

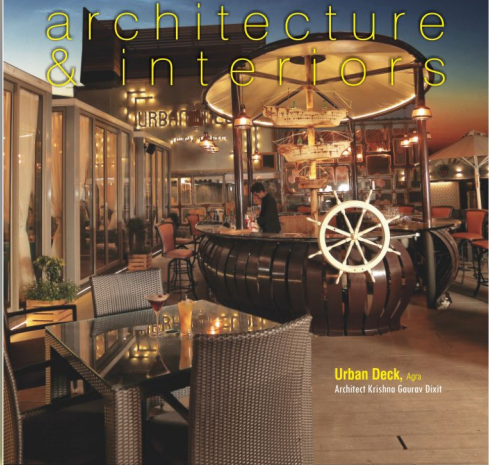
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vision



Ar. Gurpreet S Shah

Gurpreet developed passion for Architecture at a young age perhaps inheriting it through his father who is by profession an Architect. He has more than a decade of local and international architecture and urban design experience. With his vision to deliver a new generation of Airports and Mass transit facilities that are sustainable and also give a world class travel experience, Shah has pioneered sustainable infrastructure designs in India. ■

Charismatic Chiseling of Charbagh, Lucknow

(Vision- Transformation into reality creating Intermodal Hub)



Charbagh Railway Station, Lucknow

The ambitious vision of Honorable Prime Minister Shri. Narendra Modi in transforming Railway Stations to epicenters and intermodal hubs, giving global integrated solutions to futuristic developments is what has been visualized, says Ar. Gurpreet Shah, Urban Designer and consultant to the entire redevelopment of Charbagh Railway station.

contemplations on the basis of "Redevelopment" to serve the surge in population and the futuristic requirements in stipulations of facilities and infrastructure. The term redevelopment hold subdued interpretations, for, the railway station is very much functional throughout, thereby, an interruption in its functionality would not be possible so as to revamp, redevelop or amend the infrastructure. With the gigantic horizontal mass encompassing the land, the heritage and the culture is reflected and reverberated visually and historically with its sturdy incarnations and red renderings. One of the main railway station amongst the 10 stations selected by the Ministry of Railways in

The Mughal architectural marvel of 18th Century from Lucknow, the Charbagh Railway station is on the benches of serious discussions and

Client:	RLDA, NBCC.
Consultant:	Creative Group, Delhi.
Land Area : Phase-1	7.8 acres
Total Budget Cost: Phase-1	1300 Cr. 500 Cr.

collaboration with NBCC happen to be Charbagh, which falls under the Northern Railways. The inception towards the notional redevelopment is subject to partake with the travellers, as an intermodal hub is envisioned to be established in the realistic grounds of Charbagh.

In the circumferential periphery of the station, 6 discrete plots have been identified for centripetal neighborhood up-gradation with noble and introspective functional services. The first and foremost prerequisite is to elevate the overall morale and standards of the railway station to global superiority in terms of its services, circulatory convenience, materialistic finishing, aesthetic and population holding functional caliber without the tedious rush and push that the orthodox Indian railway stations portray.

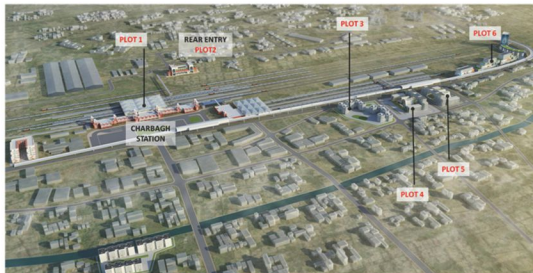
The platforms are congested with the flow of people to and from the platforms, in and out of the station. With notions to tackle this collision of passenger traffic, entry and exit



Well organized wide spread concourse with high roof

points are planned to be bifurcated into two different and separate domain of spaces. The entry the building is subjected to be through the ground level where as the parking could relate to the basement, so as to enable freedom in drop off services in the ground level. The current access points to the railway station would be comprehensively made for the approaching crowd, as it by default leads to various platforms and ticket counters by the parent planning. The arrivals are equally mighty in terms of the populous, hence they are taken to the basement, thereby defining the exit.

However, to withhold the human dynamism in terms of spatial composition, wide spread and high of clearance concourse with GI metal double standing seam roofs are planned to be deliberated on the first level, above ground. The concourses will host spaces for multiple functional modules that primarily serves commercial stalls, food courts, sophisticated seating spaces, charging portals, X-Ray scanning zones, kiosks, cloak rooms, ATM, VIP lounge, green spaces and other general spaces. The concourse being wide spread and huge in terms of space, the traipse ought to be eased for which, travelers are included as a mean of vertical circulation. The concourse is connected to the ground level and further below as well as above by elevators, lifts and wide staircases. From the concourses, foot over bridges (FOB) lead ways to exit the railway station. This relaxes the basement arrivals as multiple options to exit the station complex are enabled.



Site Plan with identified plots for redevelopment.



Food Court



Washrooms



Cloak Rooms



The second entry station at Plot-2

To the South of the existing railway station, lies the streak of railway tracks. Further beyond the tracks, plot 2 has been formulated to serve the function as a rear entry edifice to the Charbagh station. The rear entry building is connected to the concourse of the main building through FOB and concourse above the rail level. The metro station is also connected to the primary concourse that is behind the existing Charbagh railway station by concourse and FOBs. This facilitates passengers travelling through metros to directly enter the railway station without taking the additional pain of stepping onto the road to cross and reach the railway station. A FOB provisioning change in levels with a connective concourse enhances the passenger movement expeditiously.

Alongside, on other neighboring plots that are identified as plot 3, building complexes with commercial spaces, showrooms, corporate offices, hospital and different range of hotels are visualized to be designed as a part

of redevelopment agenda. These services are identified to be the most indigenous necessities of public. The commercial spaces feeds and quenches the needy, wherein, the hospital helps the dependants from not being forced to travel into the city in search of medical services. Incoming patients from other regions would be benefitted with a hospital in the neighborhood of the railway station. The corporate offices nevertheless comforts the floating population of work force floating into the city of Lucknow, by providing ease in access to the work space within the periphery of city's significant railway station. The plot 4 serves as a residential quarters for the railway staffs, alongside hotels and accommodation facilities. Plots 5 and 6 nonetheless offer built spaces for similar functions as of the building on plot 3 does, by mean, corporate offices, commercial shopping corridors, showrooms, etc. All these plots are cohesively connected through concourses above the rail and

road levels, hence relieving the pressure on roads by pedestrian interruptions as well as vehicular ruckus.

In simple dictums, a new and noble set of built attachments to the existing railway station unit, not only advances to quench the needs of future, but also defines and magnifies the overall morale of the city fabrics. The concept of sustainability is substantially overlooked to reduce the carbon footprints to meet ends in the future, hence lush green spaces are gushed into various regions of the intermodal hub. Plantations in the basement serves aid to the fumes let out by vehicles. Similarly, trees and plants are subjected to be plotted in and around the glass, steel and concrete structures. Solar panels could serve the basic electricity dependence of the multifunctional concourses, while potted plants can nourish and create a holistic aura in the waiting lounge.

This holistic and broad visionary version of approach with sustainable, future



NR Concourse interior view



Lush green waiting lounge and platforms



Charbagh Railway station- after redevelopment

adaptable and people user-friendly measures to the Charbagh railway station, undeniably garner public appreciation with active participation. Such advanced architectural interventions are very much in command to cater the future needs of the rapid developing population and subsequent global metaphorical expressions of growth. ■

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