



# Design Guidance

The intention is to produce a strong and bold design that is clearly identifiable as a place of worship but not necessarily to the extent that it is dominated by the traditional Islamic designs. Similarly, it is acceptable to have an element of Islamic flair or features but this is not paramount and if the building has minarets they should be subtle and modern in appearance. The building should have a clear focal point or strong design features which gives character and visibility at some distance. It should not be so institutionalised as to simply have the look of a contemporary office building.

Consideration should be given to the potential for the creation of an external courtyard area or sahn which would be part of the public realm and available for informal meetings or relaxation.

Detailed consideration should be given to the appropriate use of materials as part of the design but also in terms of the future maintenance and operating costs of the building which will be run by a charity. For example, it may be that a material such as marble or other high quality stone is acceptable whereas timber, although having the potential to add a contemporary element to the design, is not due to the ongoing maintenance requirements. Simple composite panels and cladding are unlikely to be the solution and the preference is most probably for the use of more traditional materials such as brick or stone, including marble.

Maintenance should also be considered not simply over 25 years but much longer.

## Scale

It is expected that the mosque will extend to the equivalent of three storeys, with a large prayer hall of double or triple height and a capacity for some 450 prayer mats plus circulation space. This area should be open to allow clear views for all worshippers. There should be no columns in this area, but the prayer hall does require a domed roof to accommodate a double or triple height grand space.

In addition to the prayer hall, there should be three floors of other accommodation including a ladies' prayer hall on a separate floor with a separate entrance and clear views into the main prayer hall. This area should extend to approximately half the overall footprint of the building.

The charity's retained architects have prepared an indicative sketch of how the site may be laid out. This demonstrates a footprint of at least 730m² is achievable but this should not be regarded a minimum or maximum requirement.

#### Interior

The building should make maximum use of natural light where possible.

At this stage it has not yet been determined how the interior design will be addressed. Entrants are therefore encouraged to put forward their general ideas for the interior design which should be simple and not ornate with a general open and contemporary approach.

# Sustainability

The architect should seek to achieve a zero carbon development or as close to this as is reasonably possible, subject to the demonstration of costs and benefits. This may include the achievement of a BREEAM Excellent rating or the equivalent but should look at all opportunities for the incorporation of renewable energy, enhanced thermal efficiency and sustainable materials where possible. However, such renewables should not be visually dominant and should not be clearly visible in views of the building.

#### Prominence

Given the location of the site, the potential is there for this to be a visually prominent building and the design should take advantage of this. It will be visible from both motorways, the surrounding area and, of course, close up.

It is therefore essential that the building makes a real visual statement from whichever angle it is viewed. It should become a real focal point and landmark building for North Preston and the approaches to it.

# Landscaping

Consideration should be given to the potential for landscaping of the site. This should take into account short and longer distance views of the site to maximise the quality of the setting within which the building will site. There is a preference for the landscaping to incorporate a majority of evergreen species, but it should also address the emerging requirement for a 10% biodiversity uplift.

There may be an opportunity to combine the scheme of landscaping with that to be undertaken by the highway's authority on adjacent land. Maintenance of the grounds should be taken into consideration also.

# Parking

The layout should maximise the opportunities for parking with a minimum of at least 140 spaces including disabled spaces and electric charging points. There should be no underground parking. Cycle parking should also be provided and thought should be given to the overall pattern of travel and accessibility to the site.

The parking should respect the landscaping scheme and not dominate the site.



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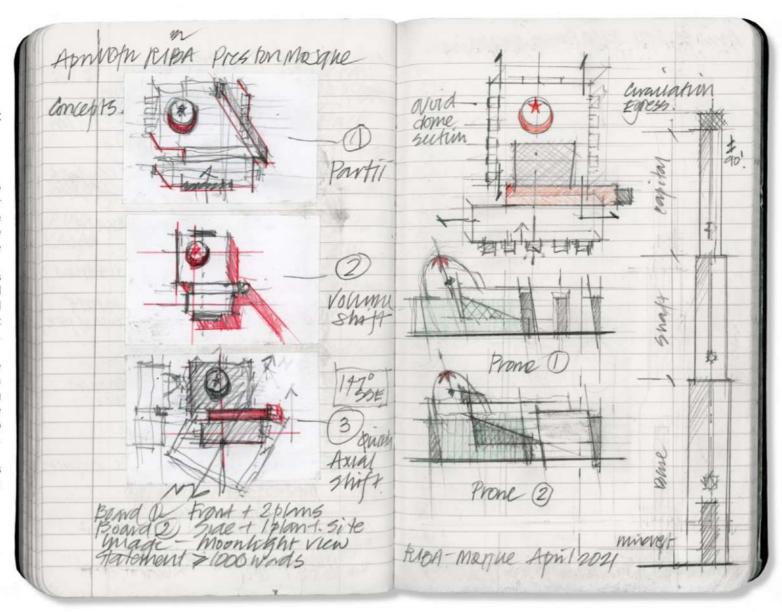
# Concept

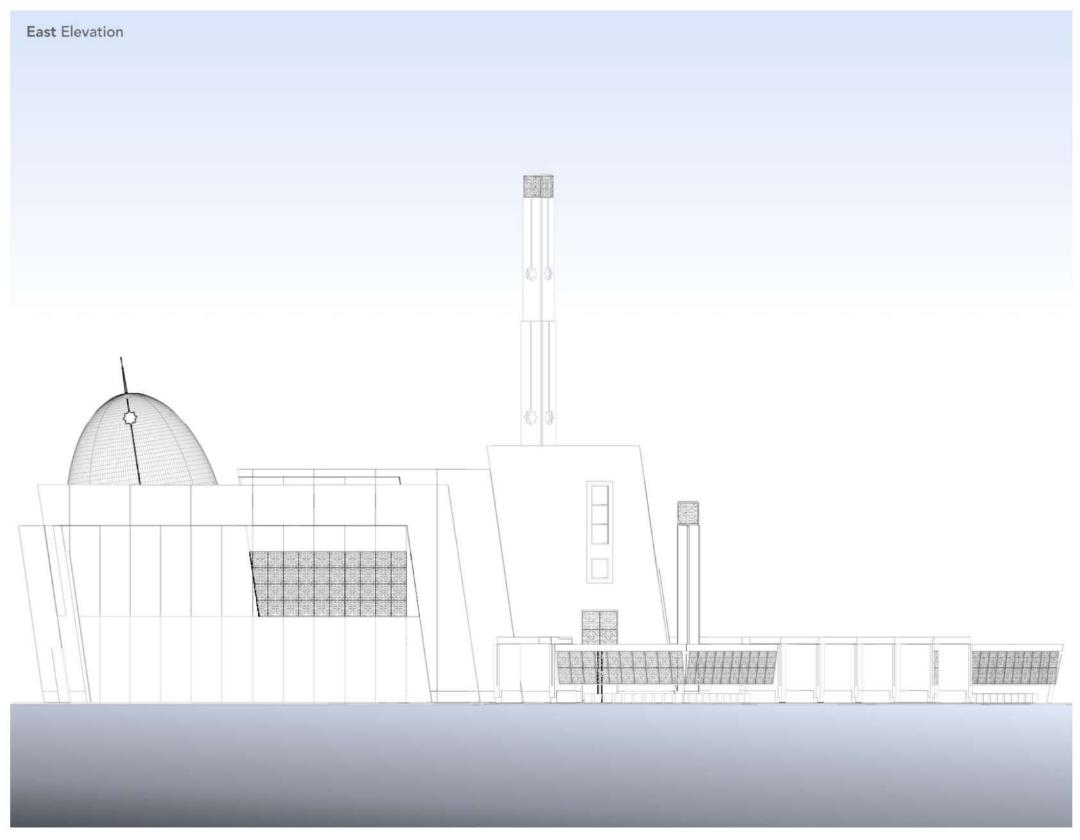
The Quibla direction towards Mecca, the north/south longitudinal axis, and the summer solstice azimuth angle, generate the architectonic concepts embodied in the proposed Mosque

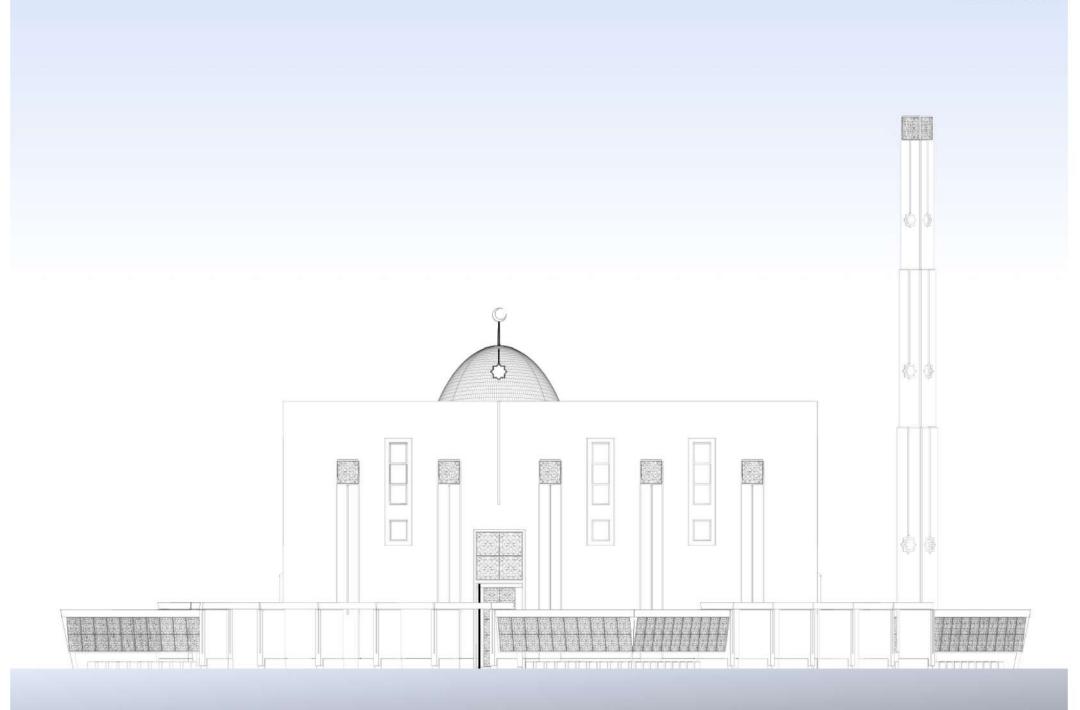
Architectural spaces, delineated to express translucency and transparency, are organized as a progression of nested trapezoidal volumes, allowing the filtering of natural light into the interior spaces.

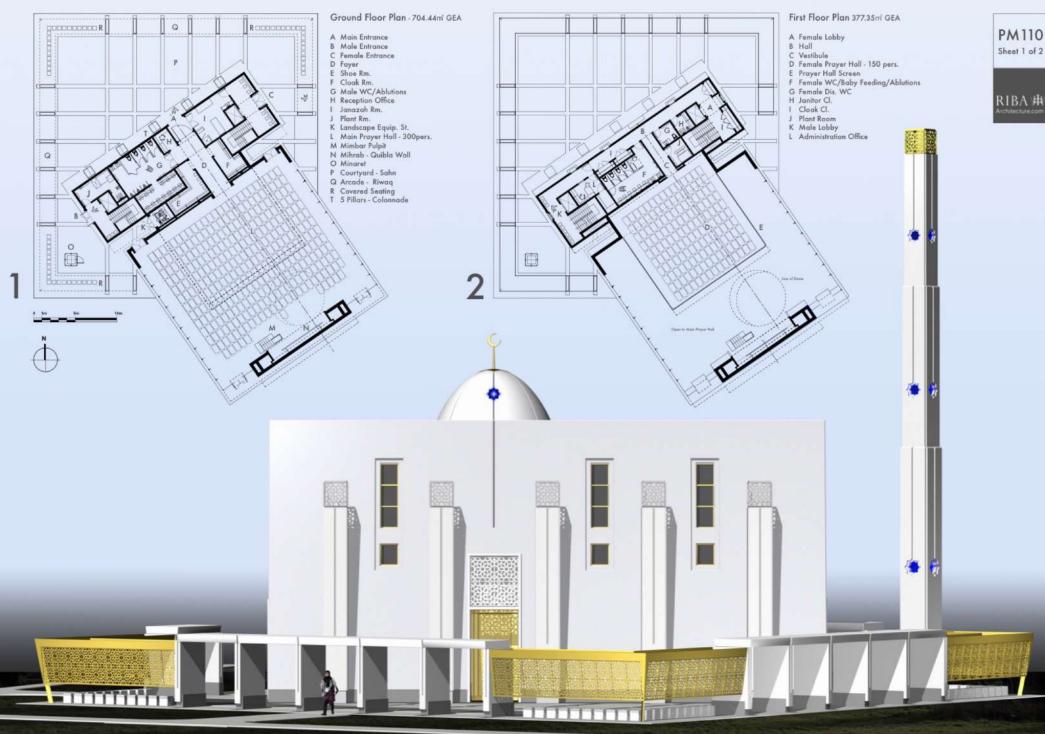
In accordance with Islamic faith traditions, the Mosques' axis is orientated along the Quibla direction. A processional sequence, beginning at the courtyard, proceeds through the opaque volume of the entrance and foyer to the expanse of the open day-lit Prayer Hall.

The lateral shift of these volumes towards Mecca evoke the posture of Muslim prayer.

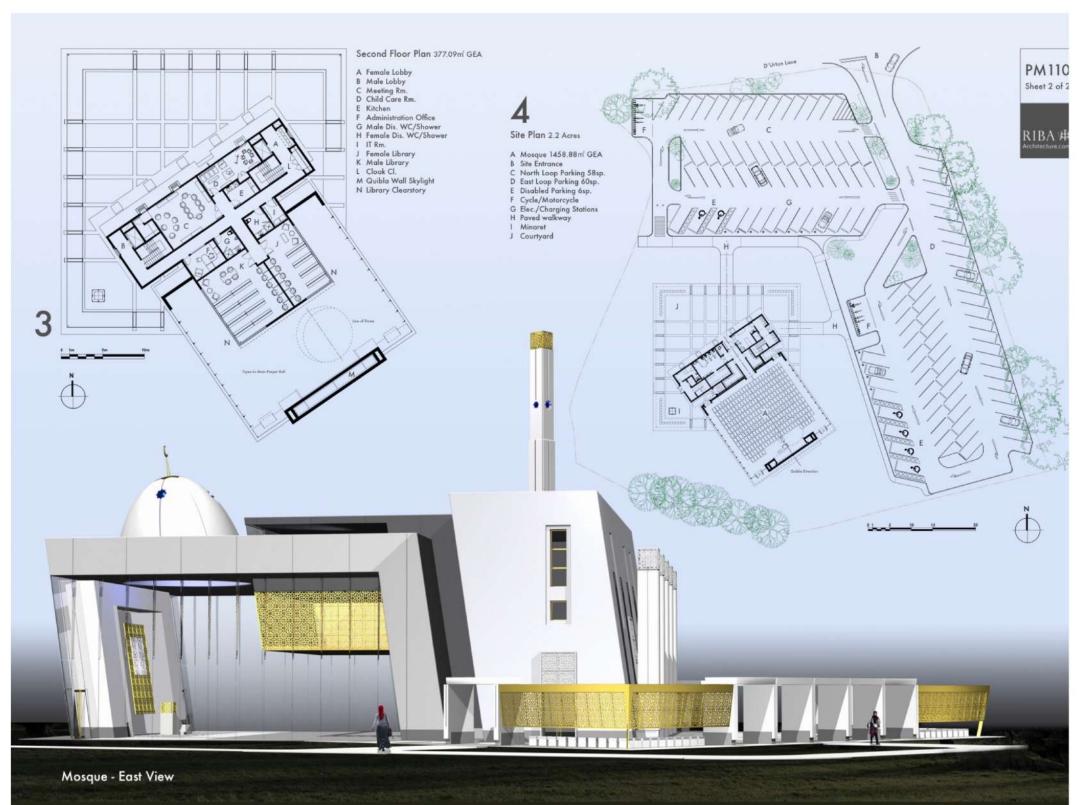








Mosque - Entrance View



The elevated plateau of the 2.2 acre D'Urton Lane site, with prominent visibility from surrounding rural areas and the proximity of the Broughton bypass and junction of the M55 and M6 motorways, is seen as ideal for the creation of a defined and significant project as an expression of the Preston Muslim community.

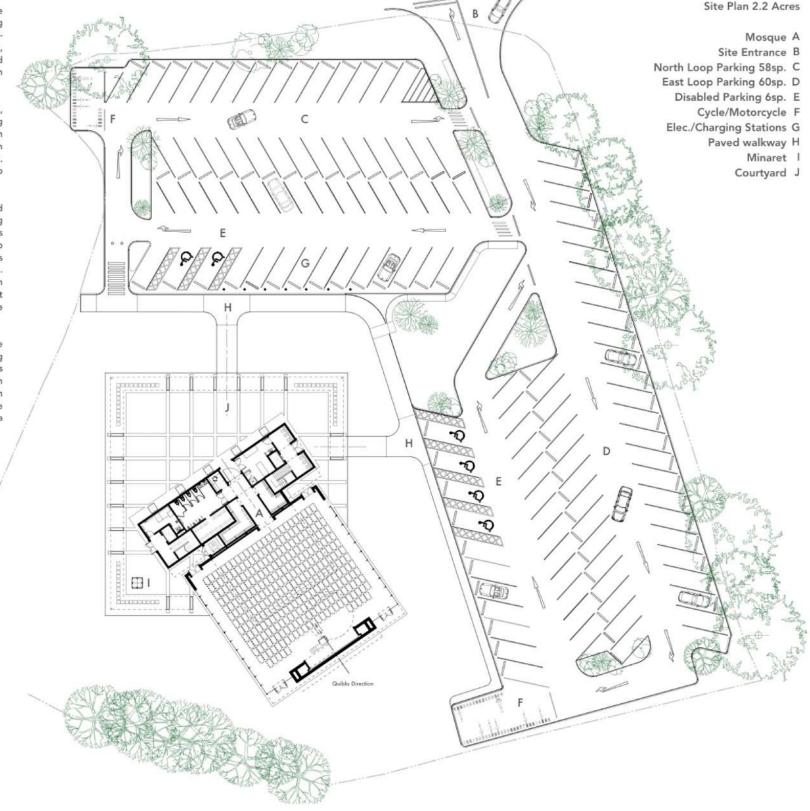
Entered from the existing access on D'Urton Lane, the site planning and circulation proposes parking areas organized along the northern and eastern boundaries as one-way traffic loops. The north boundary loop acts as a buffer to Grays Cottage. Similarly, the eastern edge loop acts as a buffer to the adjacent Church Hill Cottages development.

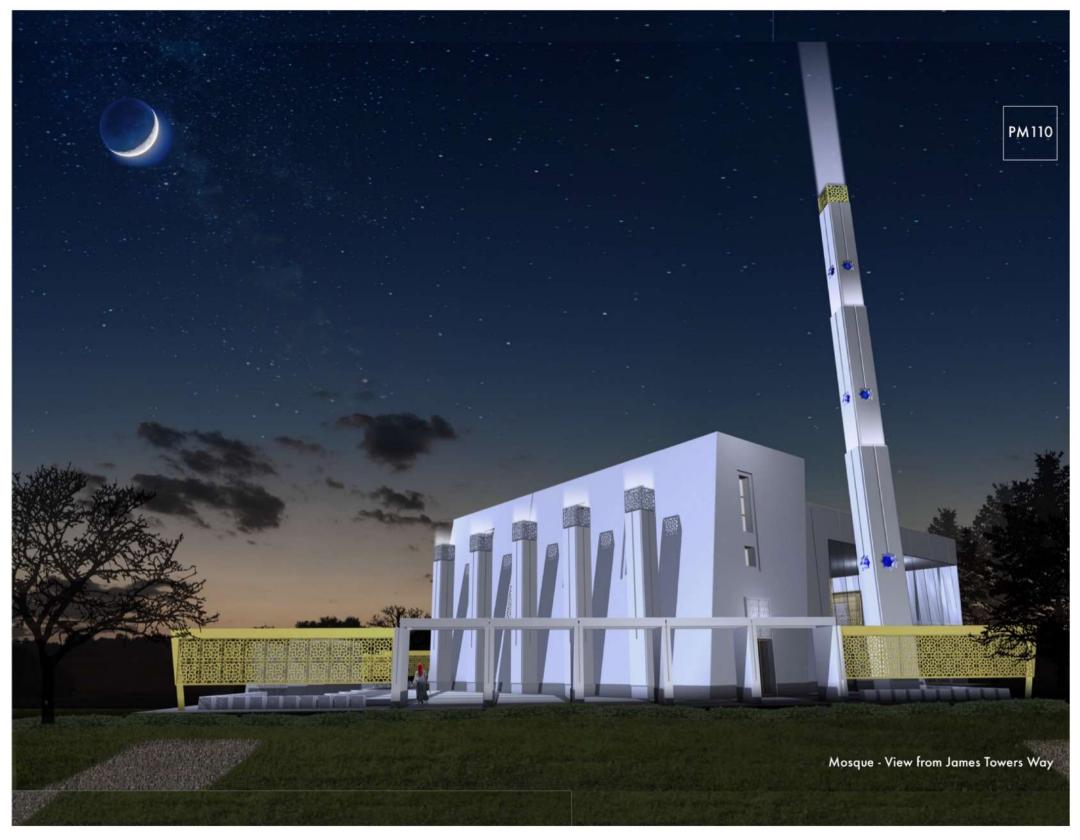
Parking spaces include the required disabled spaces, and dedicated electric vehicle charging bays. The 60° nose-in parking bay planning allows for a compression of total area dedicated to parking. In lieu of asphalt, permeable paving is proposed for all traffic and walkway surfaces. Bicycle and Motorcycle parking is provided in both loops. The north loop is also envisioned as a rest area for Preston Guide Wheel users and Mosque visitors.

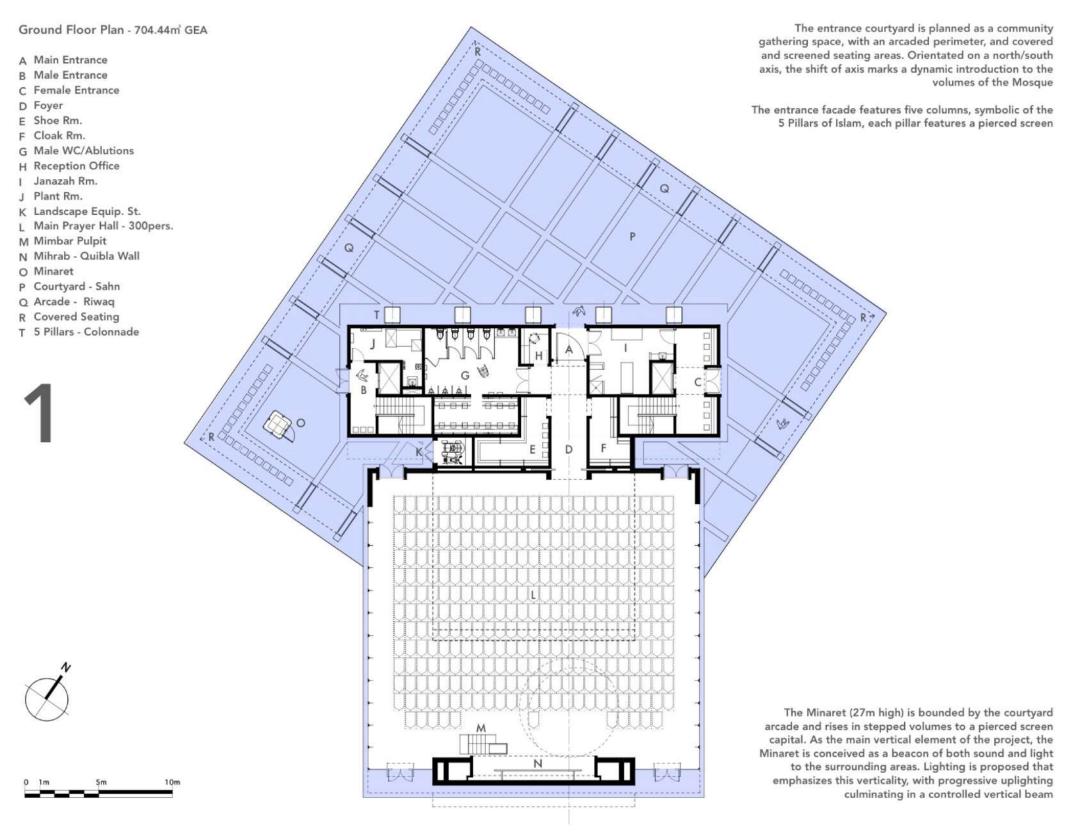
The landscaping design approach is to minimize the impact on the site by utilizing many of existing mature trees, hedgerows and retaining walls as screening to adjacent properties and roads. As an example, the stand of evergreens on the south boundary provides a ideal separation between the Mosque and the motorway, while providing a natural backdrop when seen from the Prayer Hall.

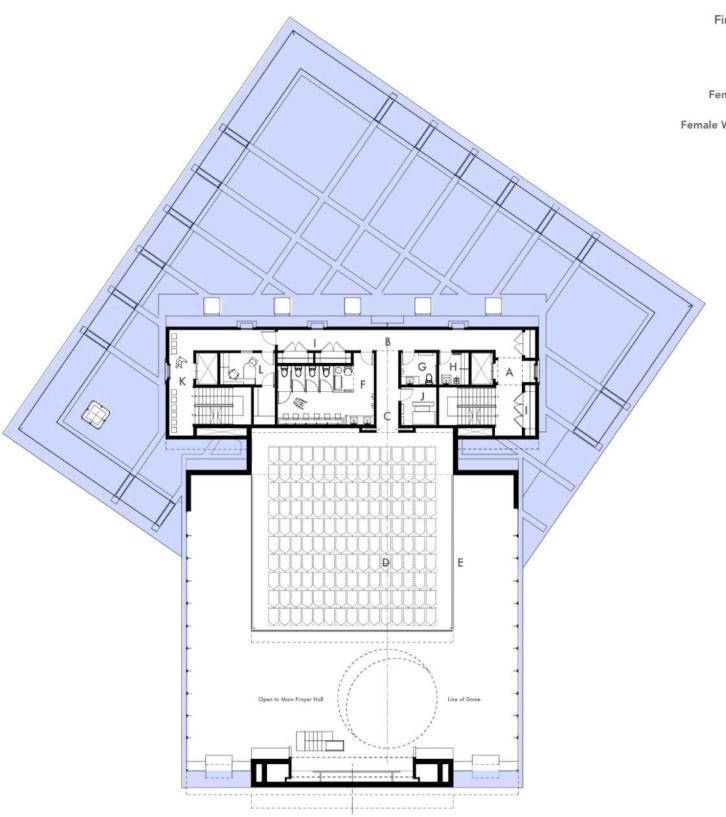
# Site Plan

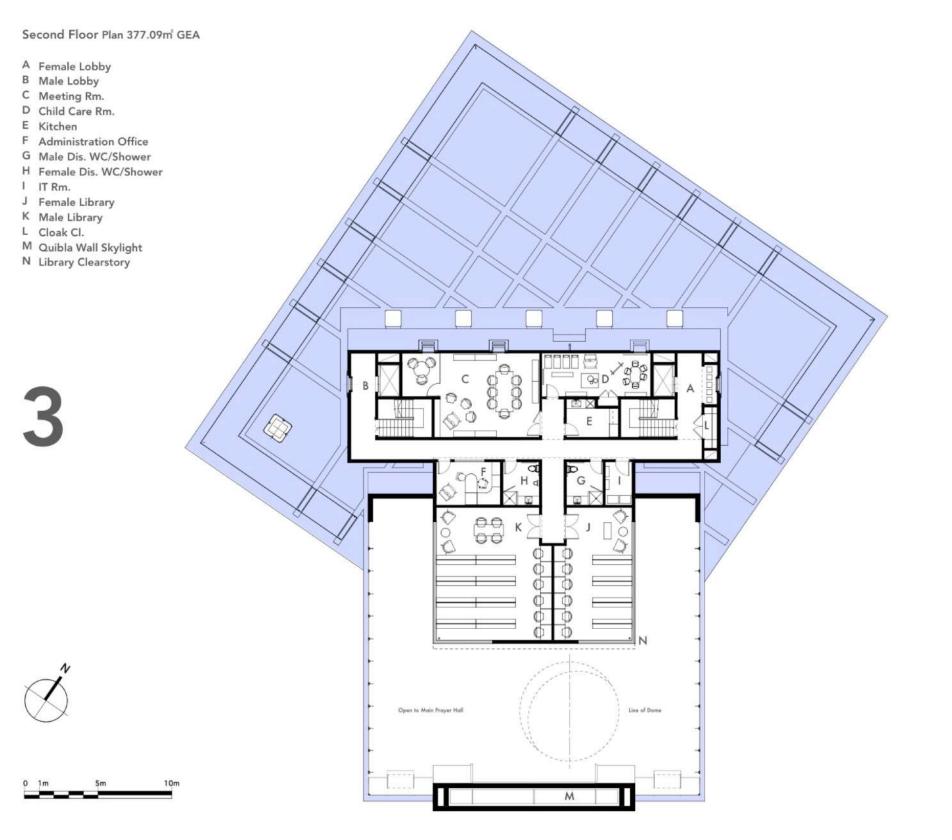






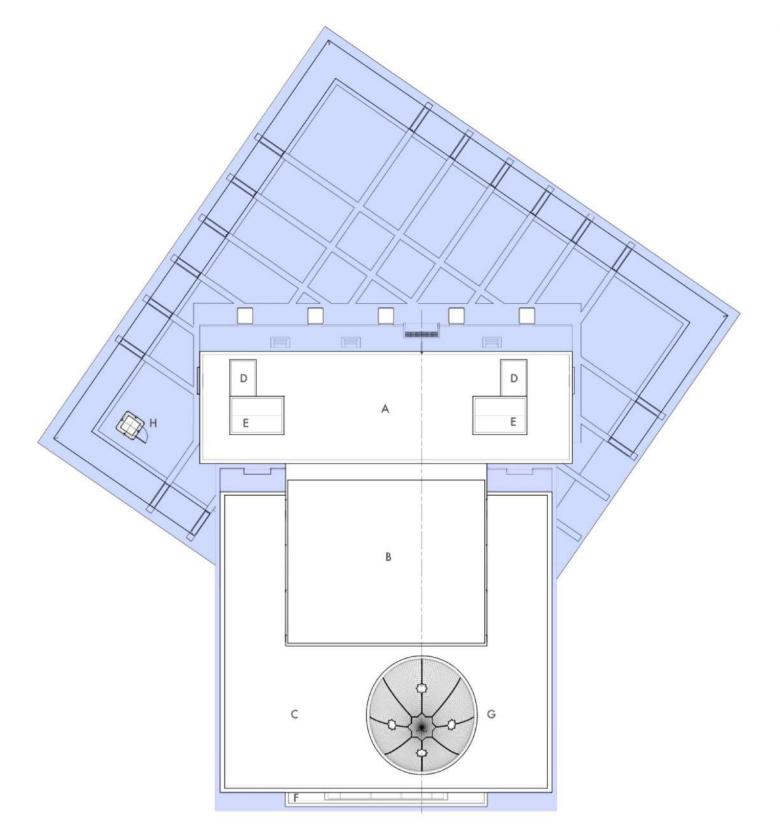






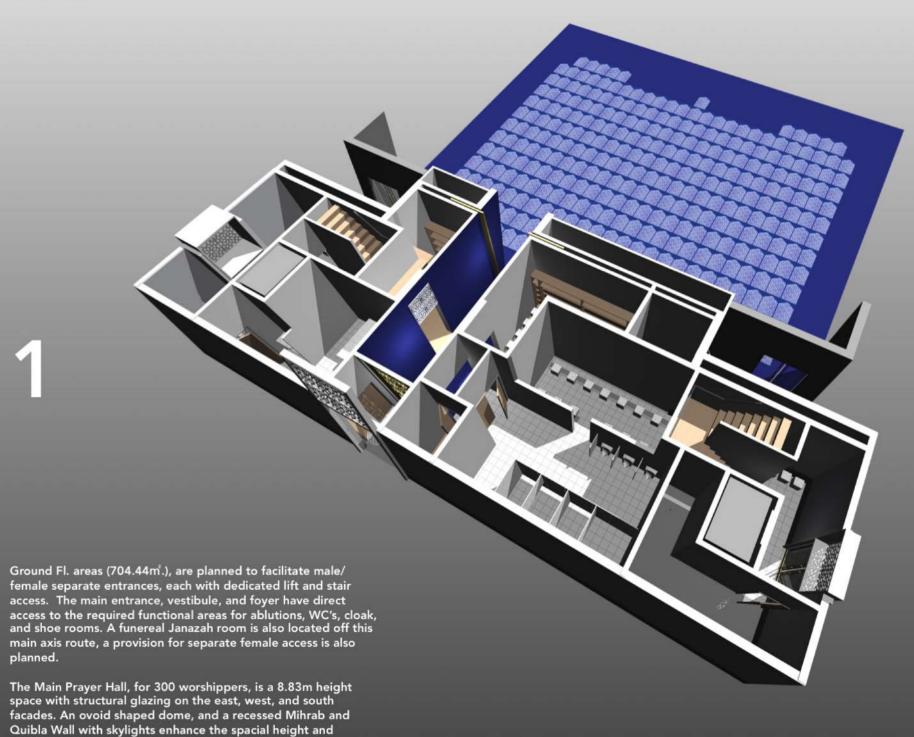
Administration Roof A Library Roof B Prayer Hall Roof C Elevator Bulkhead D Stairwell Skylight E Quibla Wall Skylight F

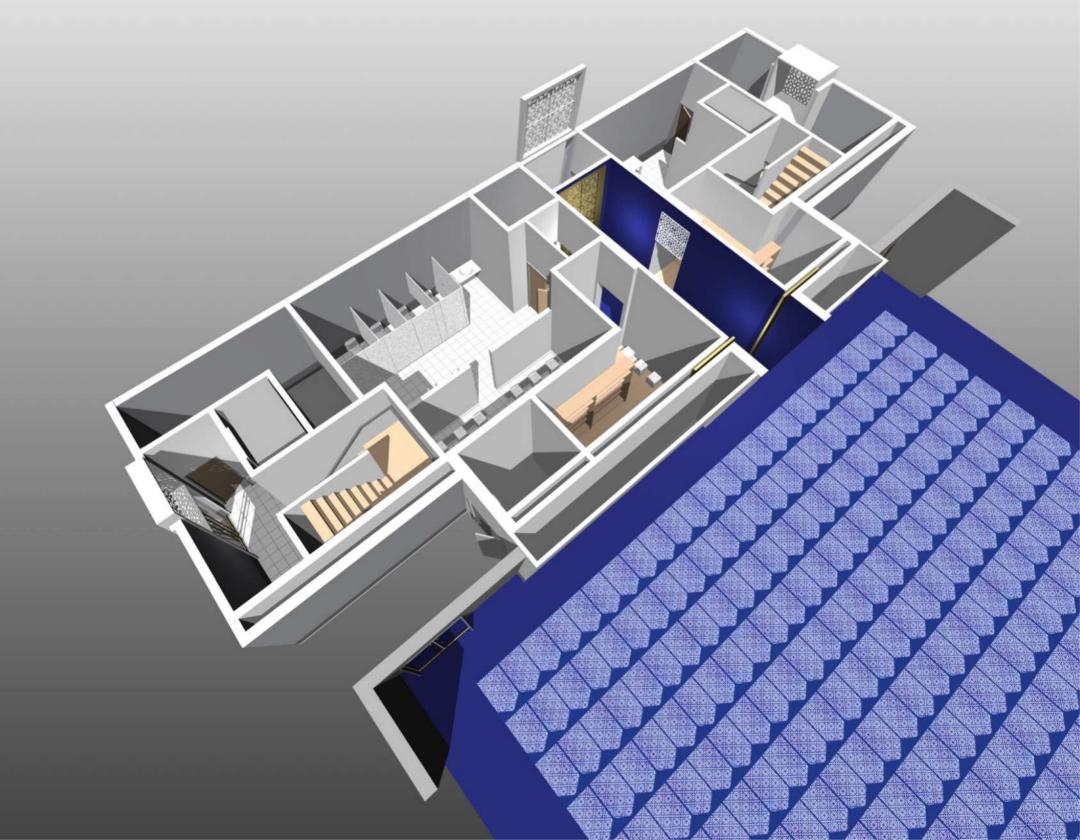
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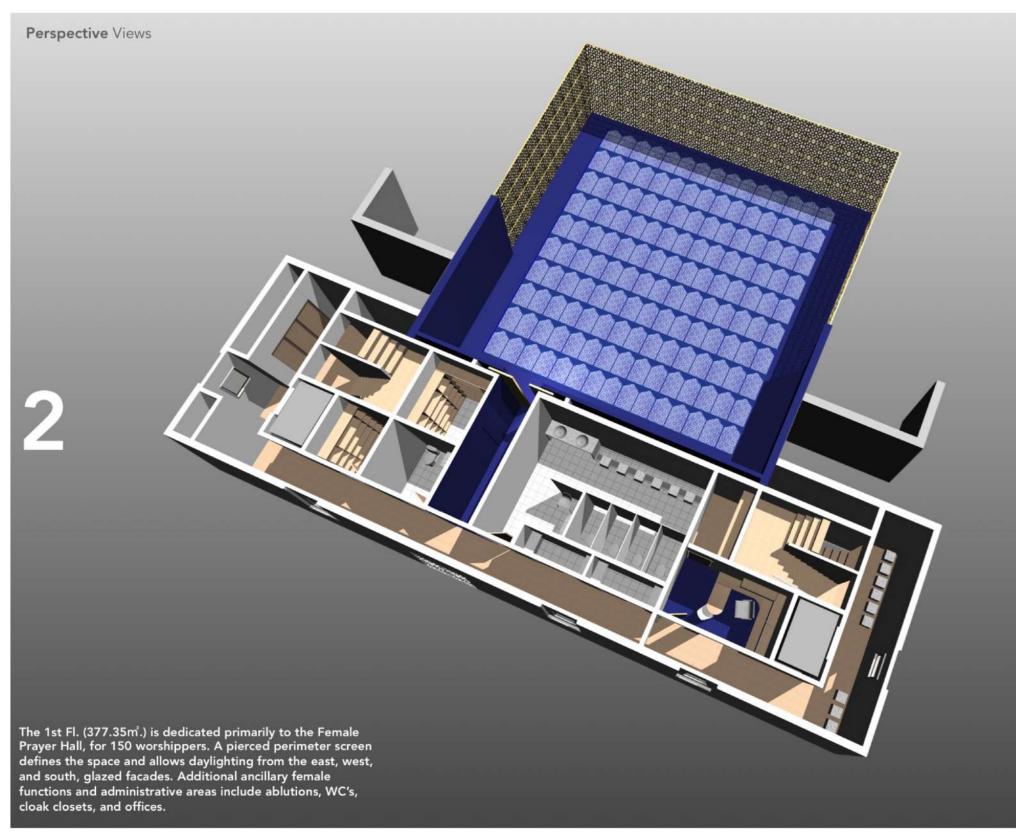


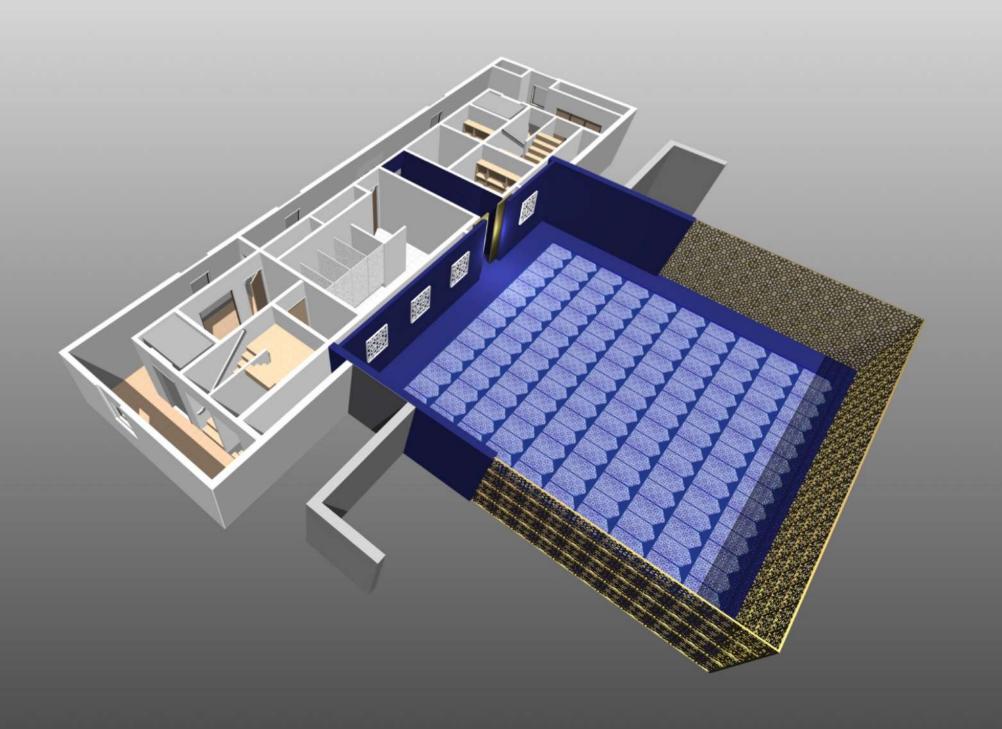
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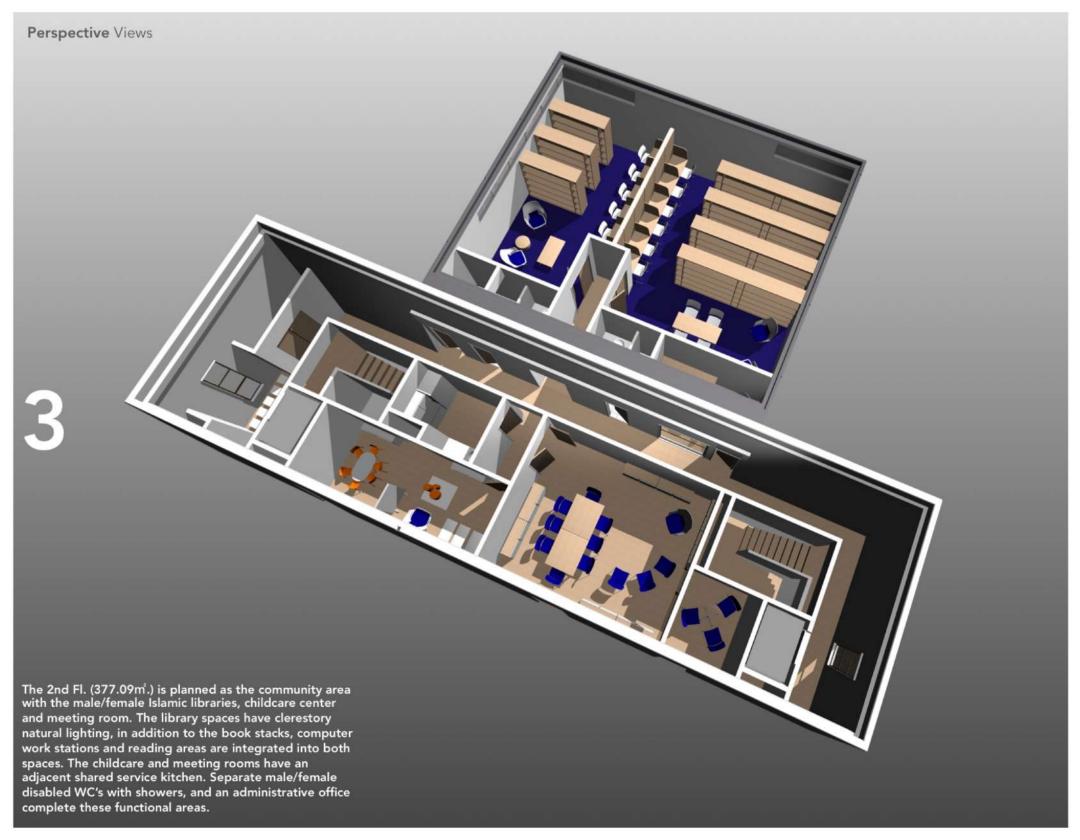
orientate the space towards Mecca.

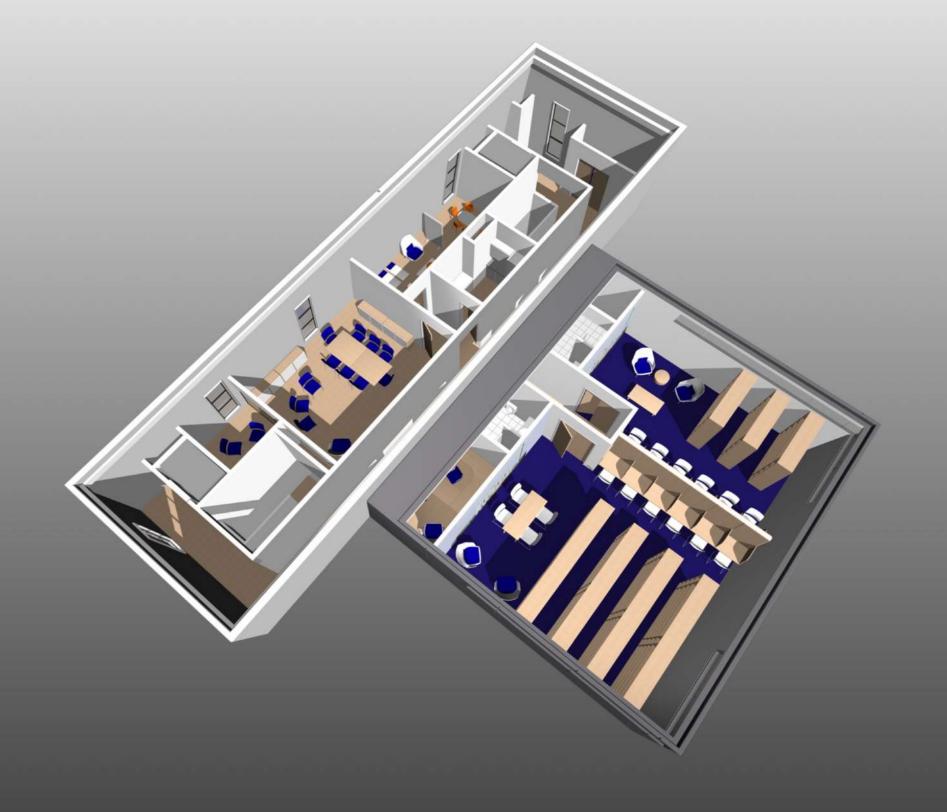












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RIBA # Architecture.com

# New Mosque

Preston, Lancashire

**Open Design Competition** 

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