Western Bus Station of Nablus

Project Description:

Environmentally friendly Bus Station covering an area of 16800 square meters is used to serve the western surrounding cities of Nablus; Jineen, Tulkarm, Qalqelia, three main cities and twenty-one surrounding villages. The Bus station consists of one dropping area, loading area, bus terminal and storage areas. There are private and public areas throughout the main building, other facilities such as ticketing offices and safety rooms concerning the main purpose of the station, food court, restaurants, rental shops are also included in the design so as to give life to the building though out the whole day.

The suggested site is owned by the municipality of Nablus city and is proposed to be a Central Bus Station according to the future plans for the development of the city. The site is located on the west side of the city, and is 2300m away from the city center. The area is classified as a A-Zone.

The site was chosen for several reasons including: Ownership of the land which is owned by the municipality; nominated as a future Central Bus Station for the city future plan; represents a main city entrance from the east side of the city; location between two main roads with almost ready infra structure and a considerably large available area size that suits the expected expansion of the city.

The surrounding area is considered to be a new area, not heavily populated and with quiet enough green spaces. The goal was to add a new texture to the area that would easily bond with the surrounding fabric.

The building extraordinary hyper-surfaces, organic shapes and non-symmetric proportions; appear naturally familiar yet truly innovative. The design aims to resolve the complexities of the function in the first place, while combining spatial clarity with the design of a unique and iconic structure. It is characterized by its flexible performance spaces.  In addition to that, extensive new landscaping is designed to strengthen the links with the urban fabric since the surrounding areas are considered partially new and are sorted out as Green areas.

 Geometrically speaking, the shape has been derived by twisting a rectangular tube affected by the mountains of the city surrounding the site in addition to the motion curves coming from the surrounding main streets, directing the head to the city center as a respond to the heavy traffic approaching the city creating three distinct programmatic areas. The lowest part, the centre of the building, accommodates the main atrium. The head to the east accommodates all commercial related areas. The tail to the west accommodates the indoor social spaces and axis to the outdoor areas. Below comes the main dropping and loading areas where pedestrians are totally separated from the vehicles moving around as they reach their destination. 50 passenger buses loading areas are located in the ground floor. Storage areas are located underground and are only accessed by mini buses; where as 50 passenger buses are kept outside the site and it has the capacity to handle about 300 vehicles at a time.

The loading area can hold about 45-50 mini busses at a time, and safety factors were taken into consideration as pedestrians are always in all the cases separated from the vehicles.

The main streets surrounding the site are with reasonably high traffic density specially the one leading in and out of Nablus, thus entrances were chosen carefully so as not to add more traffic to it. The main entrance for the bus station was from the secondary road into the site, and for the 50 passenger buses from the main street as they merge into the site without causing any crowding in the street. Exit for both mini buses and the 50 passenger buses was throughout a bridge that smoothly leads out of the site and merges back to the main street leading outside of the city. By doing this vehicles coming in and out of the site would not cause more traffic in the city itself as it is the situation now.