level rise could be addressed and how possible solutions could emphasise sustainability in the tourism sector, enhance residential quality, and more effectively incorporate ecological systems into the development of the coastal resort.

Personal Development:

Over the past months, I have greatly enjoyed working on this project and am genuinely pleased with how it has supported the development of my skills as an urban designer. I am particularly satisfied with how the various components of the project have come together coherently, from the theoretical framework and methodological foundations to the in-depth analysis and final design.

One of the most valuable lessons I've learned is the significant impact of developing a clear methodological, conceptual, and theoretical framework early in the process. These elements provided a strong foundation and clear direction, which I often lacked in previous design projects. In those earlier efforts, I sometimes struggled with coherence, but in this case, the

framework served as a red thread that tied the project together.

Establishing a solid theoretical foundation also gave structure to my workflow and planning. Once the framework was in place, the analysis and design phases unfolded much more naturally. Similarly, the step-by-step structure of the maximisation method helped to underpin the development of the design principles with clarity and logic.

In former projects I used to dive straight into analysis and design without much structure. I initially approached this project in that same way, but as the process progressed, I increasingly appreciated the benefits of a more methodical approach. Embracing these methodologies significantly improved the coherence and depth of my work.

Another highlight of this project has been the opportunity to return to hand sketching. This is a skill I've long wanted to develop further, but due to the fast pace of previous projects, I often defaulted to familiar, digital techniques for the sake of efficiency. This time, I was able to carve out space to sketch more, which not only enhanced my creative process but also deepened my spatial thinking.

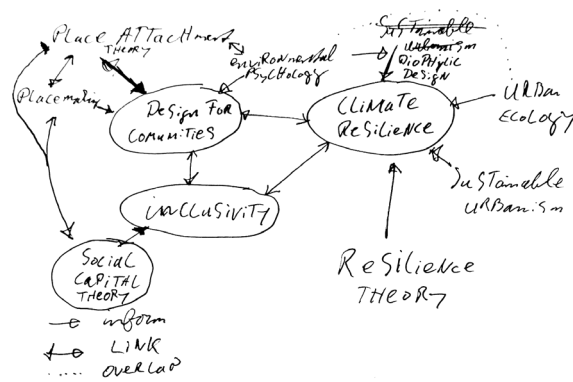
The project also offered important insights into how urban form, particularly the shape and configuration of building blocks, impacts the experience of public space. Exploring the relationships between building

height, facade setbacks, and street width gave me a new understanding of how spatial quality can be actively designed and improved to generate dynamic spatial organisations that can orchestrate a scenographic spatial sequence.

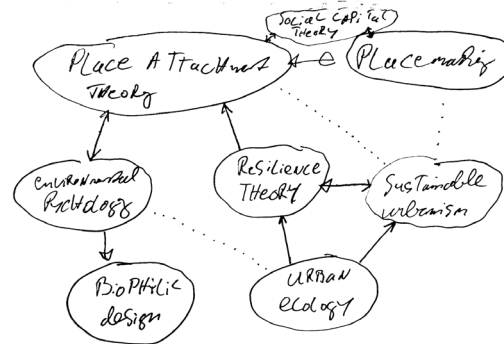
Jan Gehl's *Cities for People* (2010) was especially influential in this regard. His work helped me grasp the underlying causes of why certain public spaces, like those in the resort area, are perceived as uninviting or uncomfortable. I've come to realise that by examining the terminology we use to describe these spatial experiences, we can better identify the root issues and translate them into tangible design requirements for transformation.

Conclusion:

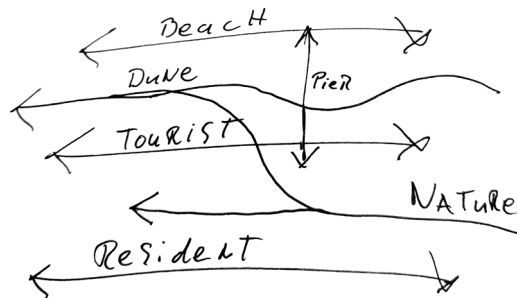
All in all, I am very satisfied with the progress of this project. I believe it provides a strong foundation for the sustainable transformation of the seaside resort. However, many challenges remain in shaping this transformation in an ecologically, socially, and economically just manner. If these aspects are properly integrated into the process, it will become possible to realise the concept of strong sustainable tourism in the resort, and to create a sustainable balance between nature, residents, and tourists.



196 First draft of Theoretical framework.



197 Preliminary conceptual sketch proposing a redistribution of space among the key stakeholder groups.



10.

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