Zandvoort
A new touristic leisure dune landscape

Final (P5) presentation
June 29th 2012

Student
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Mentors
ir. G.A. Verschuure-Stuip
ir. L.P.J. van den Burg
P5 Presentation, June 29th 2012

Time schedule
- Graduation year

Introduction and analysis on Zandvoort
- Introduction
- Visual essay
- Problem statement
- Analysis: urban maze
- Analysis: target groups
- Schedule of requirements

Design
- Current situation
- Master plan
- New routing
- Four new sequences
  - Sequence 1: Train station to new square
  - Sequence 2: Parking system
  - Sequence 3: Bungalowpark to boulevard
  - Sequence 4: Boulevard to new square
- Conclusions & Recommendations
- Time schedule -
A new touristic leisure dune landscape

ZANDVOORT

ANALYSIS

- Analysis work, analysis work, analysis work, analysis work
- Determine methodology
- Formulate research principles
- Poster for orientation

Time schedule

Start - P1 - P2 - P3 - P4 - P5

- Concept, first design steps
- Further research
- Translate data from analysis
- Preliminary design
- Final design, work out, Final design, work out

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- Introduction and analysis on Zandvoort -
Why Zandvoort?

Routing
- Missing links
- Barriers
- Train connection (unique)

Profile and Key figures
- Extreme urbanization
- Dense profile, out of balance
- Many parking lots
Introduction

Barriers between station and boulevard

A missing confrontation between city and landscape
Plan area

Middle boulevard
- Centre of the routing problems
- Train connection
- Extreme urbanization

North boulevard
- Extreme urbanization
- Many parking lots
Plan area
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Visual essay
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Problem statement

How can a redesign of the Zandvoort boulevard tackle the problems on extreme urbanization and routing?
Urban maze
Zandvoort Tourists

5,583,182 each year
- Daytrippers (4,598,856)
- Long stay tourists (984,326)

Tourism Zandvoort: Group size

<table>
<thead>
<tr>
<th></th>
<th>Day trippers</th>
<th>Long stay tourism</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>14%</td>
<td>5%</td>
</tr>
<tr>
<td>2</td>
<td>66%</td>
<td>53%</td>
</tr>
<tr>
<td>3</td>
<td>12%</td>
<td>14%</td>
</tr>
<tr>
<td>4</td>
<td>4%</td>
<td>12%</td>
</tr>
<tr>
<td>5</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>&gt; 5</td>
<td>-</td>
<td>11%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Average 2,2 4,2
### Zandvoort Tourists

**5.583.182 each year**
- Daytrippers (4.598.856)
- Long stay tourists (984.326)

#### Tourism Zandvoort: Transport type

<table>
<thead>
<tr>
<th></th>
<th>Day trippers</th>
<th>Long stay tourism</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>2%</td>
<td>-</td>
</tr>
<tr>
<td>Bike/Moped</td>
<td>18%</td>
<td>2%</td>
</tr>
<tr>
<td>Touring car</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>40%</td>
<td>18%</td>
</tr>
<tr>
<td>Car/Motor</td>
<td>40%</td>
<td>76%</td>
</tr>
<tr>
<td>Plane</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

- Zandvoort has 8,8 ha of open air parking lots (average 2,5ha)

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![Map of Zandvoort with highlighted parking lots and circuit areas](map.png)
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Zandvoort Tourists

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<table>
<thead>
<tr>
<th>Type</th>
<th>Nights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bungalow park</td>
<td>606.700</td>
</tr>
<tr>
<td>Hotels middle and high class</td>
<td>234.303</td>
</tr>
<tr>
<td>Hotels and pensions standard</td>
<td>52.553</td>
</tr>
<tr>
<td>Camping sites</td>
<td>47.444</td>
</tr>
<tr>
<td>Apartments</td>
<td>35.075</td>
</tr>
<tr>
<td>Bed &amp; Breakfast</td>
<td>8.251</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>984.326</td>
</tr>
</tbody>
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Zandvoort Tourists

5.583.182 each year
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Schedule of requirements

Routing
- No important fast traffic connection alongside the boulevard
- Slow car traffic should be possible
- New walking and cycling paths should connect to the current network
- Good connection between station and boulevard
- Good connection between bungalow park and boulevard

Parking
- Renewed parking space of 2.0 ha.
- No openair parking lots
- Parking close to the beach essential
- Parking space near the beach for bikes

Facilities
- Apartments (ca. 200)
- Shops (1200m2)
- Lost facilities from ‘passage’ on new locations (hairstylist, broker, etc)
- Good connection/coherency with beach
- Network of cycling and walking paths
- Resting areas
- Centre focussed on efficient, multifunctional leisure
- Diversity in facilities
- Cafés, Restaurants
- Dune pavilions (with different themes)
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Zandvoort 2012

- Existing buildings
- Hard pavement
- Dune landscape
- Open air parking lots
- Fence
- Route station to boulevard

Current situation
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Masterplan
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Connection to south boulevard

Connection to north boulevard
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New routing
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New sequences

A: Trainstation to new square
B: New parking system
C: Bungalowpark to boulevard
D: Boulevard to new square
Trainstation to new square

Level of ecstasy

CURIOSITY
REWARD
CURIOSITY
REWARD
Trainstation to new square
Trainstation to new square

Salk Institute, L. Kahn
Trainstation to new square
Trainstation to new square
Trainstation to new square
Trainstation to new square
New parking system

Level of ecstasy

CURIOSITY  REWARD  DISORIENTATION  CURIOSITY

Sequence B
New parking system
New parking system
New parking system
New parking system

Duindoorn
Melsdoorn

Meidoorn (hawthorn)
Duindoorn (buckthorn)

Cycling paths of shells
Walking paths of wood
Bungalowpark to boulevard

Level of ecstasy

CURIOSITY  CURIOSITY  REWARD
Bungalowpark to boulevard
Boulevard to new square

Level of ecstasy

CURIOUSITY CURIOUSITY REWARD

Sequence D
Boulevard to new square
Conclusions & Recommendations

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Conclusions & Recommendations

Generic elements
- Understanding the dynamic landscape
- Use the potential of the landscape
- A separate parking system
Conclusions & Recommendations

Generic elements
- Understanding the dynamic landscape
- Use the potential of the landscape
- A separate parking system

Recommendations
- Economical feasibility study
- Safety study on new parking system
Model
Questions?