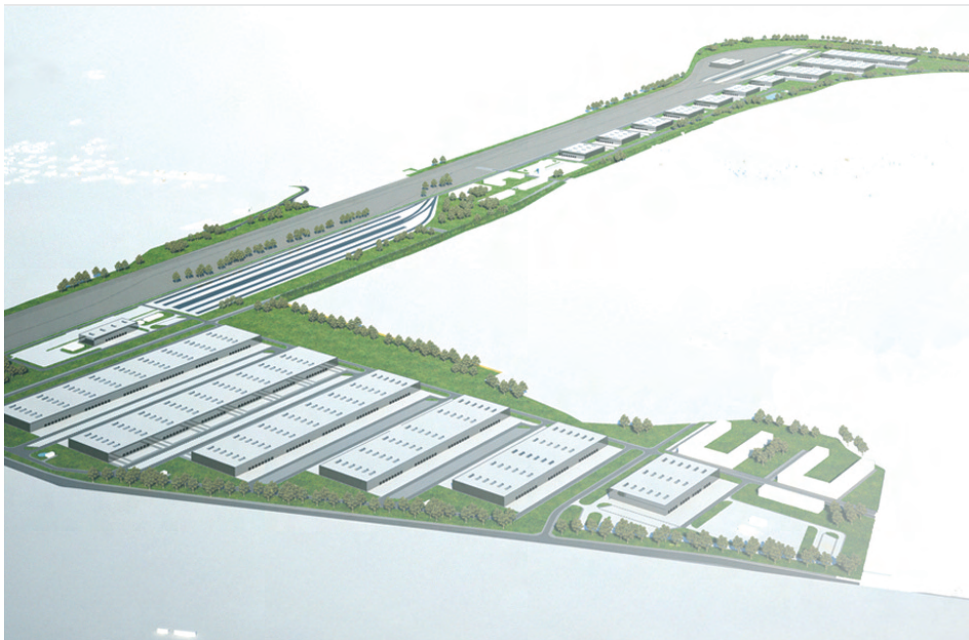


Logistic Centre  
– Economic Activity Zone  
area: 228.56 ha



Investment perspective



---

**Description  
of the  
undertaking**

The Logistic Centre, along with the Park of Science and Technology, is an important component of the economic revival of the area of “Kraków – Nowa Huta of the Future” project. Current trends show that proper organisation and location of logistic centres is an effective form for restructuring areas, revival of local economy and even – the development of new investments.

The Logistic Centre is intended to play a regional and international role (with its range reaching – respectively – from 50 km to 499 km or more than 500 km). City logistics, i.e. distribution and supply management and internal forwarding/dispatching of cargo within the urban agglomeration will not be less important.

According to the design, the centre will be located at the junction of transportation tracks and roads, which will make it possible to use various transportation means, particularly railways, as the centre will be in an immediate vicinity of railway grounds, including reloading railway terminals.

The concept provides that infrastructure required by logistic activities will be developed, including various storehouses, stacking and store yards, railway cargo terminals. It is also intended that a railway siding will be equipped with specialist equipment for handling cargo, a service station for transportation vehicles, fuel station, washing stands and shops with car accessories. It is also intended that facilities providing complementary services will be constructed, such as office buildings, hotels, catering outlets, commercial facilities, service outlets and offices (customs, insurance etc.).

It is assumed that the Logistic Centre will be open non-stop.

The area of the Logistic Centre will be a closed and watched area, protected against unauthorised access.

---

**Area**

228.56 ha

---

**Location**

The Logistic Centre will be developed on the eastern part of the town of Kraków, in the Nowa Huta district, area of Branice, ca 6 km from the centre of the Nowa Huta district and ca 13 km from the centre of Kraków.

The area designated for the development of the investment is located east of the steelworks of ArcelorMittal Poland S.A. (formerly “Tadeusz Sendzimir Steel Works”) and covers the railway grounds and the – so called – Ruszcza “old dump”.

The investment area will be delineated by:

- the north border of the railway grounds neighbouring with the Wadów-Węgrzynowice” and “Wróżeńice” areas in the north,
- the south border of the steelworks of ArcelorMittal S.A. in the west,
- the Za Górą Street running along the railway grounds – Kraków Ruszcza Station – in the south,
- field ways and railway grounds neighbouring with the Kościelniki Settlement in the east.

---

**Development  
conditions**

The spatial development standards have been developed for the area of the Logistic Centre, based on the current “Branice” Municipal Spatial Development Plan, which plan allows the location of auxiliary structures, facilities and premises, such as:

- facilities related to logistics, particularly hotels, catering outlets, banking services, automobile technical services, fuel stations and other structures related to the service of the area,
- storing, processing and recovering plants for waste generated by construction works,
- facilities for storing goods for production and commercial purposes,
- transportation infrastructure, such as access roads, parking bays, car parks for trucks and lorries, railway sides and railway devices.

The area covered by the investment project is also covered by a draft of amendments to the Study of Spatial Development Conditions and Directions of the City of Kraków.

The draft of amendments provides that the railway grounds and the cargo railway terminal of the steelworks will be reconstructed and used in order to serve a logistic centre.

---

**Ownership  
structure**

The area comprises of 105 plots of various ownership and holding statuses. The plots covered by the investment project are the properties of:

- Municipality of Kraków,
  - State Treasury,
  - Municipality of Kraków or the State Treasury held in perpetual usufruct by legal persons,
- or
- properties held under other holding titles by legal persons, or
  - private properties.

---

## Spatial development and mode of use

### Current state:

The main part of the area consists of railway grounds (restricted area) and degraded green area ("Ruszcza" old dump).

The key function of the area of the project is linked with logistic and transportation services and railways grounds. On the railway grounds there are few buildings, including backup and technical structures, the building of the Nowa Huta – Północ railway cargo terminal, along with their technical infrastructure. Most of the existing structures are in a poor technical state and have little, if not no architectonic values. In the south-western part, there is the – so called – "Ruszcza" old dump, i.e. an undeveloped post-industrial area requiring reclamation.

In the western part, the area neighbours directly with the steelworks. In the south, the railway grounds neighbour with suburban areas.

### Intended development:

Key concepts of the spatial development: clear functional and spatial division along the north-south axis; division into parts for road transport and logistics using railway transport; location of a railway cargo terminal.

Two phases of the Logistic Centre development are scheduled:

#### Phase I:

The Logistic Centre will be developed, first of all, for:

- the utilisation of the western parts of railway grounds for constructing of a cargo terminal along with necessary technical and technological infrastructure and a container cargo terminal,
- development of grounds below the railway grounds (where the "Ruszcza" old dump is), by arranging the area into storing facilities with infrastructure necessary for it (workshops, fuel stations, wash stand etc.) in the western part of the area and – in the southern part – office, hotel and service premises at the border with the Branice Park of Science and Technology.

### Concepts of development

- on either side of the area light rail stations will be located. The stations will be linked with an overpass over the rails,
- store premises: building for low and high storing of goods along with docs and loading platforms,
- along the south border tall green screen will be arranged.

#### Phase II

The project provides that within Phase II, investment undertakings will be developed also on the eastern part of the area, where the project provides a complex of storehouses, a cargo terminal and a set of storehouses with access to the rail transport system.

### Initial parameters of the area of the Logistic Centre:

- low-density development with service facilities and premises: area: ca 4.4 ha, area to be developed ca 15,800 m<sup>2</sup>, usable area: ca 28,200 m<sup>2</sup>;
- development with service and storing facilities: area: ca 54.6 ha, area to be developed: ca 291,700 m<sup>2</sup>, usable area: ca 223,200 m<sup>2</sup>;
- area to be taken by reloading platforms and railway grounds: ca 79.3 ha;
- green areas: ca 56.1 ha;
- transportation infrastructure: ca 39.7 ha;

---

## Transportation system

### Current state:

Currently the area of the Nowa Huta district is served by a fairly underdeveloped street infrastructure, i.e. Igołomska Street and a few roads of lower classes. The transportation tracks serve neighbouring areas, while their technical state and parameters are of a low class. Igołomska street has currently two-lane bituminous road without pavements, narrow shoulders and turning lanes near crossroads.

## Technical infrastructure

### Intended solutions:

The transportation system for the Logistic Centre will include the following system of roads:

- a newly designed Z-class (local distributor) road with two-level road-nod (interchange) in the northern part of the area, and at-grade intersections on the remaining parts of the area,
- internal road system having parameters allowing the traffic of heavy trucks and lorries,
- connection with the intended ring road around the Ruszcza Settlement,
- L-class (local) roads to be located in the northern part of the centre, connected with the Z-class road,
- expansion of the tunnel under the railway nod.

### Concepts concerning traffic on the intended Logistic Centre:

- The main, guarded entry gate for heavy trucks, lorries and delivery trucks, accessible through newly designed access road from Igołomska Street,
- Entry gate for personal vehicles from the eastern part, just at the border with the Branice Park of Science and Technology,
- internal public transport.

### Current state:

- Water: the area is beyond the municipal waterworks system. Deep water wells, supplying underground water to the steelworks, are located in the part of the area between the railway grounds and the intended Park of Science and Technology.
- Sewage system: the central and north parts of Kraków-East areas are beyond the area served by the municipal sewage system. Wastewater from households is discharged to containers regularly emptied. Industrial facilities have their own sewage systems. In the southern part a gravitational-pumping sewage system is under construction. There are pumping plants in Wyciąże, Przylasek Rusiecki and Stryków.
- Rainwater discharge system uses open trenches and surface water races. Industrial facilities in the southern and northern parts of Branice have their own local rainwater discharge systems.
- Heat supplies: the area is beyond the area served by the municipal heating system of the city of Kraków. The source of heat for industrial facilities in Branice is the internal heating system of the steelworks of ArcelorMittal Poland S.A. Other structures are heated from individual heat sources using natural gas, solid fuels or heating oil.
- Natural gas: the natural gas network is underdeveloped. The source of gas is the reduction-and-measuring station in Niepołomice, whilst natural gas for industrial facilities in Branice comes from the internal gas network of the steelworks of ArcelorMittal Poland S.A.
- Power: 110kV and 220kV overhead lines.

### Intended solutions:

- Water: construction of a water supply pipeline from the  $\varnothing 300$  mm main in Igołomska Street, towards north direction along the designed road system, and from there to the east until the connection with the existing waterworks in Rusiecka, Jeziorko and Wiatra Streets.
- Sewage system: wastewater from the western part will be discharged to the sewage system of the Branice Park of Science and Technology, whilst sewage from the central and eastern parts will be discharged to the sewage system of the Ruszcza Settlement.
- Rainwater discharge system: the drainage system will be extended, using gravitational discharge systems transporting water to the nearest receptors, i.e. trenches or streams; a drainage system will be constructed for all public roads; a rainwater drainage system will be constructed to transport rainwater from the roofed structures of the Logistic Centre.
- Heat supplies: heat energy will come from local newly designed sources, and from environmental solutions and renewable energy sources.
- Natural gas supplies: the southern and western parts will be supplied from the gas network in the area of Jeziorko Street, whilst the northern part will be supplied with gas from the gas network in the area of Spławy Street.
- Power: wiring of 110kV and 200kV overhead lines.

More details  
about the area

<http://obserwatorium.um.krakow.pl>



### City Development Department of the Municipality of Krakow

pl. Wszystkich Świętych 3/4, 31-004 Kraków, Poland  
phone: (+48 12) 616 15 48; fax: (+48 12) 616 17 17  
e-mail: coi@um.krakow.pl