

Competition Brief

Hradec Králové is seeking the future form of the center of the dynamically developing Kukleny district. Its core will be a municipal cooperative building with one hundred apartments and a square. The challenge is to find a contemporary expression of neighborly coexistence in Kukleny.

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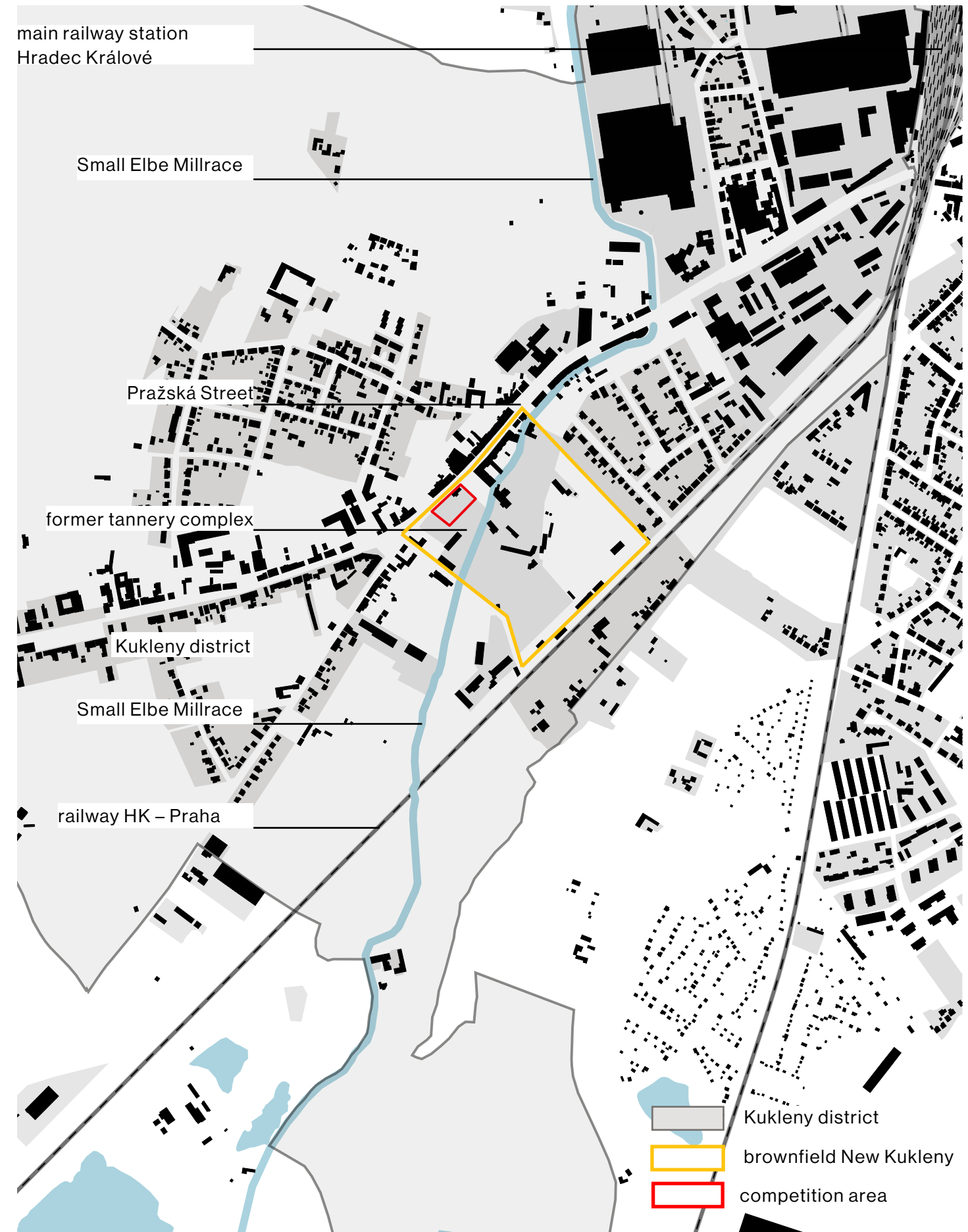
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Submission phase 1
|06|02|2026|
Submission phase 2
|10|04|2026|



The statutory city of Hradec Králové is launching an open two-stage architectural and urban design competition **New Kukleny – Square and Cooperative Housing** for a new square and a municipal apartment building on the brownfield site of the former Kukleny tanneries.

An important brownfield owned by the city, with exceptional potential for the creation of a new sub-center and a residential district for nearly 1,900 new inhabitants, covering almost 14 hectares, is located in the Kukleny area on the western edge of Hradec Králové. The aim of the competition is to obtain a high-quality design for the new Kukleny square as the future urban sub-center of this dynamically developing district, as well as a design for municipal affordable cooperative housing in an apartment building on the new square.



Foreword

Kukleny is awaiting a new chapter. In the place where industrial history was written for decades, and where the silence of an abandoned brownfield remains today, a vibrant heart of the district is meant to grow. A square that will become a place of encounters, stories, and everyday life. A building that will offer affordable housing and help strengthen the local community. A space that will connect the memory of the place with a vision for the future.

But Kukleny is not defined only by its industrial past—long-time residents remember the market gardens that once shaped the character of this part of the city. The new solution should also reflect this legacy: openness, greenery, and space for outdoor life.

This competition is a call for both courage and sensitivity. We are seeking proposals capable of bringing life to a place with an interesting past, still recalled today by fragments of the original buildings, while also offering modern solutions for a sustainable future. Proposals that respect the genius loci but are not bound by convention. Proposals that create public space for people—open, friendly, inspiring.

I believe that together we will find the form of a new center of Kukleny, one that becomes a symbol of transformation: from a place forgotten to a place where life happens. I look forward to your ideas that will turn this vision into reality.

Šárka Dlouhá
Head of the Chief Architect's Office



Kukleny, Pražská Street, early 1800s, Saint Anne's Church in the background

The Kukleny District – Hradec Králové

The area in question is located in the western part of the city of Hradec Králové – in the Kukleny district, between Pražská Avenue and the Small Elbe Millrace (hereinafter MLN). The Kukleny district has a very advantageous location, allowing one to reach the D11 motorway (Prague – Jaroměř) by car in 3 minutes and the Hradec Králové inner ring road in 5 minutes. The main railway station and the bus terminal are 1.5 km away.

In 2021, Kukleny had 2,554 permanent residents. Based on already known development intentions (permitted or under discussion), an increase of approx. 3,057 inhabitants (1,329 housing units) can be expected within 5–7 years. The projected development according to the proposed land-use plan could bring the number up to 12,150 inhabitants.

History of Kukleny and the Present Brownfield

Historie místní části Kukleny sahá do 16.století, kdy měla zejména zemědělský charakter (název odvozen podle názvu pozemků a zřejmě jejich původního majitele Kuklin). Do tohoto období se také datuje počátek výstavby Labského, respektive Malého labského náhonu včetně postupně budovaných 7 mlýnů. (Labský náhon se odpojuje od Labe v Předměřicích, aby se v místě bývalého mlýnu Kydlinov rozpojil, část ústí do Labe a část za tzv. Panskými stavidly pokračuje jako Malý labský náhon až do Kuklen, protéká kolem nedalekého bývalého mlýnu Temešvár a vrací se zpět do Labe u Březhrad).



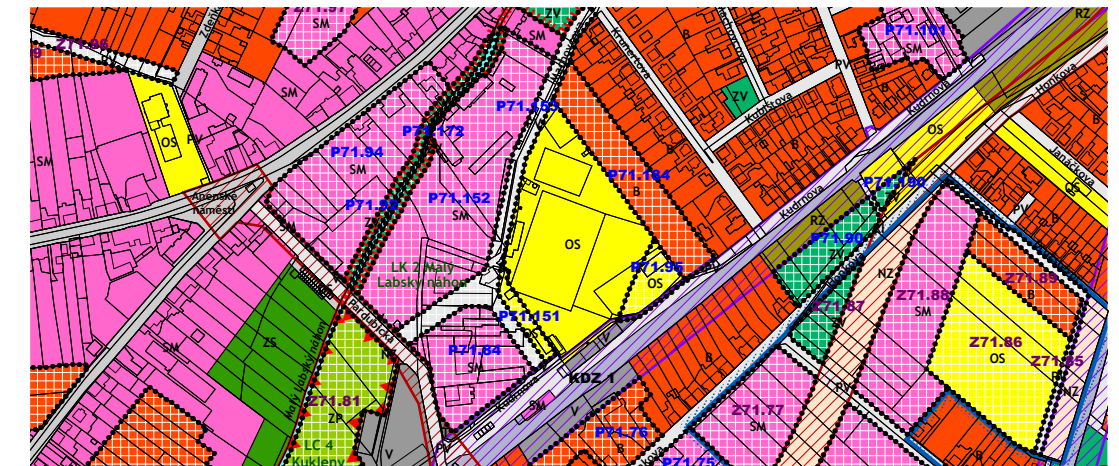
Imperial prints of the stable cadastre (1826-1843)

More significant development in Kukleny came in the second half of the 18th century during the construction of the Hradec Králové fortress, when inhabitants of the former Prague Suburb were relocated here. At this time, the Minorite Monastery of St. Anne was built (1777–1784, today the Roman Catholic parish church on Denis Square). The original suburb became a market town in the mid-19th century, to which further suburbs were annexed (Prague Suburb, Farářství, Šosteny, Rybárny). In 1873, the Prague–Hradec Králové railway began operation, cutting the district off from the city center. In 1884, the fortress was abolished, later purchased by the city in 1893 and dismantled. Afterward, the suburbs separated, and Kukleny — briefly a town around 1930 — gradually gained an industrial character that lasted through the 20th century. Besides the Tannery Works, there was a sugar factory, engineering plants, foundries, Škoda Works, and in the 1950s the Závody vítězného února engineering works. The Tannery Works emerged in the late 19th century, founded by Alois Nejedlý and later run by his sons as the United Tannery Works A. and J. Nejedlý, alongside competing tanneries founded by Josef Seyfried.

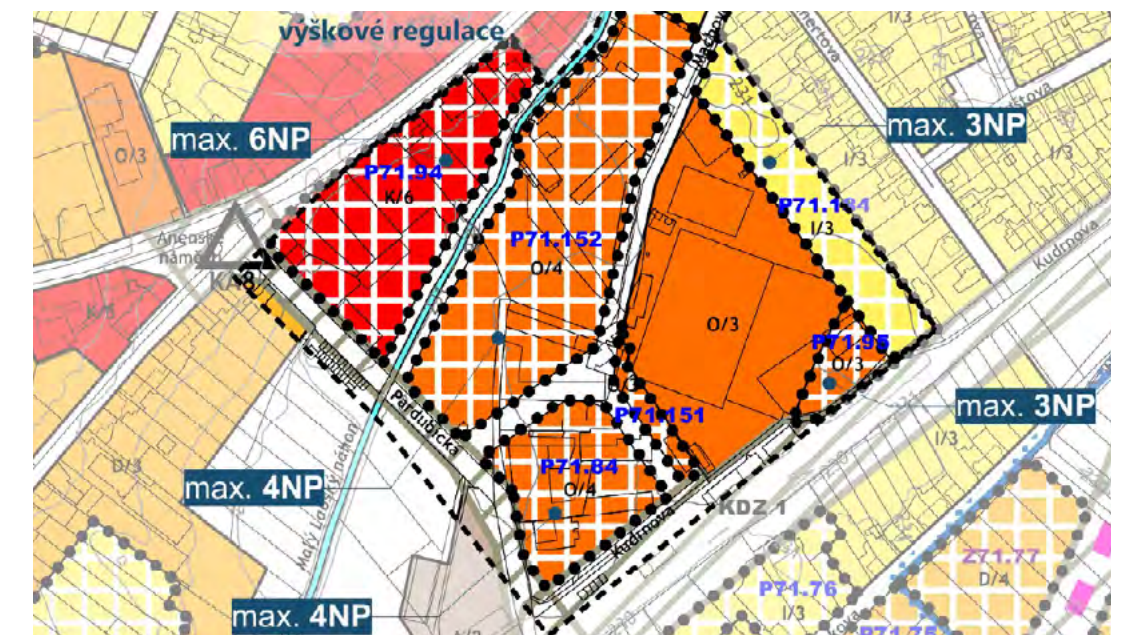
At the beginning of the 21st century, the industrial complexes gradually disappeared and decayed. The district, at times resembling a socially excluded locality, has been slowly transforming into a developing urban area offering attractive housing near the city center. Of the tannery works, only two chimneys remain, along with the multi-purpose building No. 111, in very poor condition and originally expanded to two storeys and an attic. Its current form likely dates from 1920–21, designed by architect Jindřich Freiwald and builder Jaroslav Böhm. In 2022, the Small Hall with a turret was dismantled by hand. The preserved bricks (about two-thirds) have been stored for future use, and the city would welcome their incorporation into the square.

Land-use plan

The gradual transformation of Kukleny is undoubtedly supported by the designation of development areas, especially redevelopment areas (brownfields), in the city's forthcoming land-use plan. The new plan should take effect at the beginning of 2026. The most visible development is along Pražská Avenue. This street is lined with lower residential buildings (approx. 1–2 storeys plus attic), mostly from the 19th and early 20th centuries. Many houses are being rebuilt, often increasing their height. In the immediate vicinity of the future square, buildings now reach up to six storeys, which is permitted under the current plan (four storeys and more). The forthcoming land-use plan (Revised Draft ÚPHK 2024) is more restrained, placing six-storey buildings only around the planned square, where such heights already exist, and generally expecting four storeys elsewhere on Pražská Avenue, in some places only three (including attic). The gradual improvement of the district will also be supported by the planned widening of the railway underpass, the modernization of the railway line with a new modern Kukleny stop, and the planned southern link, which will relieve traffic in the area. Thanks to its location on the western side of the city, Kukleny benefits from quick access to the D11 motorway.



Excerpt from the main drawing of the proposed land-use plan from 06/2024



Height regulation from the land-use plan amendment from 06/2024
The area in question is located in zone P71.94 SM and in the urban structure K/6.

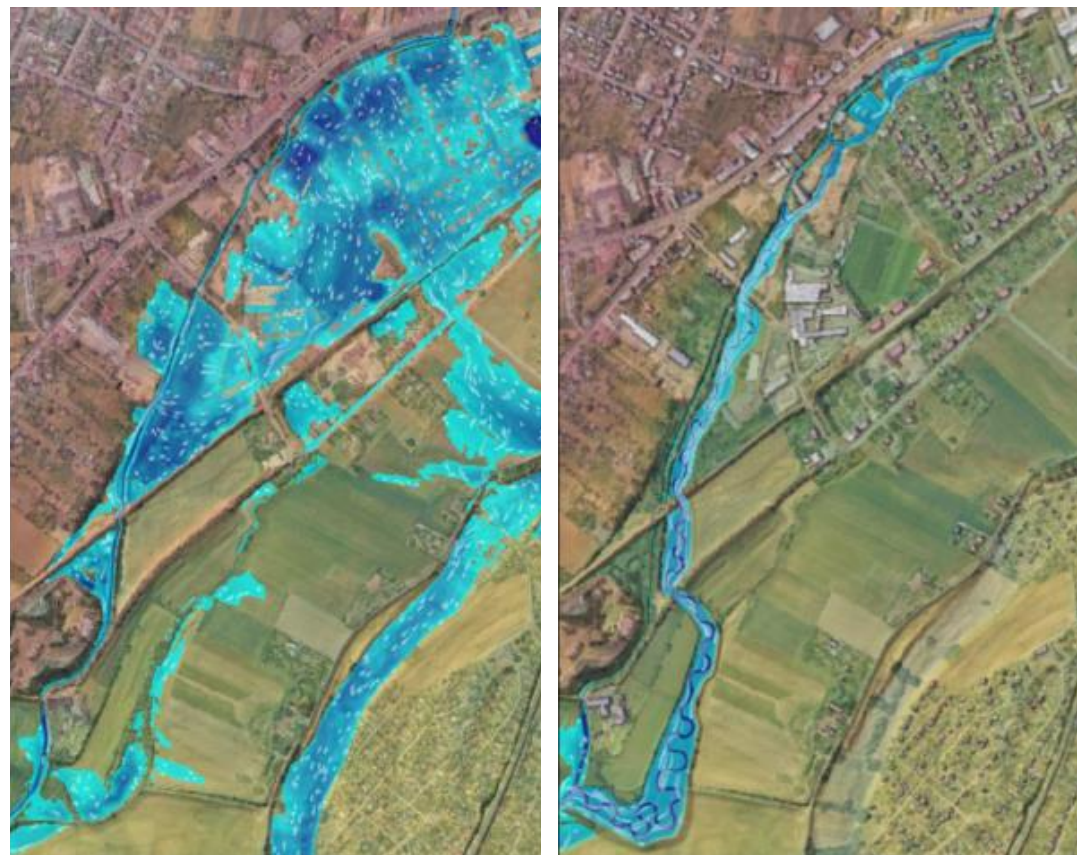
Morphology of the area and floodplain zone

Although the area appears mostly flat, it gently slopes (approx. 1.5 m) from Pražská Avenue toward the Small Elbe Millrace, which flows south of the competition site. The MLN divides the entire brownfield, extending to the railway line (Hradec Králové – Chlumec n/C – Prague), into a right-bank and left-bank part. The right-bank area lies mostly outside the Q100 floodplain (the project site is entirely outside Q100), while the left-bank area is within it and will undergo flood-protection measures. Their aim is to safeguard the existing built-up area and the brownfield redevelopment zones for potential construction on city-owned land, and to implement nature-based measures on the existing watercourse to enhance the quality of public space.

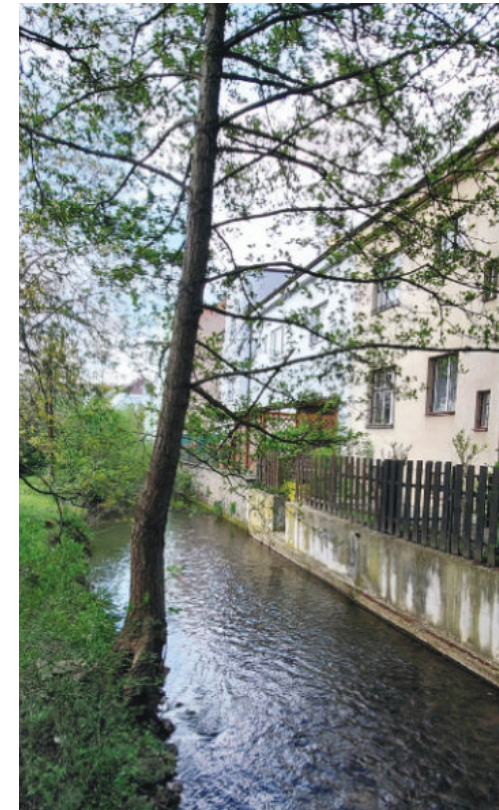
A flood-protection park is planned along the section from the new city park near the Kukleny Municipal Library, designed as a recreational, nature-oriented urban park within the brownfield, while further downstream the proposed interventions place greater emphasis on natural character. A cycle path is also envisaged along the Small Elbe Millrace, leading into the surrounding landscape and along the railway line to nearby municipalities.

Proposals or modifications to the flood-protection park are not desired and are not part of the competition brief.

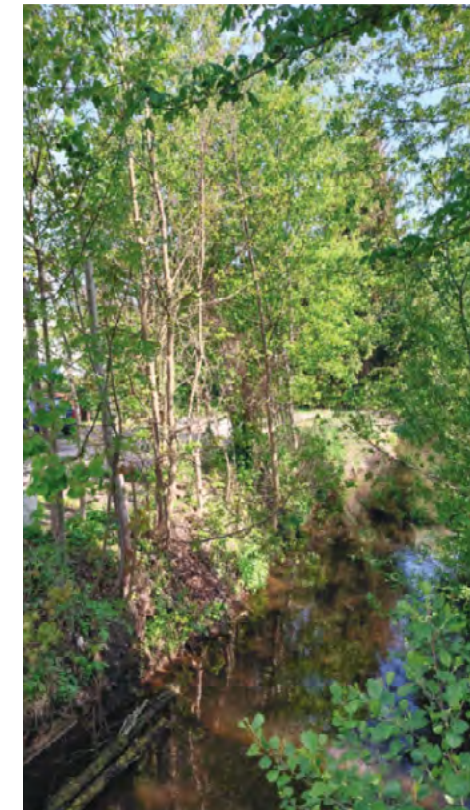
The revitalisation and nature-based measures along the MLN thus create a significant potential and a key element for a modern, developing residential district.



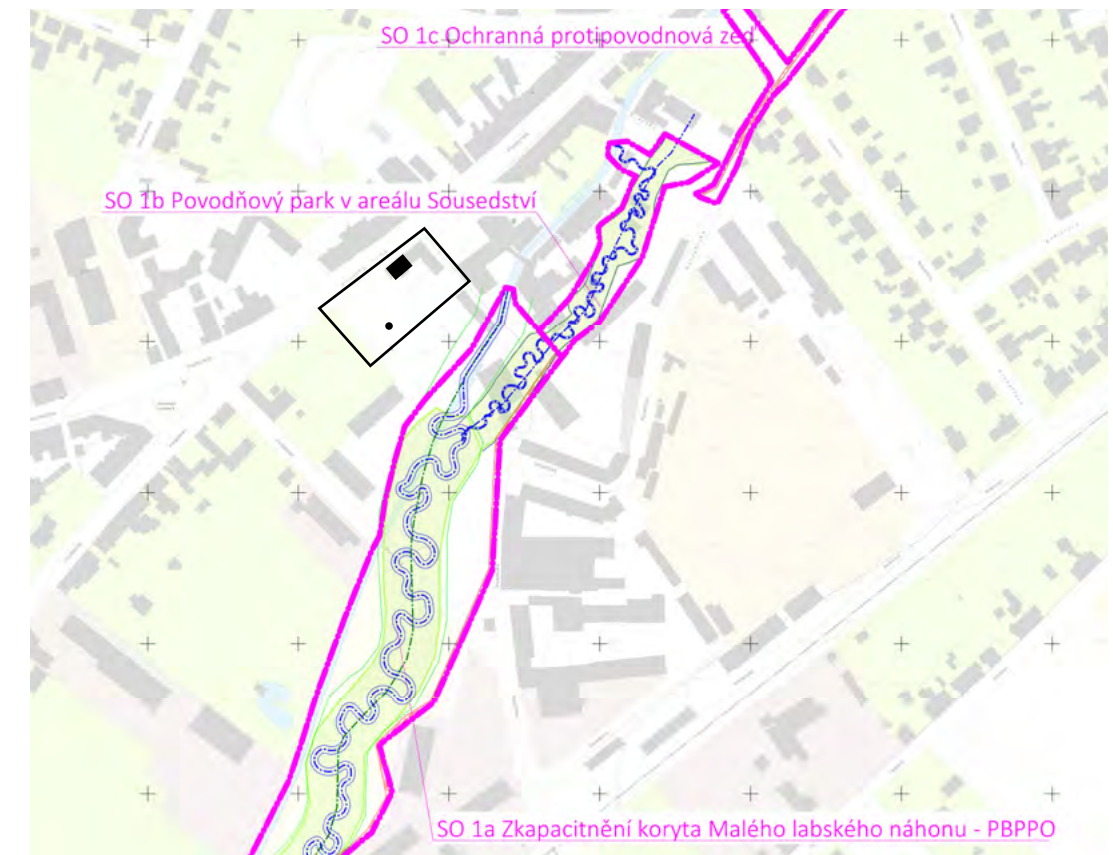
Feasibility study of nature-based flood protection for the MLN (2025), condition before modification, after modification, and in the section of the project area



Current condition of
the Elbe Millrace banks



Feasibility study of nature-based flood protection for the MLN (2025),
in the competition area with entrances to the Koželuhů Park marked



Excerpt from the flood-protection study of the Small Elbe Millrace watercourse

New Kukleny Locality

The affected area, known as New Kukleny (the brownfield sites of the Tannery Works and other industrial complexes), had long been a neglected place that began to develop dynamically under the influence of several parallel initiatives, yet without more specific municipal conceptual planning.

In response to this spontaneous development, the city commissioned the New Kukleny Feasibility Study in 2024—however, at a time when many projects in the area already existed or had even undergone parts of the permitting process. The same applied to land ownership arrangements. Therefore, the aim of this study could no longer be to design the urban structure of the area or propose possibilities for social interaction within the development. The task was “only” to coordinate existing plans, examine some municipal intentions in terms of capacities and spatial limits, identify existing and emerging issues, etc. The work had to take into account the railway modernization project, flood protection, old environmental burdens, and developers’ residential buildings. Many of the identified issues were resolved, though some can unfortunately no longer be addressed. Nevertheless, a certain hierarchy of public spaces was achieved. On one side, along Pražská Avenue, a new urban center will emerge in the form of a square and a municipal apartment building on that square. This will be connected by a footbridge across the flood-protection park to the opposite bank of the Small Elbe Millrace, where a piazzetta may be created in front of public-amenity buildings, followed by an entrance space to the Hradec Králové–Kukleny railway stop. Equally important are the individual semi-public and semi-private spaces that will arise in relation to the various individual projects.

A flood-protection park runs through the center of the New Kukleny site, forming part of a new urban green axis along the Small Elbe Millrace (several city parks, natural parks, and a small riparian forest).

This study, which includes an extensive analytical section, produced above all the spatial possibilities, traffic and technical constraints, and the definition of building blocks. The city also has a technical assessment for constructing the housing block on the square, focusing on parking, potential building capacity, possible phasing, options for incorporating building No. 111 into the new development, and a basic economic assessment of the considered variants. This background served mainly to shape the city’s position on how to proceed in the area on municipally owned land.

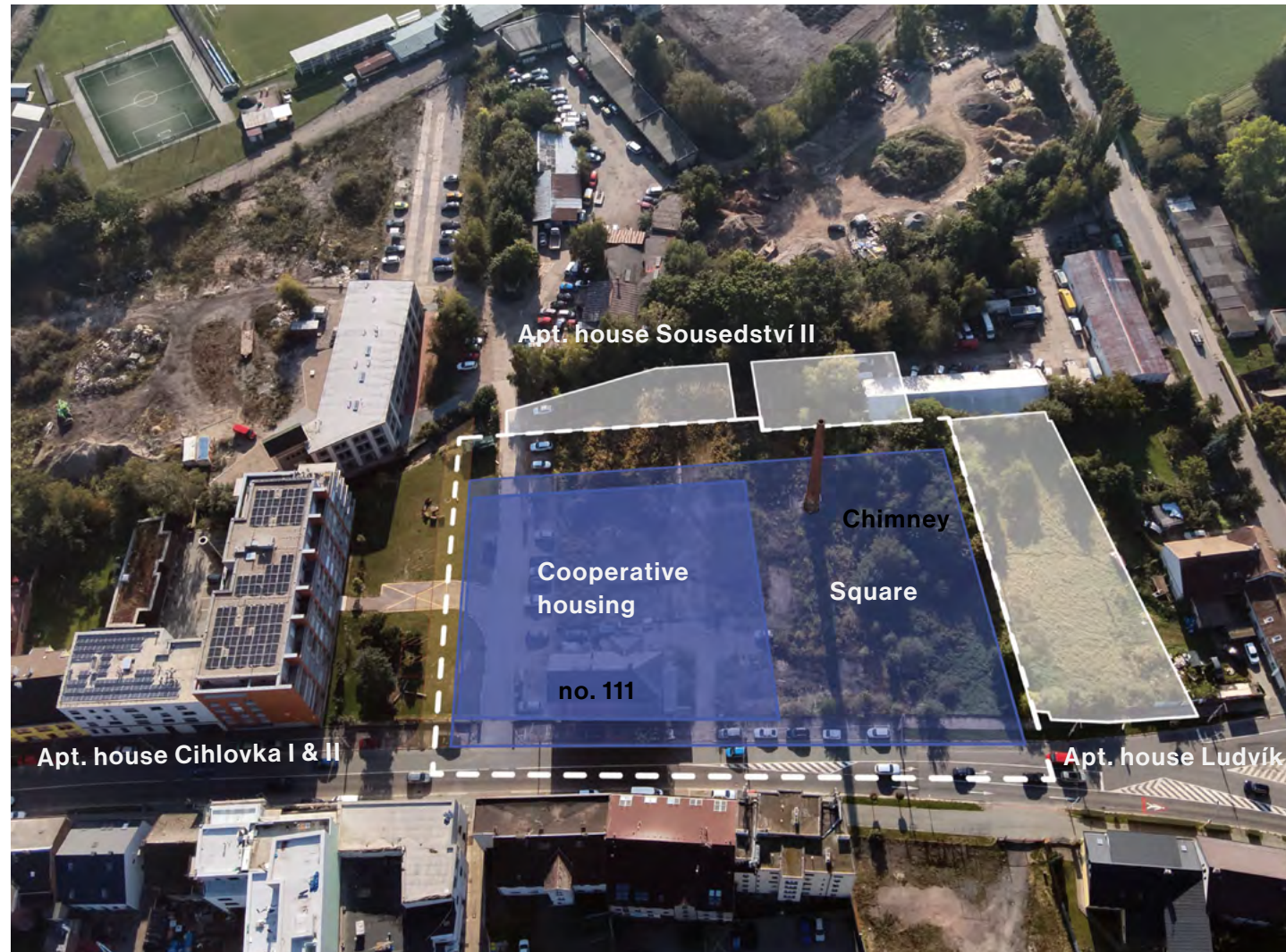


Brief

The aim of the competition is to obtain a high-quality design for the new Kukleny square as the future urban sub-center of this dynamically developing district, and a design for municipal affordable cooperative housing in an apartment building on the new square.

When designing the affordable housing building, several objectives must be kept in mind. The building will represent a community of people and should become their home. Its design must carefully define the interfaces and boundaries between the building and the public, semi-public, and semi-private spaces, which is essential for the successful interplay of all projects and for ensuring a sense of safety. The apartment building — and possibly building No. 111 — should offer opportunities for the square and the local community. If preserved, in whole or in part, the design must provide benefits that outweigh the limitations of the existing structure (e.g., northwest orientation toward busy Pražská Avenue). This may include, for example, shared community rooms or suitable use of greater structural heights.

Given the complexity of the brief, the client expects the formation of a team that includes expertise in architecture, urbanism, and, to a significant extent, landscape architecture, and possibly sociology.



Competition Area

The competition area is a rectangular site of approx. 100 by 50 m, located along the southern side of Pražská Avenue—one of the city's main historical radials. It consists of two parts. The first is the building block designated for the municipal apartment building on the square, covering approx. 3,000 m². Except for the area intended to become part of the associated public space, the block can be almost entirely used for construction. The buildable portion has an area of approx. 2,800 m² and dimensions of approx. 60 by 50 m. This boundary must not be exceeded but may be undercut. The plot coverage coefficient is 0 according to the draft land-use plan. The remaining second part is the square itself, with an area of approx. 2,300 m² and dimensions of approx. 40 by 50 m. It will serve as public space – the square.

The competition area is bordered by already built or designed developer Apt. houses with slightly different flat mixes and target groups:

- the recently completed Apt. house Cihlovka II on the NE side – a passive building with a balanced flat mix and a commercial unit on the corner toward Pražská Avenue.
- the designed Apt. house Sousedství II – a passive building with a balanced flat mix and community focus, energy-linked to the Sousedství II residential buildings across the Small Elbe Millrace. Part of the house has semi-private front gardens facing the future municipal building, part has commercial units toward the square.

– the designed Apt. house Ludvík – an Apt. house dominated by small 1-room and 2-room flats and a significant share of commercial space on the ground floor facing the future square. It is followed by the Porta Apt. houses, oriented toward Anenské Square and Pardubická Street, incorporating artistic interventions into their ground floors.

Although these are developer projects, they differ in character due to their slightly different flat mixes and thus somewhat different target social groups. Joint discussions showed that to attract young families with children, the municipal flat mix must be set to ensure a balanced and socio-demographically mixed new district.



Apt. house Cihlovka II



Apt. house Ludvík view from the square

In the competition area, after all demolitions, one of the two factory chimneys of the former Tannery Works and building no. 111 — the multifunctional building of the former tannery complex — remain preserved. On the site of the planned square, a small factory hall still stood in 2022. It was dismantled manually due to its emergency structural condition, with the intention of “recycling” the material through an architectural or artistic intervention in the area. The hall's small turret was also removed and is now stored in municipal warehouses for possible future use in the public space or as an exhibit recalling the history of the site (see Brownfield Koželužny Kukleny documentation). In the competition area, the so-called Mechovka — the only true surviving example of industrial architecture — was recently renovated.

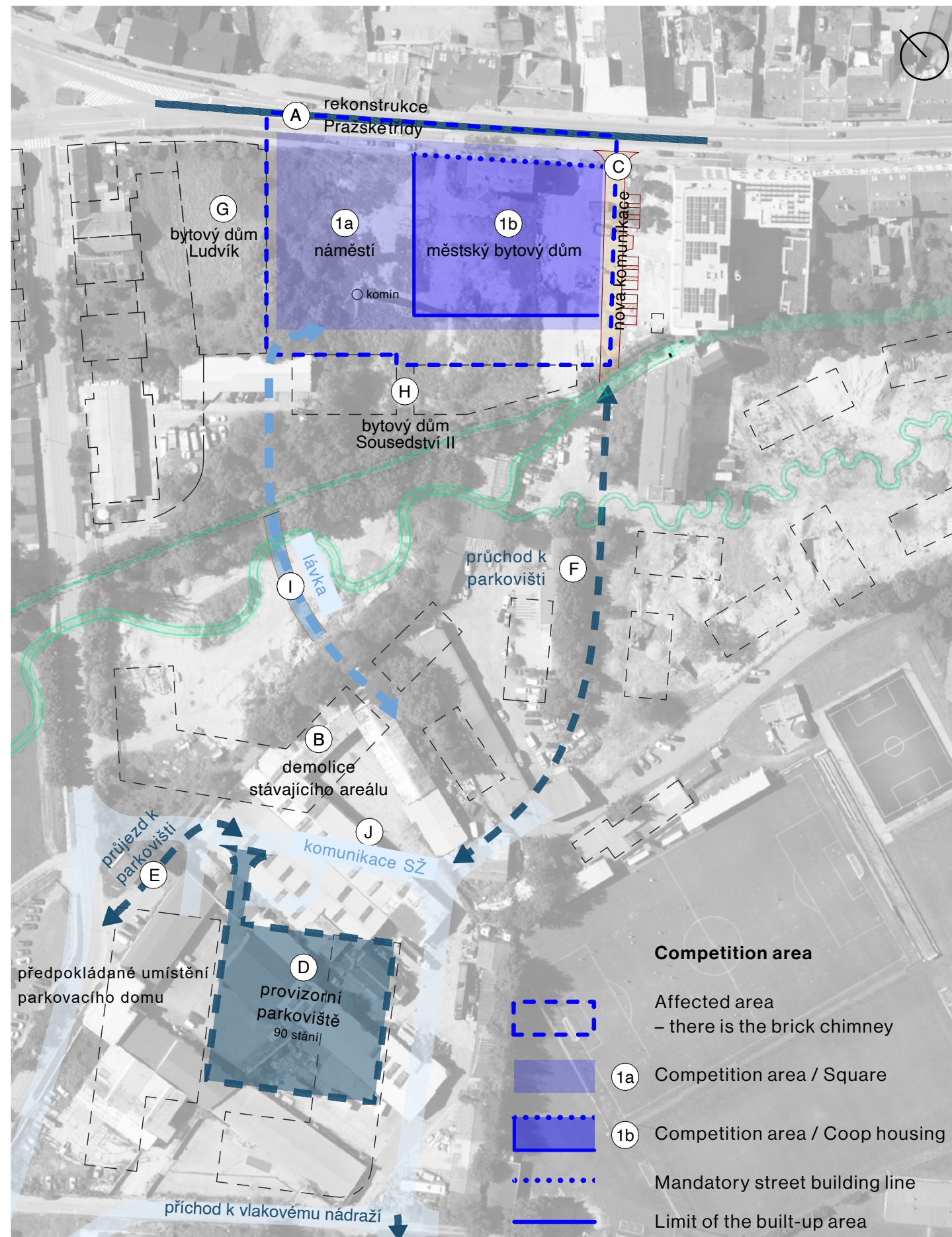


building no. 111



so-called Small Hall and chimney





Projects in the area

- (A) Reconstruction of Pražská Street
– essential for the traffic connection of the right bank of the MLN
- (B) Demolition of the complex on Pardubická Street
- (C) New road in front of the Apt. house Cihlovka
- (D) Temporary parking lot in the block of the future primary school
– temporary parking until the parking house is built
- (E) Temporary access from Pardubická Street (unless the SŽ roads are built earlier) – temporary access to the temporary parking lot
- (F) Pedestrian connection from the Cooperative housing
– temporary pedestrian connection
- (G) Apt. house Ludvík
- (H) Apt. house Sousedství II
- (I) Footbridge across the Small Elbe Millrace (flood-protection park)
– direct pedestrian link from the cooperative housing
- (J) SŽ road network

Limits in the area

Height and spatial definition of the square

The height level of the future square is already set. The square will be on the same level as Pražská Avenue and the adjoining already designed Apt. houses lining the competition area (Apt. house Ludvík, Apt. house Sousedství II). The square is also spatially defined by the masses, ground floors, and entrances of these already designed privately owned Apt. houses.

Fire and Rescue Service access (HZS)

For HZS access, service roads must be at least 3 m wide and no more than 20 m from building entrances. Access for HZS is possible from the new road and the space in front of Apt. house Sousedství II.

Bus stop

A new bus stop will be built on Pražská Street at the future square (shifted by 8 m toward the roundabout on Anenské Square compared to the DUR documentation).

Pedestrian connection

The position of the square's connection to the footbridge across the Small Elbe Millrace is fixed. This connection is at the 1st floor level, as the 1st basement already contains the underground parking of Apt. house Sousedství II. The height difference between the level of the square and the entrances to the underground parking of both Apt. houses (Sousedství II and Ludvík) is approx. 3.5 m.

Technical infrastructure

The municipal Apt. house will be connected to utilities via Pražská Avenue or the new road in front of the Cihlovka II Apt. house, where public infrastructure will be completed (co-financed with the Sousedství II investor). Given the size of the building plot, approx. 2–3 technical rooms, each separately connected, are expected.

Sewer and water connections – the networks in Pražská Avenue have sufficient capacity. Coordination and adjustment of pipe dimensions (with sufficient capacity based on preliminary estimates) were carried out for potential connection to the networks planned within Sousedství II. The project anticipates completing sewer, water, gas, LV electricity, telecom, and public lighting connections.

Electricity connection – connection to the electricity grid is expected from the planned transformer station near the Ludvík Apt. house. Adequate capacity must be ensured to connect the building to the LV network. The city is addressing this in cooperation with ČEZ.



Affected area
– there is the brick chimney



1a) Competition area / Square



1b) Competition area / Coop housing



Mandatory street building line



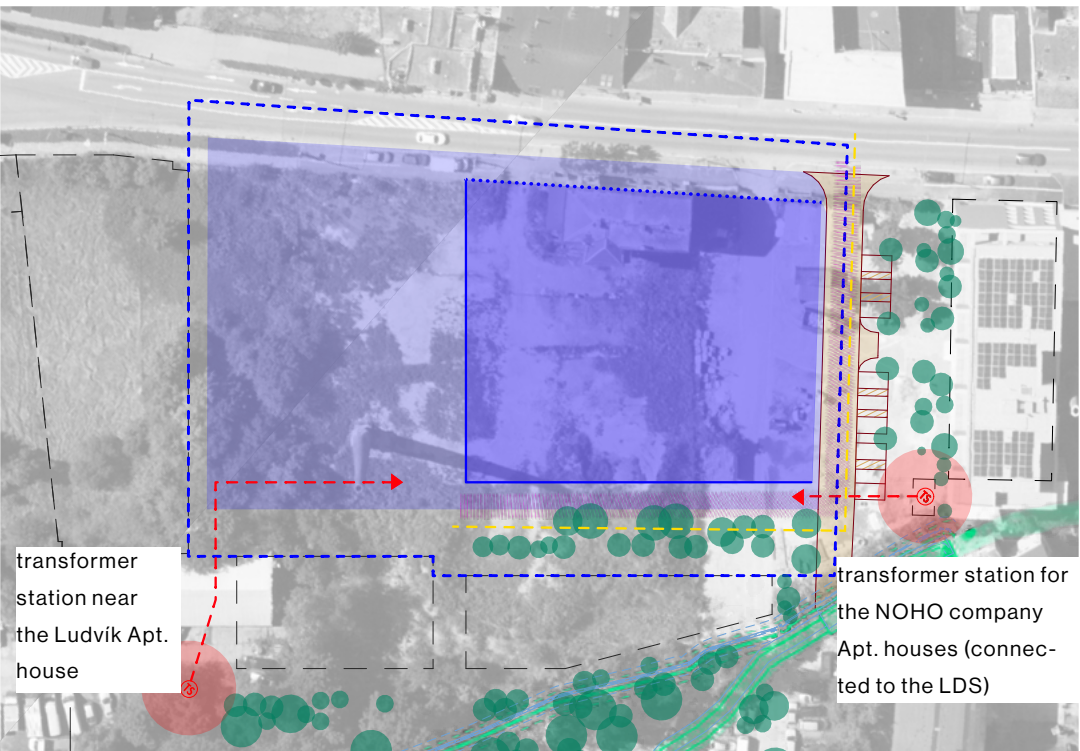
Limit of the built-up area



TI connection using the networks in front of Sousedství II



HZS access



Site contamination

The site originally belonged to the tannery complex, which is listed as a contaminated area in the SEKM registry (System of Contaminated Sites, Ministry of the Environment). Type of contamination: highly hazardous metals and NEL (non-polar extractable substances = petroleum substances) in surface water, groundwater, and soil. Laboratory tests of groundwater and soil from borehole VK-6, located near building No. 111, indicate no increased hexavalent chromium contamination in either groundwater or soil.

The engineering-geological survey shows that the site has suitable infiltration conditions. Infiltration of rainwater into the gravel-sand terrace is feasible from permeable layers at depths of approx. 1.1–8.0 m. The stabilized groundwater level lies at approx. 5.15 m, which provides ample reserve to meet the requirement of infiltrating at least 1 m above the groundwater table.

Transport

Existing transport service

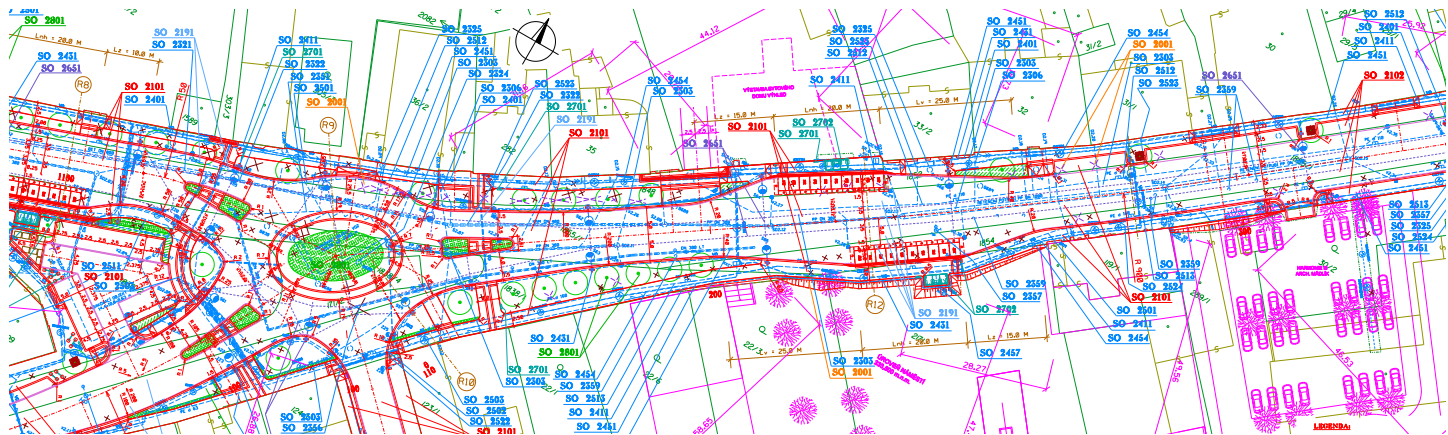
A collector road, Pražská Avenue, runs through the competition area and is an important western route connected to the D11. It carries high traffic volumes from Anenské Square (10,000 vehicles/24h) and creates noise pollution throughout the locality. Another service road is Pardubická Street on the southwest side, with a current traffic volume of 5,000 vehicles/24h. After completion of the planned Southern Link (approx. 2030), traffic volumes are expected to decrease, while residual traffic will be shifted mainly to Pardubická (Pražská Avenue will be closed at the exit from HK). This rerouting will not affect traffic in the competition area, unlike the reduction caused by the Southern Link.

Within walking distance of the competition area are two bus stops — Anenské Square and ZŠ Kukleny. The Hradec Králové–Kukleny train stop is available within 500 m.

Transport infrastructure projects

As the built environment is transforming dynamically, the transport infrastructure must be completed — a network of new streets connecting planned developments, including a new bridge over the redesigned millrace. Several key adjustments are proposed. The most important is the modernisation of Pražská Avenue, including Anenské Square, with a new roundabout improving traffic conditions. The design documentation (DÚR) is being updated to incorporate inputs from surrounding development projects. A new bus stop will be built near the planned square. In the wider area, modernisation of the railway line, redesign of the Hradec Králové–Kukleny train stop, and new access roads including a bridge over the Small Elbe Millrace are essential. For the competition brief, the key new road branches off Pražská Avenue toward the completed Cihlovka II Apt. house and the Green Building (Mechovka), where it will be closed to cars (pedestrians and cyclists only). Another key road is Pardubická Street, 7 m wide, to be complemented in its southern part by a pedestrian–cycle path and a new underpass under the modernised railway line.

Transport access to the competition area must also accommodate waste-collection vehicles and the Fire and Rescue Service. Waste-collection access will be possible from the new road in front of the Cihlovka II Apt. house, and if necessary from the HZS intervention area. HZS access roads must be at least 3 m wide and no more than 20 m from building entrances.



Excerpt from the project documentation for the Modernisation of Pražská Street (for Land-Use Decision, 2019)

Parking

In addition to road capacity, parking is a major issue. Traffic assessments were carried out for related projects (Apt. houses Sousedství II, Porta III and IV), and possible access and garage entrances were modified several times. For the competition brief, two points are essential:

- 1) the road in front of the completed Cihlovka II Apt. house — this will provide access to the underground garages of the new Apt. house and HZS access to the area in front of Sousedství II.
- 2) access to the underground garages of Apt. houses Ludvík and Sousedství II — the height difference between the square level and the garage entrances is approx. 3.5 m.

The required number of parking spaces must be calculated based on the number of apartments and any other uses (commercial or other floor area).

Parking will be provided as follows:

- underground garages beneath the proposed building — maximum capacity here;
- on-street parking – within public spaces (perpendicular/angled/parallel), limited mainly to visitor parking;
- parking house at the Hradec Králové–Kukleny train station — as this will not be built at the time of construction of the municipal Apt. house, temporary parking (total capacity 100 spaces) may be used. The future parking garage is intended to accommodate 85 spaces for the municipal Apt. house if garage parking cannot be provided on site, with potential for additional spaces. It will serve the entire area (multiple developments).

Pedestrian connections

The proposal must ensure pedestrian connections and strong links to the wider area. In the southwest corner of the future square is the access to the future foot-bridge across the Small Elbe Millrace. This connection is at the 1st floor level, as the 1st basement contains the underground parking of Sousedství II. The height difference between the square level and the garage entrances of both Apt. houses (Sousedství II and Ludvík) is approx. 3.5 m. Another pedestrian connection to the watercourse is possible between the Sousedství II buildings.

For pedestrian movement, the new bus stop on Pražská Avenue is crucial. The current design documentation does not include a pedestrian crossing in its immediate vicinity. The nearest crossing is at the new roundabout on Anenské Square.

Brief

For the purposes of the architectural competition, participatory planning took place in autumn 2025 as part of the preparation of the competition brief. Its conclusions helped confirm or refine the client's requirements and form part of the materials provided to participants.

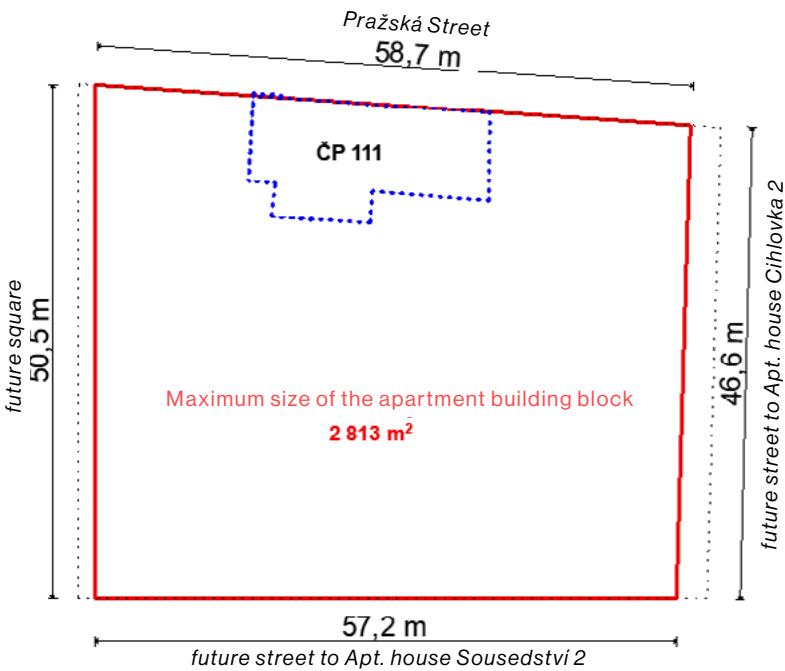
Housing on the square

The proposed apartment building will form part of the newly planned square with the potential to become a new urban social center. To ensure interaction with the square and the district, the client aims to complement the primary residential function with civic, social, and community uses. This interaction is expected to be supported through the ground floor and possibly also building no. 111 used for these functions.

From the participation process it follows that the apartment building should not exploit its surroundings to the maximum, but should choose a height, massing, and functional scale that supports good coexistence between its residents and the square and Pražská Avenue. In its character, it should above all remind Pražská Avenue of its urban role as a place for meeting, shopping, and safe transit. An appropriate scale could also set a sustainable number of parking spaces beneath the building. The building could become part of the energy-sustainability concept of the Sousedství housing ensemble. The ground floor should provide non-residential spaces facing both the street and the square. However, the building itself cannot meet all civic-amenity needs of the surrounding residential complexes.

In accordance with the Draft Hradec Králové Land-Use Plan (ÚPHK), the maximum building height is 6 storeys, though lower development may be accepted with regard to the character of the surroundings. As for the buildable area, the proposal must not exceed the maximum extent of the designated building block.

The client expects the apartment building to have a capacity of approx. 100 units (minimum 80). It should offer a balanced flat mix suitable for affordable municipal



cooperative housing. The client aims primarily to provide apartments for young families with children, middle-income households, and to support permanent residential living. An advantage is flexibility enabling the transformation of studio and 1-room units into 2-room or 3-room apartments.

The recommended flat mix is as follows:

- 10% 1-room units — approx. 28–37 m² (1–2 persons)
/ for singles, young couples, starter housing
- 5% 1-room+ units — approx. 35–45 m² (1–2 persons)
/ adaptable S120 units or senior-friendly
- 30% 2-room units — approx. 45–56 m² (2–3 persons)
/ for couples and small families
- 45% 3-room units — approx. 65–75 m² (3–4 persons)
/ for families with children
- 10% 4-room units — approx. 85 m² (4 or more)
/ for larger families, higher-income households

The client has defined requirements for the building standard. Competition proposals should work with maximising a continuous structural system. Prefabricated bathrooms may be considered, and the number of installation cores should be minimised (optimal internal shaft size 40×80 cm, ideally continuous shafts stacked vertically without offsets). The design is expected to implement blue-green infrastructure and rainwater management, which may be limited by the old environmental burden on the site (infiltration limits). The expected energy performance is class B, possibly A; the client does not anticipate the use of technologically demanding solutions required for above-standard passive performance.

Regarding the requirements for apartment standards, the client expects high-quality and efficient solutions from reputable suppliers and manufacturers. Most apartments — especially the larger unit categories — should have an outdoor space (loggia, balcony, terrace); for 1-room units, ideally a French window. Each apartment should include a storage room, ideally with a connection for a washer and dryer; in 1-room and 2-room units the washer may be placed in the entrance hall (it must not be located in the kitchen). Particular emphasis should be placed on sufficient storage space. Each apartment must have an external storage unit (cellar/storage room) of at least 2.5 m², and for 3-room and 4-room units at least 3 m².

The extent of common areas on each floor should be optimised, with a sufficiently large lift (for moving, bicycles, etc.). The ideal location for mailboxes is on an exterior wall.

The ground floor of the cooperative apartment building should ensure interaction with the square through services, community spaces, civic amenities, and similar uses. Retail may be provided in the form of smaller commercial units for small shops and services (bakery, butcher, greengrocer, hairdresser, doctor's or dentist's office). The placement of one larger commercial unit of up to 400 m² is not excluded, allowing further subdivision if needed, or use as a small mixed-goods shop. For community needs, a bicycle room should be available, ideally with a repair corner/workshop (supporting cycling). Integration of a self-service parcel pickup point ("parcel box") is also possible. Additional community spaces may be located in building no. 111 if it is reconstructed or partially retained.

Parking for the cooperative apartment building must comply with the obligation to provide the minimum number of parking spaces required by Decree No. 146/2024 Coll. The client requires parking for at least 80% of the units, ideally as follows: 1-room units – 0.5 space, 1-room+ units – 1 space, 2-room units – 0.5–1 space, 3-room units – 1 space, 4-room units – 1.5 spaces. We recommend examining the possibility of parking beneath the building in one underground level (two levels are unsuitable due to cost), and considering the extent of underground parking with respect to resulting limits on retention and infiltration of rainwater, as well as planting mature greenery. A limited number of parking spaces may be placed at ground-floor level, but the client considers this problematic due to the required active ground floor (civic amenities, services) and the need for functional interaction with the square. Parking stackers are not preferred due to overall construction costs. Within the wider area, the client allows the option of locating parking spaces in a parking house (within 300 m walking distance) as indicated in the New Kukleny feasibility study. In this case, cars would be temporarily parked in a provisional parking lot within walking distance until the garage is built. The minimum parking-space width is 260 cm, unless a larger dimension is required by standards.

Existing building no. 111
During the preparation of the competition, the client did not reach a clear consensus on whether building No. 111 should be removed, partially retained, or preserved to the greatest possible extent. Opinions differ both within the political representation and among experts (art-historical community).

The building is one of the last remaining traces of the area’s original character and is mentioned in publications on the city’s architecture as well as in the Hradec Králové Architectural Manual. At the same time, it is clear that its full or partial preservation may affect the project’s economics and the possibilities for the urban and operational arrangement of the new development. If building no. 111, or its street façade, is retained as a meaningful part of the new apartment-building block, it will create interaction with the historic buildings on Pražská Street. It is possible to consider a complete reconstruction of the building while preserving the character of this façade, or its full integration into the proposed block, ideally with a more open connection to the public space at ground-floor level. If preserved, however, building no. 111 will not form part of the cooperative housing but should serve as a centre for community use in the locality (e.g., a community centre, childcare group, low-threshold centre, or community house). The question of its renovation or reconstruction therefore does not directly concern the affordability of the cooperative apartments but rather the overall urban and architectural resolution of the area.

The jury addressed this issue and agreed that at this stage of the competition the decision on whether to retain or remove the building remains open. Competitors are fully free to propose solutions ranging from integrating the building into the new development, through partial preservation of its valuable parts, to its complete removal.

However, the client has long emphasised the intention to work with the preserved historical fragments of the site and its former functions/buildings; the area cannot be approached as a “greenfield”. Competitors are therefore invited to address building No. 111 with awareness of both its potential value and its drawbacks, to clearly state their approach, and to convincingly justify why they retain it, partially integrate it, or propose its removal.

Participation with Kukleny residents addressed identity and historical heritage, especially the preserved chimney and building no. 111. The survey confirmed that the former tannery complex should be reflected in the future architectural design – whether in a symbolic way or a practical one that helps bring new residents closer to long-term inhabitants of Kukleny.

Costs
The expected maximum cost is 65,000 CZK/m² GFA of apartments excluding VAT, ideally up to 60,000 CZK. For commercial areas, the expected maximum is 40,000 CZK/m² GFA excluding VAT. The city’s intention is to guarantee a sales price 20% lower than the market price of comparable apartments. The city does not aim to generate profit, but to provide affordable housing for selected target groups. The efficiency coefficient GFA/NFA is expected to be 72–75%, ideally 75%.

More detailed expectations regarding the apartment building standard are included in the supporting documents for competitors.

Compliance with applicable legislation is required, especially with Act No. 283/2021 Coll. (the Building Act) and Decree No. 146/2024 Coll. on construction requirements.

New square
The task of the competitors is to design a new square as a new social and cultural centre of Kukleny, restoring the identity of the urban district.

The area for the new square, approx. 2,300 m² and about 40/50 m in size, lies within the former Tannery Works. Of the 19th-century industrial structures, only two factory chimneys have survived. One has already been renovated as part of the Cihlovka apartment building. The second chimney, originally part of the factory boiler house, is city-owned and located in the competition area of the future square. A structural assessment has shown the need for stabilisation and a reduction of its height by 3 metres. The base of this chimney lies approx. 1 metre below the reference level of the square, which corresponds to the level of Pražská Street. The entrances of the designed apartment buildings around the competition area are set at this same level. This must be taken into account when designing the square. The last significant structure of the Tannery Works — the so-called Small Hall — was manually dismantled in 2022 due to its emergency condition. The preserved bricks (approx. two-thirds of the original volume — 53 pallets of whole bricks and 39.5 pallets of partial bricks) have been stored by the city for potential reuse. A small turret from the hall has also been preserved and is kept in the city’s depot (details provided in the competition materials).

For the new square, the themes of blue-green infrastructure, public greenery, and rainwater management are crucial. This is an area with old environmental contamination. Fortunately, laboratory tests of groundwater and soil indicate no increased hexavalent chromium contamination. The engineering-geological survey also shows favourable conditions for infiltration. For future maintenance, planting large trees on structures or raised beds requiring irrigation is not preferred. Solutions using natural (gravitational) rainwater retention are preferred. Given the expected urban density, the client requires that the square include mature trees, while still supporting its social and gathering functions.

Participation feedback indicates that the new square should be lively, shaded, community-oriented, and well connected by non-motorised transport, offering a high-quality, unified aesthetic standard. It should be mostly shaded, with small food-service units along the building frontage.

The character of the new square can be described as a welcoming meeting place, well linked to the surroundings through cycle routes and pedestrian connections, especially to the city centre. It should offer sufficient small food outlets complemented by small everyday-goods shops. For the functioning of the square, it is essential to shield it from busy Pražská Street while creating open space suitable for community events and activities (including everyday gatherings of people and children). For local residents, historical references to the tannery and a content connection to the apartment building and the nearby school are important. The new square should encourage year-round use for all age groups.