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THE ACCIDENTAL ARCHITECT
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INNOVATION IN ARCHITECTURE

FOSTER + PARTNERS **GPM ARCHITECTS** MAD ARCHITECTS **MORPHOGENESIS**
MVRDV + GRAS REYNÉS ARQUITECTOS

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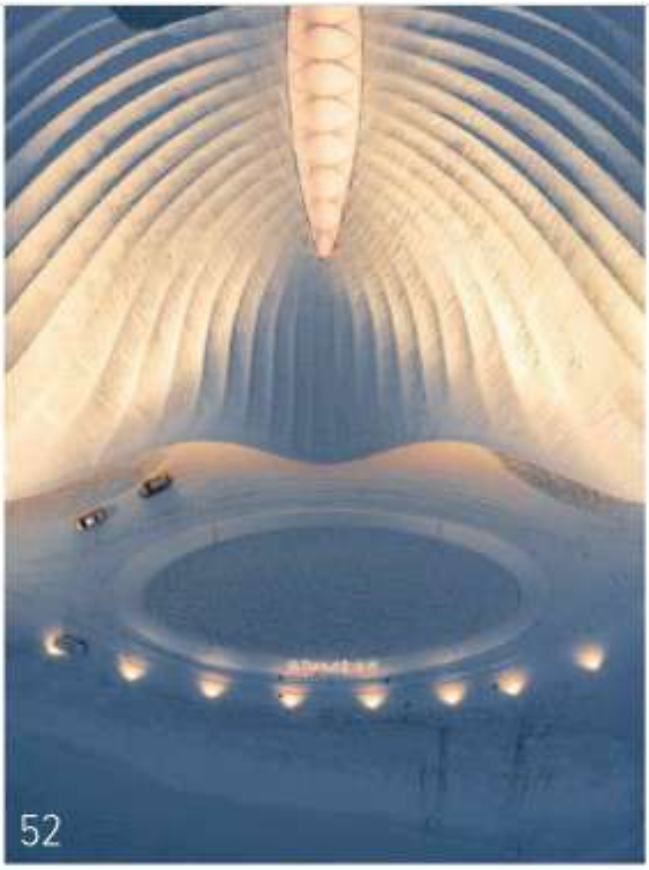


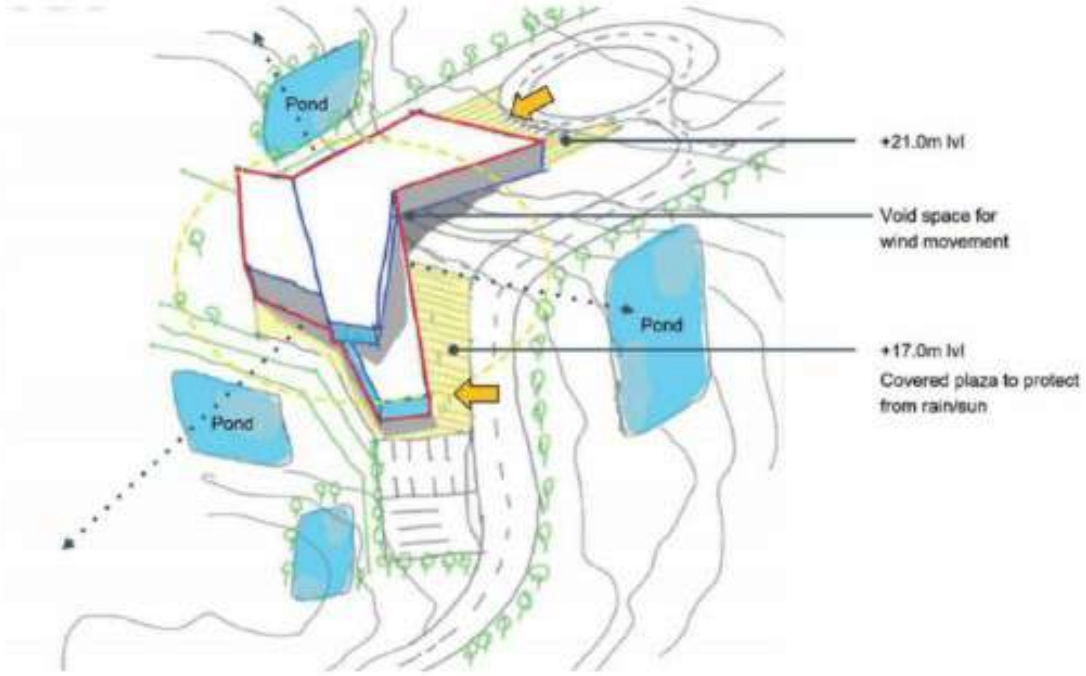
A TRANSIT OF TIES, TRADE & REGIONAL CONNECTIVITY

Project: ICP Sabroom, Tripura. **Architects:** GPM Architects

With sustainability and local environment at the forefront of its design, a new integrated check post is set to upgrade connectivity and relations between India and Bangladesh

To commemorate 50 years of diplomatic ties between India and Bangladesh, and establish regional connectivity between the two nations, the Indian government has proposed the development of an ICP (Integrated Check Post) to connect Sabroom in India to Ramgarh in Bangladesh. The project offers integrated border management facilities to provide a seamless experience to passengers and cargo loaders crossing the border frequently. One of the primary objectives of the project is to split the traffic chaos, provide dedicated lanes for each type of vehicle, while monitoring all movements on the border, and establishing warehousing, storage, and quarantine facilities. With the help of the proposed ICP, the northeastern states could access the Chittagong port to increase connectivity between the two countries, and also boost economic activity by providing close access to global shipping lanes.

Spread over 38 acres, the site has a rich presence of dense vegetation. Although the isolated site has undulated levels, the master planning complements the site's natural topography. The flat beds and areas having a gradual slope are incorporated into a dedicated buffer parking for trucks and loaders on both ends connecting the two nations. The existing



DESIGN CONCEPT

NH-8 road dissects the site in two parts creating access points and enabling movement. Additionally, two internal roads have been branched out from the main road, one for passenger movement and the other for cargo movement.

The three primary built forms on the site are the Passenger Terminal building, the Inspection cum Warehouse facility, and the Cargo building. Primarily all built forms, especially the Passenger Terminal building, are placed on naturally found flat land on the site. In addition, a large green space on top of the main ICP building is proposed as a recreational space, with the provision for future infrastructural development. Provision for the site-supporting infrastructure such as a motor facility, quarantine yards for plants and animals, porter's rest area and canteen, a fire station, and barracks for male and female officers is also proposed. Another future expansion measure is the site's connectivity with the newly constructed Sabroom railway station, located a kilometre from the site, which will increase trading opportunities.

As the site is near the Bay of Bengal, the building forms are massed in a crystalline form to reduce the effect of prevailing winds. Additionally, no direct integration between walls and roofs is provided, and the usage of large cantilevers is restricted. ACP sheets and glass are used on the facade of the main building, while protruded metallic roofs are used as roof covers for the passenger building. In

SITE PLAN

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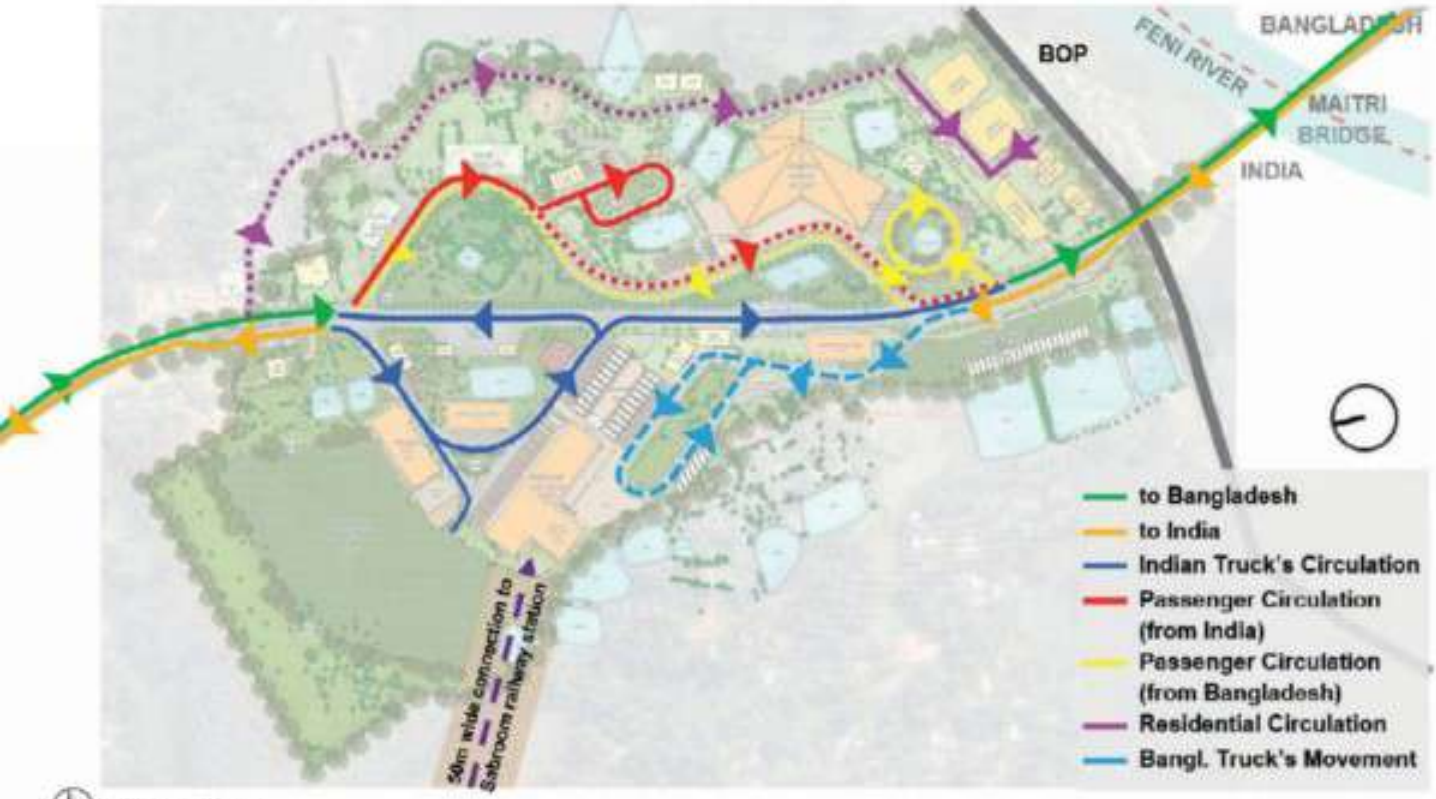


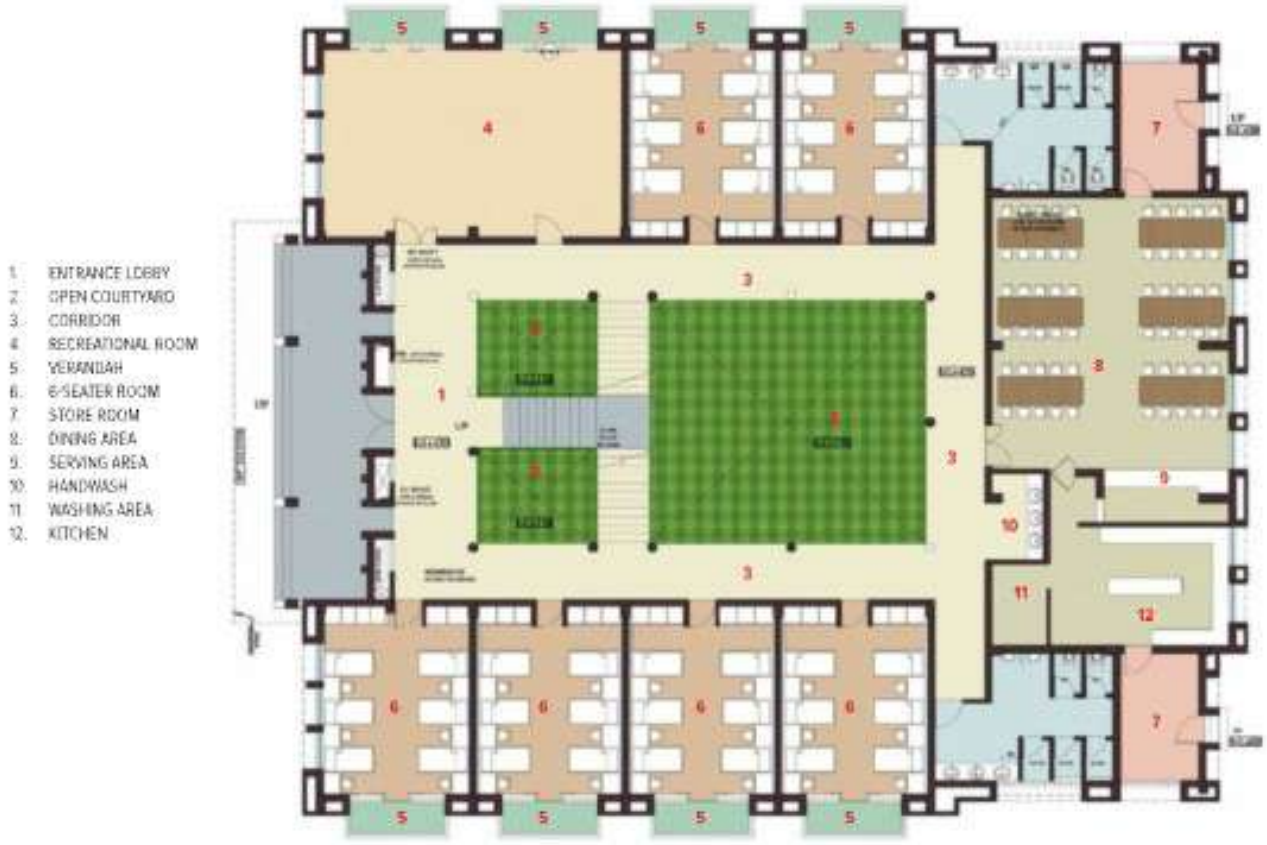
N CIRCULATION PLAN

AR. MITU MATHUR, Director, GPM Architects

Mitu Mathur is an accomplished architect and urban designer, with extensive experience in designing urban planning, institutional, commercial and housing projects. As the Director of GPM, she has been steering the firm's growth since 2006, exemplifying its collaborative and interdisciplinary approach towards architecture and planning. Mitu continuously questions the current notions of architectural development and strongly believes in delivering innovative design solutions for rapidly changing urban environments.

GROUND FLOOR PLAN — MAHILA BARRACKS

Spread over 38 acres, the site has a rich presence of dense vegetation. Although the isolated site has undulated levels, the master planning complements the site's natural topography. The flat beds and areas having a gradual slope are incorporated into a dedicated buffer parking for trucks and loaders on both ends connecting the two nations.



GROUND FLOOR PLAN — JAVAAN BARRACKS

1. RECEPTION
2. VIP SUITE
3. DRESS
4. TOILET
5. PANTRY
6. STORE-1
7. GUEST ROOM
8. VERANDAH
9. CORRIDOR
10. DINING
11. WASHING AREA
12. MESS STAFF
13. KITCHEN AREA
14. KITCHEN STORE
15. MEETING ROOM

GROUND FLOOR PLAN — BARRACKS FOR OFFICERS

1. LOBBY
2. DOUBLE HEIGHT ENTRANCE HALL WAITING CUM RECEPTION AREAS
3. LPM
4. QUARANTINE
5. TOILET
6. TOILET (HE)
7. TOILET (SHE)
8. CWC OFFICER
9. CWC STAFF
10. CUSTOM OFFICE
11. CORRIDOR
12. SHAFT
13. CUSTOM OFFICE INCHARGE
14. OFFICE
15. ELECTRICAL ROOM
16. CMC STAFF
17. SERVER ROOM
18. IMMIGRATION OFFICE HALL
19. CLEARING AGENTS
20. PLATFORM

GROUND FLOOR PLAN — CARGO TERMINAL BUILDING

GROUND FLOOR PLAN — FIRE STATION

compliance with universal design, advanced facilities like the provision of ramps, elevators and passenger elevating devices are proposed for the differently-abled. Additionally, the facility is equipped with signages, toilets for the differently-abled, provision of handrails in corridors, recessed water taps, and usage of tactile tiles for the visually impaired.

Keeping sustainability at the forefront, the entire complex is designed with solar panels and wind propellers to be used as renewable energy sources. Additionally, rainwater harvesting pits are commissioned. All existing water bodies are retained to prevent the possibility of a flash flood, as the area usually receives heavy rainfall. All existing trees and vegetation are retained, while alien species are planted along the site boundary.

Transit facilities such as the ICP are natural focal points for communities and the rising economy. Therefore, the project has been envisioned on the lines of bilateral and regional development of the connected areas. The proposed design respects its local surroundings and the physiological features that exist in the Sabroom district. The master planning resonates with the scale and relevance of the facility, presenting seamless operations. This development is set to facilitate infrastructure up-gradation in the isolated area and provide a platform for regional connectivity. Additionally, it will boost the economy and eventually contribute to increasing the GDP as a measure of accentuating job opportunities and promoting tourism in both countries.

FACTFILE

Client: LPAI
Principal Architect: Mitu Mathur
Design Team: Nishant Prakhar
Site Area: 2173,660.74 sq ft
Built-Up Area: 130,475.83 sq ft
Completion Date: Under construction