1. **Basic Information**

1.1. **CRIS Number:** 2003/004-379/05.39
1.2. **Title:** Enhancement of investment and tourist attractiveness of Leszczynski Poviat through development of road infrastructure
1.3. **Sector:** Economic and Social Cohesion
1.4. **Location:** Poland, Wielkopolskie Voivodship, Leszczynski Poviat

2. **Objectives**

2.1. **Overall Objective**
Economic development of the poviat through enhancement of manufacturing and tourism sectors

2.2. **Project Purpose / Immediate Objective**
New investments and new job places creation in Leszczynski Poviat through better access to investment areas

2.3. **Accession Partnership and NPAA Priority**
The project responds to the medium term priority identified in the AP: developing national policy for economic and social cohesion and preparing for the implementation of regional development programmes as well as Community Initiatives. It also corresponds with the NPAA priority "Regional policy and cohesion policy".

2.4. **Contribution to Preliminary National Development Plan**
The project is in line with the sixth axis of the Preliminary NDP, which is "Strengthening development potential of regions and counteracting marginalisation of certain areas". The priorities of this axis will be implemented by means of several measures including development and modernisation of infrastructure serving to strengthen competitiveness.

The project is compliant with the priorities of the Operational Programme of the Voivodship.

2.5. **Cross Border Impact:** N/A

3. **Description**

3.1. **Background and Justification**
One of the most serious problems limiting economic development of Leszczynski region is dwindling investment, on decline since 1999. Challenging economic situation and loss of competitiveness of the region resulted in the increase in the unemployment rate. To counteract the decline in local economy Poviat Authorities has launched investment initiative plan to promote and improve investment attractiveness of the areas which are already earmarked in the urban development plan for economic activation. Such areas equipped with necessary technical infrastructure are in gmina Swieciechowa...The only factor obstructing development of these areas is lack of proper road accesses. The most promising sectors of potential development within this area is tourism and recreation, based on the unique natural environmental resources of the poviat – water reservoirs of Leszczynskie Lake District, natural values of Przemecki Landscape Park – including the trail to the Valley of the Lilies and cultural heritage of the region – manors, palaces, windmills, wooden churches, old fortifications and local interesting and rich Bukowiecki folklore.

The existing lodging base of approximately 4000 places in hostels, boarding houses and camp sites is not fully make use of, despite the fame of the sites and considerable interest among the residents of Leszno, Wroclaw agglomeration and the copper mining district of Lubin. One of the most important reasons causing this situation is that the access to Swieciechowa (tourist area) and Wloszakowice goes only along poviat road No 21 201 Leszno - Wloszakowice (there is no access along more convenient national or voivodship roads). Insufficient load capacity of the existing road, inadequate geometrical parameters and intensive heavy traffic causes huge difficulties for business entities and tourists alike, and considerably lowers the investment and tourist attractiveness of Leszczynski Poviat.

A relief of difficult social and economic situation may come only from the investors creating new workplaces. Leszczynski poviat allocates altogether 174.8 ha of land area for new industrial and tourist
investments. There are several potential partners but transportation shortcomings effectively block this investment potential.

The poviat council, in co-operation with the gminas’ councils, prepared a programme for gradual reduction of the above-mentioned development delimitations and which provides sustainable base for economic development in future. The proposed project is the first part of the programme of creating conditions favourable for investment and entrepreneurship development in the poviat. The Project will influence the western part of the poviat: areas of Swieciechowa, Włoszakowice and Wijewo – the areas which are both touristically most attractive and most interesting for the potential investors. The preliminary discussions held with the potential investors indicate that the following manufacturing sectors could be located within the areas directly influenced by the project. These are production of, cloths, furniture, wood products, telecom cables and power cables as well as handicrafts and wholesalers. The gminas of Swieciechowa, Włoszakowice, as well as the town of Leszno are located in the direct area of the project impact. The project will have indirect effect on the areas located within Wijewo Gmina. The total area of the land subject to the project impact amounts to 174.8 ha. The area of 139.8 ha is foreseen for expansion of existing enterprises (increase in the rate of employment by 50 new jobs) and setting up approximately 15 new enterprises (it is estimated that approximately 140 new jobs will be created), whereas 35 ha will be destined for recreation and tourism, which will enable development of small and medium enterprises in the sector of tourism (setting up of 10 SME is planned and of 60 new work posts). We have at our disposal a letter of intent of the investor who is interested in initiating operation in the scope of tourism.

The existing and projected condition has been presented in the following table.

<table>
<thead>
<tr>
<th>REGION TOTAL</th>
<th>REGION TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOURIST Sector</strong></td>
<td><strong>TOURIST Sector</strong></td>
</tr>
<tr>
<td>Already present</td>
<td>New created thanks to project realisation</td>
</tr>
<tr>
<td>Commercial area (hectares)</td>
<td>23</td>
</tr>
<tr>
<td>Employed (persons)</td>
<td>692</td>
</tr>
<tr>
<td>Number of enterprises</td>
<td>164</td>
</tr>
</tbody>
</table>

The proposed project is the first part of the programme of enhancing investment and tourist attractiveness of Leszczynski poviat and shall be continued in the subsequent years, as one of the elements of regional strategy aiming at the development of entrepreneurship and increasing economic competitiveness of the poviat. In the same time, the enclosed economic analysis (a part of the feasibility study) clearly proved direct and crucial impact of project realisation on employment growth as well as small and medium sized enterprises development. It has been established that there will be 250 jobs as a result of the investment realisation, not to mention the working places which would be lost if the project would not be implemented. A further benefit from the project is connected with providing much needed support for the tourism sector. Some 10 new enterprises representing tourism, sports and hotel industry are expected to be settled providing increased tourist traffic by approximately 3000 people per year.

The final design comprises all requirements resulting from evaluation of the project’s impact on the natural environment.

### 3.2. Linked Activities

The works which enable proper use of the project results were carried out within the areas connected with the project. These were e.g.: construction of an optical fibre lines, network of cellular telephony relay stations, construction of municipal waste disposal site in Wijewo, construction of water mains, construction of sewage treatment plant in Swieciechowa and construction of sewerage. The above-mentioned projects were carried out using the financial resources of the councils and operators of telephone networks. The council of Włoszakowice used the help of the European Union within the range of The Border Cooperation programme Phare 1998 while implementing the task “Construction of foul sewerage and sewage treatment plant for Włoszakowice Gmina” – the cost of the investment amounted to 1.25 MEUR.

### 3.3. Results

* Improved access to 139.8 ha of industrial and 35 ha tourist investment areas
* Constructed Swieciechowa By-pass, including access roads
* Reconstructed technical infrastructure within the by-pass
Reconstructed poviat road 21 201 section Leszno – Jezierzyce, and poviat road 21 223 section Świeciechowa – the beginning of the by-pass.

3.4. Activities
For the project implementation the following activities shall be undertaken:
- Construction of app. 1.66 km of Świeciechowa by-pass, including access roads, having following parameters:
  - pavement structure of asphalt concrete and crusher-run aggregate for heavy traffic,
  - carriageway width: 6.00 m,
  - carriageway width for access roads: 3.50 m,
- Reconstruction of technical infrastructure within the by-pass – diversion of optical – fibre telecommunication line and relocation of 110 kV overhead power line.

Reconstructed poviat road 21 201 section Leszno – Jezierzyce, and poviat road 21 223 section Świeciechowa – the beginning of the by-pass, total length: 8.5 km, including:
- carriageway strengthening asphalt concrete pavement structure for heavy traffic,
- application of ‘silent pavement’ within the housing development area
- 2.5 m wide pedestrian - bicycle path and sidewalks,
- road lighting system,
- drainage system – storm sewerage,
- reconstruction of technical infrastructure crossing within the road.

3.5. Lessons Learned
- Under the Final Assessment Report for Assistance funded under PL-9808 Special Preparatory Programme (SPP) and PL-9909 Regional Policy and Cohesion, prepared by OMAS, some recommendations have been made. They are also relevant to the above-mentioned project. Therefore the Ministry of Economy together with the IA and Office of the Committee for European Integration have established stronger institutional co-operation between those organizations (responsible for the programming and implementation of the Phare – ESC assistance).
- LPM (Logical Planning Matrix) methodology is applied correctly and contains clear, quantifiable indicators of achievement of the project’s objectives.
- The implementation of the Phare 2003 ESC programme should be based on the experience gained during the implementation of previous Phare programmes, especially ESC 2000, 2001 and 2002 ESC Programmes. Therefore documents concerning land acquisition and conformity with the local spatial development plans are required during the current programming exercise. For this purpose the Polish authorities (Ministry of Economy and Office of the Committee for European Integration) have established a scrutiny system (in form of a checklist) that should be used at the early stage of programming Phare 2003 ESC assistance, eliminating proposals which do not meet the above-mentioned criteria.

4. Institutional Framework

4.1. The beneficiary of the project will be the Board of Leszczynski Poviat, the Board of Poviat Roads will act on its behalf as the Employer.
4.2. The Engineer will be chosen in the tender procedure in accordance with the Polish Public Procurement Act.
4.3. The owner of the facilities after project implementation will be Leszczynski Poviat, with its seat in Leszno.
4.4. Implementation of the project will not lead to any changes in the institutional framework described above.

5. Detailed Budget

<table>
<thead>
<tr>
<th></th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare</th>
<th>National &amp; Financial Institutions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Project</td>
<td>2 000 000</td>
<td>2 000 000</td>
<td>750 000</td>
<td>2 750 000</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>2 000 000</td>
<td>2 000 000</td>
<td>750 000</td>
<td>2 750 000</td>
<td>2 750 000</td>
</tr>
</tbody>
</table>

The Employer is financially prepared for the contribution of the Polish party at the amount of 0.75 MEUR.
The overall value of the investment including employment of the Project Manager will amount to 2.75 MEUR. The cost of the employment of the Project Manager will be borne by beneficiary in the amount of approximately 0.10 MEUR. Co-financing will be available.

6. IMPLEMENTATION ARRANGEMENTS

6.1. Implementing Agency

PAO: Ms. Krystyna Gurbiel, Undersecretary Of State In The Ministry Of Economy, Labour and Social Policy, Pl. Trzech Krzyzy 3/5, 00-507 Warsaw, Poland, Phone: + 48.22.693.56.28, 629.31.47, Fax: + 48.22.693.40.05

Implementing Authority for Phare Cross Border Co-operation Programme, Contact person: Ms. Grazyna Weclewska, Krucza 36 Street, 00-522 Warsaw, Poland, Phone +48.22.695.99.10-11, fax +48.22.695.99.12-13

6.2. Twinning: N/A

6.3. Non-standard aspects
Non-standard procedures connected with the contract will be not provided during the project implementation. The project will be implemented in line with the Decentralised Implementation System (DIS) and “the Practical Guide to Phare, ISPA and SAPARD contracting procedures”

6.4. Contracts
Only one contract will be concluded with the contractor. Contract price: 2.75 MEUR. This contract will be financed through joint co-financing. There will be a contract signed with the Engineer of the value of approximately 0.10 MEUR, financed by the Poviat Starost in Leszno.

7. IMPLEMENTATION SCHEDULE

- Preparation of Documentation: second quarter 2003
- Start of Tendering / Call for Proposals: third quarter 2003
- Start of Project Activity: second quarter 2004
- Project Completion: second quarter 2006

8. EQUAL OPPORTUNITIES

All procedures shall be based on the polish law, providing equal opportunities. The participation in the project execution will depend only on the qualifications of the employees. The phase of the project preparation allows for major participation of women, while the phase of construction respectively more limited, due to the nature of the executed works.

9. ENVIRONMENT

The environmental impact assessment (EIA) of the designed construction of Swieciechowa Bypass, from Krzycka Street to Smigielska Street, and upgrading of poviat roads 21 201 and 21 223, section Swieciechowa – Jezierzyce Koscielne, is complete. The scope of the assessment includes as follows:
- description of the designed structure
- description of the present condition of environment within the analysed area and in its vicinity
- identification of potential threats for the environment and the effects of the threats
- proposals of protective measures.

Modernization of poviat roads is connected with the necessity to fell approximately 200 trees growing adjacent to the edge of the road (the tree stand results from roadside tree planting). The trees growing within the right of way on the section covered by the project shall be felled in winter periods 2002/2003 and 2003/2004.

The beneficiary has planned roadside tree planting to replace the felled trees. Additionally 0.5 ha of the land has been purchased for afforestation (approximately 4000 new trees). In view of the above it can be stated that on the project completion the quantity of trees in the vicinity of the road will be considerably increased in comparison to the condition before the reconstruction.

The by-pass construction is collision-free from the point of view of noise protection, as it goes within the areas which do not require acoustic protection.
As far as the modernised roads are concerned the following protective measures have been planned in the construction design:

- for residential development areas – speed limit reduced to \( v = 50 \text{ km/h} \) and application of ‘silent pavement’ on the carriageway of modernized roads, on the sections extending the residential development areas by 100 m on each side
- for rest – recreation areas – speed limit reduced to \( v = 60 \text{ km/h} \) and application of soundproof green belts and ‘silent pavement’ of the carriageway, as required.

The project will not have adverse effect on the condition of natural environment. EIA is available at Board of Leszczynski Poviat.

10. Rates of Return

Calculations of the economic rates of return were carried out for the project:

- reconstruction of poviat road 21 201 EIRR = 17.23%,
- construction of Świciechowa By-pass EIRR = 20.20%,
- reconstruction of poviat road 21 201 \( \text{NPV}_{12} = 668538.25 \text{ EURO} \)
- construction of Świciechowa By-pass \( \text{NPV}_{12} = 844102.25 \text{ EURO} \)

Details concerning the economic analysis are contained in the Feasibility Study prepared for the project. FS is available at Board of Leszczynski Poviat.

11. Investment Criteria

11.1. Catalytic Effect

The Phare support will contribute to achieving economic and social cohesion goals in Wielkopolskie Voivodship, which otherwise could be attained only in a more distant future and in a more modest and less efficient range. The project will enable execution of subsequent activities planned in the poviat.

11.2. Co-financing

The beneficiary will co-finance the project at the amount of 0.75 MEUR, which comprises 27.27% of the project value.

11.3. Additionality

Phare contribution to financing does not eliminate replacement other financing resources.

11.4. Project Readiness and Size

The Poviat Board in Leszno is ready to carry out the contract. The following documents are complete: Feasibility Study, and Environmental Impact Assessment of the Project. Planning Permit was obtained. The beneficiary is the owner of the land earmarked for the project. The land foreseen for economic activation is foreseen in Urban Development Plan of Świciechowa Gmina for business and services investment: We are in possession of the preliminary design for Świciechowa By-pass. The Poviat Council took a decision concerning allocation of the local resources.

11.5. Sustainability

The project will contribute to the long-term sustainable development of the region. The investment is sustainable and does not require any further expenditure apart from the ongoing technical maintenance on the part of the beneficiary.

11.6. Compliance with State Aid Provisions

Construction works will be carried out according to the state aid provisions of the European Agreement.

11.7. Contribution to draft National Development Plan

The project is in line with the fifth axis of the draft NDP, which is “Strengthening development potential of regions and countering marginalisation of certain areas”. This axis will be implemented by means of several priorities including development and modernisation of infrastructure serving to strengthen competitiveness.

12. Conditionality and Sequencing

The achievement of the project objectives is conditional upon the following factors:

- improved national economic situation
- maintaining the current Gmina and Poviat policy, concerning economic development
- obtaining adequate funds for project implementation
- realisation of the project according to the schedule agreed in the programme
- professional and efficient Employer staff and contractor engaged in the project implementation

Deadlines:
Construction designs prepared until the end of: second quarter 2003
Obtaining the building permit until the end of: second quarter 2003
Preparation of tender documents until the end of: second quarter 2003
Start of tendering in: third quarter 2003
Start of project activity in: second quarter 2004
Completion of the contract until: 30.06.2006

ANNEXES
Annex 1: Log-frame matrix
Annex 2: Implementation schedule
Annex 3: Contracting schedule
Annex 4: Disbursement schedule
Annex 5: EIA
Annex 6: Habitats
### ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

**PROJECT TITLE: ENHANCEMENT OF INVESTMENT AND TOURIST ATTRACTIVENESS OF LESZCZYNSKI POVIAT THROUGH DEVELOPMENT OF ROAD INFRASTRUCTURE**

<table>
<thead>
<tr>
<th>Programme number</th>
<th>Date of drafting:</th>
<th>Planning period:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>End contracting: 30/06/2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td>End disbursement: 30/06/2006</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total budget: 2 750 000€</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phare budget: 2 000 000€</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic development of the poviat through enhancement of manufacturing and tourism sectors</td>
<td>increased number of tourists approximately 3000 people/year</td>
<td>How: Data published by GUS and WUS, Voivodeship Tax Office and Labour Office When: before &amp; 5 years after finishing project Who: Wielkopolskie Marshall Office</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Purpose/Immediate Objectives</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>New investments and new job places creation in Leszczynski Poviat through better access to investment areas</td>
<td>number of new SME created. 25 (15 in industry, 10 in tourism) number of new job places approximately 250. (190 industry, 60 in tourism)</td>
<td>How: Poviat administration data &amp; surveys When: before &amp; 2 years after finishing project Who: Beneficiary</td>
<td>improved national economic situation maintaining the current Gmina and Poviat policy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swieciechowa By-pass, as listed in activities below</td>
<td>Approx. 1.66 km of Swieciechowa By-pass Approx. 8.5 km of road 21 201 and road 21 223 bicycle paths footways</td>
<td>How: Taking over documents and Engineer reports When: Immediately after finishing the works on the project Who: Beneficiary</td>
<td>obtaining adequate funds for project implementation realisation of the project according to the schedule agreed in the programme</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means (Inputs)</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment of the Project Manager / Engineer Signing contract with works contractor and execution of the following works construction of Swieciechowa By-pass, 1.66 km long, including accesses reconstruction of road 21 201 section Leszno – Jezierzycy, and road 21 223 section Swieciechowa Bicycle paths and footways in urbanised areas Reconstructed utilities within the project</td>
<td>Phare funds 2.0 MEUR National resources 0.75 MEUR</td>
<td>professional and efficient Employer staff and contractor engaged in the project implementation</td>
</tr>
</tbody>
</table>

**Preconditions:**
The Resolution issued by the Poviat Council concerning implementation of the Project
ANNEXES 2-3-4: DETAILED IMPLEMENTATION CHART, CONTRACTING AND DISBURSEMENT SCHEDULE OF THE PROJECT

PROJECT TITLE: ENHANCEMENT OF INVESTMENT AND TOURIST ATTRACTIVENESS OF LESZCZYNSKI POWIAT THROUGH DEVELOPMENT OF ROAD INFRASTRUCTURE

Date of Drafting 09.07.2002
Planning period 10/2003-06/2006

<table>
<thead>
<tr>
<th>PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS</th>
<th>Budget allocation Cost estimate M€</th>
</tr>
</thead>
<tbody>
<tr>
<td>I II III IV V VI VII VIII IX X XI XII XIII</td>
<td></td>
</tr>
</tbody>
</table>

IMPLEMENTATION

|  | D | C | C | I | I | I | I | I | I |

CONTRACTING

|  | 2.0 |

DISBURSEMENT (PAYMENT)

|  | 0.35 | 0.5 | 0.7 | 1.0 | 1.2 | 1.4 | 1.6 | 1.8 | 2.0 |

Legend:  
D = design of sub-projects;  
C = tendering and contracting;  
I = contract implementation and payment.
1. Assessment of effects on sites of nature conservation importance

1.1. Is the project likely to affect sites of nature conservation importance (i.e. potential Natura 2000 sites)?

   Yes ☐  No ☒

   - If yes - please go to question 1.2.
   - If no - please fill out Annex I (Declaration issued by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

1.2. In this case an appropriate assessment according to art. 6(3) of the directive 92/43/EEC ("Habitats Directive") is obligatory.

1.2.1. Have this appropriate assessment been carried out?

   Yes ☐  No ☒

This appropriate assessment can take the form of an EIA according to Directive 85/337/EEC as amended by 97/11/EC. If this is not the case, please describe briefly the procedure carried out and include a non-technical summary of the impact study.

1.2.2. Based on the results of the above appropriate assessment, will the project have a significant negative impact on a site of nature conservation importance?

   Yes ☐  No ☒

   - If yes, please fill out Annex II (Information to the Commission according to Article 6(4) of the Habitats Directive. This Annex has to be signed by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)
   - If no, please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

---

1 For the purpose of the Pre-Accession instruments a site of nature conservation importance (= potential future Natura 2000 site) in candidate countries is a site falling under one or more of the following categories:

(a) sites, which have been identified by the competent national authorities as sites to be proposed for the Natura 2000 network as laid down in the Birds Directive (79/409/EEC) and Habitats Directive (92/43/EEC)

(b) sites listed in the latest inventory of Important Bird Areas (IBA 2000) for candidate countries or (if available) equivalent more detailed scientific inventories endorsed by national authorities

(c) wetlands of international importance designated under the Ramsar Convention or qualifying for such protection

(d) areas to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular sites meeting the criteria of the Emerald network

(e) areas protected under national nature conservation legislation
ANNEX I - Declaration by the authority responsible for sites of nature conservation importance
(= potential future Natura 2000 sites)

Responsible authority: Voivodship Office in Poznan
   Voivodship Environmental Conservation Officer

title: Enhancement of investment and tourist attractiveness of Leszczynski Poviatship through
the development of road infrastructure

which is to be located within Wielkopolskie Voivodship, Leszczynski Poviatship
we declare that (tick the appropriate box):

☒ The project is not likely to have significant effects on a site of nature conservation importance on
the following grounds:

   The planned project does not hug any nature reserve or go in the vicinity of such a reserve. The
   prepared environmental impact assessment allows stating that the designed by-pass does not
   put atmospheric air or acoustic climate in danger. Neither the by-pass nor the roads to be
   upgraded constitute threat of contamination for groundwater, its intakes, or groundwater
   resources impoverishment. Upgrading of the poviatship road will be carried out along the existing
   route, and therefore it will not have adverse effect on natural environment.
   Therefore an appropriate assessment required by Article 6 (3) was not deemed necessary.

☐ Following an appropriate assessment, according to Art. 6(3) of Directive 92/43/EEC, the project
will not have significant negative effects on a site of nature conservation importance.

Signed: ....................................
(Authority responsible for monitoring sites of nature conservation importance)

Official Seal:
### 1. PROJECT

Name of the site affected:

This site is (please tick):
- a site identified by the national competent authority as qualifying under Art. 4(1) and (2) of the Birds directive (79/409/EEC)
- a site identified by the national competent authority as qualifying under Art. 4 (1) of the Habitats directive (92/43/EEC)
- a site listed in the latest inventory on Important Bird Areas (IBA 2000) or (if available) in an equivalent more detailed scientific inventories endorsed by national authorities
- a wetland of international importance designated under the Ramsar Convention or qualifying for such protection
- a site to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular a site meeting the criteria of the Emerald network
- areas protected under national nature conservation legislation

Summary of the project having an effect on the site:

### 2. NEGATIVE EFFECTS

Summary of the assessment of the negative effects on the site:

N.B.: this summary should focus on the adverse effect expected on the conservation value of the site, include the appropriate maps and describe the already decided mitigation measures.

### 3. ALTERNATIVE SOLUTIONS

Summary of alternative solutions studied by the candidate country:

Reasons why the competent national authorities have concluded that there is absence of alternative solutions:

### 4. IMPERATIVE REASONS

Reason to nevertheless carry out this plan or project:
- Imperative reasons of overriding public interest, including those of a social or economic nature (in the absence of priority habitat/species)
- Human health
- Public safety
- Beneficial consequences of primary importance for the environment
- Other imperative reasons of overriding public interest

Short description of the reason:

### 5. COMPENSATION MEASURES

Foreseen compensatory measures and timetable:
1. Development consent

Has development consent\(^2\) already been given to this project?

Yes □ No X □

If yes, on which date ___/___/___

If no, when was the formal request for the development consent introduced ___/___/___ and by which date is the final decision expected? ___/___/___

Specify the competent authority or authorities, which has given or will give the development consent:

Starostwo Powiatowe w Lesznie (Poviatship Authority In Leszno)

Is the above authority considered to be the competent authority responsible for performing the duties of Directive 85/337/EEC as amended by 97/11/EEC on Environmental Impact Assessment?

Yes X □ No □

- If no, please specify for this project who is designated as competent authority for the purposes of the EIA Directive:

2. Application of Directive on Environmental Impact Assessment (EIA)\(^3\)

2.1. Is the project a class of development covered by\(^2\):

  - This annex includes projects of possible considerable impact on environment, e.g. motorways, hazardous waste storages, sewer treatment plants for populations over 150 thousand, dams for reservoirs over 10 million m\(^3\)

- Annex II of Directive 85/337/EEC, as amended by Directive 91/11/EC X (go to question 2.4)
  - This annex includes projects of possible minor impact on environment, e.g. roads other than at least four-lane roads, municipal waste disposal sites, sewer treatment plants for populations under 150 thousand, projects regarding development of tourist facilities, theme parks

- Not covered by Directive 85/337/EEC, as amended by Directive 91/11/EC (ONLY THE SECTION ON NATURE CONSERVATION NEEDS TO BE COMPLETED) enclosed

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\(^2\) i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project


2.2. Has an EIA already been carried out?

Yes ☐  No ☐

If yes, has the EIA been carried out before development consent has been given?

Yes ☐  No ☐

On which date has it been finalised  /___/___/___/

If no, provide an estimation of the date when the procedure will be finalised  /___/___/___/

2.3. When covered by Annex I of the EIA Directive a similar procedure as the one described in the EIA directive will need to be applied and the following documents included.

Necessary documents are:

a) the non-technical summary of the Environmental Impact Study carried out for the project. A non-technical summary shall include at least:

? a description of the project comprising information on the site, design and size of the project,
? a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,
? the data required to identify and assess the main (direct and indirect effects) which the project is likely to have on the environment on the following factors:
? human beings, fauna and flora (including those environmentally sensitive areas which might fall in future under the protection of the Birds (79/409/EEC) and Habitats (92/43/EEC) Directives);
? soil, water, air, climate and the landscape;
? material assets and the cultural heritage;
? the interaction between the factors mentioned in the first, second and third indents
? and any further information which might derive from any of the obligations deriving from Annex IV of the EIA Directive.

b) the results of consultations with the competent environmental authorities; indicating in what way the concerns of the designated consultees have been taken into account.

c) the results of consultations with the public concerned. The information provided should cover the following:

? the concerned public which has been consulted,
? the places where the information has been consulted,
? the time which has been given to the public in order to express its opinion,
? the way in which the public has been informed (for example, by bill-posting within a certain radius, publication in local newspapers, organisations of exhibitions with plans, drawings, tables, graphs, models, etc.),
? the manner in which the public has been consulted (for example, by written submissions, by public enquiry, etc.)
? the way in which the concerns of the public have been taken into account.

d) in case a project is likely to have significant effects on the environment in another state the results of the transboundary consultation with those states effected by the project needs to be provided demonstrating that the procedure of article 7 of the EIA Directive. In addition, information indicating in what way the concerns of the designated consultees and concerned public have been taken into account will also need to be provided.

e) Evidence that the decision to grant or refuse development consent has been made available to the public by the competent authority, including the

? the content of the decision and conditions attached thereto,
? the main reasons and considerations on which the decision has been based,
? a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects.

Note: In relation to b), c) and d) these may be represented in the form of a statement, conclusion or certification by the competent environmental authorities describing and testifying that all obligation as described in the intends above have been followed.
2.4. When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?

- Yes [X]  No [ ]

- If yes include the necessary documents (see question 2.3.).

**General technical description of the project**

- Construction of Świetcechowa By-pass, 1.66 km long, including access roads,
- Reconstruction of road 21 201, section Leszno – Jezierszyce, and road 21 223, section Świetcechowa – the beginning of the by-pass, total length 8.5 km. The reconstruction provides for technical furnishing of the road. In the built-up area, road section including pedestrian – bicycle path,
- Removal of the crossing with the existing technical infrastructure located within the RoW, of no relation to the road
- The technical parameters of the by-pass are as follows:
  - length 1664.5 m
  - class of poviatship road class G
  - design speed 60 km/h
  - reliable speed 80 km/h
  - designed width of the carriageway 6.00 m
  - width of shoulders 1.50 m
  - superelevation of carriageway 2%
  - superelevation of shoulders 6%
  - traffic category KR3
- Upgrading of the road consists in construction of new pavement of poviatship roads, of total length 8.5 km, and standardising the road cross-section.

**Environmental impact assessment**

The following elements of the environment, considered most important for the analysed road, were assessed:

**acoustic climate**

By-pass construction is collision-free from the point of view of protection against noise, as it hugs the areas which do not require acoustic protection.

Construction of designed Świetcechowa By-pass will not put acoustic climate in external environment in danger – for existing residential development located along Lipowa Street, situated closest to the by-pass (approximately 120 m away from the CL).

Upgrading of the sections of the existing poviatship roads in the town of Świetcechowa and the village of Jezierszyce Kocienle: No 20201, 21201, and 21223, will bring about minor improvement of acoustic conditions in their vicinity. Within the limits of residential development in the vicinity of upgraded roads (Świetcechowa, Jezierszyce Kocienle) the existing traffic volume already causes that the noise standards are exceeded. Along the development line in Świetcechowa, 7.5 m away from the CL the sound levels amount to $L_{AeqT}^{(D/N)} = 63.5/57$ dB respectively in the daytime and night-time. In year 2020, according to the projection, in spite of the increase in traffic volume, the acoustic bother remains at the level comparable with the initial period (within the limits of permissible error).

It is suggested that the following protective measures should be provided for in the construction design of the upgraded roads:
- for the areas of residential development – limiting vehicle traffic speed to $V = 40$ km/h and applying „silent pavement” in the carriageway of the upgraded roads, on the sections which are longer than the residential development located along them – at least 100 m on each side,
- for recreation-rest areas – limiting vehicle traffic speed to $V = 60$ km/h and arranging soundproof green belts, at least 5 m wide (within the RoW) and possibly „silent pavement” of the carriageway.

**atmospheric air**
Emission of atmospheric air emission does not exceed at present, and will not exceed in future, possible permissible concentrations, both 30-minute ($D_{30}$), and average yearly ($D_a$). In year 2020 maximum concentrations of pollutions will reach the level of 69% of $D_{30}$ and $D_a$ standards. Thus, from the point of view of atmospheric air protection, by-pass construction and upgrading of poviatship roads do not require any protective measures.

**groundwater and surface water environment**

Neither the by-pass nor the roads to be upgraded constitute threat of contamination for groundwater, its intakes, or groundwater resources impoverishment. However, they threaten surface waters with suspension pollution, as the projected maximum concentrations of suspensions will exceed permissible concentrations over 4 times. Water of Krzyckie Lake is not threatened by contamination neither in the conditions of regular road operation, nor in emergency situations. The projected drainage, via road ditches of trapezoid section, grassy, of infiltration nature, locally strengthened, which together with grassy surfaces will fulfil the function of preliminary treatment tanks, gives a chance to achieve the projected, almost 77% suspension reduction. Treatment effectiveness can be improved e.g. through applying wooden transverse partitions (palisades) in the ditches, including rubble bedding, right before interceptors. Such a solution is particularly recommended before disposal of the runoff to Krzycki Ditch.

**natural environment and landscape**

Designed Swieciechowa By-pass hugs unbuilt areas, used for agricultural purposes. Arable soils of valuation class V and VI are dominant. Forests are missing. In the vicinity of poviatship roads, to be upgraded, there are areas of diverse methods of development and use. These are both areas of compact development, settlement development, forests, arable lands and recreation areas. Entire by-pass is located within the limits of the area of protected landscape. However, poviatship roads do not hug the areas covered by formal – legal protection of nature. There are e.g. alleys of approximately 100-year old horse chestnuts, valuable in terms of landscape and nature, in their vicinity. Two types of deposits are dominant in the geological structure close to the surface: water-glacial series of sandy and sandy-gravel formations and glacial clays (boulder).

Consultations with the public concerned regarding the project were carried out according to the binding regulations at the stage of preparation of physical development plans. Comments concerning the planned project could be submitted to the Office during the time of presentation of plans for public consultation. The plan was available at the seat of Swieciechowa Gminaship Office from 18th August 1999 to 8th September 1999. The information concerning study works on physical development was published in local newspapers and available on information boards located in the Gminaship Office. The proposed changes in the physical development plan did not raise any protests. The Board of Poviatship Roads consulted the interested residents of Swieciechowa. Individual invitations were distributed to the meeting concerning construction of the by-pass. The meeting was held on 7th February 2001 at the seat of the Board of Poviatship Roads. The planned project did not raise protests of the local society. It is deemed to be necessary, and resolve the problems of the residents.

If no explain the reasons and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

Have the results of the determination whether a project listed in Annex II of the Directive requires a formal EIA or not (made by the competent authority) made available to the public?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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If yes, on which date /___/___/___/