

Kostrzyn nad Odrą, on 14/02/2020

Our reference: GK.6220.9.2018.SSt.

## ENVIRONMENTAL PERMIT

Pursuant to Article 71(2)(2), Article 73(1), Article 75(1)(4), Article 77(1)(1), (1a), (2) and (4), Article 79(1), Article 80, Article 82, Article 85(1) and (2)(1) of the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments (consolidated text: Polish Journal of Laws 2018, item 208, as amended), and pursuant to § 3(1)(60) and (68) of the Regulation of the Council of Ministers of 9 November 2010 on projects which may materially affect the environment (Polish Journal of Laws 2016, item 71) and § 4 of the Regulation of the Council of Ministers of 26 September 2019 on projects which may materially affect the environment (Polish Journal of Laws 2019, item 1839), in compliance with Article 104 of the Code of Administrative Proceedings of 14 June 1960 (consolidated text: Polish Journal of Laws 2018, item 2096, as amended), having examined the application filed by the Regional Water Management Authority in Szczecin – State Water Management Authority ‘Wody Polskie’, represented under a power of attorney by Mr Łukasz Gontarz,

### I hereby decide

I. To determine environmental requirements for the project titled Expansion of National Road 31 as part of the task titled ‘Demolition and construction of a road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą (at km 2.45 of Warta river), implemented as part of the Odra-Vistula Flood Management Project – Task 1B.5 Reconstruction of bridges to ensure minimum clearance’, in option IV requested for implementation.

#### 1. Type and site of the project.

The planned project will involve demolition of the existing bridge and construction of a new road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą. The new bridge will ensure a vertical clearance under the navigable span of 5.25 m above the HNW (highest navigable water level). The designed bridge will be a continuous three-span bridge with a single-chamber box girder extradosed supporting structure made of prestressed concrete, suspended on the pylons with ropes. The pylons are attached to the girder of the supporting structure. All bridge supports are outside the channel of Warta river.

Technical and geometric parameters of the bridge:

- total length of bridge deck: approx. 302 m
- effective span: approx. 75 + 150 + 75 m
- total width: approx. 17.1 m
- area of the supporting structure: approx. 5185 m<sup>2</sup>
- design height: approx. 3.1 m.
- elevation of pylons above the deck: approx. 17.5 m.

For the time of building the target bridge, a by-pass road will be made via a provisional bridge, on the southern side of the existing facility (that is upstream the river).

The project will also involve the reconstruction of National Road 31, construction of a mixed use path, reconstruction of the existing pedestrian pavements/walkways, and adjusting the location and elevation of crossing roads and public and private exit roads. The road infrastructure has been designed so to adapt it to the solutions used at the new road bridge.

Technical parameters of the road:

- length of the planned ROW section: approx. 585 m (including the section located on the bridge)
- road technical class: GP
- road category: national road
- road cross-section: single two-lane carriageway
- roadway width: 7.00 m
- lane width: 3.50 m

- width of the mixed use path: min. 2.50 m
- walkway width: min. 2.0 m.

The reconstruction of the national road will imply the construction and relocation of the rainwater and combined sewer systems, water supply, sanitary sewage, gas system, LV and MV power networks and telecommunication network. This will additionally include a new road lighting system, and the reconstruction of the main water supply network also covers a provisional preinsulated water pipeline to be suspended under the provisional bridge. Sanitary sewerage system will also be altered and temporarily suspended under the provisional structure.

The project will include the demolition of a single-family residential building and the service facilities located on plot no. 350, precinct 0004 Kostrzyn nad Odrą.

The project will be carried out on plots no. 268/2, 336/102, 336/103, 347, 348/1, 349, 350, 394/36, 351, 352/1, 352/2, 394/39, 394/37, 394/40, 394/42, 394/57, 390/7, 390/9, 344, 345/1, 345/3, 345/2 and 346/11 in precinct 0004, and 2/1, 2/3, 62 and 64 in precinct 0006 at Władysława Sikorskiego street in Kostrzyn nad Odrą.

The plots are not covered by any local development plan.

## **2. Essential requirements for using the environment at the stages of implementation and operation or use, considering in particular the need to protect valuable environmental and natural assets and monuments, as well as to limit the nuisance to the surrounding areas**

The project will be situated outside shore areas and marine environment, outside mountainous and forest areas, outside areas adjacent to lakes, outside health resorts and health-resort protection areas, and outside densely populated areas.

The site of the project is located within Warta Mouth Landscape Park, within the Natura 2000 area 'Warta Mouth' (PLC080001), being a special area of conservation and site of Community importance, and within Warta Mouth National Park (the provisional bridge). The project will involve the clearing of trees and bushes.

The project site is situated in the Odra river basin, within Warta water region, on the body of groundwater (JCWPd) number PLGW600033 and on the bodies of surface water (JCWP) named 'Warta from Noteć to the Mouth' (PLRW6000211899) and 'Postomski Canal from Rudzianka to the Mouth' (PLRW60002418969).

The project will be located in the area of particular flood risk, where the risk of flood is: medium – once per 100 years (water level is approx. 14.74 m a.s.l.); high – once per 10 years (water level is approx. 13.94 m a.s.l.); low – once per 500 years (water level at  $p=0.2\%$  is approx. 15.26 m a.s.l.).

The project will be implemented and operated according to the assumptions contained in the environmental impact report, in particular the project specification set out as an appendix hereto, as well as in compliance with the following requirements:

1. The construction works must be conducted under archaeological supervision;
2. To reduce nuisance from noise generated during the project, the construction works neighbouring the noise-sensitive areas (the area of Mostowa street) must only be carried out during the day (from 6:00 a.m. to 10:00 p.m.);
3. The equipment to be used for construction must be fully operational and meet the requirements for admission for operation, so to ensure adequate protection of soil, surface water and groundwater against contamination, as well as protection against dust, gas and noise emissions;
4. Construction equipment and vehicles must be refuelled outside the construction site;
5. Turn off the engines of vehicles and operating machinery during downtimes (reduce emissions on idling);
6. Before starting any works which may generate vibrations that pose a hazard to local residents, developments and service facilities, prepare a documentation and check the technical condition of the buildings that may be exposed to such vibrations, which must include the inventory of existing buildings and facilities, with a particular focus on any cracks and damage, and during the said works monitor the condition of such buildings and facilities on an ongoing basis;
7. Locate the site back-up facilities between Sybiraków street and Warta river, near the embarkation point, far from any residential buildings;
8. Arrange the site back-up facilities in such a way to secure the ground against contamination, which applies to such areas as parking yards for machines and vehicles, personnel parking areas, refuelling

- points or storage points for hazardous materials (such as fuels, lubricants, solvents or paints), and seal the storage places for hazardous waste (for example line them with insulating materials) to prevent any leakage of contaminants to groundwater environment;
9. Protect any sealed areas against rainwater flowing down directly to the ground by using proper bands, and pretreat any water collected from such areas in sedimentation tanks;
  10. Minimise the area taken by the site back-up facilities and storage yards for construction materials and equipment;
  11. Provide the site back-up facilities with tight sanitary containers, whose contents will be regularly collected by authorised entities;
  12. Sort any waste and store it in a separate location, assuring regular collection by authorised entities;
  13. Secure any agents for neutralising leakage and waste, stored at the site;
  14. The construction equipment to be used for demolition and building the new bridge and the altering the road system should be in good working order, and upon completion of work or in case of failure it should be moved to a parking area to protect the soil against the penetration of contaminants into groundwater environment;
  15. During the construction works, reduce the effects of secondary dust concentration by:
    - a) regular clearing of the site,
    - b) installing wheel washing stations at the points of exit of heavy vehicles from the site to public roads,
    - c) spraying any dusting and contaminated road surfaces (especially in dry periods), except in winter,
    - d) using protective devices on vehicles carrying dusty materials (such as tarpaulins or other covers);
  16. During the project, comply with statutory limits of axle load when transporting materials and equipment to and from the site;
  17. Reduce to a necessary minimum both the duration and the range of works carried out in the channel and bank area of Warta river;
  18. Any construction works to be conducted under water, including demolition and excavation of bridge support members, must be carried out in a shield made of steel sheet piling;
  19. Install special protective sheets under the deck of the bridges to be demolished in order to catch any waste generated while cutting the deck members;
  20. It is not allowed to displace soil masses by pushing material in the river channel;
  21. During construction, in the location of the provisional and new bridges, the following natural habitat patches must be visibly protected against damage:
    - 91E0\* – Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Salicetum alba-fragilis*, *Populetum albae*, *Alnenion glutinoso-incanae*, spring alders), in the following locations:
      - \*at the right bank of Warta river,
      - \*at the left bank of Postomia river,
      - \*near the left, southwestern abutment of the provisional bridge, on its southern side,
    - 3150 – Oxbows and natural eutrophic lakes with *Nymphaeion* or *Potamion* - type vegetation, in the following location:
      - \*at the southwestern abutment of the provisional bridge, on its southern side,
      - \*at the left, southwestern abutment of the new bridge, on its northern side.
  22. All works to be conducted at the mouth of Postomia river must be carried out in such a way to occupy at the same time no more than 10 m of its width, and thus not to interfere with the other 80–90% of the mouth width. The flow on Postomia mouth must be maintained at 80–90% due to fish migration in spawning season;
  23. The works to be conducted near the oxbow, at the southwestern abutment of the provisional bridge, using the provisional embankment, must be carried out with the use of a pipe culvert, maintaining the supply of the oxbow with river water during swelling;
  24. Demolition works to be conducted above water near the existing bridge and the provisional bridge must be performed from September 1<sup>st</sup> to the end of February;
  25. Excavations:
    - must be protected against falling and unintentional trapping of animals,

- must be checked each time before starting work for the presence of animals, and if any animals are present, they must be safely carried outside the site to their natural habitats;
26. Trees and bushes must be cleared outside the bird nesting season, that is from August 1<sup>st</sup> to the end of February;
  27. Any trees and bushes to be preserved must be effectively protected against mechanical damage;
  28. Install 10 nest boxes on riverside trees growing up to 300 m from the bridge: 5 B-type boxes (inhabited by such species as the starling) and 5 semi-open boxes (type P, inhabited by such species as the common redstart or white wagtail);
  29. Reduce the spread of ecologically and geographically alien invasive species along Warta, Odra and Postomia rivers by immediately sowing native plants on any uncovered soil; in locations being at the risk of seed blow-off, the seeds must be covered by a fixed biodegradable biotextile fabric, or alternatively it is allowed to use a biodegradable biotextile fabric with grass seeds sewed in.
  30. If a high water level is predicted on Warta river, protect the construction site against the adverse impact of raising surface water and adequately evacuate the people, equipment and materials;
  31. The places remaining after the removed supports must be filled with native material or a material similar to natural;
  32. Locate the site back-up facilities outside the river channel and protect it against the penetration of hazardous substances (including oil derivatives) and construction materials to the water environment (due to generated domestic and industrial wastewater, construction materials and waste) so to prevent any adverse impact on the groundwater environment;
  33. Any works on the demolition of supports must be carried out using protective steel sheet piling, so that the demolished components do not enter and contaminate the river;
  34. If any harmful substance penetrates into the water environment, use sorbents appropriate for precipitating such contaminants (in particular no equipment failure may cause any leakage of fuels, lubricants or oils);
  35. The reconstruction of National Road 31 at the section concerning Warta Mouth Landscape Park should interfere as little as possible with the natural environment not transformed by man, in order not to impair the condition of the resources, formations and components of the nature, the habitats and species protected in the Natura 2000 area 'Warta Mouth' (PLC080001), and fixed landscape features;
  36. As the supports of the provisional bridge must be placed in the valley of Warta and Postomia rivers, the bridge may not cause any permanent disturbance in the ecological condition of flowing waters to an extent higher than that existing now, in particular by draining the watercourse and its organic soils;
  37. Before the works on placing the provisional bridge, the site must be protected against the access of vertebrates, and it is required to make sure that there are no signs of permanent habitation of such animals on the site, which should be understood as the absence of any occupied nests or hiding places actively used by bats;
  38. As the bridge over Warta river must be demolished, an essential condition is to protect the Warta Mouth National Park, in particular Postomia river channel and any identified habitats and species projected in the Natura 2000 area 'Warta Mouth' (PLC080001), against contamination with demolished materials and the materials used for demolition;
  39. Demolition of the existing bridge, which involves the crushing and cutting out structural materials (concrete and steel), will be carried out using protective measures that allow for removing the whole structural material from the demolition site outside the area of works, which measures must include protective and arresting nets;
  40. As regards the animals which migrate through Warta and Postomia river valleys and the onshore area of Warta Mouth National Park, in order to preserve the areas allowing for such migration between Warta Mouth National Park and the neighbouring areas, in particular not to impair their integrity;

41. The lighting at the provisional bridge and the new bridge along National Road 31 should be directed in such a way not to cause or to minimise any light pollution in Warta Mouth National Park – this should be understood as the prevention of external threats to the Park;
42. The structural members of the designed bridge that will be elevated above the road (in particular the pylons) may not be illuminated unless this is required for safety reasons – this should be understood as the prevention of external threats to Warta Mouth National Park.
43. Once the project is completed, it is required to remove the embankment for the provisional bridge, reclaim the land temporarily transformed and restore the spatial developments to a condition similar to that existing before the project;
44. Any project-related works, understood as the demolition and construction of individual parts of the provisional bridge, may be carried out from dawn to dusk;
45. The site back-up facilities (amenity rooms, machinery and materials spaces) may not be located in Warta Mouth National Park.
46. During the project, as regards any species not defined above, it is required to use best available techniques of mitigation, compensation and protection, in particular concerning the preservation, protection and restoration of habitat 3150 *Eutrophic oxbows and minor lakes*, which is located near the embankment of the provisional bridge, as well as the animal species present nearby;
47. The topsoil (humus) existing in the area permanently taken for the project must be stripped, stockpiled and protected against humidity fluctuations (for example, desiccation) and then reused for reclaiming the areas taken temporarily, that is for the period of construction;
48. Where possible, any pavement works must be carried out in warm seasons to reduce the evaporation of odour-generating substances;
49. Rainwater on the rebuilt road and bridge must be drained to a rainwater sewerage system. The outlets from the designed sewerage system must be provided with pretreatment devices;
50. Any systems for draining and pre-treating water that flows from the road must be kept operational;
51. Maintain and check the road pavement to keep its noise reduction capacity.

**3. Environmental protection requirements which must be included in the documentation required to issue the permit, as referred to in Article 72(1) of the EIA Act, in particular in the building permit design.**

1. The requirements set forth in Section 1.2 hereof must be included in the specification of earth and construction works;
2. The entire section of the planned road must be covered with the so-called silent pavement, with a noise rate reduced relative to standard pavement (6 dB);
3. Rainwater and thaw water flowing from the bridge and altered road system must be drained with a rainwater sewerage system in the following manner:
  - water flowing from the southern side of the bridge, after pretreatment at the bank outlet, should be drained to the receiving water of Postomia river near Delfin yacht club,
  - water flowing from the northern side of the bridge, after pretreatment, should be drained to Warta river; the designed channel should be connected to the drainage for the bridge, the inlets related to the expanded road system at Sikorskiego street and the inlets from Mostowa street.
4. Use natural stones to harden / reinforce the edge slopes in the underwater area, as this is the preferable bottom substrate for many fish species;
5. Any structural members of the bridge elevated above the roadway must be coated with bright colours, and night illumination of the bridge must be made in such a way that it can be seen from a distance by passing birds;
6. Design a bridge structure that favours re-inhabitation by the common house martin, by applying a rough surface.

**4. Requirements for the mitigation of cross-border environmental impact concerning the projects that underwent the procedure for cross-border environmental impact**

**Not applicable** – The project does not require an assessment for cross-border environmental impact.

## **5. Requirements for preventing the effects of industrial accidents concerning the projects classified as establishments posing a risk of major accident**

**Not applicable** – In accordance with the Regulation of the Minister of Development of 29 January 2016 on types and quantities of hazardous substances stored by a plant, which determine whether the plant should be classified as a lower-tier or upper-tier establishment (Polish Journal of Laws 2016, item 138), the project is not classified as a lower or higher tier establishment within the meaning of Article 248 of the Environmental Protection Law (consolidated text: Polish Journal of Laws 2018, item 799, as amended).

### **II. To impose the requirement to apply compensation measures**

1. I impose the requirement to apply compensation measures, whose dates, methods and intensity shall be agreed with and implemented under the supervision of the Director of Warta Mouth National Park, in the scopes as follows:
  - a) exposure conducted by removing plants and topsoil containing roots and runners from the so-called 'Somer Isle' located at the final leg of Postomia river,
  - b) preparation of stone and sand subbase within 'Somer Isle' to create a habitat of terns, gulls and Charadriiformes.
2. Once the project is completed, any trees and bushes cleared must be compensated for by introducing species compatible with or similar to those cleared, in a number being no lower than the number of the cleared specimens and in the same locations, and if this is impossible, then in a number and locations that allow for reinstating the cleared species of trees and bushes to the maximum possible extent, provided that any geographically alien species must be replaced with local native species.

### **III. To impose the requirement to prevent, reduce and monitor the environmental impact of the project by:**

Applying the environmental protection measures listed in sections 1.2 and 1.3 hereof.

### **IV. To impose the requirement to create a limited use area:**

Not applicable

**V. To impose the requirement to conduct an environmental impact re-assessment as part of the procedure** for issuing the decisions referred to in Article 72(1) of the Act on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments,

Not imposed unless the application for the said decisions is amended as compared to the requirements stated in the environmental permit.

**VI. To impose the requirement to conduct an assessment for cross-border environmental impact as part of the procedure** for issuing the permit referred to in Article 72(1)(1) on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments,

Not imposed.

**VII. To impose the requirement to conduct a post-development analysis.**

Not imposed.

**VIII. To set the project specification** contained in the appendix hereto which is an integral part of this permit.

## REASONS

On 18/07/2018, the Mayor of Kostrzyn nad Odrą received the application filed by the Regional Water Management Authority in Szczecin – State Water Management Authority ‘Wody Polskie’, represented under a power of attorney by Mr Łukasz Gontarz of SWECO Consulting Sp. z o.o. in Szczecin, for issuing the environmental permit for the project titled ‘Demolition and construction of a road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą (at km 2.45 of Warta river), implemented as part of the Odra-Vistula Flood Management Project – Task 1B.5 Reconstruction of bridges to ensure minimum clearance’.

The application was accompanied by the following appendices required by the Act of 3 October 2008 on publishing information about the environment and its conservation, public participation in environmental protection and on environmental impact assessments (consolidated text: Polish Journal of Laws 2017, item 1405, as amended) (hereinafter: EIA Act):

- the project information sheet in 4 copies, including an electronic copy;
- a copy of the cadastral map scaled 1:1000, certified by the competent authority, covering the planned site of the project and the area to be affected;
- a simplified excerpt from the land register covering the planned site of the project and the area to be affected (which allows for identifying the parties to the proceedings);
- a map scaled 1:000 presenting the planned site of the project and the marked area to be affected, including an electronic copy.

The application for the environmental permit was complete and satisfied legal requirements, so we could proceed with the examination.

Pursuant to Article 75(1)(4) of the EIA Act, we have ascertained that the authority competent to issue the environmental permit is the Mayor of Kostrzyn nad Odrą.

Having read the application and documents submitted, we have determined that the project, classified as a public benefit project, involves the following works:

- demolition of the existing bridge located at km 2.45 of Warta river, at km 107+211 of National Road 31 from Szczecin to Słubice. The bridge was built at the end of the 19<sup>th</sup> century as a 5-span structure with underslung trusses. The present bridge deck is composed of 6 riveted plate girders with a variable height and a continuous beam section;
- construction of a new bridge in the same location. The designed bridge will be a continuous three-span bridge with a single-chamber box girder extradosed supporting structure made of prestressed concrete, suspended on the pylons with ropes. The pylons are attached to the girder of the supporting structure. The bridge deck will have a total length of approx. 302 m;
- associated works: extension of National Road 31 (Sikorskiego street) at the bridge approach roads;
- construction of a provisional bridge to ensure a by-pass road on the southern side of the existing bridge. The provisional bridge will require an embankment to be built on the side of Słubice town,

which will be located along the existing embankment, between the mouth of Postomia river and the internal road, but will not narrow down the mouth. The embankment will be terminated with an abutment. The abutment on the side of Sarbinowo village will be located outside the river channel, near Mostowa street. The intermediate supports of the provisional bridge will be located in the channels of Warta and Postomia rivers. The deck of the provisional bridge has been designed as a steel truss structure made of repeatable modules.

The bridge will be demolished after completion of the target bridge.

Due to the extension of National Road 31, the plan includes the construction and relocation of the rainwater and combined sewer systems, water supply, sanitary sewage, gas system, power network and telecommunication network. This will additionally include a new road lighting system, and the reconstruction of the main water supply network also covers a provisional preinsulated water pipeline to be suspended under the provisional bridge. The plan also provides for the installation of pumped sanitary sewer pipeline to be suspended under the bridge. The project also involves the relocation of that sewage system and its temporary suspension under the provisional structure. In addition, the project will cover the demolition of a single-family residential building and service facilities on plot no. 350, precinct 0004 Kostrzyn nad Odrą.

The project will be carried out on plots no. 268/2, 336/102, 336/103, 347, 348/1, 349, 350, 394/36, 351, 352/1, 352/2, 394/39, 394/37, 394/40, 394/42, 394/57, 390/7, 390/9, 344, 345/1, 345/3, 345/2 and 346/11 in precinct 0004, and 2/1, 2/3, 62 and 64 in precinct 0006 at Władysława Sikorskiego street in Kostrzyn nad Odrą.

We have determined that the site of the project is not covered by any local development plan. (letter from the Department of Spatial Planning and Investor Services, ref.: GP.6727.148.2018.ER, dated 24/07/2018)

During the procedure for issuing the environmental permit, the Regulation of the Council of Ministers of 9 November 2010 on projects which may materially affect the environment (Polish Journal of Laws 2016, item 71) was repealed. However, with due regard to § 4 of the Regulation of the Council of Ministers of 10 September 2019 on projects which may materially affect the environment (Polish Journal of Laws 2019, item 1839), having analysed the collected documents, we have determined that the project is classified as a project which may potentially adversely affect the environment, defined in § **3(1) item 60** (paved roads with a total project length above 1 km, other than those referred to in § 2(1)(31) and (32), and bridges located along a paved road, except the reconstruction of roads and bridges used for operating power stations and located outside areas covered by the forms of environmental protection referred to in Article 6(1)(1) to (5), (8) and (9) of the Nature Conservation Act of 16 April 2004, and **item 68** (main water transmission pipelines and main pipelines supplying water from treatment stations to distribution pipelines, except their trenchless relocation), for which the environmental impact assessment may be required. The parties to the proceedings have been identified in accordance with Article 28 of the Code of Administrative Proceedings and substantive provisions – Article 74(3a) of the EIA Act.

Apart from the applicant, we have considered as parties the entities holding proprietary rights in the real property located in the project affected zone.

This procedure is subject to Article 74(3) of the EIA Act, which stipulates that if the number of the parties to the proceedings for issuing the environmental permit exceeds 20, the provision of Article 49 of the Code of Administrative Proceedings shall apply.

Article 49 of the Code of Administrative Proceedings states as follows: “... *the parties may be notified of the decisions and other actions taken by public administration authorities by way of a public announcement, any other form of public notification customary in a given town or by publishing the letter in the Public Information Bulletin on the website of the competent public administration authority. (... ) The notification shall be deemed made upon the expiry of fourteen days from the date of such public announcement, other public notification or publication of the letter in the Public Information Bulletin.* ”

The parties were informed on the actions taken by this authority and on the option to read the documents collected in the procedure and to lodge comments or reservations.

Pursuant to Article 61(4) of the Code of Administrative Proceedings, by the notice (announcement) dated 25/07/2018 the Mayor of Kostrzyn nad Odrą has notified the parties of initiating the procedure for issuing the environmental permit for this project and indicated the participating authorities. The announcement was published on the website of the Public Information Bulletin of Kostrzyn nad Odrą and posted in the notice board at ul. Graniczna 2 and on the announcement column located at Sikorskiego street (by the KCK building).

In accordance with Article 63(1) of the EIA Act, the obligation to conduct an environmental impact

assessment for a planned project which may potentially adversely affect the environment shall be determined, by decision, by the authority competent to issue the permit.

Pursuant to Article 64(1) of the said Act, the decision referred to above shall be issued upon consultation with the Regional Director for Environmental Protection, the State District Sanitary Inspector and the authority competent to issue the water assessment. In accordance with Article 397(2) of the Water Law of 20 July 2017, the authority competent to issue an opinion on the matter is the Minister of Maritime Economy and Inland Waterways.

Therefore, in the course of the procedure for environmental impact assessment, pursuant to Article 64(1) of the EIA Act, by submitting the attached application for issuing the permit, including the project information sheet made in accordance with Article 3(1)(5) of the EIA Act, the Mayor of Kostrzyn nad Odrą has applied, by the letter of 25/07/2018, to the Regional Director for Environmental Protection in Gorzów Wlkp., the State District Sanitary Inspector in Gorzów Wlkp. and the Minister of Maritime Economy and Inland Waterways for an opinion on whether the project requires an environmental impact assessment, and if so, then on the scope of the environmental impact report. The authorities issuing the opinions have also been informed that the site of the project is not covered by any local development plan.

During the procedure for issuing the environmental permit, on 20/08/2018 the Mayor of Kostrzyn nad Odrą received the sanitary opinion no. NZ-771-44/1 -35/18 issued by the State District Sanitary Inspector in Gorzów Wlkp. on 10 August 2018, which stated that the project did not require an environmental impact assessment. In the statement of reasons, the State District Sanitary Inspector has characterised the location, type, nature and scale of the project. Based on the submitted documents, the State District Sanitary Inspector has concluded that the project will not cause any hazard to human life or health and will not alter the land development, that there is no risk of major accident, and that the project site is located outside water intake projection zones.

Having in mind the criteria and conditions set forth in Article 63(1) of the EIA Act, in particular the type and scale of the project and its possible impact on the environment, the State District Sanitary Inspector has given the opinion as above.

The Regional Director for Environmental Protection in Gorzów Wlkp., by decision of 09/08/2018 (ref. WZŚ.4220.194.2018.AN), has stated that the project requires an environmental impact assessment and indicated the issues which must be included in the report.

Given the conditions listed in Article 63(1) of the EIA Act, the Regional Director for Environmental Protection has analysed the scale and nature of the project, the scope of works necessary to implement it, the probability, duration, range and reversibility of impact, the use of natural resources, the emissions and nuisance caused by the implementation and operation of the project and its location relative to the areas requiring special protection due to the presence of protected plant and animal species or their habitats, or protected natural habitats, including Natura 2000 areas.

The authority has ascertained that the project will not imply any direct use of natural resources, its impact on climatic changes will not be significant, and the project is not concerned by the foregoing issue of industrial accident. It has been assessed that the risk of a natural disaster or structural collapse will be very low given the applied technology and the scope of construction works. The project will be implemented entirely in the territory of Poland, approx. 1 km from its western border, and its local character and the scope of works excludes any cross-border impact on the areas situated outside the Polish borders, whether during implementation or during operation.

In addition, the authority has stated that based on a thorough analysis of project-related documents and potential effects of the project, including the matters concerning the location, type, characteristics and scale of possible impact, which was conducted to check whether it is possible to maintain / reinstate proper protection of the objects covered by that Natura 2000 area, we cannot exclude a material adverse impact of the project on the species and habitats for which the cohesive Ecological Network Natura 2000 has been established. Therefore, it is necessary to apply the principle of prudence, being important to the European Community and referred to in Article 6(2) of the Environmental Protection Law (consolidated text: Polish Journal of Laws No. 2018.799, as amended).

The authority has concluded that given all the conditions for qualifying the project for the environmental impact assessment, as specified in Article 63 (1) of the EIA Act, including the scope and location of the project (Natura 2000 area PLC080001 'Warta Mouth'; within Warta Mouth National Park; within Warta Mouth Landscape Park; within a national and international wildlife corridor), it is reasonably required to conduct the environmental impact assessment based on a reliable environmental impact report.

The Minister of Maritime Economy and Inland Waterways, in his decision of 14 August 2018, has stated that the project requires an environmental impact assessment due to a possible adverse impact on the

achievement of the environmental objectives referred to in Articles 56, 57, 59 and 61 of the Water Law of 20 July 2017, item 1566, as amended) and the fact that the project will be implemented on protected areas established on the basis of the Nature Conservation Act of 16 April 2004 (Polish Journal of Laws 2018, item 142, as amended).

In the statement of reasons, the Minister of Maritime Economy and Inland Waterways has classified the project as a project which may potentially materially affect the environment, for which the environmental impact assessment may be required. In addition, the authority has found that considering the requirements set forth in the Water Framework Directive of 23 October 2000 (2000/60/EC), the Investor should have in mind the need to keep a good condition of water, both during implementation and during operation of the project.

The Mayor of Kostrzyn nad Odrą has analysed the submitted dossier for the conditions regarding the type and characteristics of the project, its location including a possible risk to the environment, and the type and scale of possible impact caused in particular by the range of direct and indirect effects.

Having considered the positions expressed by the authorities competent to give an opinion on whether the project requires an environmental impact assessment, and having analysed the application and the documents appended thereto, we have found that the project may materially impact the environment due to its type, nature and location.

The environmental impact assessment, including any information on the possible impact on the environment and the analysis required by the environmental impact report, as well as a potential public participation and its results, will allow us to thoroughly verify and formulate beneficial environmental requirements for the project, which will also be reasonable from the point of view of the Investor, town and its residents.

Given the foregoing, the Mayor of Kostrzyn nad Odrą has deemed it necessary to conduct the environmental impact assessment and determined the scope of the report by decision no. GK.6220.9.2018.SSt. of 03/09/2018. Therefore, the environmental impact report should be prepared in accordance with Article 66 of the EIA Act.

On 04/09/2018, the parties were notified, by announcement, of the decision requiring the environmental impact assessment, which decision was deemed served on the expiry of 14 days from the date it was published in the Public Information Bulletin.

The decision was subject to a complaint. However, none of the parties has lodged a complaint.

Then, pursuant to Article 63(5) of the EIA Act, a decision was made to suspend the procedure for issuing the environmental permit until the Investor submits the environmental impact report (ref.: GK.6220.9.2018.SSt., date: 05/09/2018).

On 05/09/2018, the parties were notified, by announcement, of the decision to suspend the procedure for issuing the environmental permit until the Investor submits the environmental impact report.

On 21 December 2018, the Investor's attorney provided us with 4 copies of the Environmental Impact Report for the project, including an electronic copy.

The report was prepared on 18/12/2018 by Sweco Consulting Sp. z o.o. under the direction of Ms Alicja Wilanowska (Head of Environmental Unit).

By the letter no. GK.6220.9.2018 of 28/12/2018, the Mayor of Kostrzyn nad Odrą has called the attorney to deliver a statement by the Head of Environmental Unit that the requirements set forth in Article 74a(2) of the EIA Act have been satisfied.

On 09/01/2019, the Investor's attorney submitted the said statement, and with that supplement the Report fulfilled the formal requirements defined in Article 66 of the EIA Act.

By decision no. GK.6220.9.2018.SSt. of 10/01/2019, the Mayor of Kostrzyn nad Odrą has resumed the suspended procedure for issuing the environmental permit for the project.

At the same time, by the announcement dated 10 January 2019, the parties were notified of the decision to resume the suspended procedure.

On 10/01/2019, they initiated the legally required procedure for environmental impact assessment, which must be conducted before issuing the environmental permit and includes:

- verifying the environmental impact report,
- obtaining required opinions and approvals,
- ensuring public participation in the proceedings.

The environmental impact report contained the project characteristics, specified the types and volume of substance and energy emissions, and included necessary calculations, indicating potential risks to the environment. It also described the environment existing on the site and in the potential impact range of the project, and discussed the expected impact on all environmental components and on human health. The report also indicated the technical, process and organisational measures intended to eliminate or minimise any adverse impact on the environment while the project is implemented, operated and possibly decommissioned.

The submitted environmental impact report analysed 4 different options for implementing the project and described the expected effects on the environment if the project is not carried out.

Option 1 – ensuring a vertical clearance under the navigable span of 5.25 m above HNW; a three-span simply supported bridge with a two-beam steel-and-concrete deck, with the central span reinforced by suspending the deck with bar tendons on steel arches. The arches are inclined relative to each other, and their variable cross section is the smallest at the crown. One of the supports is placed in the main current of the river. The structural height of the superstructure is 1.31 m, and the arch elevation above the deck is 15.2 m.

Option 2 – ensuring a vertical clearance under the navigable span of 5.25 m above HNW; a two-span simply supported bridge with a two-beam steel-and-concrete deck, with the in-water span reinforced by suspending the deck with bar tendons on steel arches. The arches are inclined relative to each other, and their variable cross section is the smallest at the crown. The supports are outside the main current of the river. The structural height of the superstructure is 1.31 m, and the arch elevation above the deck is 26.3 m.

Option 3 – ensuring a vertical clearance under the navigable span of 5.25 m above HNW; a two-span continuous bridge with a two-beam steel-and-concrete deck suspended with enclosed ropes on a reinforced-concrete H-shaped pylon installed in footing located outside the main current of the river. The structural height of the superstructure is 1.31 m, and the pylon elevation above the deck is 62 m.

Option 4 – option proposed by the Investor; it is consistent with the defined scope of the project, and the Investor has indicated it as the environmentally preferred option which should be implemented. This option assumes that the supports will be located outside the river channel, which is important considering a winter flood shield and water flow conditions. The supports will not generate any ice jams in winter. It is also significant that the option will exclude the accumulation of rubble carried by Postomia river behind the piers, which will make it unnecessary to conduct dredging works on that section in order to maintain the waterway in a navigable condition. The location of supports outside the river channel reduces the interference in the channel. The absence of in-water supports will also ensure an appropriate width of navigable route on the waterway and is important since Postomia river has its mouth just upstream of the designed bridge. Another benefit of this option is that the structure is elevated approx. 17.5 m above the deck. Such a solution minimises any adverse impact on bird migration, which is important given the proximity of Warta Mouth National Park.

According to the Investor, the work schedule will be suited to the fish migration season, and the earthworks to be carried out in the channel will be shielded by sheet piling, which will minimise any release of suspended matter.

The Investor does not provide for any alternative option, which would secure the objective of the project,

that is to improve navigation conditions for icebreakers and during ice-breaking operations. With this regard, we may only consider a demolition of the existing bridge, which is unacceptable due to social and economic reasons.

By the letter of 10/01/2019, the Mayor has requested the State District Sanitary Inspector in Gorzów Wlkp. to give an opinion pursuant to Article 77(1)(2) of the EIA Act, and by separate letters requested the Regional Director for Environmental Protection in Gorzów Wlkp. and the Minister of Maritime Economy and Inland Waterways to approve the conditions for implementing the project pursuant to Article 77(1)(1) and Article 77(1)(4) of the EIA Act, respectively. Furthermore, by the letter of 28/01/2019, the Minister of Environment was requested to approve the conditions for implementing the project in accordance with Article 77(1)(1a).

Acting pursuant to Article 33(1) in conjunction with Article 79(1) of the EIA Act, the Mayor has ensured public participation in the procedure by publishing the information (on the municipality's website, on the notice board at the municipal office and on the announcement column near the project site, by the KCK building) on initiating the environmental impact assessment, on the possibility to read the environmental impact report and other required documents, and on the option to file comments and requests at the Municipal Office of Kostrzyn nad Odrą within 30 days.

On 28/01/2019, we received the sanitary opinion no. NZ-771-4/19 dated 22/01/2019, in which the State District Sanitary Inspector in Gorzów Wlkp. has approved the implementation conditions in terms of environmental health requirements.

Having analysed the submitted documents, including the report, the State District Sanitary Inspector in Gorzów Wlkp. has concluded that the environmental impact of the project will mostly relate to the construction works, that is the emission of noise, gases and dusts, waste generation, possible soil contamination with oil derivatives, and wastewater drainage. However, these will be temporary impacts that will cease to exist when the works are completed.

The environmental impact during operation of the project will mainly relate to the nuisance and threats generated by road traffic. The project involves the reconstruction of the existing bridge crossing, which means building of a bridge and related facilities in the same location. Having analysed the submitted documents, the State District Sanitary Inspector has found that:

- once the project is completed, the use of the land will not change compared to the present condition, whether in the onshore or in the offshore part;
- the site of the project is located on areas being at the risk of flooding, so one of the project objectives is to assure flood protection and the free flow of flood water;
- given its nature, the project does not generate the risk of a serious accident,
- the site of the project lies outside water intake protection zones;
- the site of the project does not lie on a shoreline or on a mountainous or forest area;
- the site of the project does not adjoin any lake;
- the implementation of the project will not pose any hazard to human life or health.

In consequence, the authority has concluded that neither the implementation nor the operation of the project within its impact range should have any adverse impact on human life or health or any environmental compartment.

By the letter of 30 January 2019 (ref.: DOK.DOK2.9751.1.1.2019.SK), the Minister of Maritime Economy and Inland Waterways has requested the Mayor of Kostrzyn nad Odrą to supplement the report by, *inter alia*, extending the analysis by specifying the impact on the possibility to achieve the environmental objectives for all the water bodies covered by the project (including the body of surface water named Postomski Canal from Rudzianka to the mouth), current monitoring information on water condition, and the information about the cumulative impacts on the condition of water bodies. The authority has stated that the information presented in the Environmental Impact Report does not allow it to reliably assess the impact on water condition.

By letter no. GK.6220.9.201 S.SSt. dated 04/02/2019, the Mayor has called the Investor's attorney to supplement the report and provided the remarks given by the Minister of Maritime Economy and Inland Waterways.

By letter no. WZŚ.4221.21.2019.AN dated 06/02/2019, the Regional Director for Environmental Protection in Gorzów Wlkp. has notified the Mayor of Kostrzyn nad Odrą that the application of 10/01/2019 for approving the project implementation conditions will be examined until 11 March 2019, since the matter is complex and requires a thorough analysis of documents.

On 18 February 2019, we received the decision of the Regional Director for Environmental Protection in Gorzów Wlkp. approving the project implementation conditions in Option IV (ref.: WZŚ.4221.21.2019.AN, date: 14 February 2019). The authority has approved the project and set the following implementation conditions:

1. To reduce nuisance from noise generated during the project, the construction works neighbouring the noise-sensitive areas (the area of Mostowa street) must only be carried out during the day (from 6:00 a.m. to 10:00 p.m.);
2. Locate the site back-up facilities between Sybiraków street and Warta river, near the embarkation point, far from any residential buildings;
3. Arrange the site back-up facilities in such a way to secure the ground against contamination, which applies to such areas as parking yards for machines and vehicles, personnel parking areas, refuelling points or storage points for hazardous materials (such as fuels, lubricants, solvents or paints), and seal the storage places for hazardous waste (for example line them with insulating materials) to prevent any leakage of contaminants to groundwater environment;
4. Protect any sealed areas against rainwater flowing down directly to the ground by using proper bands, and pretreat any water collected from such areas in sedimentation tanks;
5. Provide the site back-up facilities with tight sanitary containers, whose contents will be collected by authorised entities;
6. Sort any waste and store it in a separate location, assuring regular collection by authorised entities;
7. Secure any agents for neutralising leakage and waste, stored at the site;
8. The construction equipment to be used for demolition and building the new bridge and the altering the road system should be in good working order, and upon completion of work or in case of failure it should be moved to a parking area to protect the soil against the penetration of contaminants into groundwater environment;
9. Use necessary technical and organisational measures in order to maintain the access roads clean during the transport of construction materials and the execution of civil works, and to reduce dust emission;
10. Reduce to a necessary minimum both the duration and the range of works carried out in the channel and bank area of Warta river;
11. Any construction works to be conducted under water, including demolition and excavation of bridge support members, must be carried out in a shield made of steel sheet piling, and the places remaining after the removed spans must be filled with natural material or a material similar to natural;
12. Install special protective sheets under the deck of the bridges to be demolished in order to catch any waste generated while cutting the deck members;
13. It is not allowed to displace soil masses by pushing material in the river channel;
14. During construction, in the location of the provisional and new bridges, the following natural habitat patches must be visibly protected against damage:
  - 91E0 – Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Salicetum alba-fragilis*, *Populetum albae*, *Alnenion glutinoso-incanae*, spring alders), in the following locations:
    - \* at the right bank of Warta river,
    - \* at the left bank of Postomia river,
    - \* near the left, southwestern abutment of the provisional bridge, on its southern side,
  - 3150 – Oxbows and natural eutrophic lakes with *Nympheion* or *Potamion* - type vegetation, in the following location:
    - \* at the southwestern abutment of the provisional bridge, on its southern side,
    - \* at the left, southwestern abutment of the new bridge, on its northern side.
15. All works to be conducted at the mouth of Postomia river must be carried out in such a way to occupy at the same time no more than 10 m of its width, and thus not to interfere with the other 80–90% of the mouth width;
16. The works to be conducted near the oxbow, at the southwestern abutment of the provisional bridge, using the provisional embankment, must be carried out with the use of a pipe culvert, maintaining the supply of the oxbow with river water during swelling;
17. Demolition works to be conducted above water near the existing bridge and the provisional bridge must be performed from September 1<sup>st</sup> to the end of February;
18. Excavations:
  - must be protected against falling and unintentional trapping of animals,

- must be checked each time before starting work for the presence of animals, and if any animals are present, they must be safely carried outside the site to their natural habitats;
19. Trees and bushes must be cleared outside the bird nesting season, that is from August 1<sup>st</sup> to the end of February;
  20. Any trees and bushes to be preserved must be effectively protected against mechanical damage;
  21. Reduce the spread of ecologically and geographically alien invasive species along Warta, Odra and Postomia rivers by immediately sowing native plants on any uncovered soil; in locations being at the risk of seed blow-off, the seeds must be covered by a fixed biodegradable biotextile fabric, or alternatively it is allowed to use a biodegradable biotextile fabric with grass seeds sewed in.

In addition, in the same decision the Regional Director for Environmental Protection has set the following environmental protection requirements to be included in the documentation for the decision referred to in Article 72(1)(10) of the EIA Act:

1. The entire section of the planned road must be covered with the so-called silent pavement, with a noise rate reduced relative to standard pavement (6 dB);
2. Rainwater and thaw water flowing from the bridge and altered road system must be drained with a rainwater sewerage system in the following manner:
  - water flowing from the southern side of the bridge, after pretreatment at the bank outlet, should be drained to the receiving water of Postomia river near Delfin yacht club,
  - water flowing from the northern side of the bridge, after pretreatment, should be drained to Warta river; the designed channel should be connected to the drainage for the bridge, the inlets related to the expended road system at Sikorskiego street and the inlets from Mostowa street.
3. Use natural stones to harden / reinforce the edge slopes in the underwater area, as this is the preferable bottom substrate for many fish species;
4. Any structural members of the bridge elevated above the roadway must be coated with bright colours, and night illumination of the bridge must be made in such a way that it can be seen from a distance by passing birds.

The aforesaid implementation conditions and environmental protection requirements have been defined in the conclusion of the decision: sections J.2 and 1.3, respectively.

In his decision, the Regional Director for Environmental Protection has not considered it necessary to conduct the environmental impact re-assessment or the procedure for cross-border impact on the environment as part of the proceedings for issuing the decision referred to in Article 72(1)(10) of the EIA Act.

In the statement of reasons, the Regional Director for Environmental Protection in Gorzów Wlkp. has concluded that in accordance with § 3(1)(60) and (68) of the Regulation of the Council of Ministers of 9 November 2010 on projects which may materially affect the environment (consolidated text: Polish Journal of Laws 2016, item 71), and in the light of Article 59(1)(2) of the EIA Act, the project is classified as a project which may potentially materially affect the environment, which requires the environmental permit. The permit will be necessary to obtain the road construction consent.

The Regional Director for Environmental Protection in Gorzów Wlkp. has found that the project will be carried out:

- within a zone of potential adverse impact on valuable natural habitats and species listed in *Annexes I and II to Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as well as the species and their habitats listed in Annexes I and II to Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds*, that is within the Natura 2000 area *Warta Mouth (PLC080001)*;
- within *Warta Mouth Landscape Park*, established by *Resolution No. XLIII/647/18 of Lubuskie Province Assembly of 26 March 2018 on 'Warta Mouth' Landscape Park (Official Journal of Lubuskie Province of 2018, item 828)*;
- within a revised area of national and international wildlife corridors, named *Swamps of the Warta Mouth GKPn-22* (<http://mapa.korytarze.pl/>);
- in the zone of its potentially adverse impact on other species under legal protection and their habitats, which are subject to a number of bans and conditions specified in the following Regulations of the Minister of Environment: *on the protection of animal species (Polish*

*Journal of Laws No. 2016.2183 of 9 October 2014, on the protection of plant species (Polish Journal of Laws No. 2014.1409) of 9 October 2014, and on the protection of fungus species (Polish Journal of Laws No. 2014.1408), and in the Nature Conservation Act of 16 April 2004 (consolidated text of 2018, item 1614, as amended), for example in Article 2(1) and (2) or in Articles 33 and 46;*

- in the zone of its potential impact on native plant species ousted by expansive alien plants, the spread of which may be supported by the project.

Based on a detailed examination of the documents received and:

- Resolution No. XLIII / 647/18 of Lubuskie Province Assembly of 26 March 2018 on 'Warta Mouth' Landscape Park (Official Journal of Lubuskie Province of 2018, item 828);
- the standard data form for the Natura 2000 area Warta Mouth (PLC080001);
- geographic location obtained from the spatial information published on <http://rdlpzg.gis-net.pl/>, <http://geoserwis.gdos.gov.pl/mapy/>, <http://mapy.geoportal.gov.pl/imap/> and <http://mapa.korytarze.pl/>;
- the environmental database of the Regional Directorate for Environmental Protection in Gorzów Wlkp.,
- ecological conditions for maintaining adequate passability of national and international wildlife corridors,

and a thorough analysis of direct and indirect effects of the project, especially in terms of its location, scale, type, characteristics and implementation conditions and the preservation of present ecological functions, we may conclude the project will not have any adverse impact on the nature, in particular on maintaining adequate protection of the

Natura 2000 Important Bird Area and Important Habitat *Warta Mouth (PLC080001)*, that is the following natural habitats, species and their habitats: 3150 – Oxbows and natural eutrophic lakes with *Nymphaeion* or *Potamion* - type vegetation, 3270 – Rivers with muddy banks, 6120\* – Stenothermic inland sand grasslands (*Koelerion glaucae*), 6210\* – Xerothermic grasslands (*Festuco-Brometea*) and stenothermic grasslands with *Asplenion septentrionalis-Festucion pallentis* – a priority is given only to the grasslands with important orchis positions, 6430 – Tall herbs of the montane level (*Adenostylin alliariae*) and of riversides (*Convolvuletalia sepium*), 6440 – Alluvial meadows (*Cnidion dubii*), 6510 – Lowland and montane hay meadows extensively used (*Arrhenatherion elatioris*), 9170 – Galio-Carpinetum oak-hornbeam forests (*Galio-Carpinetum*, *Tilio-Carpinetum*), 91E0\* – Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Salicetum albo-fragilis*, *Populetum albae*, *Alnenion glutinoso-incanae*, spring alders); and 1084 – hermit beetle *Osmoderma eremita*, 1088 – great capricorn beetle *Cerambyx cerdo*, 1130 – asp *Aspius aspius*, 1145 – weatherfish *Misgurnus fossilis*, 1149 – spined loach *Cobitis taenia*, 1308 – western barbastelle *Barbastella barbastellus*, 1324 – greater mouse-eared bat *Myotis myotis*, 1337 – Eurasian beaver *Castor fiber*, 1355 – otter *Lutra lutra*, 5939 – European bitterling *Rhodeus sericeus amarus*, 6144 – white-finned gudgeon *Romanogobio albipinnatus*, as well as A023 – black-crowned night heron *Nycticorax nycticorax*, A027 – great white heron *Egretta alba*, A038 – whooper swan *Cygnus cygnus*, A039 – taiga bean goose *Anser fabalis*, A041 – greater white-fronted goose *Anser albifrons*, A043 – greylag goose *Anser anser*, A048 – common shelduck *Tadorna tadorna*, A050 – Eurasian wigeon *Anas penelope*, A051 – gadwall *Anas strepera*, A052 – common teal *Anas crecca*, A053 – mallard *Anas platyrhynchos*, A055 – garganey *Anas querquedula*, A056 – northern shoveler *Anas clypeata*, A059 – common pochard *Aythya ferina*, A061 – tufted duck *Aythya fuligula*, A073 – black kite *Milvus migrans*, A075 – white-tailed eagle *Haliaeetus albicilla*, A119 – spotted crane *Porzana porzana*, A122 – corn crane *Crex crex*, A125 – Eurasian coot *Fulica atra*, A127 – common crane *Grus grus*, A151 – ruff *Philomachus pugnax*, A153 – common snipe *Gallinago gallinago*, A160 – common curlew *Numenius arquata*, A162 – common redshank *Tringa totanus*, A177 – little gull *Larus minutus*, A179 – black-headed gull *Larus ridibundus*, A193 – common tern *Sterna hirundo*, A195 – little tern *Sterna albifrons*, A196 – whiskered tern *Chlidonias hybridus*, A197 – black tern *Chlidonias niger*, A198 – white-winged tern *Chlidonias leucopterus*, A294 – aquatic warbler *Acrocephalus paludicola*, A307 – barred warbler *Sylvia nisoria*.

The standard data form for the said Natura 2000 area specifies a number of important threats to the protected objects: A02 – modification of cultivation practices, A04.03 – abandonment of pastoral systems, lack of grazing D01.01 – paths, tracks, cycling tracks, D02.02 – pipe lines, D03.02 – Shipping lanes, E01.03 – dispersed habitation, E03.01 – disposal of household / recreational facility waste, F02.03 – leisure fishing, F03.01 – hunting, F03.02 – taking and removal of animals (terrestrial), F03.02.03 – trapping,

poisoning, poaching, G01.08 – other outdoor sports and leisure activities, K03.04 – predation.

The implementation of the project does not imply a possible initiation of these threats or a significant increase in their intensity, as it involves the reconstruction of existing infrastructure at National Road 31, including a 19<sup>th</sup>-century road bridge over Warta river, located near the mouth of Postomia, along with the construction of a provisional road bridge, which during execution will only insignificantly affect the following objects protected in the Natura 2000 area *Warta Mouth (PLC080001)*: habitat 91E0\* – Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Salicetum albo-fragilis*, *Populetum albae*, *Alnion glutinoso-incanae*, spring alders), by temporarily reducing its resources by approx. 0.03% of total resources in that area; and habitat 3150 – Oxbows and natural eutrophic lakes with *Nymphaeion* or *Potamion* - type vegetation, by temporarily reducing its resources by approx. 0.69 ha (0.3% of total resources in that area).

The project is located within *Warta Mouth Landscape Park*, where there is a number of applicable bans. In accordance with Article 17(2)(4) of the cited *Nature Conservation Act*, the bans “shall not apply to public benefit projects as defined by Article 2(5) of the *Spatial Planning and Development Act of 27 March 2003*”, so also to this project.

The project is located within a national and international wildlife corridor named Swamps of the Warta Mouth GKPn-22 (<http://mapa.korytarze.pl/>), which is a part of an east-west and north-south migration path, established *inter alia* to maintain the integrity of Natura 2000 network, which path on the site of the project is approx. 400 m wide and is mostly limited to the span of the project and the broads existing at the mild mouth of Postomia and to the width of Warta river, forming the north-eastern branch of the corridor splitting just before the Old Kostrzyn, whose south-western branch, approx. 200 wide, runs along Odra river. Outside the Old Kostrzyn, the corridor transforms into an over 1 km wide corridor named Kostrzyńskie Forests GKPn-28A.

By the mouth of Postomia, Warta river is a part of the migration route of the salmon and sea trout to the spawning grounds in Drawa and Gwda, as well as the main path for the escapement of eels from the western parts of the Pomeranian Lakeland. Warta river is a spawning ground for the ide, barbel and asp (Błachuta *et al.*, 2010). For many years, they have been restoring a bi-environmental species extinct in the last century – the Atlantic sturgeon *Acipenser oxyrinchus oxyrinchus*. One of the key locations for that species is Drawa river being a part of Warta and Odra system. After analysing the project, we can conclude that it will not materially affect the river's morphological continuity, and thus also the ecological continuity. The planned demolition and construction of a road bridge will not create any cross barriers that would reduce the flow in the channel and valley of the river. The expected impact of the project on bi-environmental species may consist in disturbing the migratory pattern during the works carried out in the channel of Warta. However, this impact will only be moderate, short-term and reversible, and restricted with the aforesaid implementation conditions.

The construction of the new bridge and provisional bridge, to be performed according to the project implementation conditions, allows us to maintain an appropriate passability and adequate functioning of the corridor, especially during execution. Therefore, we may conclude that the project will not have a material adverse effect on the cohesion of the Natura 2000 area *Warta Mouth (PLC080001)* and the integrity of Natura 2000 network.

The preservation of adequate protection over the objects covered by the said forms of nature conservation is, to a significant extent, equivalent to the preservation of appropriate biodiversity of the project affected area, so by excluding a possible material disturbance to the functioning of habitats and species in the Natura 2000 area *Warta Mouth Landscape Park* and to the protected species, we should consider that the project execution will not have any adverse impact in this respect, and if the said implementation conditions are fulfilled, the biological diversity will be maintained at the level existing today.

A thorough analysis of probable modifications in the characteristics of the above forms of nature conservation, that is the Natura 2000 area *Warta Mouth (PLC080001)* and *Warta Mouth Landscape Park*, and in the functionality of the wildlife corridor *Swamps of the Warta Mouth GKPn-22*, which arise for instance from a possible reduction of habitat areas, creation of permanent disturbance in the functioning of key species, break of wildlife corridors, fragmentation and loss of habitats or population, reduction of density of species, and changes in the key indicators of conservation value, has shown that if specific implementation conditions are applied, there will be no material adverse impact on the aforesaid parameters.

A key factor to ascertain it was to consider that the project:

- will not have a material adverse impact on the objects protected in the Natura 2000 area *Warta Mouth (PLC080001)*;
- will not impair the cohesion of Natura 2000 areas, that is their interrelations;

- will not breach the bans applicable in Warta Mouth Landscape Park;
- will not adversely affect the proper passability and functioning of the wildlife corridor Swamps of the Warta Mouth GKPn-22;
- will not adversely affect the conservation of animal, plant and fungus species.

The conditions laid down in the decision by the Regional Director for Environmental Protection in Gorzów Wlkp. are aimed to exclude or minimise any impact of the project on the aforesaid forms of nature conservation, allow us to avoid any adverse effect on protected habitats (natural habitats and the habitats of protected plants and animals), protect animals against unintentional disturbance, killing or trapping in excavations, and protect the native flora against any impact of alien species.

The conditions are further aimed to maintain, during execution and operation, the passability of routes used by animals, especially by fish.

The Regional Director for Environmental Protection in Gorzów Wlkp., taking into account the application of the aforesaid environmental protection measures, has considered that according to the current state of knowledge on the scope, scale and type of potential impact, the project will not cause any material adverse impact on the above forms of nature conservation, including any material adverse impact that would make it impossible or difficult to achieve the objectives of the *Birds Directive* and *Habitats Directive*, which were a basis to create the special protection area and the site of Community importance *Warta Mouth (PLC080001)*, while maintaining a properly functioning and ecologically cohesive European Network Natura 2000.

Near the road bridge, Warta river is 110–120 m wide, and along its right bank there are long port quays, including a section for handling passenger ships. There are also boat mooring points. On the opposite bank, between the rail and road bridges, there is a marina of the Delfin Yacht Club. Warta flows into Odra river at 695<sup>th</sup> kilometre of its route. The left bank of Warta, at the mouth to Odra, is terminated by a 1.3 km longitudinal dam, somewhat interrupted and reinforced with stones. The project site is directly linked to an approx. 500 m section of Warta river located 2.45 km away from the mouth to Odra and just downstream of the joint of Warta and its tributary Postomia.

The entire project will be carried out in the territory of Poland, approx. 1 km from its western border. Despite the proximity to the state border, the local character of the project and the scope of works excludes any cross-border impact on the areas located outside Poland, whether during execution or during operation. The Regional Director for Environmental Protection in Gorzów Wlkp. has not considered it necessary (at the present stage) to establish a limited use area under Article 135 of the Environmental Protection Law of 27 April 2001 (consolidated text: Polish Journal of Laws 2018, item 799, as amended). The project is also not at the risk of a major industrial accident. The risk of a natural disaster or structural collapse is deemed to be very low given the applied technology and the scope of construction works.

Considering the scale and nature of the project, its impact on climate change will also be insignificant. The bridge and road system components, if properly designed, will be resistant to thunderstorms, heavy rainfalls and strong winds. The reconstruction of the bridge will increase its resistance to ice-related phenomena, as the in-water supports will be removed. The project will also not entail any direct consumption of natural resources.

The works to be carried out at the execution stage will cover, for instance, construction and earth works. The impacts generated during execution will mostly concern the emission of noise and contaminants and the production of waste.

The operation of the bridge and road system will mostly entail typical impacts exerted by traffic infrastructure, such as effects on acoustic environment, air quality and the drainage of rain and thaw water. The execution will generate wastes typical of the works on the construction and reconstruction of roads and bridges, mainly those classified in categories 17 and 15 and small amounts of those from category 20. The waste to be generated during execution will only come from traffic handling and may include municipal waste left by the road users. In addition, the operation of the road will produce waste generated by maintaining the road in good working order.

The average daily traffic on National Road 31 will be 16,954 vehicles per day in 2023 (when the road will be handed over for use) and 12,723 vehicles per day in 2033 (reduction due to the scheduled completion of by-pass road for Kostrzyn).

The nearest noise protected developments are located directly next to the project site, near Mostowa street (**around 5 m from the edge of the roadway**). Another noise protected area is the Delfin Yacht Club, located around 70 m west from the site. In accordance with the Regulation of the Minister of Environment of 14 June 2007 on maximum limits of environmental noise (consolidated text: Polish Journal of Laws 2014, item 112), these areas are classified, respectively, as single-family housing estates, for which the maximum limit of environmental noise is  $L_{AeqD}=61$  dB and  $L_{AeqN}=56$  dB, and as leisure areas, for which

the maximum level of environmental noise is  $L_{AeqD}=61$  dB. Since the yacht club is not used at night, it is not subject to the maximum noise limit for that time.

The construction works to be conducted on the site will create an acoustic nuisance to local residents. However, construction works are normally short in time, and their character changes as the project goes ahead. The measures planned to protect the acoustic environment during the works will help reduce the adverse impact of the project during execution.

The presented report thoroughly analyses the environmental impact concerning noise emission according to the recommended method of calculation. The acoustic impact was modelled for the years 2023 and 2033, so for the moment of handing over for use and ten years thereafter. The calculation included the impact accumulated with Railway Line 273. The analysis shows that the use of a silent pavement (which will reduce the noise by at least 6 dB) will allow the Investor to maintain the maximum limits of environmental noise and the acoustic nuisance to local residents will be considerably reduced. We should additionally emphasize that upon building the planned ring road for Kostrzyn in 2023, the traffic rate at that section will significantly decrease (including a lower share of heavy goods vehicles), which will favourably affect the acoustic environment near the site. Given the above, it is not necessary to plan or implement any additional noise protection measures apart from the 'silent pavement' included in the analyses.

The works will directly affect the air pollution. The construction works will temporarily generate dust and gas pollutants. Air pollution will come from the means of transport, mechanical equipment used for the works, and other equipment driven by combustion engines. The main sources of contamination will be construction machinery and the vehicles transporting materials. Given the nature of the works, we expect that the impacts existing at that stage will be short in time, and the locations subject to nuisance will vary with the progressing works.

The documentation submitted for approval includes the modelling of the spread of contaminants in the air. For the modelling of emission and spread of contaminants, the author has taken the average daily volumes and structure of traffic for 2018, which was the most unfavourable year. The analysis has indicated that with the expected traffic volume, the maximum level of air pollution will not be exceeded outside the right of way. Therefore, the author has not found any risk of adverse environmental impact in this respect.

It has been emphasized that the project will not increase the traffic volume on National Road 31. The project will be carried out as part of the Odra-Vistula Flood Management Project (OVFMP). The planned project, involving the demolition and construction of a road bridge, is to improve flood protection by enabling the operation of icebreakers and an unrestricted flow of ice-floe.

The anticipated potential impact on water during the implementation of the project is primarily related to the possible penetration of contaminants into the ground and surface water and then, through the ground, to the groundwater. The demolition and construction of the new bridge will generate suspended matter raising from the riverbed and the silting of water. As part of the planned works, it will be necessary to carry out demolition works, earthworks and construction works with the use of machinery and mechanical equipment, which creates the risk of water pollution with petroleum substances in the event of fuel or operational fluids leaks. However, this risk can be effectively eliminated by applying the basic principles and good practices in construction works, as listed herein.

Therefore, there is no significant risk of surface and groundwater pollution at the implementation stage.

The operation of the project will imply the organised removal of rainwater, which will be drained to Warta and Postomia rivers. The planned drainage system will ensure conformity with the standards set out in the Regulation of the Minister of Environment of 18 November 2014 on conditions to be met when introducing sewage into water or ground and on substances that are particularly harmful to water environment (Polish Journal of Laws 2014, item 1800).

The project involves the demolition of a bridge that is listed in the communal register of monuments. The design was consulted with the Provincial Heritage Conservation Officer for Lubuskie Province. The demolition of the existing bridge and the construction of a new bridge will take place by the Embarcation Point built in the 2<sup>nd</sup> half of the 19<sup>th</sup> century (municipal landing stage). The reconstruction of National Road 31 will take place directly next to the road bridge over the Warta Lagoon, which is an extension of the bridge over Warta river (to be reconstructed), a historic cellar (storage) from the 2<sup>nd</sup> half of the 19<sup>th</sup> century, situated near Mostowa street, and a villa (office of measures) built around 1910 (by the Kostrzyn Cultural Centre – KCK).

The project will not entail any new components of the landscape. Consequently, we do not expect any modifications in the landscape except a general improvement in the look of new structures compared to the present state (the bridge intended for demolition and the approach roads to be altered).

Near the site of the project, works will be conducted on the modernisation of the border Odra river (reconstruction of groins), construction of the ring road for Kostrzyn along National Road 31, a new crossing over Odra river along National Road 22, and reconstruction of a rail bridge over Odra. The accumulation of impacts may occur during execution, when the works in the channels of Odra and Warta. All the projects mentioned above will include certain works in river channels. Such activities generate vibrations emitted to water environment and, in particular, an increased inflow of suspended matter into water. This is especially dangerous in the spawning season of the key fish species present in Odra and Warta. Given the scope of works, the point of increased supply of suspended matter to the waters of Warta (over 2 km away from the area of related dredging on Odra), sedimentation of suspended matter before it flows into Odra, and mixing of the waters of Warta and Odra, we should conclude that there will be no significant accumulation of the impacts generated by the activities carried out on Odra and those implemented on Warta approx. 2.45 km from its mouth to Odra. A possible accumulation of impacts may occur if the construction of Kostrzyn ring road and the reconstruction of the bridge are conducted at the same time. If the ring road is built in the location assumed in Options 2 and 4 (as per the Location Study of 2008), the impacts will accumulate in the Natura 2000 areas (Warta Mouth PLC080001). The impacts generated by the project will not be significant when referred to the scale of impacts to be generated when building the ring road.

We should point out that at the stage of operation, the ring road and the reconstructed road bridge over Odra in Kostrzyn nad Odrą, at km 614.9 at the extension of the German road B1 and the Polish National Road 22, will reduce traffic volume on the bridge over Warta, as the through traffic will be removed outside the centre of Kostrzyn.

The entire project will be carried out in the territory of Poland, approx. 1 km from its western border. Despite the proximity to the state border, the local character of the project and the scope of works excludes any cross-border impact on the areas located outside Poland, whether during execution or during operation.

At the present stage of procedure, the Regional Director for Environmental Protection in Gorzów Wlkp. has not considered it necessary to establish a limited use area under Article 135 of the Environmental Protection Law of 27 April 2001 (consolidated text: Polish Journal of Laws 2018, item 799, as amended).

The project is also not at the risk of a major industrial accident.

The risk of a natural disaster or structural collapse is deemed to be very low given the applied technology and the scope of construction works.

Considering the scale and nature of the project, its impact on climate change will also be insignificant. The bridge and road system components, if properly designed, will be resistant to thunderstorms, heavy rainfalls and strong winds. The reconstruction of the bridge will increase its resistance to ice-related phenomena, as the in-water supports will be removed. The project will also not entail any direct consumption of natural resources.

With the application of the technical and organisational measures described in the submitted report, and if certain conditions are fulfilled, the state of environment will not deteriorate.

In the statement of reasons, the Regional Director for Environmental Protection in Gorzów Wlkp. included the following note: "The presented assessment regarding nature protection resolves the issues and sets the implementation conditions concerning only the impact on the Natura 2000 area Warta Mouth (PLC080001), Warta Mouth Landscape Park, and the protection of species. This linear project of public benefit will also be carried out within the boundaries of Warta Mouth National Park, so it may not infringe the bans applicable therein and must conform to the project implementation conditions approved by the Minister of Environment as regards any alternative solutions and any anticipated measures to compensate for adverse impacts on the natural environment in Warta Mouth National Park in the part running through the park."

On 25/02/2019, the Investor's attorney submitted a supplement to the report in compliance with the request sent by the Minister of Maritime Economy and Inland Waterways (letter no. DOK.DOK2.9751.1.1.2019.SK).

By the letter of 28/02/2019, the Mayor forwarded the supplement to the Minister of Maritime Economy and Inland Waterways, the Minister of Environment, the Regional Director for Environmental Protection in Gorzów Wlkp. and the State District Sanitary Inspector in Gorzów Wlkp.

In reference to that letter sent by the Mayor, on 12/03/2019 the following documents were received:

- letter no. NZ-771/4/2019 of 6 March 2019, by which the State District Sanitary Inspector in Gorzów Wlkp. has notified that he sustains the position presented in the sanitary opinion of 22 January 2019, in which he positively assessed the implementation conditions in terms of environmental health.
- letter from the Regional Director for Environmental Protection in Gorzów Wlkp., ref.: WZŚ.4221.39.2019.AN dated 11 March 2019, in which he has stated that the supplement does not change in any way his previous findings based on the submitted dossier, in particular the environmental impact report. In addition, the supplement has not entailed any additional environmental conditions, whether concerning the stages of execution and operation or necessary to include in the documents required to issue the consent referred to in Article 72(1)(10) of the Act of 3 October 2008 on publishing information on the environment and its conservation, public participation in environmental protection and on environmental impact assessments (consolidated text: Polish Journal of Laws 2018, item 2081, as amended), or any amendment to the conditions set out in the decision. Given the foregoing, the authority has sustained its position expressed in the decision of 14 February 2019 no. WZŚ.4221.21.2019.AN.

On 4 April 2019, the Municipal Office received the decision by the Minister of Maritime Economy and Inland Waterways approving the project (ref.:

DOK.DOK2.9751.1.2.2019.SK, date: 2 April 2019). The authority has approved the project and set the following implementation conditions:

1. Reduce to a necessary minimum both the duration and the range of works carried out in the channel and bank area of Warta river;
2. If a high water level is predicted on Warta river, protect the construction site against the adverse impact of raising surface water and adequately evacuate the people, equipment and materials;
3. It is not allowed to displace soil masses by pushing material in the river channel;
4. The flow on Postomia mouth must be maintained at 80–90% due to fish migration in spawning season;
5. The places remaining after the removed supports must be filled with native material or a material similar to natural;
6. Minimise the area taken by the site back-up facilities and storage yards for construction materials and equipment;

7. Locate the site back-up facilities outside the river channel and protect it against the penetration of hazardous substances (including oil derivatives) and construction materials to the water environment (due to generated domestic and industrial wastewater, construction materials and waste) so to prevent any adverse impact on the groundwater environment;
8. Any works on the demolition of supports must be carried out using protective steel sheet piling, so that the demolished components do not enter and contaminate the river;
9. Construction equipment and vehicles must be refuelled outside the construction site;
10. If any harmful substance penetrates into the water environment, use sorbents appropriate for precipitating such contaminants (in particular no equipment failure may cause any leakage of fuels, lubricants or oils);
11. The equipment to be used for construction must be fully operational and meet the requirements for admission for operation, so to ensure adequate protection of water against contamination;
12. Domestic sewage should be collected in tight tanks, which must be regularly drained and transported out by specialised vehicles authorised for such services;
13. On completion of the project, restore the site of the provisional bridge to a condition as similar as possible to that existing before.

The aforesaid implementation conditions have been defined in the conclusion of the decision, in section 1.2.

In the statement of reasons, the Minister of Maritime Economy and Inland Waterways has found that the project will be carried out within two bodies of surface water ('JCWP') and one body of groundwater ('JCWPd'), and presented their characteristics as specified in the applicable water management plan for Odra river basin.

JCWP 'Warta from Noteć to the mouth' (PLRW6000211899) – this water body is heavily modified and at the risk of non-achieving the environmental objectives. The environmental objective for that JCWP is to achieve a good ecological potential, the possibility of migration of aquatic life at the section of the important water course (Warta river within the JCWP), and a good chemical condition. The JCWP PLRW6000211899 has an established extension of the deadline to achieve the environmental objectives, in accordance with Article 4.4 of the Water Framework Directive. The deadline for achieving a good status has been set at 2027. The JCWP is also an area intended for the conservation of habitats or species, as referred to in the Nature Conservation Act of 16 April 2004 (Polish Journal of Laws 2018, item 1614, as amended), for which the preservation or improvement of water condition is an important component of conservation.

JCWP 'Postomski Canal from Rudzianka to the mouth' (PLRW60002418969) – this water body is a natural body of water at the risk of non-achieving the environmental objectives.

The environmental objective for this JCWP is to reach a good ecological condition and a good chemical status. The JCWP PLRW60002418969 has an established extension of the deadline to achieve the environmental objectives, in accordance with Article 4.4 of the Water Framework Directive. The deadline for achieving a good status has been set at 2021. The JCWP is also an area intended for the conservation of habitats or species, as referred to in the Nature Conservation Act of 16 April 2004, for which the preservation or improvement of water condition is an important component of conservation.

JCWPd PLGW600033 – the environmental objective is to achieve a good quantitative and chemical status; this water body is at the risk of non-achieving the environmental objectives. The JCWPd PLGW600033 is intended for water abstraction for the purposes of providing water for human consumption.

The project implies the following principal factors affecting the bodies of water:

- increased concentration of suspended matter in water at and around the site of works;
- point modification of bank structure in the locations of abutments of the new bridge and in the location of the provisional bridge, at bank slopes and in the bank area;
- point modification of the river bed structure by removing the in-water piers of the existing bridge and building the piers for the provisional bridge;
- local change of flow velocity in the river channel, resulting from the removal of the in-water piers of the old bridge – improved hydro-morphological conditions;
- point modification of flow dynamics in the bank area – a change in river bed roughness, caused mainly by the removal of plants and aggregate mud, the construction of new abutments and the removal of old abutments.

As part of analysing the project impact on the possibility to achieve the environmental objectives, the Investor has presented and analysed the current monitoring data to assess the status of the bodies of surface

water (data from the Provincial Inspectorate for Environmental Protection for 2017) and bodies of groundwater (data for 2016).

In 2017, the JCWP PLRW6000211899 showed a weak ecological potential and an unsatisfactory chemical status. The JCWP PLRW60002418969 showed in 2017 a moderate ecological status and an unsatisfactory chemical status. The JCWPd PLGW600033 featured a good quantitative status and a good chemical status.

The expected impact of works on the biological factors affecting the assessment of ecological status/potential will, during execution, mainly concern the physical destruction of habitats and aquatic life (microlites, and micro-invertebrates) on the site of earthworks and demolitions conducted in the river channel and on bank slopes. At the stage of operation, permanent changes in the structure of river habitats will be limited to the components of the new bridge and the provisional bridge to be located in water and on bank slopes. Therefore, the transformations will only occur at certain points and will additionally be limited to a specific section of the rivers (Warta and the mouth of Postomia).

In the aforementioned decision, the Minister of Maritime Economy and Inland Waterways has emphasized that Warta and Postomia constitute a migration corridor for such species as the salmon, sea trout or European river lamprey. As mentioned above, according to the Revised Water Management Plan, one of the environmental objectives for the JCWP 'Warta from Noteć to the mouth' is to ensure the migration of aquatic life at the section of the important water course 'Warta' within the JCWP. Warta river is a spawning ground for the ide, barbel and asp. The project may (mostly during execution) disturb the migratory pattern of fish during the works conducted in the channel of Warta.

Consequently, the key challenge regarding the impact on ichthiofauna is to maintain the passability of that migration path.

The new bridge will have no in-water supports, and we should assume that the migration conditions for aquatic life will be improved due to the removal of man-made elements (supports of the existing bridge) from the river channel. Any adverse impact in this respect will be eliminated in compliance with the project implementation conditions. The impact on hydro-morphological conditions will be generated by direct interference in the structure of the channel and banks, and also, indirectly, by a changed dynamics of water flow in the channel within both bodies of surface water. However, the changes will only be local (the works will cover < 1% of the length of both JCWPs).

Since the works are only temporary, the impacts on physico-chemical indicators will occur during execution, and will be limited to the period of earthworks conducted directly in the river channel. Any risk of accident (the leak of fuel or petroleum derivatives) will be eliminated by imposing relevant requirements for the contractor and providing supervision over the use of such substances.

Therefore, the Water Management Plan for Odra river basin does not provide for any adverse impact of the project on the achievement of the environmental objectives set for the above JCWPs. The project will not generate any permanent changes in the physical characteristics of the water courses, and the impacts on individual elements affecting the assessment of water status/potential will be short in time. The project does not pose any threat to the objectives of protection of surface water bodies 'Warta from Noteć to the mouth' (code: PLRW6000211899) and 'Postomski Canal from Rudzianka to the mouth' (code: PLRW60002418969), nor does it cause any threat to the environmental objectives for other water bodies.

The Minister of Maritime Economy and Inland Waterways has noticed that the issue of cumulative impacts was considered with a particular regard to the following:

- the planned modernisation of the border Odra (reconstruction of groins), covered by the OVFMP;
- construction of the ring road for Kostrzyn nad Odrą along National Road 31;
- reconstruction of the road bridge over Odra in Kostrzyn nad Odrą at km 614.9, at the extension of the German road B1 and the Polish National Road 22.

On Odra river, upstream of the mouth of Warta, works will be conducted involving the reconstruction of groins at the river section from km 600.4 to km 617.6. In addition, the concept plan provides for the so-called associated dredging works, to be conducted without limitation at km 617.5 – km 618.0 of Odra, that is on 500 m downstream of the Warta mouth. The dredging will be carried out if it is found that a large volume of bottom sludge accumulates downstream of the work site, near Kostrzyn nad Odrą.

Given the location of such increased supply of suspended matter (over 2 km away from the site of the associated dredging), and the mixing of waters from Warta and Odra, we should indicate that there will be no significant accumulation of the impact exerted by this project with those generated by the works conducted in the area of Odra. A temporary increase in the volume of suspended matters and biogenic substances may adversely affect the fish living in Warta, in particular during spawning migrations. However, that impact will only exist during the earth works. These works will be, however, carried out

with the use of sheet piling, which will reduce the drainage of suspended matter into water.

As regards the construction of ring road for Kostrzyn nad Odrą, we should point out that at this stage of design works, its route is not yet chosen, which applies in particular to the location of bridges. As for the construction of the road bridge at km 614.9 of Odra river, we should point out that it will be conducted on the JCWP 'Nysa Łużycka to Warta' (PLRW6000211799) and will not cause any direct accumulation of impacts.

The Investor has indicated in the documents a number of mitigating measures, which will consist in maintaining particular care during the works carried out in and near the channels of Warta and Postomia.

Considering the explanations by the Minister of Maritime Economy and Inland Waterways and the requirements set forth in the Framework Water Directive of 23 October 2000 (2000/60/EC), the Investor should maintain a good condition/potential of water, at both the execution and operation stages.

By the letter dated 09/04/2019, the Investor's attorney has informed the Mayor that the title of the project had been changed – the **previous title** 'Demolition and construction of a road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą (at km 2.45 of Warta river), implemented as part of the Odra-Vistula Flood Management Project – Task 1B.5 Reconstruction of bridges to ensure minimum clearance' **has been changed into:** Expansion of National Road 31 as part of the task titled 'Demolition and construction of the road bridge at 107+211 km of national road no. 31 in Kostrzyn nad Odrą (at 2.45 km of the river Warta) implemented as part of the Odra-Vistula Flood Management Project – Task 1B.5 Reconstruction of bridges to ensure a minimum clearance'.

The change was dictated by the opinion issued by the Office of Lubuskie Province, and is to streamline the process of issuing the road construction consents under the so-called Special Purpose Road Act. It has also been indicated that the change applies only to the title, while the scope of the project remains unchanged.

Additionally, the letter contained a request to amend the Environmental Impact Report prepared for the project as regards the compensating measures. As it was indicated, the amendments had been specified at the request of the General Directorate for National Roads and Motorways, Branch in Zielona Góra.

The said letter from the attorney, along with the requested amendments to the Environmental Impact Report, were delivered by the letter sent by the Mayor on 12/04/2019 to the Minister of Maritime Economy and Inland Waterways, the Minister of Environment, the Regional Director for Environmental Protection in Gorzów Wlkp. and the State District Sanitary Inspector in Gorzów Wlkp. in order to unify the dossier.

By the letter no. WZŚ.4221.52.2019.AN of 19 April 2019, the Regional Director for Environmental Protection has informed that he sustains his position and the implementation conditions for the project previously titled 'Demolition and construction of a road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą (at km 2.45 of Warta river), implemented as part of the Odra-Vistula Flood Management Project – Task 1B.5 Reconstruction of bridges to ensure minimum clearance', as presented in the decision no. WZŚ.4221.21.2019.AN of 14 February 2019.

The Regional Director for Environmental Protection has considered that the supplement and the new title do not change in any way his previous findings based on the submitted dossier, in particular the environmental impact report. Furthermore, they have not forced him to set any additional environmental conditions, whether for the execution or the operation stage, any requirements that would have to be included in the documents required to issue the consent referred to in Article 72(1)(10) of the Act of 3 October 2008 on publishing information on the environment and its conservation, public participation in environmental protection and on environmental impact assessments (consolidated text: Polish Journal of Laws 2018, item 2081, as amended), or to alter any requirements set in the procedure.

The State District Sanitary Inspector in Gorzów Wlkp., by his letter no. NZ-771/4/2019 of 18 April 2019, has notified that having examined the submitted dossier, he maintains his view presented in the sanitary opinion no. NZ-771/4/2019 of 22 January 2019, in which he positively assessed the project implementation conditions in terms of environmental health.

The Minister of Maritime Economy and Inland Waterways expressed his position on the matter in his letter no. DOK.DOK2.9751.1.3.2019.SK of 6 May 2019. The Minister reminded that by the decision of 2 April 2019 (ref.: DOK.DOK2.9751.1.2.2019.SK),

he had approved the project and imposed certain implementation conditions. He has considered that the amendments to the environmental impact report, presented in the supplement, do not change the project

implementation conditions contained in the said decision of 2 April 2019. The amendments are also not related with the impact of the project on the ability to achieve the environmental objectives as defined in the Water Framework Directive of 23 October 2000 (2000/60/EC). The Minister has also pointed out the information from the Investor that the change in title is dictated by the opinion of the Office of Lubuskie Province, and the scope of the project remains unchanged.

The Minister of Environment, by decision no. DOP-WPN.436.30.2019.ŁN of 18/04/2019 and 16/05/2019, has set a new end date of the procedure for 8 May 2019 and 10 June 2019. The statement of reasons has indicated that since the end date of the procedure is in conflict with the required examination of evidence, including the new environmental impact report provided as a supplement, it is necessary to extend the deadline for handling the case.

By letter no. POPDOW-ZPT.073.6.2019 date: 20/05/2019 (received on 23/05/2019), the Investor's attorney, Mr Łukasz Gontarz, notified the Mayor of Kostrzyn nad Odrą that during the design works they modified the parameters of the designed target bridge by changing the height of the pylon. Given the clarified soil parameters, it was necessary to alter the structural height of the pylon (increase it by approx. 2.5 m). At an earlier stage of design works, due to a low water level in Warta, it was impossible to conduct a geological survey. Now the results of soil investigation have shown a full image of the bank conditions, which verified the design solutions during detailed structural calculations. The amendment has been thoroughly analysed for any possible change and environmental impact, but it has been concluded that the amendment will not imply any change in the gravity of impact on the environment, in particular on birds and bats. To identify the said amendment in the environmental impact report, an Erratum to the report was submitted, which also corrected some minor typographical errors.

By the letters of 27/05/2019, the Mayor has filed the above documents with the Minister of Maritime Economy and Inland Waterways, the Minister of Environment, the Regional Director for Environmental Protection in Gorzów Wlkp. and the State District Sanitary Inspector in Gorzów Wlkp, with the aim to unify the dossier.

By the letter no. WZŚ.4221.52.2019.AN of 29 May 2019, the Regional Director for Environmental Protection has informed that he sustains his position and the implementation conditions for the project titled "Expansion of National Road 31 as part of the task titled 'Demolition and construction of a road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą (at km 2.45 of Warta river), implemented as part of the Odra-Vistula Flood Management Project – Task 1B.5 Reconstruction of bridges to ensure minimum clearance'", as presented in the decision no. WZS.4221.21.2019.AN of 14 February 2019. The Regional Director for Environmental Protection has considered that the modification in the project does not change in any way his previous findings based on the submitted dossier, in particular the environmental impact report.

The State District Sanitary Inspector in Gorzów Wlkp., by his letter no. NZ-771/4/2019 of 29 May 2019, has notified that having examined the submitted dossier, he maintains his view presented in the sanitary opinion no. NZ-771/4/2019 of 22 January 2019, in which he positively assessed the the project implementation conditions in terms of environmental health.

The Minister of Maritime Economy and Inland Waterways, by letter no. DOK.DOK2.9751.I.4.2019.SK of 12 June 2019, has presented his opinion stating that the amendment to the environmental impact report, presented in the Erratum, arise from the results of geological survey and are related to the design and technical issues and some minor typographical errors. They do not change the project implementation conditions presented in accordance with the decision of 2 April 2019 (ref.: DOK.DOK2.9751.1.2.2019.SK). Therefore, the Minister of Maritime Economy and Inland Waterways maintains his position expressed in the said decision.

On 27 August 2019, we received the decision of the Minister of Environment, which has approved the execution of the project within the boundaries of Warta Mouth National Park under the preferred Option 4, and stipulated certain requirements for such execution (ref.: DOP-WPN.436.30.2019.ŁN, date: 12 August 2019). The Minister has imposed the following requirements:

1. The reconstruction of National Road 31 at the section concerning Warta Mouth Landscape Park should interfere as little as possible with the natural environment not transformed by man, in order not to impair the condition of the resources, formations and components of the nature, the habitats and species protected in the Natura 2000 area 'Warta Mouth' (PLC080001), and fixed landscape features;
2. As the supports of the provisional bridge must be placed in the valley of Warta and Postomia rivers,

the bridge may not cause any permanent disturbance in the ecological condition of flowing waters to an extent higher than that existing now, in particular by draining the watercourse and its organic soils;

3. Before the works on placing the provisional bridge, the site must be protected against the access of vertebrates, and it is required to make sure that there are no signs of permanent habitation of such animals on the site, which should be understood as the absence of any occupied nests or hiding places actively used by bats;
4. Due to the necessity to demolish the bridge structure on the Warta river, it is necessary to secure the space of the "Warta Mouth" National Park, and in particular the Postomia riverbed and identified habitats and species that are the subject of protection of the Natura 2000 Warta Mouth PLC080001 areas against pollution by demolition materials and used at demolition;
5. Demolition of the existing bridge, which involves the crushing and cutting out structural materials (concrete and steel), will be carried out using protective measures that allow for removing the whole structural material from the demolition site outside the area of works, which measures must include protective and arresting nets;
6. As regards the animals which migrate through Warta and Postomia river valleys and the onshore area of Warta Mouth National Park, I order to preserve the areas allowing for such migration between Warta Mouth National Park and the neighbouring areas, in particular not to impair their integrity;
7. The lighting at the provisional bridge and the new bridge along National Road 31 should be directed in such a way not to cause or to minimise any light pollution in Warta Mouth National Park – this should be understood as the prevention of external threats to the Park;
8. The structural members of the designed bridge that will be elevated above the road (in particular the pylons) may not be illuminated unless this is required for safety reasons – this should be understood as the prevention of external threats to Warta Mouth National Park.
9. Once the project is completed, it is required to remove the embankment for the provisional bridge, reclaim the land temporarily transformed and restore the spatial developments to a condition similar to that existing before the project;
10. I impose the requirement to apply compensation measures, whose dates, methods and intensity shall be agreed with and implemented under the supervision of the Director of Warta Mouth National Park, in the scopes as follows:
  - a) exposure conducted by removing plants and topsoil containing roots and runners from the so-called 'Somer Isle' located at the final leg of Postomia river,
  - b) preparation of stone and sand subbase within 'Somer Isle' to create a habitat of terns, gulls and Charadriiformes.
11. Once the project is completed, any trees and bushes cleared must be compensated for by introducing species compatible with or similar to those cleared, in a number being no lower than the number of the cleared specimens and in the same locations, and if this is impossible, then in a number and locations that allow for reinstating the cleared species of trees and bushes to the maximum possible extent, provided that any geographically alien species must be replaced with local native species.
12. Any project-related works, understood as the demolition and construction of individual parts of the provisional bridge, may be carried out from dawn to dusk;
13. The site back-up facilities (amenity rooms, machinery and materials spaces) may not be located in Warta Mouth National Park;
14. During the project, as regards any species not defined above, it is required to use best available techniques of mitigation, compensation and protection, in particular concerning the preservation, protection and restoration of habitat 3150 *Eutrophic oxbows and minor lakes*, which is located near the embankment of the provisional bridge, as well as the animal species present nearby.

The aforesaid requirements have been specified in the conclusion of the decision, in sections 1.2., II.1 and II.2.

In the statement of reasons, the Minister of Environment has reminded that the project concerns a bridge to be located outside the Warta Mouth National Park, but given the associated engineering activities, the area of the Park will also be impaired.

The Board of the Park has approved the project, but upon the second supplement it rejected the waiver of the compensating measures proposed in the Report.

Having examined the entire evidence and considered the alternative solutions and the opinion issued by the Director of the Park, as part of the approval proceedings, the Minister of Environment has found that the

project may be approved for the preferred option of implementation.

The Minister of Environment has concluded that the project may not be carried out using any alternative solution that would allow for bypassing the Park. Although northwards from the road system there is an area that could also be a potential location for the provisional bridge, it must be excluded due to ownership and engineering reasons. Regardless of the provisional bridge, the demolition of the existing bridge would also impact the Park. We should emphasize that the Park directly adjoins the system of roads, and at the interface there is a transitional zone which delimits two areas with different functions and intended use. Most of that area is under a material impact of man-made environment and partially degraded, and thus its nature conservation value is different.

Given the character of the project, the alternative solutions concern the design and structure of the bridge and the parameters of the road system. They cannot concern the route, as the system of roads was fixed long ago. The associated engineering measures do not affect the Park in a way that could permanently impair the preservation of formations, resources or components of the Park. The temporary changes in the use of land will be reversed upon completion, and any transformed land will be restored to an environmentally favourable status. Thus, the alternative solutions were limited to the intended function of the project (bridge), the method of works and, above all, the overriding objective which is to ensure flood protection.

Obviously, the proposed alternatives do not directly affect the Park's natural environment in the scope approved by the Minister of Environment. However, the new road system and the bridge design that enables winter operations on Warta river do affect the park in an indirect way and constitute an element to be assessed for external threats. Therefore, in the project implementation conditions the Minister of Environment has stipulated certain requirements aimed to prevent and minimise the adverse effects of the project, including an assessment of the impact of the new bridge on birds during several years. The scale of the alternative solutions proposed in this case is comprehensible given the type of the project. It is difficult to imagine any optioning procedure for the existing road other than such that includes technological solutions favourable for the project and the environment. Thus, it was reasonable to assume that the limit of alternative solutions has been optimally exhausted in the report.

In his decision, the Minister of Environment has indicated a number of conditions for implementation of the project, which directly translate into the protection of resources, formations and natural components of the Park, and which are to serve as compensation, including to reduce its scope by applying preventive actions. The specified conditions sometimes arise from the findings contained in the Report, and sometimes they are set contrary to the opinions expressed by its authors.

One of the most sensitive elements of the Park being at the risk of degradation, will be the habitats adjacent to the mouth of Postomia. The construction of the provisional bridge will cause degradation of habitats 3150 – Oxbows and natural eutrophic lakes with *Nympheion* or *Potamion* - type vegetation, and 91E0 – Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior*, and may impact habitat 3270 – Rivers with muddy banks. For this reason, it was necessary to restore the temporarily transformed habitats to the status existing before the project. We should note that degraded wet habitats are difficult to reinstate, and oxbows are considered to be particularly sensitive to degradation. A long time needed to restore favourable natural functions of the analysed area of the Park required certain compensation measures, which is not only to repair the damage but also to create better conditions to restore the appropriate protection of species and habitats.

It was also necessary to set requirements for the methods of demolishing the civil structures to be removed and founding new structures. The authors of the Report have determined the technology of demolishing the existing bridge, with the exclusion of blasting. This is desirable both for the protection of resources, formations and natural components of the Park and for noise pollution. The Minister of Environment has generally settled certain aspects of the demolition.

Apart from the foregoing issues related to the conservation of resources, formations and natural components of the Park, the Minister of Environment has determined requirements associated with the animal migration paths existing in and outside the Park. The project site adjoins the Park in the land and water sections. Considering a very favourable arrangement of local habitats, both in and outside the Park, the area is used as a wildlife corridor. The clearance of that corridor, named Swamps of the Warta Mouth GKPn-22 (source: Jędrzejewski W. *et al.*, Projekt korytarzy ekologicznych łączących Europejską Sieć Natura 2000 w Polsce. Zakład Badania Ssaków PAN, Białowieża, 2011), covers both the channel of Warta and its valley located westwards. Therefore, the decision made by the Minister of Environment contained a requirement to preserve the wildlife corridors.

When imposing the project implementation conditions, the Minister of Environment included the requests

stated in the opinion by the Director of Warta Mouth National Park.

We should note that the provision contained in the decision of the Minister of Environment, reading: “The structural members of the designed bridge that will be elevated above the road (in particular the pylons) may not be illuminated unless this is required for safety reasons – this should be understood as the prevention of external threats to Warta Mouth National Park”, should be understood as a requirement not to generate light pollution in the national park, as it may disturb the natural or similar-to-natural processes occurring in the biotope, especially in certain ecological niches occupied by light-sensitive biocoenose. Any illumination on the bridge should be directional and contained within the bridge area.

At the end of the proceedings, the Mayor of Kostrzyn nad Odrą, acting again pursuant to Article 79(1) of the EIA Act, ensured public participation in the procedure by making the dossier available for 30 days from the date of publishing the information, with the option to file comments and requests. The parties interested could read necessary documents of the case, including the application lodged by the applicant and the environmental impact report (5 September 2019 – 7 October 2019).

This was notified by announcements made by the Mayor of Kostrzyn nad Odrą, which were posted:

- on the website of the Municipality of Kostrzyn nad Odrą;
- on the notice board of the Municipal Office at ul. Graniczna 2;
- on the announcement column located in Kostrzyn nad Odrą at Sikorskiego street (by the KCK building). Pursuant to Article 33(1) of the EIA Act, the said announcements contained the information on the initiation of environmental impact assessment, the institution of proceedings, the subject matter of the decision to be made, the authority competent to issue that decision and the authorities competent to issue opinions and approvals, the option to read necessary documents of the case and the place where it is available for review, the possibility to submit comments and requests, the place and method of submitting such comments and requests (setting 30 days for such submission), and the authority competent to examine the comments and requests.

During the public consultation procedure, no comments or requests were filed.

Pursuant to Article 10 of the Code of Administrative Proceedings, before issuing the environmental permit for the project, the parties were informed that they might review the documentation in the course of the administrative procedure.

Before the decision was issued, none of the parties had submitted any comment or request with regard to any part of the material gathered in the procedure.

During the proceedings for issuing the environmental permit, the Mayor aimed not only to ascertain that the project complies with the environment quality standards applicable outside the land to which the Investor holds title, but also, using the evidence constituted by the report and by way of investigation procedures, aimed to specify and clarify the possible solutions protecting the environment and reducing environmental nuisance.

Therefore, in this permit we have laid down specific conditions of using the land during execution and operation, with a particular focus on reducing nuisance to the neighbouring areas.

Considering the environmental impact assessment carried out in particular on the basis of the information contained in the application, the Environmental Impact Report

and the supplements, and having obtained an approval of the project implementation conditions from the Regional Director for Environmental Protection in Gorzów Wlkp., the Minister of Maritime Economy and Inland Waterways and the Minister of Environment, and a positive opinion of the State District Sanitary Inspector in Gorzów Wlkp., the Mayor of Kostrzyn nad Odrą has found that:

- the operation of the project according to the chosen option will not cause any above-standard impact outside the project site,
- given the scale and nature of the project, it will not affect the climate change,
- the project is classified as a project that requires a limited use area,
- the project will not imply any cross-border impact on the environment,
- given the type of measures applied, the project will not exert any adverse impact on soil or water environment, including on groundwater and surface water, and it is not expected that the execution of the project could adversely affect the achievement of the environmental objectives specified in the Water Management Plan for Odra river basin,
- the project is not at the risk of a major industrial accident,
- the project will not have a material adverse impact on the objects protected in the Natura 2000 area *Warta Mouth (PLC080001)*, will not impair the cohesion of Natura 2000 network, will not breach the bans applicable in Warta Mouth Landscape Park, and will not impair the passability and functioning

- of the wildlife corridor,
- the execution of the project will not permanently deteriorate the preservation of the formations, resources and components existing in Warta Mouth National Park.

Therefore, it has been considered that once the Investor fulfils all the requirements set out in the submitted documents and in this permit, the project will comply with the provisions on environmental protection.

In the opinion of the Mayor of Kostrzyn nad Odrą, which is consistent with the position expressed by the Regional Director for Environmental Protection in Gorzów Wlkp. and the Minister of Maritime Economy and Inland Waterways, it not required to conduct the environmental impact re-assessment under the procedure for issuing the decisions referred to in Article 72(1) of the EIA Act, unless the application for such decisions contains any amendments relative to the requirements presented in the report and the supplement thereto.

Considering the entirety of the proceedings, in which the project has been approved by legally prescribed authorities, and considering the application filed by the party, pursuant to the regulations cited at the beginning, I have decided as in the introduction.

This environmental permit does not authorise the applicant to carry out the project, nor does it confer any title to land. It is one of the documents required to lodge, for instance, the application for construction permit, which may be obtained by an applicant holding title to dispose of land intended for a specific project.

### **Instruction**

1. The environmental permit shall be binding on the issuing authorities referred to in Article 72 of the EIA Act.

2. The environmental permit shall be enclosed with the application for the decisions referred to in Article 72(1) and the notification referred to in Article 72(1a) of the EIA Act.

The application or notification shall be submitted in 6 days from the date when the environmental permit became final, subject to Article 72(4) and (4b) of the cited Act.

3. The application or notification may be submitted within 10 years of the date the environmental permit became final, if the party who submitted the application for environmental permit, or the entity to whom the permit has been assigned, received, from the authority which issued the environmental permit, before expiry of the deadline referred to in paragraph 2, a statement that the project is to be carried out in stages and that the requirements for executing the project, as specified in the environmental permit or in the decision referred to in Article 90(1) of the EIA Act (if issued), remain in force.
4. The provisions governing the issue of environmental permit shall apply accordingly to the amendments thereto.
5. The parties may appeal against this permit to the Self-government Appeals Court in Gorzów Wlkp., through the Mayor of Kostrzyn nad Odrą, within 14 days of the date the permit was received.
6. During the time for submitting the appeal, a Party may waive the right to appeal against the public administration authority which issued the permit.

This permit shall become final and binding on the date the public administration authority receives the statement of waiver of the right to appeal from the last of the Parties to the proceedings, which means that on that date the permit shall become immediately enforceable and may not be complained against to the Provincial Administrative Court (Article 127a of the Code of Administrative Proceedings). The statement of waiver of the right to appeal may not be effectively withdrawn.

If this decision has been issued in breach of procedure, and the legal scope requiring clarification has a material impact on the resolution, then at a unanimous request of all the parties, expressed in the appeal, the appeal body shall conduct an investigation procedure insofar as necessary to resolve the case.

The appeal body shall conduct the investigation procedure also if one of the parties has applied in the statement of appeal for the investigation procedure to be conducted by the appeal body insofar as necessary to resolve the case, and the other parties have consented for such procedure within fourteen days of the date they received the notice of appeal containing the application to the appeal body to conduct the the investigation procedure insofar as necessary to resolve the case (Article 136(2) and (3) of the Code of Administrative Proceedings).

A stamp duty of PLN 222.00 was collected for issuing this permit on 06/07/2018, pursuant to the schedule to the Stamp Duty Act of 16 November 2006 (consolidated text: Polish Journal of Laws 2018, item 1044, as amended).

Recipients:

1. Łukasz Gontarz  
Sweco Consulting Sp. z o. o.  
ul. Łyskowskiego 16, 71-641 Szczecin
2. Parties to the proceedings > 20 in the form of an announcement
3. Regional Director for Environmental Protection, ul. Jagiellończyka 13, 66-400 Gorzów Wlkp.
4. State District Sanitary Inspector  
ul. Kosynierów Gdyńskich 27, 66-400 Gorzów Wlkp.
5. Minister of Climate  
ul. Wawelska 52/54, 00-922 Warszawa
6. Minister of Maritime Economy and Inland Waterways,  
ul. Nowy Świat 6/12, 00-400 Warszawa
7. Starost of Gorzowski District
8. To files – copies



BURMISTRZ  
*dr Andrzej Kunt*

Appendix to the permit issued by the Mayor of Kostrzyn nad Odrą on 12 February 2020, ref. GK.6220.9.2018.SSt

## **PROJECT SPECIFICATION**

The project is located within the boundaries of the town of Kostrzyn nad Odrą, near residential, commercial and leisure developments. The immediate surroundings also cover the Warta Mouth National Park.

The project will involve demolition of the existing bridge and construction of a new road bridge at km 107+211 of National Road 31 in Kostrzyn nad Odrą. It also covers associated works: extension of National Road 31 (Sikorskiego street) at the approaches to the bridge, and the necessary relocation of wastewater, water supply and other networks.

For the time of building the target bridge, a by-pass road will be made via a provisional bridge to be located on the southern side of the existing facility (that is upstream the river). The existing bridge was built at the end of the 19<sup>th</sup> century as a 5-span structure. In the present condition, the bridge hinders and often prevents anti-ice protection in winter and the navigation of the icebreakers taking part in ice-breaking operations, and stops the flow of ice in the crucial moments of such operations by cutting off the icebreakers that moor downstream of the bridge, from the ice-breaking area on Warta river, and stopping ice floe on the supports.

The new bridge to be built in the same location will ensure a vertical clearance under the navigable span of 5.25 above HNW. The bridge deck will have a total length of approx. 302 m. The designed bridge will be a continuous three-span bridge with a single-chamber box girder extradosed supporting structure made of prestressed concrete, suspended on the pylons with ropes. The pylons are attached to the girder of the supporting structure.

The plan assumes demolition of the whole superstructure of the existing bridge along with the deck equipment, abutments, piers and foundations. The demolition works will be carried out mechanically with the use of specialised demolition equipment. They will not be conducted by blasting with the use of explosives.

The demolition of the existing bridge will involve the disassembly of its equipment. Then the components of superstructure will be cut into smaller sections for transport. Under the superstructure, we will install special protective sheets to catch any waste generated during the cutting of superstructure components.

The last stage will consist in demolishing the abutments with their foundation strips and the piers with foundations. To demolish the supports, we will erect provisional sheet piling around them, so that the demolished components do not enter and contaminate the river. After the works, the sheet piling will be disassembled.

The target bridge will be a composite structure with the use of 'cast-in-situ' concrete pouring. The extreme spans will be erected on fixed scaffolds placed outside the river channel, on a pre-levelled terrain. The central span will be made with a formwork suspended on the previously completed part of the superstructure, until both sides of the structure touch each other (cantilever method). The piles along with the intermediate supports will be made in sheet pilings to protect the excavation from the side of the river channel. The abutments with the piles to be placed under them will be made in an open-cut excavation. Construction equipment will be delivered on road vehicles or barges and stored at the back-up facilities, which will be situated between Sybiraków street and Warta river, near the passenger

landing stage. Materials from the back-up facilities will be transported through Sybiraków street and the provisional bridge or with barges across the river.

The provisional bridge will require an embankment to be made on the side of Słubice town. It will be situated along the existing embankment, between the mouth of Postomia and the internal road, but it will not narrow down the mouth. The abutment on the side of Sarbinowo village will be located outside the river channel, near Mostowa street. The intermediate supports of the provisional bridge will be situated in

the channels of Warta and Postomia, in such a way not to narrow their clearance and to keep the flow conditions unchanged. The supports will be made in temporary sheet piles to be driven from barges. The deck of the provisional bridge has been designed as a steel truss structure made of repeatable modules. It will be partly carried by barges, placed with cranes on the supports, and combined. The provisional bridge will have a total length of approx. 246 m and will contain three spans. An embankment will be made at the western approach road.

The structure will be demolished after completion of the target bridge, and the demolition will involve the activities listed above in reverse order, including the transport of waste from the embankment, abutments and support foundations to the place of disposal. The area of the demolished embankment will be restored to its original condition as far as possible.

The project also includes the extension of National Road 31, the reconstruction of crossing streets and public and private exit roads, the construction of additional roadways to be used by adjacent properties, the construction of a mixed use path, and the reconstruction of the existing pedestrian pavements / walkways. Selected parameters of National Road 31:

- length of the section: approx. 585 m
- technical class: GP
- road category: national road
- road cross-section: single two-lane carriageway
- roadway width: 7.00 m
- lane width: 3.50 m
- width of the mixed use path: min. 2.5 m
- width of walkways: min. 2.0 m

The road will be drained by the collection and removal of rain and thaw water from the road prism. We have designed a surface drainage system that includes street culverts which carry water to the rainwater drainage system.

The reconstruction of National Road 31 will imply the relocation of the rainwater and combined sewer systems, water supply, sanitary sewage, gas system, road lighting, LV and MV power networks, and telecommunication network.

The facility will be adjusted to class C vehicle load.

The project requires the demolition of a single-family residential building and the service facilities located on plot no. 350, precinct 0004 Śródmieście, Kostrzyn nad Odrą. The demolition of the house will also involve the removal of water supply, wastewater, gas and power system connections. After the demolition works, the site will be reinstated by filling the excavations with man-made fill, finish grading and grass sowing.

The stage of execution will include the clearing of trees and bushes (71 trees growing within the boundaries of the National Park and 157 trees growing outside it).

Impact on the air will be typical of all construction and erection works. It is fugitive emission of pollutants caused by:

- levelling works, movement of earth masses (desiccated soil emits dusts, which are mostly mineral),
  - the movement of motor vehicles transporting materials and equipment,
  - the operation of construction machinery and equipment at the site.

Emissions from the means of transport and construction machinery will be organised and linear. We assume that the following construction equipment will work on the site: tracked excavator, bulldozer, roll and mobile crane. Additionally, there will circulate heavy goods vehicles transporting construction materials necessary to conduct the modernisation and renovation of the bridge. We have assumed that the construction site will be supported by a maximum of 15 heavy goods vehicles daily.

The assumed volume of emission by the vehicles circulating on the provisional bridge is the same as for the operation stage, that is for the movement of vehicles after the works are completed.

During the construction works, the site of works will be exposed to adverse acoustic phenomena. Noise will possibly be generated by the machinery and equipment operating on the site, the means of transport, and the provisional bridge. As heavy building equipment is required, we also expect noise emission during the earthworks. The range of noise will depend on the phase of works, the number of machines working simultaneously and their type, and the operating hours. The most important, though temporary, source of noise will be the earthworks conducted to prepare the site. These will be periods of intensive emissions being temporary and short in time. Having in mind the proximity of noise-sensitive areas, the construction

process will be properly planned and arranged, including technical and organisational measures to minimise noise emission.

During execution, road traffic will be directed through a temporary diversion located approx. 15 m east from the designed bridge. We expect that the range of sound impact by the temporary diversion will be the same as for the project, as it will take over the traffic from National Road 31.

The construction process will mainly generate waste coming from the demolition of the existing bridge, clearing of trees and bushes, earthworks, demolition of street components and service utilities, laying of road and pedestrian pavements, construction of the new bridge, installing road lighting, and relocation and securing of service utilities, as well as waste produced by the site back-up facilities and the construction site.

Estimated quantities of waste to be produced during the bridge demolition are as follows:

- approx. 750 tons of steel,
- approx. 2650 m<sup>3</sup> of concrete.

Estimated quantity of waste to be produced during the demolition of road system is approx. 2000 m<sup>3</sup> of waste coming from road reconstruction.

The planned demolition of the single-family building and associated facilities will generate approx. 160 m<sup>3</sup> of rubble and waste produced by the demolition of door and window joinery, roof, equipment and finishing elements, and utility connections.

Once the project is handed over for use, gases and dusts will be emitted by road vehicles: 14,108 light vehicles per day and 863 heavy vehicles per day.

The nearest noise-sensitive developments are located directly next to the planned structure near Mostowa street (approx. 5 m from the edge of the road). Another noise protected area is the Delfin Yacht Club, located around 70 m west from the site. Another source of acoustic impact by the project will be the motor vehicles circulating on the road. The use of the road will generate waste coming from:

- repair and maintenance of roads (such as waste generated by cleaning road shoulders, for example rubble, earth, topsoil, rubber items coming from car tyres, vehicle components),
- the operation of road lighting and the bridge (used light sources and fixtures),
- the use of sedimentation tanks for water flowing down from road surface,
- collisions and road accidents – this includes hazardous waste. The environmental impact of all those wastes will be minor. The wastes are produced within the right-of-way (mostly on the sealed road surface) and are easy to manage. After the reconstruction, as compared to now, we should expect a reduced amount of waste generated by the repair and maintenance of infrastructure, as new infrastructure will be used.

Rainwater coming from the bridge and the road sections approaching the bridge will be collected by a rainwater drainage system and, after pretreatment, drained to Warta river; therefore, we do not expect any contamination of soil or oxbows with the substances flowing down from the road and bridge together with rain and thaw water.

The new bridge will follow the route of the existing bridge, and once it is completed, the provisional bridge will be demolished and the site will be cleared. On both banks, the road between the abutments and the piers located by the edge of the river channel will run on a flyover – currently a road embankment is being made at those sections. After completion of the new bridge, the terrains on both banks under the flyovers (approx. 75 m in length) will be reclaimed, which will include the restoration of topsoil and vegetative cover. To avoid the growth of ruderal plants, we suggest sowing a mixture of meadow grasses adequate to flood meadows.

The project is located within the boundaries of protected areas, which, in accordance with the Nature Conservation Act of 16 April 2004 (consolidated text: Polish Journal of Laws 2018, item 1614, as amended), require special protection due to the presence of plant, fungus and animal species or their habitats and natural habitats under protection, including in the Natura 2000 areas (Warta Mouth PLC080001), Warta Mouth Landscape Park and the national and international wildlife corridor (Swamps of the Warta Mouth GKPn-22).

The project is located within the boundaries of protected areas, which, in accordance with the Nature Conservation Act of 16 April 2004 (consolidated text: Polish Journal of Laws 2018, item 1614, as amended), require special protection due to the presence of plant, fungus and animal species or their habitats and natural habitats under protection, including in the Natura 2000 areas (Warta Mouth PLC080001), Warta Mouth Landscape Park and the national and international wildlife corridor (Swamps of the Warta Mouth GKPn-22).

According to the characteristics of the bodies of groundwater (JCWPd), the project is located within JCWPd no. GW600033. It is also situated in the catchment area of the body of surface water (JCWP) 'Warta from Noteć to the mouth' (PLRW6000211899 ) and 'Postomski Canal from Rudzianka to the mouth' (PLRW60002418969). The project does not endanger the objectives concerning water protection within the said bodies of water, nor does it pose any threat to the environmental objectives in other bodies of water.



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