



सत्यमेव जयते

सड़क परिवहन और राजमार्ग मंत्रालय MINISTRY OF ROAD TRANSPORT & HIGHWAYS

भारत सरकार

Government of India



Council of Architecture

IDEAS DESIGN COMPETITION

DESIGN COMPETITION FOR
DEVELOPMENT OF
**INTERMODAL STATION (IMS)
AT KATRA**

Conducted by
Council of Architecture,
New Delhi

**PREAMBLE
COMPETITION
GUIDELINES**

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IDEAS DESIGN COMPETITION FOR DEVELOPMENT OF INTERMODAL STATION (IMS) AT KATRA

I. PREAMBLE

The Ministry of Road Transport & Highways (MoRTH) has over 150,000 kms of National Highways spread across the length and breadth of our Country. The Ministry is also mandated to create Infrastructure integrating with the Highways such as the Wayside Amenities, Solar Power, Multimodal Logistics Park, Ropeways and Inter Modal Stations (IMS).

National Highways Logistics Management Ltd. (NHLML) which is 100% SPV of National Highways Authority of India (NHAI) has been mandated to develop Inter Modal Station (IMS) integrating various Infrastructure modes at one point and creating a Inter Modal Station which shall have Bus Terminal as the main component.

The first project proposed to be developed as an IMS is at Katra which is located about 45 Km from Jammu and is the base town for the devotees visiting the Mata Vaishno Devi Temple.

It is proposed to Develop IMS Katra at New Bus Stand Site near Railway Station by relocating the existing Bus Stand along with development of other facilities including Multi level car parking, Hotels, Commercial/ Retail, offices, Helipad, Ropeway Terminal, etc.

To carry out the design process in an efficient manner, the Council of Architecture has been mandated to organize the Design Competition in order to get the best economical and sustainable design for the Inter Modal Station from the budding architects and Architectural Institutions from across the Country.

NEED FOR IMS KATRA

- The Mata Vaishno Devi Holy Cave attracts millions of devotees every year, from all parts of India and abroad, thus a modern robust and sustainable all weather transport system and hospitality facilities are required.
- Development of Katra Railway station and upcoming further improved road connectivity via DAK expressway would provide excellent external connectivity.
- Presently, Katra is having under-developed transport facilities and small-scale hotels/ Dharmashalas, guest houses and retail stores. However, looking at the footfall in the Katra large-scale facilities are required to meet the future requirements.
- Development of international quality Intermodal passenger Station along with quality lodging facilities and commercial development would facilitate the devotees visiting Katra.

II. DESIGN CONTEXT

Development of Master Plan of Inter Modal Station envisions to develop the Inter Modal Station with Bus Terminal being the main component. Transport infrastructure development is an integral aspect of development of cities. There is a growing demand of increased mobility and accessibility with the growth of urban economy. On one hand, a well-planned transport system ensures increased mobility and on the other hand, efficient land use provides for better accessibility to the residents of a city.

Inter-city transportation infrastructure is inadequate causing congestion on the roads in the cities. Bus terminals are developed in the heart of the city causing the transit passenger to pass through the congested roads and that further adds to the congestion. Lack of adequate bus terminal infrastructure leads to private bus operators to park on the roads leading to increased congestion. Moreover, if the IMS is located outside the heart of the city, though easily accessible to the city center then transit passenger movement could be shifted outside the city center.

The built heritage of Jammu itself dates back to 2nd century AD and consists of Temples, Forts, Palaces. The Design of IMS must reflect the rich culture and vast heritage, local arts and crafts of Jammu and Kashmir especially holy Cave of Goddess Shree Mata Vaishno Devi Ji.

Further, the design and concept should be cost effective and also depict the physiography of the area which is divided into five zones that are closely associated with the structural components of the western Himalayas. From west to east those zones consist of the plains, the foothills, the Pir Panjal Range, the Valley of Kashmir, and the Great Himalayas zone.

III. DESIGN OBJECTIVES

The IMS aims to achieve the following objectives:

- More convenience and less time for interchange between modes for facilitating pilgrims and other passengers.
- Lower transportation costs, saving of time and efforts and accommodating more travelers.
- Increased usage of common facilities such as waiting rooms, escalators, concourse, more accessible infrastructure facilities specially for differently abled and senior citizens, etc.
- Increased economic productivity and efficiency.
- Higher returns due to increased passenger footfall and improved commercial development.
- Reduced energy consumption and environmental pollution.

Development of the IMS at Katra will also boost commercial development and economic activity which will significantly upscale the socio-economic profile of Katra and its adjoining areas apart from facilitating the pilgrims and other travellers with modern state of art facilities.

The competition conditions and rules for participation in the Design Competition are given at Annexure -I.

The projects details/ requirements are given in Annexure- II.

COMPETITION GUIDELINES & REGULATIONS

1.1. Organiser of the Competition

The organizer of the Competition is NHLML and is being conducted through Council of Architecture, Ministry of Education, Govt. of India.

1.2. Purpose and Type of Competition & Eligibility to Compete

- 1.2.1. This is an Ideas Design competition, where NHLML shall use Design Concepts for Intermodal Station at Katra if they feel appropriate. The participants are required to submit Design Ideas, views or any other drawings to explain their concept. Site organisation, site plan, elevations sections and 3-dimensional views may be submitted on a conceptual level. However, the level of detailing and submissions left to the participants.
- 1.2.2. It is open to all Architects registered with the Council of Architecture and all Architectural Institutions approved by the Council of Architecture.
- 1.2.3. For the purpose of this competition, single person / architectural firm or a consortium of not more than 5 members shall be allowed. In case of Institutions the team should be endorsed by the Head of the institution and one Institution can participate in multiple teams.
- 1.2.4. The employees of NHAI/NHLML /Jury Members/ COA Office Bearers and officials, etc. are not eligible to participate in the competition

1.3. Steps to participate in the Competition

- 1.3.1. No participation fee is required to be paid by the participants.
- 1.3.2. The competition will begin with a formal announcement on the CoA website and also by NHLML on its website, and on its social media platforms.
- 1.3.3. All intending eligible competitors will be required to register on CoA website and will be assigned a Unique Identity Code to ensure their anonymity. Any disclosure of identity or influencing the jury will lead to disqualification and will amount to professional misconduct. The decision of the CoA shall be binding on the participants.

1.4. General Details & Schedule of the Competition

- 1.4.1. The competition schedule shall be as follows:
 - Last day for the entries is 15th October, 2022, 5.00 p.m.
 - Presentation of the shortlisted designs before the Jury - The date, time and venue will be communicated and declared by COA , separately
 - Announcement of the and Distribution of Prize – The date will be communicated and declared separately.

- All the official communications about the Competition shall be through E-Mail only at imskatra.coa@gmail.com.
 - Each team shall submit only one entry.
- 1.4.2. NHLML reserves the right to alter the above schedule and this Competition document or extend the Competition deadline before the last date of submission, which shall be deemed, confirmed and shall be binding upon all the participants.
- 1.4.3. Competition Coordinator: Ar. Prashant Sutaria & Registrar, Council of Architecture, New Delhi.

1.5. Composition of the Jury

- 1.5.1. The jury shall be composed of distinguished Architect members of repute and credibility in majority and three members nominated by NHLML.

1.6. Competition Assessment and Deliberation

- 1.6.1. The Jury Members will themselves determine the procedure to be followed for the assessment of the received entries. The discretion of the jury will be final. On conclusion of the assessment, the Jury will submit a report to NHLML indicating the procedures and criteria used for assessments.
- 1.6.2. Participants do not have the right to request for access to the Jury's comments or records on the adjudication.
- 1.6.3. Upon completion of the procedure of evaluation, the final results of the Design Competition, Award date, time and place, will be announced for distribution of the prizes to the winners.

1.7. Prize and Remuneration:

- 1.7.1. The Competition Winning Entry shall be awarded a prize money of 12 Lakhs INR (First Prize – Twelve Lacs only), subject to deduction of applicable taxes. The second and third runner up position shall be awarded a prize money of Rs. 10 Lakhs (Rs. Ten Lacs Only) and Rs. 8 Lakhs (Rs. Eight Lacs Only) respectively
- 1.7.2. NHLML or CoA shall not be liable to compensate for any other expenses incurred by the participants on account of participation in this Competition.

1.8. Implementation of the Winning Design Entry Idea

- 1.8.1. It is the intention of NHLML to adopt the design ideas and concepts on the Katra Inter Modal Station or its components thereof, of the Winning Entry with or without modifications for its implementation. It is not binding on NHLML to hire the winning Architect for the project.

1.9. Reservation

- 1.9.1. NHLML reserves the right to use with or without modifications, the design ideas and concepts on the Inter Modal Station or its components thereof as submitted by all the invited participants, in phases as deemed fit.

1.10. Deliverables

1.10.1. Design Submission

- The submission should have a Concept note not exceeding 1000 words and a walkthrough in case a participant wishes to submit, with following details in A4 size :
- Understanding of the Project (including successful and relevant Benchmarking studies),
- Concept Designs represented through 3D views or sketches
- Technical Specifications of the Components of the Intermodal Station alongwith Block Cost Estimate
- Maximum 5nos. A2 sized drawings (42 x 59.4) in Landscape format (Plans, Elevations, Sections or any other detail to explain design concept and softcopy in PDF, PPT or PDG format)
- Any other format will be rejected

1.10.2. Competition Process

The Competition will begin with a formal announcement made by the NLHML/ COA on its website, and on other social media platforms.

All intending competitors will be required to register with the NLHML/ COA website at link <https://ecoa.in/samarthaya/public/awards/Award> to clear their eligibility and be assigned a Unique Identity Code to ensure their anonymity for the ensuing first stage. Queries, if any may be sent on above e-mail.

The entries should be presented with a level of detail appropriate

to the character as a design concept presentation. Teams should primarily focus on enabling the Jury to assess the main contextual, architectural and organizational qualities of the project. The Design should be economical and sustainable.

Submission Criteria

- i. All entries are to be in English only.
 - ii. The anonymity of the entrants is to be ensured. The architect's name or participant's name should not be mentioned in any of the submission documents, else the entry shall be summarily rejected.
 - iii. Each document to mention the reference code received during registration on the bottom right corner.
 - iv. Submission can be done in PDF only along with Concept Note.
 - v. Total file size shall not exceed 30 MB.
- 1.10.3. The medium of expression should be mostly drawings, illustrations and 3D views with only explanatory notes, as required. Soft copy (in PDF,PPT or PDG format).
- 1.10.4. Entries submitted by the participants for the purpose of this Competition will not be returned by NHLML.
- 1.10.5. CoA shall reserve all rights to use all entries to publish in any format and any platform and exhibit in part or thereof at any time and place of it's convenience.

1.11. Intellectual Property Rights and Confidentiality

- 1.11.1. The Intellectual Property Rights of the ideas / concepts and the submitted design shall vest with the author, however, NHLML shall have the right to use the ideas / concepts and the submitted design(s) by all the participants, with or without modifications, in phases as deemed fit by NHLML, in part or in full, in connection with the development of Inter Modal Station and its components, thereof.
- 1.11.2. The participants shall treat all the information provided by NHLML for the purpose of this design competition to be confidential and shall not disclose the same with anybody without taking prior written permission of NHLML.
- 1.11.3. These obligations will survive during the tenure and even after the completion of the said Competition.
- 1.11.4. NHLML has rights to cancel, extend/reject the Design Competition without any reason at any appropriate time.

1.12. Application of Regulations

- 1.12.1. Sending of entries by a participant implies that the participant has gone through rules & regulations and guidelines of the competition contained in this competition document and accept the same in toto.
- 1.12.2. Non-compliance, if any, with regard to the conformity of the competition regulations will be recorded by the Committee for the consideration of the Jury. However, the Jury's decision in this regard will be final and binding on all the participants.

1.13. Disclaimers

- 1.13.1. NHLML/CoA shall not be responsible or liable for any erroneous, damaged, destroyed, lost, late, incomplete, illegible and misdirected Entries, or any damage or loss arising from, connected with, or relating to the Competition, the submission of Entries to the Competition, participation in the Competition, regardless of the cause or any fault by the Organizer, the Organizing Committee and / or the Jury Panel or any person concerned for whom any of the above mentioned are responsible, and notwithstanding that any of those persons may have been advised of the possibility such loss or damage being incurred.
- 1.13.2. NHLML/CoA may at its discretion cancel, modify or suspend the Competition. The participants shall not be entitled to any compensation as a consequence of such cancellation, modification or suspension of the Competition.
- 1.13.3. NHLML/CoA its employees / advisors / representatives or consultants make no representation or warranty and shall have no liability to any of the participants under any law, statute, rules or regulations for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this Competition Document.

Annexure II

PROJECT REQUIREMENTS

The Project site is located in the base of Mata Vaishno Devi. Katra, the base camp for the pilgrimage to Shree Mata Vaishno Devi Ji, lies at an altitude of 914.4 m (3000 feet) above MSL and is located at the foothills of sub-Himalayan ranges, known as Shivalik hills. The town comprises of villages Katra, Arli Hansali, Purana Daroor and Kundorian. Katra town, lying in the foothills of Trikuta Mountains has an importance due to location of the Holy Cave of Goddess Shree Mata Vaishno Devi Ji.

The Intermodal Station will come up at 25 acres land where entire transport coming to Katra from New Delhi-Amritsar-Jammu-Katra Expressway will land. It will have enough capacity to accommodate the vehicles and ensure smooth entry and exit. It will have space for all kind of transport.

The approved IMS will be developed as a terminal infrastructure integrating various transportation modes of rail, road, air (helipad), bus, auto rickshaws, taxis and private vehicles at a single hub for seamless movement of people from one mode to another.

Proposed Facilities At a Glance:



Rail



Helipad



Bus



Parking



Hospitality



Retail

Statistics

- 50,000 Maximum Number of Pilgrims travelling to Vaishno Devi on peak day (2022).
- 1,00,000 Estimated Maximum Number of Pilgrims that will travel to Vaishno Devi on peak day (2051).

IMS KATRA : Primary Components & Amenities

Primary Components

1. Passenger Terminal Building

- Facilitation Centre
- Yatra Reservation Counter (YRC)

2. Bus Terminal

3. MLCP Facility

4. Commercial Facilities:

- Hotel Accommodation
- Retail Zone, Food Court, Entertainment/ Cultural Zone

5. Intermodal Connectivity

- Taxi Stand
- IPT Stand
- Pick/ Drop Bays
- Helipad
- Ropeway

6. World Class Passenger Amenities

- Passenger Lounge, Toilet / Washroom including Specially-abled / Drinking Water
- Medical Facility/ Pharmacy/ Baby care
- ATM facility
- Souvenirs and Publications
- Cloak Room facility

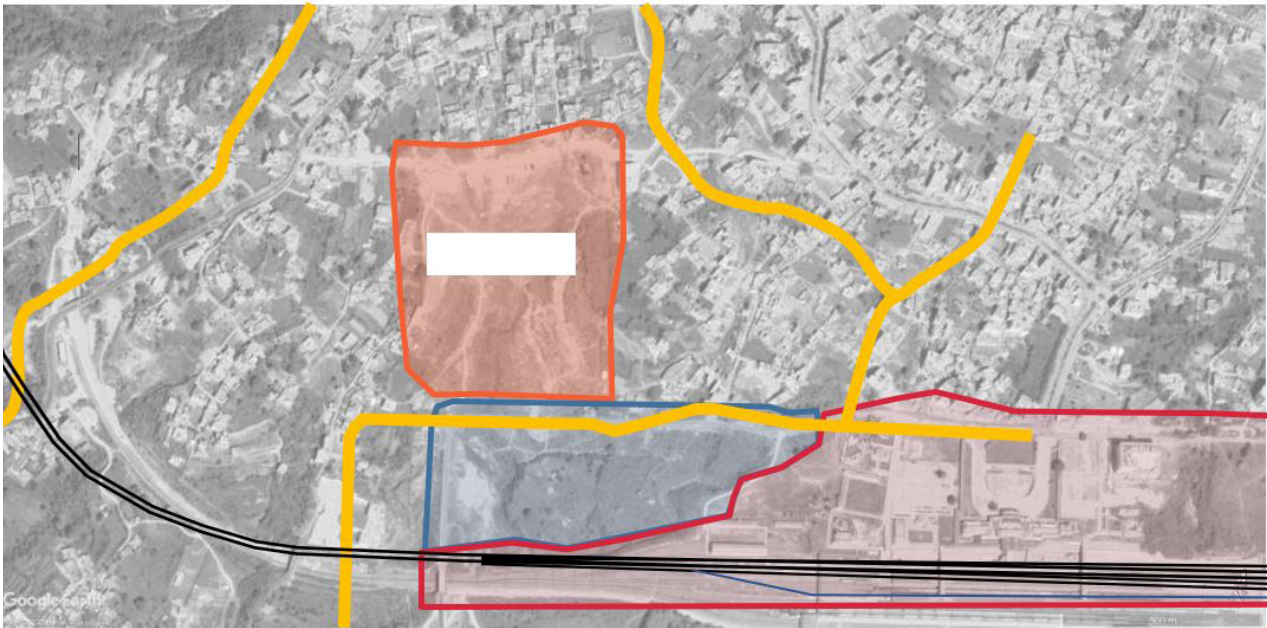
Project Brief

	Particulars		Area (SqM)
A.	Site Details		98000
	Total Plot Area		
	Maximum Ground Coverage	35 %	
	Maximum FAR	250 %	
B.	IMS Components		
1.	Bus Terminal		20000 - 30000
	Bus Bays	100	
	Long Distance Buses	75	
	Local Buses	25	
2.	Parking for Cars/ Taxis/ 2-wheelers (2500 - 3000 ECS)		80000 - 100000
3.	Hotels		60000 - 80000
	No. of Hotel Rooms	1500	
	5-Star/ 4-Star	150	
	3- Star	550	
	2-Star	800	
4.	Commercial/ Retail Areas		40000 – 50000
5.	Office Areas		10000 - 15000
6.	Intermodal Connectivity		
	IPT Stand (100 Bays)		
	Pick-up/ Drop-Off Bays (50 Bays)		
	Provision for Roof Top Helipad Connectivity		
	Provision for Ropeway connectivity to Shri Mata Vaishno Devi Shrine		
	Proposal for Integration with the existing Railway Station		

Google Map



Proposed Site

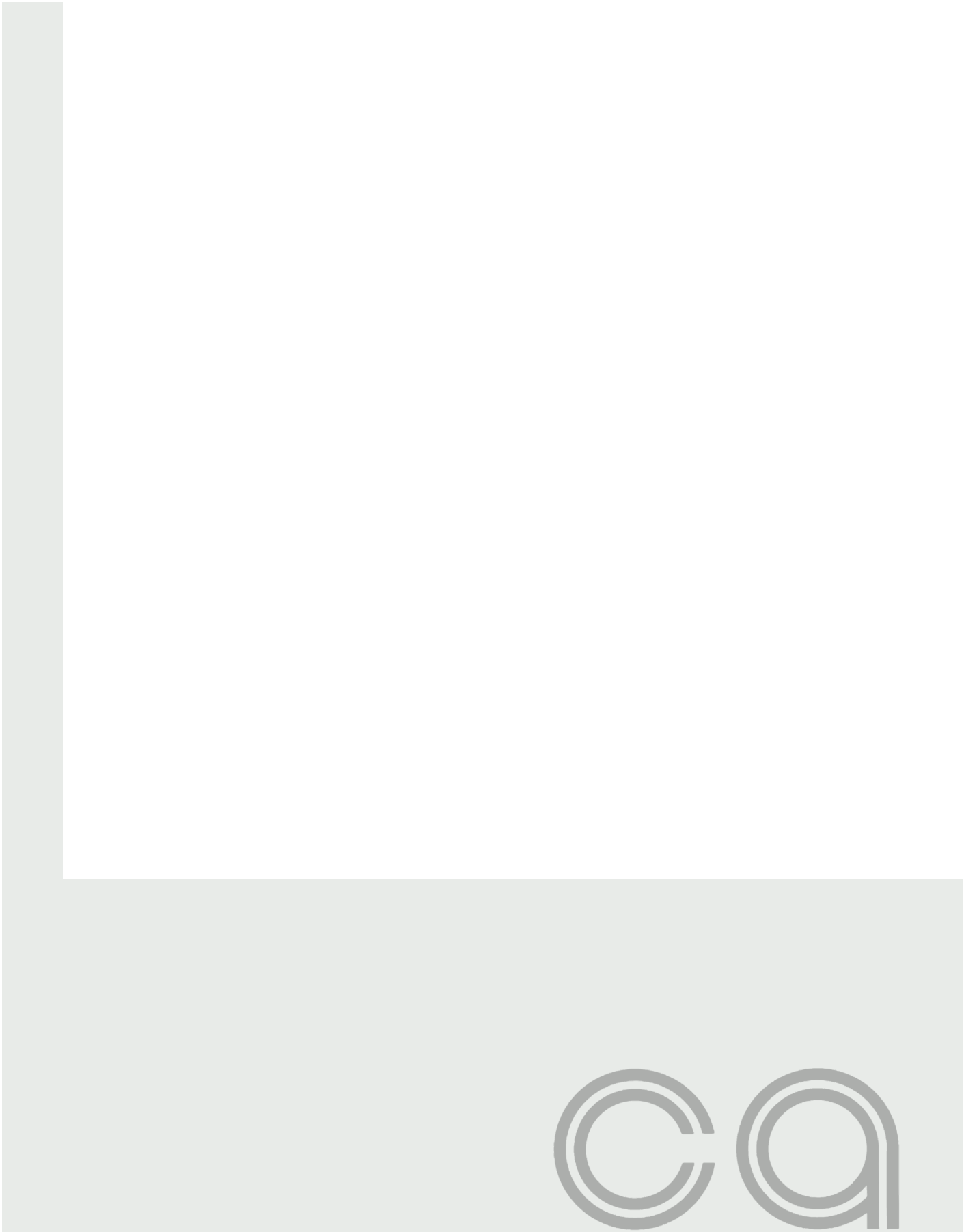


Connectivity with Katra Railway Station and Upcoming Delhi – Katra Expressway



Topographical Survey Plan





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