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THE NOTIFICATION OF A CHANGE IN THE PROPOSED ACTIVITY

I. DATA OF THE PROPOSER

Name

Národná diaľničná spoločnosť, a.s. Bratislava

Identification No.

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II. NAME OF THE CHANGE IN THE PROPOSED ACTIVITY

Expressway R7 Bratislava – Dunajská Lužná

III. THE DATA ON A CHANGE IN THE PROPOSED ACTIVITY

III.1 Location of the Proposed Activity

Region	:	Bratislava
District	:	Bratislava II, Senec
Cadastral territory	:	Podunajské Biskupice, Rovinka, Nové Košariská, Jánošíková
Construction type	:	new construction
Expressway category	:	R 31.5/120, with four-lane width arrangement, with central separating 10 m zone

The construction objects shall be made on the lands in the cadastral territory of Podunajské Biskupice, Rovinka, Nové Košariská, Jánošíková as follows:

cadastral territory Podunajské Biskupice

Permanent seizure:

KN-E: 2156; 2158/5; 2159

KN-C: 5873/1; 5912/1; 5912/2; 5913/1; 5913/2; 5937; 5938/3; 6284/1; 6284/6; 6284/7; 6284/11; 6284/12; 6284/23; 6284/24; 6284/25; 6284/26; 6284/29; 6284/38; 6284/39; 6284/40; 6284/41; 6284/42; 6284/43

PKN: 2160; 2146; 2147; 2145/3; 2164/2

Temporary seizure:

KN-E : 2165/2; 2165/3; 2165/5; 2165/6; 2165/7; 2165/8

KN-C: 6284/1; 6284/24; 6284/25; 6284/26; 6284/40; 6284/41; 6284/42

PKN: 2164/2; 2165/4

Yearlong seizure:

KN-E: 2126/13; 2158/5; 2159

KN-C: 5912/2; 5937; 5938/3; 6278/1; 6278/2; 6279/11; 6284/6; 6284/7; 6284/11; 6284/12; 6284/21; 6284/22; 6284/24; 6284/26; 6284/27; 6284/28; 6284/37; 6284/43; 6284/44; 5912/1; 5913/1; 5913/2; 6284/13

PKN: 2146; 2147; 2145/3; 2111/2; 2161/2; 2160

cadastral territory Rovinka

Permanent seizure:

KN-E: 706; 709; 710; 713; 714; 717; 718/1; 718/2; 721; 722; 758; 759; 762; 763; 766; ; 767; 691; 692; 695; 696; 699; 700; 703; 704; 707; 708; 711; 712; 715; 716; 719/1; 719/2; 720; 723; 751; 752; 753/1; 753/2; 754; 755; 756; 757; 760; 761; 764; 765; 769; 770

KN-C: 20572/10; 20707; 20712; 20770

PKN: 717, 770

cadastral territory Nové Košariská

Permanent seizure:

KN-E: 1306; 1307; 1316; 1465; 1467; 1468; 1470; 1471; 1472; 1473; 1474; 1477; 1522; 1524; 1525; 1526; 1527; 1528; 1530; 1531; 1532; 1533; 1534; 1537; 1538; 1541; 1542; 1545; 1546; 1549; 1550; 1553; 1554; 1557; 1558; 1561; 1562; 1565; 1566; 1569; 1570; 1574; 1577; 1578; 1581; 1582; 1585; 1586; 1589; 1590; 1593; 1596; 1597; 1598; 1599; 1600; 1601; 1603; 1619; 1620; 1621; 1622; 2221;2222 ;2318; 1287/1; 1287/2; 1288; 1289; 1290; 1291; 1292; 1293; 1294; 1295/1; 1295/2; 1296/1; 1296/2 ;1297/1; 1297/2; 1298; 1299 ;1300; 1302; 1303/1; 1303/2; 1304; 1305; 1306; 1308; 1311/1; 1311/2; 1313; 1461/1; 1461/2; 1462/1; 1462/2; 1463/1; 1463/2; 1464/1; 1464/2; 1466/1; 1466/2; 1523/1; 1523/2; 1573/1; 1573/2; 1594/1; 1594/2; 1595/2; 1602; 1618/1; 1618/2; 166/2; 2223/1; 2223/2; 2223/3; 2224; 2225;

KN-C: 1269; 1286; 1316; 2191; 2221; 1233/1

Yearlong seizure:

KN-E: 1316; 1482; 1483; 1524; 1525; 1526; 1527; 1528; 1584; 1587; 1588; 1591; 1592; 1596; 1620; 1621; 2220; 2221; 2318; 1311/1; 1311/2; 1461/1; 1461/2; 1523/2; 1595/1; 1595/2

KN-C: 1286; 1316; 2191; 2221

cadastral territory Jánošíková

Permanent seizure:

KN-E: 235; 236; 237; 239; 242; 245; 246; 249; 253; 254; 257; 258; 322; 323; 504; 531; 533; 534; 536; 537; 538; 541; 543; 544; 547; 548; 549; 550; 551; 552; 553; 554; 555; 556; 557; 558; 559; 560; 561; 564; 565; 566; 567; 568; 572; 573; 574; 582; 583; 586; 587; 590; 591; 594; 598; 599; 602; 606; 607; 610; 611; 618; 619;623; 630; 631; 634; 638; 639; 643; 646; 647; 650; 651; 654; 655; 658; 659; 662; 663; 666; 668; 669; 670; 671; 672; 734; 735; 738; 739; 741; 742; 743; 744; 745; 747; 748; 749; 750; 763; 793; 794; 795; 796; 797; 798; 799; 800; 801; 802; 803; 804; 805; 807; 808; 817; 820; 874; 876; 877; 878; 879; 880; 881; 882; 883;

884; 885; 886; 887; 890; 891; 892; 893; 894; 895; 896; 897; 900; 901; 902; 903; 905; 906; 910; 911; 916; 917; 918; 919; 922; 923; 924; 925; 928; 930; 931; 932; 1099; 1199; 1227; 1232; 1145/2;1223/3; 1224/1; 1224/2; 1225/1; 1225/2; 1229/2; 1229/3; 1229/6; 1231/1; 1231/2; 1231/3; 1233/1; 1233/2; 1233/3; 1233/4; 1233/5; 250/1; 250/2; 403/1; 403/2; 404/1; 404/2; 532/1; 532/2; 535/1; 535/2; 539/1; 539/2; 540/1; 540/2; 542/1; 542/2; 545/1; 545/2; 545/3; 546/1; 546/2; 562/1; 562/2; 563/1; 563/2; 563/3; 563/4; 569/1; 569/2; 575/1; 575/2; 575/3; 575/4; 576/1; 576/2; 576/3; 576/4; 577/2; 578/1; 578/2; 579/1; 579/2; 579/3; 595/1; 595/2; 603/1; 603/2; 614/1; 614/3; 614/4; 615/1; 615/2; 615/3; 622/1; 622/2; 626/1; 626/2; 627/1; 627/102; 635/1; 635/2; 642/1; 642/2; 667/1; 736/1; 736/2; 737/1; 737/2; 740/1; 740/2; 746/1; 746/2; 746/3; 888/1; 888/2; 888/3; 888/4; 889/1; 889/2 ; 889/3; 889/4; 907/1; 907/2; 908/1; 908/2; 912/1; 912/2; 913/1; 913/2; 936/1; 936/2; 936/3; 936/4; 937/1; 937/2; 937/3; 937/4; 938/1; 938/2; 938/3; 938/4; 938/5; 939/1; 940/1

KN-C: 667; 762; 1161/1; 1161/4; 1161/5; 238/1; 238/10; 238/11; 238/12; 238/13; 238/14; 238/15; 238/16; 238/17; 238/18; 238/19; 238/2; 238/20; 238/21; 238/22; 238/23; 238/24; 238/25; 238/26; 238/27; 238/3; 238/4; 238/5; 238/6; 238/7; 238/8; 238/9; 761/1; 764/39

PKN: 627/2/2; 627/2/3

Temporary seizure:

KN-E : 239; 504; 672; 793; 795; 796; 797; 798; 799; 800; 817; 878; 881; 882; 885; 886; 890; 893; 894; 897; 900; 903; 905; 928; 1099; 1199; 403/1; 889/1; 889/2; 889/3; 889/4; 662; 663; 666; 923; 924; 1186; 1187

KN-C: 762; 1161/1; 761/1; 1161/4; 1161/5

Yearlong seizure:

KN-E: 239; 253; 504; 574; 671; 672; 874; 877; 878; 881; 882; 1099; 250/1; 250/2; 576/3; 576/4; 937/3; 937/4; 938/1; 938/5; 234; 235; 236; 237; 242; 245; 246; 249; 254; 257; 258; 261; 262; 265; 266; 269; 270; 273; 274; 277; 282; 286; 289; 294; 297; 301; 306; 309; 322; 407; 541; 543; 544; 547; 548; 549; 550; 551; 552; 568; 643; 646; 647;650; 651; 654; 655; 658; 659; 662; 663; 666; 670; 742; 743; 744; 745; 747; 748; 800; 804; 805; 885; 886; 890;893; 894; 897; 900; 903; 905; 930; 931; 1184; 278/1; 278/2; 278/3; 278/4; 281/1; 281/2; 285/1; 285/2; 285/3; 290/3; 293/1; 293/2; 298/1; 298/2; 302/1; 302/2; 305/1; 305/2; 310/1; 403/1; 403/2; 404/1; 404/2; 408/1; 408/2; 539/1; 539/2; 540/1; 540/2; 542/1; 542/2; 545/1; 545/2; 545/3; 546/1; 546/2; 569/1; 577/1; 578/1; 578/2; 642/2; 746/1; 889/1; 889/2; 889/3; 889/4; 937/1; 937/2;

KN-C: 1161/1; 1161/5; 906; 911; 917; 930; 931; 1192/2; 238/1; 238/12; 238/13; 238/20; 238/21; 238/22; 238/23; 273/6; 764/39; 907/1; 907/2; 912/1; 912/2; 937/1

III.2. The Description of Technical and Technological Solution:

The given construction was assessed in accordance with the Act of the National Council of the Slovak Republic No. 24/2006 Coll. on the assessment of impacts on environment and on the amendment and supplementation of some acts. The Final Opinion to the Assessment Report for the construction "Expressway R7 Bratislava – Dunajská Lužná" was issued by the Ministry of Environment of the Slovak Republic on 9 June 2009 under No. 5461/07-7.3/ml.

The Description of the Technical Solution in the Process of Mandatory EIA Assessment for "Expressway R7 Bratislava – Dunajská Lužná"

Two variants were assessed in the EIA process:

- **Variant A - Red**
- **Variant C - Green**



Vari ant A - Red

Expressway R7 starts on the highway D4 in the grade separated intersection of "Ketelec". The route further continues by bypassing the CHKO Dunajské Luhy, it passes through the cadastral territory of Rovinka, Nové Košariská and Jánošíková to the South-west and to the South of the residential zone of the village of Dunajská Lužná, between Kalinkovo and Dunajská Lužná it crosses the original Danube embankment and the road III/0635 and ca 2 km behind the residential area of the village of Dunajská Lužná it joins the road I/63 in "Dunajská Lužná" intersection.

The expressway R7 is designed in the category R 22.5/100 (4 – lane), the overall length is 7.040 km.

Grade separated intersections (GSI)

- GSI "Ketelec" at km 7.620 of D4 is proposed as full clover, with the adaptation of its shape to very skew crossing of D4 and R7. The intersection shall provide for the interconnection of highway D4 with the expressway R7 and with the continuation on the expressway R7 ending by connection in the intersection to the highway D1,
- GSI "Dunajská Lužná" shall arrange the connection of the expressway R7 to the road I/63. The intersection is proposed as incomplete clover while the connection of the Šamorín course with R7 shall be provided for in the continuation of road R7 in the subsequent GSI "Šamorín".

Relaying and Alterations of Road Communications

Variant	Name of the relaying (alteration) of a road communication	Category	Length in m
A	Relaying of special-purpose communication at km 0.000 of R7	P6/40	240
	Relaying of country road at km 0.760 of R7	P4/30	830
	Relaying of country road at km 2.240 of R7	P4/30	858
	Relaying of country road at km 3.540 of R7	P4/30	589
	Relaying of road 111/0635 at km 4.430 of R7	C 7.5/50	489
	Relaying of road I/63 at Dunajská Lužná intersection	C11.5/80	389

Bridges

- a) bridges on R7	- 2	length 152 m,
- b) bridges above R7	- 5	length 356 m,
- <u>c) other bridges (in intersections, etc.)</u>	<u>- 0</u>	
In total	- 7	bridges having the length of 508 m

Anti-noise measures

No anti-noise measures in variant A.

Construction Conditions

The operability of variant A is conditioned by the concurrent construction of the section of highway D4 from "Ketelec" intersection up to "Rovinka" intersection at the length of 3.560 km or the continuation of expressway R7 behind the area of Slovnaft with the connection to highway D1.

Variant C - Green

Variant C (green) starts on highway D4 in grade separated intersection "Rovinka". continues to the North-east alongside the area of agricultural cooperative, it passes above the railway route of Bratislava – Komárno, it further continues almost in parallel with the railway route to the North from Rovinka and Nové Košariská gravel pit, by overpass it crosses road No. III/0Ž32 and by a bridge object it overpasses the railway route of Bratislava – Komárno. By overpass it crosses the road III/0634 and ends to the North-east of the residential zone of the village of Dunajská Lužná – Nová Lipnica. "Miloslavov" intersection is designed on the place of crossing of the route R7 with the road III/0632. The connection of variant C to the road I/63 is projected by means of the feeder - relaying of the road III/0634 that shall provide for the connection to the road I/63 from the proposed grade separated intersection "Dunajská Lužná" to R7. The road III/0634 must be re-classified to the road of class II. The connection of the starting section of variant C of the route R7 to the road I/63 shall be provided for by a short feeder "Podunajské Biskupice" that shall lead from "Rovinka" intersection to the grade separated intersection "Podunajské Biskupice" on the road I/63. The expressway R7 is designed in the category R 22.5/100 (4 – lane), the overall length is 6.977 km, the length of feeders is 2.856 km.

Grade separated intersections (GSI)

- GSI "Rovinka", R7 with highway D4, is the clover-shaped intersection with collectors. The connection of R7 to the road network shall be dealt with in this variant from Rovinka intersection through Podunajské Biskupice feeder, that shall connect to the road I/63 by grade separated tubular intersection (alt. level contact, traffic light controlled intersection) before Podunajské Biskupice distribution centre.

- GSI "Miloslavov" is designed as complete rhomboid intersection. It deals with the crossing of the road R7 with road III/0632, where the road R7 is lead on the terrain and the road III/0632 is lead by a bridge object above expressway R7. With regards to the strengthening of the importance of the road III/0632, it shall be necessary to re-classify it to the road of class II and to condition its technical condition in the subsequent section.

- GSI "Dunajská Lužná" at the end of the section of variant C is designed as a complete rhomboid-shaped intersection. It deals with the crossing of the road R7 with the relaying of the road III/0634 that shall fulfil the "feeder" function in the section between the intersection and

the road I/63. With regards to the strengthening of the importance of this communication, it shall be necessary to classify it as the road of class II and to deal with its technical condition also in the subsequent section. The relaying of the road III/0634 shall be connected to the road I/63 in a large circular intersection,

- GSI "Ketelec" is designed as the interconnection of R7 and D4 with the continuation of R7 on the highway D1 in all traffic directions. The intersection shall be fully collision-free, tubular, while highway D4 shall be lead in the terrain level and above it, the expressway R7 shall be lead on a bridge object.

Relaying and Alterations of Road Communications

Variant	Name of the relaying (alteration) of a road communication	Category	Length in m
C	Relaying of MK Podunajské Biskupice – Rovinka	C7.5/50	650
	Relaying of special-purpose communication to the Strabag area	C7.5/50	400
	Relaying of country road at km 1.855 R7	P4/30	400
	Relaying of road III/0632 at km 3.600 R7	C9.5/70	400
	Relaying of former road III/0634 at km 6.342 R7	P6/40	400
	Relaying of country road alongside the road III/0634 at km 6.977 R7	P4/30	1000
	The crossing of country roads with relaying of the road III/0634	P4/30	200
	Relaying of road III/0634 at km 6.977 R7 (Dunajská Lužná feeder)	C7.5/50 (R11.5/60)	2.540
	Alteration of the road I/63 with a circular intersection of Dunajská Lužná	C 11.5/60	325

Bridges

- a) bridges on R7 - 2 length 225 m
- b) bridges above R7 - 5 length 376 m
- c) other bridges (in the intersections and on the feeder) - 3 length 214 m
- d) in Ketelec intersection - 1 length 67 m
- In total - 11 bridges having the length of 882 m

Anti-noise measures

Variant	Proposed anti-noise measures	Height (m)	Length (m)
C	Anti-noise wall at km 2.000 - 5.000 R7 to the right	4.00	3,000
	Anti-noise wall at km 4.900 - 5.900 R7 to the left	4.00	1,000
	Anti-noise wall at km 5.500 - 7.000 R7 to the right	4.00	1,500

Construction Conditions

The operability of variant C is conditioned by the concurrent construction of Podunajské Biskupice feeder that shall provide for the connection of road I/63 to the beginning of R7 and the relaying of the road III/0634 that shall interconnect R7 with the road I/63 at the end of the section.

The overview of basic indexes of expressway R7 in the section of Bratislava – Dunajská Lužná for variants A and C is given in the following Table:

Technical Characteristics	measure unit	Variant A	Variant C
Route length starting section - ending section	km	7.040	6.977
Length of feeder roads to the road 1/63	km	-	1.381 +1.475 (2.856)
Length of D4 necessary for the operation of R7	km	3.560	-
Functional length in total *	km	10.600	9.833
Min. radius of direction curve	m	3,750	1,500
Min. radius of valley-line vertical curve	m	20,000	7,500
Min. radius of top-line vertical curve	m	25,000	12,000
Max. longitudinal slope	%	1.1	3.0
Min. longitudinal slope	%	0.0	0.5

Bridges on R7	number/length	pcs/m	2/152	2/225
	area	m ²	3,117	4,713
Bridges above R7	number/length	pcs/m	5/356	5/376
	area	m ²	2,670	2,820
Anti-glare shields	length/height	m/m	-	500/2.0
Anti-noise walls	length/height	m/m	-	5,500/4.0
Drainage of R7 – road communication - oil product separator	m		7,000	6,900
	pcs		2	3
Vegetation treatments - R7 - intersections	m ²		119,830	150,000
	m ²		183,570	100,000

Recommended Variant

On the basis of the result of the assessment process pursuant to the Act of the National Council of the Slovak Republic No. 24/2006 Coll. on the assessment of impacts on environment and on the amendment and supplementation of some acts, the Ministry of Environment of the Slovak Republic in its Final Opinion (No. 5461/07-7.3/ml) of 9 June 2009 recommended:

- With regards to the development in the assessment of the section of the expressway it is implied that better variant could not be determined unambiguously from the assessed variants.
- From environmental point of view, both variants (R7 - variant A, red and R7 - variant C, green) are approximately identical.
- The preferences of variant A are higher with regards to the fact they consider it longer in the planning documents.
- The variant A is supported also by the fact that such a variant that would lead transport (ca 25,000 vehicles/day) outside the villages suits the villages of Rovinka and Dunajská Lužná, however just variant A suits Podunajské Biskupice.
- From environmental point of view, the ending-up of so great traffic in the area in Podunajské Biskupice, not prepared from traffic point of view (for R7 - variant C, green).

- In the case of implementation of variant A and in the case of the implementation of variant C, the Ministry of Environment of the Slovak Republic ordered to take measures in the phase of next stage of project preparation, urban planning measures, organisational and operational measures and other measures.

The letter of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic of 22 July 2010 addressed to NDS, specified **variant A, red** for further preparation and construction of expressway R7 in the section of Bratislava – Dunajská Lužná.

The description of the proposed changed in the zoning and planning decision documentation.

The overview of the original information when elaborating the zoning and planning decision documentation:

- Technical Study for "R7 Bratislava – Lučenec", elaborated by Dopravoprojekt, a.s., 10/2005
- Technical Study for "R7 Bratislava – Dunajská Lužná" , Alfa 04, a.s., 04/2006 (variant: red and blue)
- Technical Study for "R7 Bratislava – Dunajská Lužná" , Geoconsult, s.r.o., 11/2006 (green variant)
- The EIA intention of the expressway R7 Bratislava - Dunajská Lužná, was elaborated by Geoconsult, s.r.o., Bratislava, 01/2007
- The Impact Assessment Report for the expressway R7 Bratislava - Dunajská Lužná, was elaborated by Geoconsult, s.r.o., Bratislava, 09/2008
- The Opinion to the Impact Assessment Report for expressway R7 Bratislava – Dunajská Lužná (Ing. Karol Mahr, 02/2009),
- The Impact Assessment Report for the expressway R7 Dunajská Lužná – Holic, was elaborated by Dopravoprojekt, a.s., Bratislava, 11/2009
- The Impact Assessment Report for highway D4 Jarovce – Ivanka North, was elaborated by Geoconsult, s.r.o.,
- The Final Opinion for expressway R7 Bratislava – Dunajská Lužná, issued by the Ministry of Environment of the Slovak Republic on 9 June 2009.
- The Final Opinion for expressway R7 Dunajská Lužná – Holic, issued by the Ministry of Environment of the Slovak Republic on 28 June 2010.
- The Final Opinion for highway D4 Jarovce – Ivanka North, issued by the Ministry of Environment of the Slovak Republic on 28 September 2011.
- The Technical Study for "Expressway R7 Bratislava Ketelec – Ivanka Prievoz", was elaborated by Stránský, Hustý a partneri, s.r.o. and PK Ossendorf, s.r.o., 03/2012.
- The EIA intention of the "Expressway R7 Bratislava Ketelec – Bratislava Prievoz" was elaborated by Ekojet, s.r.o., 02/2012.

In the **zoning and planning decision documentation**, the construction of the "Expressway R7 Bratislava – Dunajská Lužná" is in principle located with routing pursuant to R7 – variant A, red, with the beginning of the section in GSI "Ketelec" (R7 with highway D4), in the proximity of the territory of gravel mining area in Podunajské Biskupice, ca 1.8 km to the South of Slovnaft, a.s. in the municipal part of BA – Podunajské Biskupice, to the South-west of the villages of Rovinka and Dunajská Lužná, with the end of the section in the GSI "Dunajská Lužná" (R7 with road I/63) between Dunajská Lužná and Šamorín, with the following detailed specifications:

- On contrary to the original route (assessed in the EIA), the highway D4 is shifted by ca 235 m to the North, in accordance with the recommendations in the Final Opinion of the

Ministry of Environment of the Slovak Republic for R7 Bratislava – Dunajská Lužná in "Ketelec" intersection, in direction curves with $R = 2,800$ m and $R = 1,350$ m, in the category of D 33.5/120 (six-lane). The location of highway D4, expressway R7 and the shape of GSI "Ketelec" comes from blue variant (A2), recommended in the Technical Study "Expressway R7 Bratislava Ketelec – Bratislava Prievoz".

- The expressway R7 is shifted farther from the CHKO Dunajské Luhy in comparison to the original route (the EIA Assessment), in accordance with the recommendations in the Final Opinion of the Ministry of Environment of the Slovak Republic, to the distance of ca 159 m to 200 m, in the direction curve $R = 1,155$ m, in category R 31.5/120, with four-lane width arrangement, i.e. with wider central separating lane so that its broadening to 6-lane towards the axis of the expressway would be possible.
- The GSI "Ketelec" is located to the SW from the mining area of Podunajské Biskupice, it is designed as trefoil-shaped intersection with one semi-direct branch in the direction of D4 (Jarovce) – R7 (Prievoz), in accordance with blue variant in the Technical Study "Expressway R7 Bratislava Ketelec – Bratislava Prievoz".
- In the area of GSI "Dunajská Lužná", the expressway R7 was shifted more to the South so that the intersection would not interfere with the area of a nearby orchard (Danubius Fruct, s.r.o.) and the former waste dump under the administration of the village of Dunajská Lužná.
- In connection with the change in the position of the highway 4, expressway R7 and GSI "Ketelec" over the EIA solution, the beginning of the given construction moved to km - 0.200 of R7 (before the GSI "Ketelec").
- Since the GSI "Dunajská Lužná" is the part of the given construction, the end of the section of R7 has been shifted behind the intersection in comparison to the EIA solution.
- The overall length of expressway R7 Bratislava – Dunajská Lužná has changed over the EIA solution from 6.819 70 km to 0.200 km + 8.225 km, i.e. 8.425 km.

Then beginning of expressway R7 is in the planned grade separated intersection (GSI) "Ketelec" (R7 with highway D4), in the proximity of gravel mining territory of Podunajské Biskupice, ca 1.8 km to the south of Slovnaft, a.s., in the municipal part Bratislava – Podunajské Biskupice, where it follows the prepared section of the construction of the "Expressway R7 BA Prievoz – BA Ketelec". Further, the route of the expressway R7 passes by the protected territory of the European importance NATURA 2000, Ramsar location of Dunajské Luhy and the CHKO Dunajské Luhy at the distance of ca 159 m to 200 m, continues in the south-eastern direction to the south-west of villages of Rovinka and Dunajská Lužná, while it goes by the bio-centre of a local importance mBC3 Lučina and a small lake in mBC1 Kamenný pasienok. It crosses the remnants of the Former Danube river branch between Dunajská Lužná and a village of Kalinkovo, the old Danube dam and the existing road III/0635 with an overpass bridge. The given section of the expressway R7 ends on the GSI "Dunajská Lužná" (R7 with road I/63) between Dunajská Lužná and Šamorín, where it shall connect to the prepared section of the "Expressway R7 Dunajská Lužná – Holice."

The expressway R7 is designed in category R 31,5/120, with four-lane width arrangement, i.e. with wider central separating zone so that it would be prospectively possible to broaden it to 6-lane one towards to axis of the expressway. The overall length of the designed section of R7 is 0.200 km + 8.225 km, i.e. 8.425 km in total.

There are projected the following grade separated intersections on the expressway R7:

GSI "Ketelec"

The intersection of R7 with highway D4 is located to the SW from the mining area of Podunajské Biskupice, it is designed as trefoil-shaped intersection with one semi-direct branch

in the direction of D4 (Jarovce) – R7 (Bajkalská), in accordance with blue variant in the Technical Study "Expressway R7 Bratislava Ketelec – Bratislava Prievoz". Within the given construction, the expressway R7 shall be built from km -0.200, the bridge objects above the future highway D4 and the seeds of future intersection branches. The completion of the GSI "Ketelec" shall be made within the related constructions of the "Expressway R7 BA Prievoz – BA Ketelec" (the supposed year of putting into operation: 2016) and the construction of the "Highway D4 Jarovce – Ivanka North" (the supposed year of putting into operation: 2019).

GSI "Dunajská Lužná"

The intersection of R7 with road I/63 is designed as eight-shaped intersection with grade separated connection of intersection branches to the relaying of I/63 using the circular intersections with external diameter of 45 m. The relaying of road I/63 is lead on a bridge above R7. The GSI is located in such a way the area of the nearby apple orchard (Danubius Fruct, s.r.o.) and the former waste dump administered by the village of Dunajská Lužná would not be interfered with. The entire grade separated intersection including the relaying of road I/63 shall be lit by public lighting system.

There area designed other grade separated intersections on the route of the expressway R7:

- km 1.236 Access road to Topoľové gamekeeper's lodge by a bridge above R7, in category MOK 8/40 (one line of public transport runs there) with the overall width of asphalt road cover of 7 m,
- km 1.799 Ecoduct for game with the length of 50 m above R7, with the overall width of seizure of ca 121 m, with vegetation treatments. The interconnection of the existing country roads of P 4/30 category with the overall width of asphalt road cover of 3 m is designed at the edge of ecoduct, for grade separated passage of agricultural machinery and cyclists over R7,
- km 3.333 Ecoduct for game with the length of 50 m above R7, with the overall width of seizure of ca 110 m, with vegetation treatments. The interconnection of the existing country roads of P 4/30 category with the overall width of asphalt road cover of 3 m is designed at the edge of ecoduct, for grade separated passage of agricultural machinery,
- km 4.707 relaying of country road (Rekreačná street) using a bridge above R7, in P 6.5/50 category with the overall width of asphalt road cover of 5.5 m, for grade separated passage of agricultural machinery to the adjacent plots of land and the access from the village of Dunajská Lužná to the territory of recreation at the Danube River,
- km 5.125 grade separated crossing using a bridge above the old Danube embankment (road for cyclists),
- km 5.554 grade separated crossing using a bridge above road III/0635.
- km 6.800 Bridge on R7 above the migration route of the game – with clear height of 13 m and passage clearance of 4.65 m.
- km 7.950 relaying of road I/63 in the GSI "Dunajská Lužná", using a bridge above R7

III.3 The Comparison of the Originally Assessed Design and the Changes to the Proposed Design

a) Changes in the Location of Expressway R7

The following changes took place in comparison with the design in the EIA:

- In accordance with the recommendations of the Final Opinion of the Ministry of Environment of the Slovak Republic for the expressway R7 Bratislava – Dunajská Lužná,

the highway D4 is shifted by ca 235 m to the North when compared to the original routing (assessed in the EIA), in the direction curves with $R = 2,800$ m and $R = 1,350$ m, in the category D 33.5/120 (six-lane). The location of highway D4, expressway R7 and the shape of GSI "Ketelec" comes from blue variant (A2), recommended in the Technical Study "Expressway R7 Bratislava Ketelec – Bratislava Prievoz".

- The expressway R7 is shifted farther from the CHKO Dunajské Luhy in comparison to the original route (the EIA Assessment), in accordance with the recommendations in the Final Opinion of the Ministry of Environment of the Slovak Republic, to the distance of ca 159 m to 200 m, in the direction curve $R = 1,155$ m, in category R 31.5/120, with four-lane width arrangement, i.e. with wider central separating lane so that its broadening to 6-lane towards the axis of the expressway would be possible.
- In the area of GSI "Dunajská Lužná", the expressway R7 was shifted more to the South so that the intersection would not interfere with the area of a nearby apple orchard (Danubius Fruct, s.r.o.) and the former waste dump under the administration of the village of Dunajská Lužná.
- In connection with the change in the position of the highway 4, expressway R7 and GSI "Ketelec" over the EIA solution, the beginning of the given construction moved to km - 0.200 of R7 (before the GSI "Ketelec").
- With regards to the fact the GSI "Dunajská Lužná" is the part of the given structure also from the point of view of the proposed technical design of the intersection, the end of the section of R7 was shifted behind the intersection when compared to the EIA design.
- The overall length of expressway R7 Bratislava – Dunajská Lužná has changed over the EIA solution from 6.819 70 km to 0.200 km + 8.225 km, i.e. 8.425 km.

b) The changes in the intersection objects,

The assessed option (Assessment Report)	The change in the proposed option		The characteristics of the change in the proposed activity and its justification
Description of the object	object	Zoning and Planning Decision Documentation	
"Ketelec" intersection	-	GSI "Ketelec" is not the part of the given structure, but it is the part of construction "Highway D4 Bratislava Jarovce – Ivanka North".	The shape of GSI "Ketelec" (R7 with highway D4) has been changed to trefoil-shaped intersection with a single semi-direct branch in the direction of D4 (Jarovce) – R7 (Bajkalská), on the basis of the shift in the position of the highway D4 and R7 and the new capacity assessment, as well as in accordance with the recommended blue variant from the Technical Study "Expressway R7 Bratislava Ketelec – Bratislava Prievoz".
The "Dunajská Lužná"	102	"Dunajská Lužná"	The shape of the intersection was

intersection - clover-shaped, while the connection of the Šamorín course with R7 shall be provided for in the continuation of road R7 in the subsequent GSI "Šamorín".		intersection, eight-shaped, complete.	changed so that there was no interference with the area of orchard and the existing waste dump. The proposed shape of the intersection suits the prospective traffic load from the point of view of capacity.
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c) The changes in the objects of road relaying and road reconstructions,

The assessed option (Assessment Report)		The change in the proposed option		The characteristics of the change in the proposed activity and its justification
marking	Description of the object	obj.	Zoning and Planning Decision Documentation	
C1	Relaying of special-purpose communication at km 0.000 of R7 of length 240 m	111	Access road to the Topoľové gamekeeper's lodge at km 1.23ž of R7	For the purpose of the preservation of the operability of public mass transport, the relaying was proposed in connection to the existing road to the Topoľové gamekeeper's lodge.
C2	Relaying of country road at km 0.760 of R7 of length 830 m	112	Country road at km 1.780 of R7	The change in the position of country road was implied by the clarification of the location of ecoduct for game above R7 and in accordance with the recommendations of the ZS EIA and ŠOP SR.
C3	Relaying of country road at km 2.240 of R7 of length 858 m	113	Country road at km 3.311 of R7	The change in the position of country road was implied by the clarification of the location of ecoduct for game above R7 and in accordance with the recommendations of the ZS EIA and ŠOP SR.
C4	Relaying of country road at km 3.540 of R7 of length 589 m	114	Relaying of country road at km 4.707 of R7	Detailed geodetic survey, the optimisation of the point of intersection with R7.
C5	Relaying of road III/0635 at km 4.430 of R7 of length 489 m	153	The modification of roads of class III (after the completion of the construction)	Detailed geodetic survey, the optimisation of elevation routing of R7 on the point of intersection with road III/0635, the minimisation of modifications on the existing road III/0635.

C6	Relaying of road I/63 at Dunajská Lužná intersection with the length of 389 m	103	Relaying of road I/63 at km 7.950 R7 in "Dunajská Lužná" intersection.	The change in the width arrangement of the relaying of road I/63 implied by the proposed design of the GSI "Dunajská Lužná".
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d) The objects of road relaying and reconstruction within zoning and planning decision documentation that were not stated in the Assessment Report (EIA).

The objects of road relaying and reconstruction not mentioned in the Assessment Report (EIA) were designed later during the elaboration of zoning and planning decision documentation for the following reasons:

- the detailed geodetic survey of the existing condition when elaborating the zoning and planning decision documentation,
- the detailed solutions corresponding to the level of zoning and planning decision documentation
- the need of incorporation of the objections and requirements of the concerned authorities and organisations (the standpoints from work meetings during the preparation of zoning and planning decision documentation).
- the need of the final design of the access roads to the plots of land divided by the construction,
- the need of road modification (after the completion of the construction) that shall be used by site transport.

obj.	The proposed design in the zoning and planning decision documentation	The characteristics of the change in the proposed activity and its justification
115	The farm slip road on the old embankment at km 5.170 R7	The need of the incorporation of the comments of SVP, š.p. for the assurance of an access of maintenance vehicles on old Danube embankment.
151	A bypass on the road I/63 and access to the lands at km 7.900 R7	For the need of the shift of traffic on the road I/63 during the construction of GSI "Dunajská Lužná".
152	The alteration of the road I/63 (after the construction is completed)	The need of the alteration of the road I/63 (after the construction is terminated) that shall be used by site transport.

e) Changes in Bridge Objects

The assessed option (Assessment Report)		The change in the proposed option		The characteristics of the change in the proposed activity and its justification
marking	Description of the object	obj.	(zoning and planning decision documentation)	
M1	Bridge on R7 at km - 0.540 above the highway D4 at km 7.620 - Ketelec intersection, length of 121m	201-01	Bridge on R7 at km 0.000 above the highway D4 at km 7.620 - Ketelec intersection Bridge length: left 132.00 m – right 112.00 m	The change in the position and shape of "Ketelec" GSI on the basis of the shift of the position of highway D4 and R7 further from CHKO Dunajské Luhý.
	Not proposed in the	201-02	Bridge on R7 - collector,	The need of leading the

The assessed option (Assessment Report)		The change in the proposed option		The characteristics of the change in the proposed activity and its justification
marking	Description of the object	obj.	(zoning and planning decision documentation)	
	EIA.		at km 0.000 above the highway D4 at km 7.620 - Ketelec intersection, length of 126.0 m	collector to R7 in the "Ketelec" GSI on a separate bridge so that there would be no interlacing sections (the requirements of STN).
M2	Bridge on R7 at km 0.000 above the relaying of a special-purpose communication, length of 31m	202	The bridge on the access road to the Topoľové gamekeeper's lodge at km 1.236 of R7 having the length of 54 m.	The change in the position of the bridge on the road relaying, due to the routing of mass transport the relaying was proposed in relation to the existing road to the Topoľové gamekeeper's lodge, the change in the width arrangement of R7.
M3	The bridge over the R7 at km 0.760 on the country road relaying, having the length of 66 m	203	Ecoduct at km 1.799 of R7, having the length of 62 m	The change in the position of the country road relaying and the design of the bridge object for the reason of respecting the recommendations of EIA (ecoduct).
M4	The bridge over the R7 at km 2.240 on the country road relaying, having the length of 66 m	204	Ecoduct at km 3.333 of R7, having the length of 60.60 m	The change in the position of the country road relaying and the design of the bridge object for the reason of respecting the recommendations of EIA (ecoduct).
M5	The bridge over the R7 at km 3.540 on the country road relaying, having the length of 79 m	205	The bridge on the country road at km 4.707 of R7, having the length of 62 m.	The changes in the position of the country road relaying and the design of a bridge object, the minimisation of land seizure.
	Not proposed in the EIA.	206	The bridge on R7 at km 5.125 above the old Danube embankment, having the length of 157.50 m.	The requirement of KPÚ SR and EIA to preserve the old Danube embankment protected as a monument, the provision of cycling transport on the embankment.
M6	The bridge over the R7 at km 4.430 on the relaying of road III/0635 having the length of 66m	207	Bridge on R7 at km 5.554 above the road III/0635, having the length of 24.44 m	The change in the vertical design of the crossing for the reason of the optimisation of the vertical routing of R7 on the place of crossing with road III/0635 and the

The assessed option (Assessment Report)		The change in the proposed option		The characteristics of the change in the proposed activity and its justification
marking	Description of the object	obj.	(zoning and planning decision documentation)	
				minimisation of modifications on the existing road III/0635.
	Not proposed in the EIA.	208	Bridge on R7 at km 6.800 above the migration route of game, length of 24.44 m	Recommendation of the EIA
M7	Bridge above R7 at km 6.820 on the relaying of road I/63 - Dunajská Lužná intersection, length of 79 m	209	Bridge on road I/63 at km 7.950 R7 in "Dunajská Lužná" intersection, length of 75.62 m.	The optimisation of the design of bridge object for the designed shape of GSI "Dunajská Lužná".

f) **Changes in the Relaying of Buried Services**

There are buried services, lines and other devices located in the concerned section of the expressway R7 and related roads in the area of the intended construction. For the reason of the proposed location of the expressway R7, the relaying of road I/63, design of grade separated intersection, other road and bridge objects, it is necessary also to deal with **elicit investments**, in relation to the given construction.

In comparison with the Assessment Report (EIA), the following scope of relaying of buried services took place during the processing of zoning and planning decision documentation for the following reasons:

- the detailed geodetic survey of the existing condition with set-up buried services when elaborating the zoning and planning decision documentation,
- the need of the incorporation of justified objections and requirements of the concerned administrators of buried services,
- the detailed specification of the design of relaying for the reason of the need of their coordination with the other objects of the given construction.

the following structural objects and operation sets of relaying of buried services and new buried services were proposed in the zoning and planning decision documentation:

Sewer Systems and Water Supply System

- 501 Sewer system of expressway R7 and ORL
- 502 Relaying of pump sewer system DN200 at km 5.542 of R7
- 503 Relaying of pump sewer system DN450 at km 5.544 of R7
- 510 Relaying of water supply system DN800 at km 1.528 of R7
- 511 Relaying of water supply system DN1200 at km 7.990 of R7
- 512 Protection of water supply system DN300 at km 0.172 of relaying of road I/63
- 513 Relaying of water supply system DN 300 near bypass road on road I/63
- 521-01 Petrol station for ORL 2 at km 0.700 of R7, construction part

The objects of HV, LV electric lines and public lighting

- 601 Relaying of HV 22kV aerial line at km 0.100 of R7
- 602 Relaying of HV 22kV aerial line at km 2.462 of R7
- 603 Relaying of HV 22kV aerial line at km 3.173 of R7
- 604 Relaying of HV 22kV aerial line at km 4.620 of R7

- 605 Relaying of HV 22kV aerial line at km 6.449 of R7
- 610 HV branch for petrol station ORL 2 at km 0.700 of R7
- 611 Pole substation for petrol station ORL 2 at km 0.700 of R7
- 612 HV branch for ISRC at km 6.500 of R7
- 613 Pole substation for ISRC at km 6.500 of R7
- 614 Modification of pole substation TS No. 0001-024 at km 0.150 of R7
- 620 LV branch for petrol station ORL 2 at km 0.700 of R7
- 621 LV branch for ISRC at km 6.500 of R7
- 630 LV branch for public lighting at km 0.150 of R7
- 631 LV branch for public lighting at km 7.950 in "Dunajská Lužná" intersection
- 640 Public lighting of R7 at km 0.000 in "Ketelec" intersection
- 641 Public lighting of R7 at km 7.950 in "Dunajská Lužná" intersection

Gas pipelines

- 701 Relaying of HP gas pipeline DN 100 at km 8.000 of R7

Communication lines

- 751 Protection of DK cable of ENERHOTEL at km 1.197 of R7
- 752 Lateral relaying and protection of the cables of PROGRES at km 5.545 of R7
- 753 Protection of cables of SLOVAK TELEKOM at km 5.565 and 5.575 of R7
- 754 Relaying of cables of ORANGE at km 7.750 of R7
- 755 Relaying of cables of SLOVAK TELEKOM at km 8.162 of R7

The information system of expressway

- 791-01 Information system of R7 - construction part

Operation sets

- 521-02 Petrol station for ORL 2 at km 0.700 of R7, technological part
- 791-02 Information system of R7 - technological part

The proposed relaying of buried services and new buried services are located in the close proximity of the proposed construction and they are the integral part of the construction of expressway R7.

g) Changes in anti-noise measures,

The scope of anti-noise measures was up-dated in comparison with the Assessment Report (EIA) during the elaboration of zoning and planning decision documentation within the **Noise Study** where they assessed the impact from transport on the listing built-up area after putting the given structure into operation.

They did not consider any anti-noise measures in the Assessment Report (EIA) in variant A - red.

The zoning and planning decision documentation proposes to build 2,115 m of absorbing anti-noise walls in total in order to protect the inhabitants of the villages of Dunajská Lužná and Kalinkovo against the noise values exceeding the allowable values. The assessment of noise situation in the proximity of the designed route of the expressway R7 is carried out in accordance with:

- TP 15/2011 MDVRR: The Proposal and Assessment of Anti-noise Measures for Road Communications (august 2011).
- The Act No. 355/2007 Coll. on protection, support and development of public health and on the change and supplementation of some acts,
- The Regulation No. 237/2009 amending and supplementing the Regulation of the Ministry of Health of the Slovak Republic No. 549/2007 Coll.

- The Regulation No. 549/2007 on allowable limits of noise, infra-sound and vibrations and in the requirements for the objectivisation of noise, infra-sound and vibrations in environment.

Proposed anti-noise measures:

Anti-noise measures

- 251 Anti-noise wall at km 5.000 - 6.400 of R7 to the left, having the length of 1,300 m
- 252 Anti-noise wall at km 5.210 - 6.025 of R7 to the left, having the length of 815 m

During the other negotiations, on the basis of the standpoint of the ŠOP SR of 7.10.2012 and the clarifying e-mail of 6.11.2012 on the necessity of the construction of **multifunction barriers** (the prevention of game entering the road, the prevention of glare of game and protection of game against noise) from the side of Biskupické luhy in the section from km 0.500 – 2.500 of R7 (zoning and planning decision documentation) to the right, even despite that the shift of the route of the expressway R7 farther from the CHKO Dunajské Luhy, the multifunction barriers shall be constructed within the construction object 301 on the site. This technical solution shall be a subject of another stage of project documentation of DSP.

III.4 Interconnection with Other Planned and Carried out Activities in the Concerned Territory

The given construction of the "Expressway R7 Bratislava – Dunajská Lužná":

- at the beginning of the section it links up to the construction of the "Expressway R7 Bratislava, Ketelec – Bratislava, Prievoz" and the construction of the "Highway D4 Bratislava, Jarovce – Ivanka North " (in the GSI "Ketelec"),
- at the end of the section it links up to the construction of the "Expressway R7 Dunajská Lužná - Holice".

III.5 Type of Required Permission of the Proposed Activity Pursuant to Special Regulations

The permission in accordance with special regulations pursuant to the Act No. 50/1976 Coll. on urban planning and building code (*the building code*) as amended.

III.6 The Expression on the Supposed Impacts of the Change in the Proposed Activity Going beyond the State Boundary

The changes in the proposed activity of the given structure shall not have any impacts going beyond the state boundary of the Slovak Republic.

III.7 Basic Information on the Contemporary Condition of Environment of the Concerned Territory

The information on the contemporary condition of environment is taken from the original Assessment Report made by Geoconsult s.r.o., Bratislava in 2008. For the purposes of this notification, they were partially shortened or supplemented in accordance with the amended law.

III.7.1 Geomorphological Conditions

The territory of interest takes the easternmost part of Bratislava - the municipal part of Podunajské Biskupice and continues to the east in the territory of the villages of Rovinka and Dunajská Lužná.

According to geomorphological classification (Mazúr, Lukniš 1984), the given territory belongs to the sub-province of Malá Dunajská kotlina Basin, the western margin of the Podunajská nížina Lowland, the Podunajská rovina Plain unit. The terrain is plain, with a moderate down-slope towards the south-east. From geomorphological point of view it is young structural

lowland being shaped even nowadays. The persisting reduction of and accumulation activity of the Danube river acted in its shaping as the main geomorphological factors.

The relief is flat here with an inconsiderable segmentation. This monotonous flatland is sectioned only with oxbows and live river branches or hydrotechnological constructions erected in recent period within the waterworks Gabčíkovo. From the point of view of the typological relief classification, the prevailing portion of the territory is characterised with fluvial relief.

III.7.2 Geological Situation

As for the regional geological classification of the West Carpathians, the territory of interest belongs to a single geotectonic structural unit – the Podunajská nížina Lowland. The Podunajská nížina Lowlands forms a basin filled with Neogene sediments. The subsoil of Neogene forms the crystalline period of the Lesser Carpathians that was subjected to a heavy denudation during Mesozoic and at the beginning of Tertiary and its surface was rather flattened. However, the Neogene period is a significant change in the geological development of the Podunajská nížina Lowland. The contemporary relief of the lowland part of the territory (the Podunajská rovina Flatland) is the result of the Quaternary erosion and accumulation activity of the Danube river. The predominant part of the lowland territory is covered by the accumulation of fluvial sediments apparently of the Danube origin, which is proven by the Alpine origin of gravels.

The tectonic movements and climatic changes in Quaternary conditioned the creation of some terrace steps with the application of periglacial processes, during which massive alluvial cones were created on the place of a contact of the Lesser Carpathians and the lowland. However, the prevailing part of lowland is filled by the youngest gravel accumulation that is the part of the filler of alluvial flatland of the Danube River.

Greater part of the lowland area of the territory was an inundation territory of the Danube river in history, the consequence of which the youngest gravel accumulation is covered with floodplain sand-soil sediments. The geological structure of wider area belonging to the SW part of the Podunajská nížina Lowland is characteristic for entire areas, by the representation of the sediments of Neogene and Quaternary.

The Neogene sediments are represented mainly by sandy calcareous clays and silts, clayey and silty fine-grain mica sands. The Quaternary sediments are represented in the area of interest:

- by the complex of fluvial sediments,
- by the complex of anthropogenic sediments,

Engineering and Geological Situation

According to the engineering and geological zoning, the territory belongs to the region of Neogene tectonic grooves, the areas of intra-Carpathians lowlands – the Podunajská nížina Lowland. There are engineering geological regions of valley river warps and Neogene fine-grain sediments in the given territory. The region of valley river warps corresponds to the territory built by the complex of fluvial sediments with the highest representation. It is made of the facies of sediments of river bottom, the adjacent sandbanks, aggradational dams, alluvial sediments and oxbows. The region of Neogene fine-grain sediments is prevailingly made of fine-grain sediments with the positions of loamy sands and sandy loams.

Hydrogeological Situation

From the point of view of hydrogeological zoning of Slovakia, the given area belongs to the Q 052 – Quaternary of SW part of the Podunajská rovina Flatland region Hydrogeological region Q 052 – Quaternary of SW part of the Podunajská rovina Flatland is the most significant in the entire Slovak Republic from water management point of view. This is a tectonic depression filled mainly by the Danube gravels. Ground water in the area of interest is bound to two different geological and structural units with different hydrodynamic conditions of the water-bearing horizons. Neogene sediments of the Podunajská nížina Lowland as a unit make the impermeable subsoil for gravel fluvial sediments creating the most suitable environment for the accumulation of ground water. Ground water in the Neogene sediments is bound to sandy

locations and in the marginal part of the Podunajská nížina Lowland also to permeable sandy and clastic rocks on the basis of Neogene in the form of artesian horizons.

Geodynamical Phenomena

No geodynamical processes are recorded in the lowland part of the territory of interest. However, under certain conditions it is possible to consider the suffusion due to a fast increase or decrease of levels in the surface streams.

According to STN 73 0036, Bratislava is located in the territory with the possibility of seismic shocks with the intensity of 7° M.C.S.

Deposits of Mineral Resources

There are the deposits of gravel in the territory of interest, out of which some are already worked out (Nové Košariská), are exploited nowadays (Rovinka - the extension of mining is suspended due to the disaccord of the owners of the plots of land, Podunajské Biskupice, Ketelec), or ready for mining (Ketelec). Gravel pits that are not exploited are used mainly for recreational purposes (Nové Košariská lake, partially Rovinka lake).

III.7.3 Climatic Situation

From climatic point of view, the monitored territory may be classified in warm climatic area with the number of summer days with maximum air temperature of 25°C and higher in a year exceeding 50, with moderately wet sub-region, warm, moderately wet district, with moderate winter, with temperature in January above -3°C , in southern and south-eastern parts of the territory even moderately dry sub-region, warm, moderately dry district, with moderate winter and temperature in January above -3°C .

From climatic and geographic point of view, the concerned territory is characterised with warm lowland climate with moderate inversion of temperatures, dry to moderate dry. The sum of temperatures of 10°C and more reach the values between 3,000 and 3,200, average temperature in January reaches -1 to -4°C , average temperature in July reaches 20.5 to 19.5°C , annual amplitude of average monthly air temperature is 22-24 °C.

Precipitation

Annual total precipitation is 530 to 650 mm. The precipitation situation is determined by the prevailing atmospheric processes and local orographic conditions. Bratislava is located at the north margin of the Podunajská nížina Lowland at the altitude of around 135 m above sea level. On the NW side, the village residential area interferes with the southern part of the Lesser Carpathian mountain range with altitudes up to 500 m and continues in the Záhorská nížina Lowland on the NW foothills. The Danube, flowing through the southern part of the city, created the depression in the Lesser Carpathians mountain range on the south-western part of the city, so called Devín brána gate.

Average monthly precipitation per year is 579 mm. Annual total precipitation is 530 to 650 mm.

Windiness

One of the most important orographic factors for the climate of Bratislava is Devínska brána gate, formed by the recession of the Danube river to the south edge of Lesser Carpathians. This is the place, through which air masses input the Podunajská nížina Lowland from NW and N through the city, often accompanied with stormy wind and fast weather changes. Maximum of strong winds during a year falls on February to March period or April. Minimum of strong winds falls on the end of summer and beginning of autumn. Strong winds have north-west, north and south-east direction. The territory of Bratislava with adjacent part of the Podunajská nížina Lowland belongs to the most windy territories of the Slovak Republic.

III.7.4 Air

The south-east part of Bratislava is the territory with the greatest portion of industry in urban agglomeration, which is demonstrated also on the overall environmental load.

The greatest portion on the deterioration of the quality of environment belongs to refinery, power energy, chemical industry and transport. From the point of view of the production of emissions of the basic pollutants, this part of Bratislava belongs to the greatest producers within the entire Slovak republic, There are 31 large sources of air pollutions and ca 220 medium-sized sources of air pollution.

The quantity of emitted basic pollutants (BP) in the agglomeration of Bratislava for 2005 and the share of five biggest (selected) operators of the sources - Slovnaft a.s. Bratislava, Bratislavská teplárenská a.s., Paroplynový cyklus a.s., Volkswagen Slovakia a.s. and Odvoz a likvidácia odpadu a.s.

III.7.5 Water

Surface Water

From hydrogeographic point of view, the territory belongs to the main basin of the Danube river. The Slovak section of the Danube river belongs to the upper part of middle course, yet it still has the features of alpine character originated in all right-side tributaries springing in the Alps. On the basis of the data, the Danube river is the alpine type of a river. The minimum levels of the river occur in autumn and winter in the following months: October, November, December, and January. Maximum levels are in the months: March, April, May, June and July, August. From the overall length of the Danube river of 2,800 km, the section of rkm 1,708.2 – 1,888.2 (the length of the river in the Slovak Republic is 172 km) touches the territory of the Slovak Republic. The catchment area above Bratislava is 131,388.2 km², long-term average rate of flow is 1,992 m³.s⁻¹. In addition to the main course, however, also its tributary, the Little Danube, is important from hydrological point of view.

In the recent period, the hydrological regime under Bratislava was significantly affected by the construction of waterworks of SVD Gabčíkovo. The dominant portion in water pollution in the territory of interest belongs to the pollution coming from point sources. This is the release of waste water from industrial facilities, in particular of chemical industry. Another potential sources of surface water pollution is waste water produced by domestic waste water and storm sewer. After the treatment in waste water treatment plant, the prevailing part of waste water is released to the Danube and the Little Danube rivers. As for the quality of surface water in the Danube above Bratislava, the influence of tributary of the Danube -. the Morava river (certainty class III and IV) can be seen.

Groundwater

The given territory is earmarked by the hydrogeological region Q 051 "Quaternary of the W margin of the Podunajská nížina Lowland".

From local hydrogeological point of view, we may systematically characterise the environment as follows:

Hydrogeological isolator – is represented by the rocks of Neogene series of rocks represented by sandy clays with minimum circulation and accumulation of ground water. They are represented with highly and moderately plastic types of soils. Their compactness is partially infringed by closed sandy lenses.

Hydrogeological collector – it is composed of the rocks of fluvial sediment load of the surface watercourse of the Danube river.

The collector is represented by gravels, sandy gravels and sands, it is a permanent aquifer with a free level of ground water, with very high transmission rate. Ground water is in a hydraulic connection with the Danube and its level depends upon the flow rate in the surface watercourse.. The chemical composition of water under the naturally unimpaired conditions is formed by the mineralisation processes in the rock environment to very limited extent and it bears it basic characteristics with the infiltrating ground water. After the infiltration of the Danube water to gravel and sandy sediments, mineralisation processes (in particular hydrolytic decomposition of silicates and carbonate dissolution) start on one side and demineralisation processes (sorption, degradation of organic substances, denitrification of nitrates, etc.) on the other side.

Water areas

There are several water areas in the monitored territory, they are represented by naturally dead oxbow lakes of the Danube river and artificial gravel pits. Dead oxbow lakes are nowadays mostly separated from the main stream, while their water regime is heavily affected by the construction and operation of the water diversion system Gabčíkovo. There is Biskupické rumen branch in wider territory, it is the part of the CHKO Dunajské Lush and artificial water areas that are the remnants after gravel mining.

Springs and Headwaters

There are no natural springs and headwaters in the territory of interest.

Thermal and Mineral Water

Mineral and thermal water in the area of the Danube basin are bound to subsoil Neogene layers in the depths of ca 800 to 1,300 m, while the natural outflows of thermal and mineral water are not present in the territory of interest due to their occurrence in considerable depths. There is the protective zone of level II and natural healing sources in Čílistovo in the considered territory. The structure of the source can be classified amongst semi-open structures with natural infiltration and accumulation area and artificial outflow area.

Water Conservation Areas

According to Annex 1 to the Regulation of the Ministry of Agriculture of the Slovak Republic No. 525/2002 Coll. setting the list of significant water supply streams, the Danube river and the Little Danube river are included in the list of significant water supply streams.

The Danube gravel alluvia are a significant reservoir of ground water and they represent the biggest accumulation of ground water in Central Europe. The main source of ground water is the infiltrated water of the Danube, while the greatest sources of drinking water are located in the alluvial zone of the river. For the above reason, this territory is protected by law and it entire belongs to the significant water supply area of CHVO Žitný ostrov.

III.7.6 Soils

The soil cover in the monitored territory is under the influence of long-term anthropogenic activities in variegated erosion-accumulation countryside very heterogeneous. From amongst soil types, the soils represented here are prevalingly of hydromorphic character, there are partially semiterrestrial soils and the soils of terrestrial characters have been developed on old aggradational embankments, where the impact of ground water on soil-forming processes had ceased. Overall, typical fluvisols dominated, lighter ones on fluvial sediments that are used in the section between Podunajské Biskupice, Rovinka and Dunajská Lužná as fertile agricultural soils. Rather significant portion of fluvisols is located alongside the Danube river under the remnants of inundated forests. Smaller enclaves of black typical carbonate soils, including their glei forms, are located in the local units alongside the Danube river and the Little Danube river. There are glei subtypes of the above mentioned soil types and typical gleis in the depression locations of the Danube river meadows and under the inundated forest stands. Chernozems are developed on older aggradational embankments, without the impact of ground water level. They are located in the area to the south of Rovinka and Dunajská Lužná that is agriculturally used in an intense way.

The following soil types are represented in the given territory:

- carbonate chernozems,
- carbonate fluvisols,
- carbonate "chernozem" fluvisols.

In addition to these naturally occurring soils, there are also the types conditioned or created by a man in the monitored territory.

- anthrosoil– anthropogenic soils in the proximity of gravel pits, construction sites, in the plant areas, etc.
- cultivated soils – they represent a special soil group (originally chernozem group) under orchards, modified by the human activity in upper horizons.

III.7.7. Flora and Fauna - Qualitative and Quantitative Characteristics, Biotope Characteristics

Flora

From the phytogeographic point of view, the vegetation of the territory of interest belongs to the area of Pannonian flora, the sub-district of Eupannonian xerothermic flora, the territorial unit of the Podunajská nížina Lowland, while there are the following units of potentially natural vegetation on the assessed territory:

Willow and poplar inundated forests – occur on the lowest locations with high level of ground water. Surface floods periodically occur in spring months. Ground water level is high even after the decrease of inundation water. From the original communities, White Willow and Crank Willow prevail. White Poplar, Black Poplar and Grey Poplar joined them on relatively drier places. From amongst bushes, Blood-twigg Dogwood, Black Alder, etc. are rather abundant there. Herbaceous understorey is poor in species number. One species, e.g. Common Nettle, European Dewberry, Reed Canary Grass, etc. usually dominate.

Oak inundated ash stands (transition inundated forests) – it is the ecosystem characteristic with abundance of soil moisture. The dominant position in the original stands belongs to Pedunculate Oak with the admixture of Ash or Field Elm with Ash and Oak, White Poplars were blended in. Shrub storey is composed mainly of Black Alder, Blood-twigg Dogwood, etc. Nowadays, White Poplar stands prevail on many locations. Ash-elm-oak forests – the forest ecosystems bound to drier locations of the Danube basin, to younger and older aggradation embankments and terraces. They are typical hardwood inundated forest. The basic plant community is elm oak stand, not bound to ground water. In the tree storey, Desert Ash, Pannonian Mountain Ash, European Ash, Lock Elm, European White Elm and Pedunculate Oak prevail. In the herbaceous storey, Ground Elder, Blackberry, Common Nettle prevail. Forest stands have the character of monocultures of various species in a substantial part. The following species are represented in particular there: White Ash, seldom also European Ash, bred Poplar, Black Locust, Silver Birch and Tree of Heaven. The landscape vegetation has the character of scattered vegetation within the agricultural countryside – game refuges, groves, shelter belts, accompanying vegetation alongside communications, etc. The permanent grass stands are represented by hayfields and pastures, located at the outskirts of branches and in terrain depressions.

Fauna

Variegated natural conditions in the route of the expressway (inundated forests, water areas agrocoenoses) with sufficient fodder represent suitable conditions for many species of the Central European broadleaved forests, aqueous, swamp and field species, as well as the species occurring mainly on agriculturally utilised country.

From the point of view of hunting utilisation, the expressway comes through the hunting districts of several hunting associations – PZ Dunaj, PZ Podunajské Biskupice and PZ Dunajská Lužná and Kalinkovo. Hunting district of PZ Dunaj taking over prevalingly the entire continual forest complex of Biskupické luhy is the hunting district in the "Roe region with quality classified Deer game, Roe Deer and Wild Boar game and small game (Pheasant, Rabbit, Wild Duck, Wild Goose)." The adjacent hunting regions on agricultural lands are hunting districts with Roe Deer and small game.

Birds

The occurrence and nesting of birds was determined in these belts (monitored areas), while both existing and partially published data were included. Subsequently, the species nesting and non-nesting in the considered territory were differentiated and in addition also the species not nesting directly in the considered territory, but in its close proximity with food territories reaching also the considered territory.

This category was considered *inter alia* for the reason the possible interference with their territories would directly affect also the nesting pairs outside the territory.

The overview of the found species is as follows:

The occurrence of 112 bird species was determined on the territory of interest. Out of this, 72 bird species nests in the territory of interest, another 8 species nests in the proximity (in majority of cases forest complex in the surrounding area) and the territory of interest is the part of their food territories (e.g. Northern Goshawk).

The assessment of the importance of avifauna

From amongst the found species, 17 are classified as so called species of the European importance and 94 are the species of national importance (the Regulation of the Ministry of Environment No. 24/2003 Coll.), 1 species is entered into the red list in the CR category (critically endangered), 5 species in the EN category (endangered), 1 species in the VU category (vulnerable), 4 species in the NE category (not assessed) and 18 in the LR category (less endangered) in any of three categories (Krištín et al.2001). 2001). From the point of view of species composition of the nesting species, we may consider the location to be importance under the conditions in Slovakia. The species nesting (or probably nesting) in the proximity that seldom fly also to the monitored territory (Black Kite) increase the importance of the location to even greater extent. Furthermore, we must suppose there are also irregular nesting birds, several-year intense monitoring would be necessary for their entrapping, it has not been carried out on the entire monitored area yet. Within the spatial distribution of nesting birds in the monitored territory, their highest number was determined in the proximity of forest fragments and the remnants of oxbow lakes.

Biotope Characteristics

The biotopes from three formation groups occur in the route of the expressway. Biotope Ls1.2 Oak-elm-ash lowland inundated forests from formation group of Forests – Ls, biotope Vo2 Natural eutrophic and mesotrophic still waters with vegetation of floating and/or immersed vascular plants of *Magnopotamion* or *Hydrocharition* type from the formation group of Water biotopes – Vo and biotope X7 Intensively cultivated fields from formation group of Ruderal biotopes – X.

From the point of view of nature protection, biotopes Ls1.2 Oak-elm-ash lowland inundated forests and Vo2 Natural eutrophic and mesotrophic still waters with vegetation of floating and/immersed vascular plants of *Magnopotamion* or *Hydrocharition* type are important. They are the biotopes of the European importance pursuant to the Act of the National Council of the Slovak Republic No. 543/2002 Coll. on nature and landscape protection as amended and the Regulation of the Ministry of Environment of the Slovak Republic No.24/2003 Coll. implementing the Act No. 543/2002 Coll. on nature and landscape protection as amended.

The biotopes in the route of the expressway:

Ls1.2 Oak-elm-ash lowland inundated forests (the biotope of the European importance 91 F0)

This type of biotope occurs in the route of variant 1 on three locations. The first one is the part of greater complex of Biskupice inundated forests and it approaches the expressway from south to the distance of ca 100 m approximately in km 0.0 to 0.6. This biotope and related species – Great Capricorn Beetle (*Cerambyx cerdo*), Stag Beetle (*Lucanus cervus*), are the subject of protection of SKUEV0295 Biskupické luhy. The Slovak Republic is obliged to preserve the favourable condition of these biotopes and species. The condition of the biotope is partially affected by forest management. Since this location is the part of SKUEV0295 Biskupické luhy, we can suppose the favourable condition of the given biotope shall be gradually achieved in future. Second location is at the distance of ca 100 m too to the north of the proposed road, approximately in km 1.6 to 2.2. The biotope is bound to the remnants of the route of the former Danube river branch. Notable is also the mass occurrence of a rare wood species in the undergrowth of inundated forest – European Bladdernut (*Staphylea pinnata*). The wood species structure is influenced by forest management in past, which fast demonstrated by the reduction of the representation of Pedunculate Oak in favour of Field Maple. The invasive wood species - Tree of Heaven (*Ailanthus altissima*) and Black Locust (*Robinia pseudoaccacia*) on the periphery and on narrowed, better lit parts - occur here only

minimally Overall, however, the biotope in this location is in a favourable condition. The designed expressway crosses third location directly in km 4.0. The part of forest stand represents the biotope of the European importance. The biotope is of a similar character as on second location, significantly higher representation belongs to White Poplar and Grey Poplar. Also several-hundreds-year old Pedunculate Oak at the edging of a field dominates the biotope fragment. The biotope is in a favourable condition.

Vo2 *Natural eutrophic and mesotrophic dead waters with the vegetation of floating and/or immersed vascular plants of Magnopotamion or Hydrocharition type (the Biotope of the European importance 3150)*

This biotope is located in the gravel pit in the centre of agrocoenoses roughly between the Natural Reserve Topoľové hony and the village of Dunajská Lužná (Suchá jama fishing district) This biotope is not directly in the corridor of R7, however it is in its close proximity. In addition to the protection of the biotope itself, it is significant in this location in particular as watering place for game, the reproduction location of amphibians and the nesting place of birds. For this reason, there are many migration paths of fauna leading to the location and they would be impaired by the expressway R7.

X7 *Intensively cultivated fields*

The biotope taking the essential area in the route of this variant of expressway. It is formed by fields with grains in particular. In addition to the above forest biotope, it is interrupted only with country roads with the accompanying vegetation.

This biotope does not belong to the biotopes of the European and national importance. According to the biotope catalogue, the typical field weeds and all rarer archeophytes are missing in this biotope. Just a small number of the most resistant synantrophic species tolerant to the extreme conditions remain in the plantations. They are usually concentrated on the outskirts of the field plantations, penetrating there from baulks and surrounding plantations.

III.7.8 Protected Territories

The substantial portion of the monitored territory is located in the Podunajsko area that is significant from the point of view of forest, gene pool and water resources. There are the remnants of inundated forests there, to which notable gene pool resources of both flora and fauna are bound. The locations of protected territories are bound to inundated forests located in the vicinity of the Danube river. The selected sections of the Danube river with adjacent flood plains have assured protection by the declaration of the territory to be the Protected Landscape Area (CHKO) by the Regulation of the Ministry of Environment of the Slovak Republic No. 81/1998 Z.z. on the Protected Landscape Area Dunajské luhy of 3 March 1998 with the effect as of 1 May 1998. Pursuant to the Act of the National Council of the Slovak Republic No. 543/2002 Coll. on nature and landscape protection, the Protected Landscape Area belongs to large-area protected territories.

The territory of the Protected Landscape Area represents a unique natural environment under the Central-European conditions with its vast system of river branches. From the point of view of nature protection, out of 172 km long Slovak section of the Danube, the most valuable is 80 km long section from Bratislava up to Zlatná na Ostrove with a developed branch system, extensive complexes of inundated forests and alluvial meadows.

CHKO Dunajské luhy is one of three the most significant territories in Slovakia for nesting of the following species: White-tailed Eagle (*Haliaeetus albicilla*), Little Egret (*Egretta garzetta*), Black Kite (*Milvus migrans*), Little Bittern (*Ixobrychus minutus*), Mediterranean Gull (*Larus melanocephalus*), Common Tern (*Sterna hirundo*), Kingfisher (*Alcedo atthis*) and one of five territories for nesting of the following species: Garganey (*Anas querquedula*), Common Redshank (*Tringa totanus*), Red-crested Pochard (*Netta rufina*) and Gadwall (*Anas strepera*). More than 1% of the European migratory population of the species: Smew (*Mergus albellus*), Tufted Duck (*Aythya fuligula*), Common Pochard (*Aythya ferina*) and Common Goldeneye (*Bucephala clangula*) regularly winters in the territory or migrate. The territory supports during migration more than 20,000 and during wintering more than 70,000 individuals of several water bird species. Furthermore, more than 1% of the national population of the species:

Tawny Pipit (*Anthus campestris*), Black Stork (*Ciconia nigra*), Marsh Harriers (*Circus aeruginosus*) and Sand Martin (*Riparia riparia*) regularly nests in the territory.

Second grade of protection pursuant to the Act of the National Council of the Slovak Republic N. 543/2002 Coll. on nature and landscape protection is valid in the CHKO Dunajské luhy. The protected landscape area is composed of five separate parts, spreading from Bratislava up to Veľkolélsky island.

Biskupické luhy represent a separate first part of the CHKO. They are characteristic with stands of hardwood inundated forests and in particular specific communities of xerothermic biotopes of the Danube forest steppe/Danube hawthorn growth *Asparago- Crataegetum*. This variety of natural conditions is demonstrated in the plentiful representation of plant and animal species, out of which many are rare and endangered. There are other following important small-area protected territories with 4th and 5th grade of nature protection according to the Act of the National Council of the Slovak Republic N. 543/2002 Coll. on nature and landscape protection in this part of the CHKO.

Preserved Area: Bajdel'; land register: Podunajské Biskupice; affiliations to CHKO Dunajské luhy; the subject of protection is the protected area declared for the purpose of the monitoring of the development of White Poplar (*Populus alba*) stand on the Podunajská nížina Lowland in the proximity of Bratislava, important from scientific and research, as well as educational point of view. It is the original hardwood inundated forest - elm and ash stand - with characteristic herbaceous undergrowth.

Preserved Area: Hunting Forest; land registry: Podunajské Biskupice; affiliation to the CHKO Dunajské luhy. The preserved territory is established for the purpose of the monitoring of the development of White Poplar (*Populus alba*) stands on the Danubian Lowlands, important from scientific and research as well as educational point of view.

Natural Reserve: Gajc; land registry: Podunajské Biskupice; affiliation to the CHKO Dunajské luhy. The purpose of the declaration of natural reserve is the assurance of the protection of the biotope of steppe vegetation directly bordering with inundated forest

Natural Reserve: Kopáč Island; land registry: Podunajské Biskupice; affiliation to the CHKO Dunajské luhy. The protected territory is declared for the protection of a mosaic of specific steppe and forest-steppe communities of inundated forests and for scientific and research, educational and cultural and pedagogical objectives.

Natural Reserve: Topoľové hony; land registry: Podunajské Biskupice; affiliation to the CHKO Dunajské luhy. The protection of xerothermic Pannonian oak stands and plant communities with European Bladdernut (*Staphylea pinnata*).

Natural Monument: Panský diel; affiliation to CHKO Dunajské luhy. The subject of protection is the Danube area, hitherto preserved as forest steppe, with the occurrence of extraordinary rare, critically endangered Orchid species – Bug Orchid (*Orchis coriophora*), Green Winged Orchid (*Orchis morio*) and other species.

Dunajské Luhy is also the internationally important **wetland area** according to Ramsar Convention on Wetlands – Ramsar Location Dunajské Luhy (date of registration: 26.5.1993). Dunajské luhy are also the part of Emerald network (the territory of a special conservation interest), the objective of which is the protection of free-living organisms and their natural biotopes, while it requires the cooperation of several countries.

The reason for the registration of Dunajské luhy amongst the internationally important wetlands was the existence of the system of river branches and oxbow lakes in the Slovak-Hungarian section of the Danube that belongs to the greatest inland deltas in Central Europe and is the representative and rare example of natural and nature-close type of wetland in the Pannonian area. A large amount of rare, vulnerable and/or endangered plant and animal species or communities live on the territory. It is the biotope for many endangered and rare birds and mammals. More than 20,000 water birds regularly occur on the territory and large amounts of Podicipediformes, Ciconiiformes, Anseriformes, Gruiformes, Pelecaniformes and Charadriiformes bird species stay here during a season.

They determined 62 taxons of fish (85% of ichthyofauna of Slovakia) in the Slovak section of the Danube and the branch system is an important spawning ground.

Two protected trees are registered in the assessed territory.

Protected Tree- Pedunculate Oak in Dunajská Lužná S 481 (*Quercus robur* - declared by the Generally Binding Regulation of the Regional Authority in Bratislava No. 6/2002 of 21.10.2002) – in the cadastral area of Jánošíková on plot of land No.. 99/1 a 103/1.

Protected Tree - Novolipnice Plane S 233 (London Plane – *Platanus hispanica* Munchh. - declared by the Generally Binding Regulation of the Regional Authority in Bratislava No. 1/1996 of 12.11.1996) – in the cadastral territory of Nová Lipnica on the backyard of a family house No. d. 356.

A part of the territory is also the proposed **Territory of the European Importance SKUEV0295 – Biskupické luhy within the European system of protected territories – Natura 2000** (Decree of the Ministry of Environment of the Slovak Republic No. 3/2004-5.1 of 14 July 2004, establishing the national list of the Territories of the European). The Slovak-Hungarian section of the Danube is internationally important avian territory (IBA) is the part of the proposed **protected avian territory of Dunajské luhy – SKCHVÚ007** (in accordance with Article 26 Para 1 of the Act), entered into the National list of the protected avian territories, approved by the Resolution of the Government of the Slovak Republic No. 636 of 9.6.2003. In the proximity of the route of R7 is also:

- **the territory of the European importance SKUEV0295 Biskupické luhy**

The territory is proposed for the reason of the protection of biotopes of the European importance: *Thermophilic Pannonian oak forests (91H0)*, *the Carpathian Pannonian oak and hornbeam forests (91G0)*, *the Inundated oak-hornbeam and ash forests alongside lowland rivers (91F0)* and the species of the European importance: *Great Capricorn Beetle (Cerambyx cerdo)*, *Stag Beetle (Lucanus cervus)*, *Dioszeghyana schmidtii*, *Bullhead (Cottus gobio)*, *Danube Ruffe (Gymnocephalus baloni)*, *Kessler's Gudgeon (Gobio kessleri)*, *European fire-bellied Toad (Bombina bombina)* and *Eurasian Beaver (Castor fiber)*.

- **the territory of the European importance SKUEV0270 Hrušovská zdrž**

The territory is proposed for the reason of the protection of the species of the European importance: *Stag Beetle (Lucanus cervus)*, *Pigo (Rutilus pigus)*, *Bullhead (Cottus gobio)*, *Streber (Zingel streber)*, *Danube Ruffe (Gymnocephalus baloni)*, *Tubenose Goby(Proterorhinus marmoratus)*, *Amur Bitterling (Rhodeus sericeus amarus)*, *Kessler's Gudgeon (Gobio kessleri)*, *White-finned Gudgeon (Gobio albipinnatus)*, *Golden Spined Loach (Sabanejewia aurata)*, *Schraetzer (Gymnocephalus schraetser)*, *Asp (Aspius aspius)*, *Sabre Carp (Pelecus cultratus)*, *European Fire-bellied Toad (Bombina bombina)* and *Eurasian Beaver (Castor fiber)*.

- **the protected avian territory SKCHVU007 Dunajské luhy**

Declared for the purpose of the assurance of a favourable condition of the biotopes of bird species of the European importance and the biotopes of migrating bird species of: *Black Stork*, *Sand Martin*, *Little Bittern*, *Mediterranean Gull*, *Black Kite*, *Common Goldeneye*, *Red-crested Pochard*, *Common Pochard*, *Tufted Duck*, *Garganey*, *Gadwall*, *Common Redshank*, *Western Marsh Harrier*, *Tawny Pipit*, *White-tailed Eagle*, *Smew*, *Common Tern*, *Common Kingfisher*, *Little Egret* and the assurance of the conditions for their survival and reproduction. The protected avian territory is declared also for the purpose of the assurance of a favourable condition of the biotopes and the assurance of conditions for survival and reproduction of migrating water birds, the birds creating groups during migration or wintering.

Protected water supply territory (CHVO) Žitný ostrov – the area of Rye Island is important from the point of view of the occurrence of ground water used for supplying the inhabitants with drinking water. Therefore all the activities carried out in the territory should be in accord with the protection of this area of natural accumulation of water.

- **The zone of hygienic protection of grade I and water source of Podunajské Biskupice**

It limits and restricts the development of activities, despite that the source is not used (accidental source pollution with oil substances), but it is a local biocentre.

- **The protective zone of the sources of natural healing water of grade II- Čilistov** – all the activities carried out in the territory should be in accordance with the protection of sources.

- **The zone of hygienic protection of grade I of water source ZIPP, Dunajská Lužná plant-** this is used water source with just PHO of grade I.

III.7.9 The Territorial System of Ecological Stability

The Regional ÚSES for Bratislava was processed (Králik et al., 1994) and subsequently re-assessed within the urban planning documentation for the Urban Plan of a Great Territorial Unit of Bratislava Region (Klaučo et al., 1998) and the Up-date of Elements of the RÚSES of the city of Bratislava (SAŽP 2005).

A biocentre is an ecosystem or ecosystem group that creates permanent conditions for reproduction, hiding and feeding of live organisms and for the preservation and natural development of their communities. From the point of view of hierarchy and importance, there are the biocentres of supra-regional, regional and local importance in the monitored territory.

Supra-regional Biocentres (nrBc)

– it represents the complex of conserved inundated forests at both banks of the Danube under Bratislava. The area of this biocentre was permanently reduced by ca 5,000 ha of forest stands due to the construction of waterworks Gabčíkovo. The contemporary area of the biocentre and high level of its impairment do not provide the conditions for permanent survival of several species that occurred there in past (e.g. Deer, Beaver, Otter, Badger, White-tailed Eagle). In order to ensure the function of the supra-regional biocentre, its revitalisation and extension by the missing area to the detriment of arable land shall be necessary. The extension of the biocentre is proposed in the location to the South of Slovnaft refinery towards Dunajské luhy (the Update of Elements of the RÚSES of the city of Bratislava (SAŽP 2005). In addition to this space, the RÚSES of the city of Bratislava (SAŽP, 1994) proposes also the expansion to the South-west from the villages of Rovinka and Dunajská Lužná towards the Danube river.

Regional Bio-centres (rBc)

- rBc Topoľové hony - the gene pool location of fauna, its core forms the Natural Reserve Topoľové hony,
- rBc Kalinkovo – Okružle is formed by forest stands. It is the gene pool location of fauna and flora, it is the part of CHKO Dunajské Luhy.

Local Bio-centres (lBc)

- mBc1 – a local biocentre in the location Kamenný pasienok. It is formed by the remnants of the community of transitional and hardwood inundated forest with a significant representation of tree, bush and herbaceous individuals of the biotope type. High.-valued ecostabilisation element with necessary protection by law.
- mBc2 – a local biocentre in the location Les, it is an old Danube branch with a rich vegetation of transient and hardwood inundated forest.
- mBc3 (Lučina) – the local biocentre in the location Prípor, in the part of an old Danube branch, with tree and bushy vegetation of hardwood inundated forest up to xerothermic oak stand.
- mBc4 – the group of tree and bush vegetation, the part of a regional bio-corridor. The contemporary wood species composition (Poplar, Black Locust) must be gradually changed to hardwood inundated forest.
- bio-centre in the PHO I. of water source of Podunajské Biskupice.

The bio-corridors may be characterised as spatially interconnected set of ecosystems that connects the biocentres and allows the migration and exchange of genetic information of live organisms and their communities, spatially followed by interaction elements. From the point of view of hierarchy and importance, there are the bio-corridors of provincial, supra-regional, regional and local importance in the monitored territory.

The most significant migration corridor in the territory of interest is the Danube River that together with its branches and surrounding riparian forests belongs to the system of intercontinental bio-corridors through which in particular birds migrate from their wintering places in Africa and on the shores of the Mediterranean Sea. It is also an international corridor

for fish migration, that however is of not so great importance as in past for the reason of the deterioration of quality of water in the river and the construction of waterworks. It plays its role also in the migration of other animal species, either aquatic or terrestrial. These facts sort the territories alongside the Danube River course in the category of provincial bi-corridors with international importance.

Provincial (supra-regional) bio-corridor (pBk, nrBk)

- pBk Danube – it covers the watercourse of the Danube river with adjacent swamp communities and the complexes of inundated forests of willow, poplar and lowland inundated forests, it connects the important locations of the biocentres alongside the Danube and its wider surroundings. The corridor is interrupted two times in the area of Bratislava, in the area of Hrušov embankment and in the area of the city itself. It is necessary to restore its function by extension of the supra-regional biocentre of Bratislavské luhy.

- nrBk Topoľové hony – Rovinka – Little Danube - a revitalisation (creation) of the bio-corridor is necessary, it should provide for the interconnection between Dunajské luhy and the Little Danube.

Regional Bio-corridor (rBc)

- rBk XVI - regional bio-corridor of the Danube – the Little Danube river

Local Bio-corridors (lBc)

- mBK – they are located usually on the areas of the existing line vegetation and they interconnect the regional and local biocentres

The locations important as gene pools are represented by the countryside areas with nowadays recorded species important from gene pool standpoint (the protected species and species entered into red books). Flora and fauna is the riches on these locations in the monitored territory, that was still preserved in the environment with very heavy anthropic pressure. The most significant gene pool locations are located alongside the Danube river stream. These areas create the suitable preconditions not only for an abundant occurrence of flora and fauna species, but also for the migration of biota to the entire surrounding area. As a matter of fact, they are identical with the other preserved locations. **Gene resource location of fauna Dunajská Lužná**, being important from the point of view of bird occurrence, belongs to such locations in the territory.

III.7.10 Inhabitants

The proposed activity is located in the capital city of the Slovak Republic, Bratislava, municipal part of Bratislava – Podunajské Biskupice, the villages of Rovinka, Dunajská Lužná a Miloslavov. Bratislava is from the point of view of daily present population a significant centre of arrival to job, school, etc. It is an administrative, organisational, economic and transit city of the Slovak Republic. It is an important centre of domestic and foreign tourism. This fact causes the increase in the present population by 40% of the count of permanently residing inhabitants.-

From the point of view of territorial and administrative segmentation of Slovakia, the villages of Rovinka, Dunajská Lužná and Miloslavov are located in the district of Senec belonging to the Upper-tier Territorial Unit of Bratislava Region. The development of the population of villages is characterised with various development waves, of both progressive and regressive character. It was affected by administrative and political as well as social conditions, the investment activity in housing development and the financial policy of the state and the city of Bratislava. The dynamisation of the development of sub-urbanisation belt of the surroundings of Bratislava recently accelerated the requirements regarding the territorial development of villages in the close contact with city agglomeration and the requirements in particular for living and making business, which had an impact also on the demography of the concerned villages. Since the middle of the 1990s, significant changes in demographic development are shown in Bratislava and its surroundings. They are the reflection of the current social and economical situation.

III.7.11 Cultural and Historical Values of the Territory

From amongst the cultural and historical monuments located directly in the concerned territory, we must mention the original anti-flood protective dam (built in the period of the Austria-Hungary, under the rule of Maria Theresa) as the part of secondary anti-flood line (Hornožitnoostrovná dam), from Podunajské Biskupice towards Hamuliakovo. After putting the waterworks of Gabčíkovo into operation in 1992, this embankment has become non-functioning and its function was taken over by the left-side embankment of Hrušov pool. The given section of the original embankment was declared by the Ministry of Culture of the Slovak Republic to be the protected cultural and technical monument (the Resolution of the Ministry of Culture – 954-3 of 22 September 1994).

III.7.12 Archaeological Dig Sites and Palaeontological Dig Sites

The archaeological findings were determined in the territory of interest on the territory of the village of Dunajská Lužná (in the cadastral territory of Nové Košariská), where they found a cairn-type burial place from the Early Iron Age, from the period of 700–550 B.C. - from the period of Kalenderber culture, so called "the claim of a prince! and a quantity of archaeological objects made of ceramics and iron found there. The findings from the survey made in +9Ž0–1967 are deposited in the Slovak National Museum – the Archaeological Museum in Bratislava.

No significant palaeontological dig sites or notable natural formations were found in the monitored territory.

III.7.13 The Accord of the Proposed Activity with Valid Urban Planning Documentation

From conceptual point of view, the designed construction of expressway R7 in the section of Bratislava - Dunajská Lužná, as the part of R7 in the section of Bratislava - Lučenec, in accordance with the Resolution of the Government N. 882/2008 of 3 December 2008.

The Urban Planning Documentation of the Upper-tier Territorial Unit of Bratislava Region (elaborated by AUREXX, s.r.o., 2008) states in the summary wording of amendments and supplementation 2000, 2002, 1/2003 and 01/2005: In accordance with the approved Concept of Transport Development (approved by the Resolution of the Government of the Slovak Republic No. 166/1993), they consider to reserve the space for the construction of so called South route as a road of supra-regional character as expressway with 2 lanes and view of 4 lanes in the direction of Bratislava - Nové Zámky - Veľký Krtíš - Lučenec - Košice. In the proposal of the ÚPN of the Upper-tier Territorial Unit of Bratislava Region, the expressway R7 is lead from the intersection with highway D4 (by zero circuit) in the direction – Rovinka South bypass – Dunajská Lužná South bypass – the border of Bratislava region with Trnava region.

The proposed route is in accordance with the ÚPN of the Upper-tier Territorial Unit of Bratislava Region.

The condition of urban planning documentation of the affected cities and villages:

Bratislava – – the route of expressway R7 in variant A - red is demarcated in the urban plan of the capital city of the Slovak Republic, Bratislava.

Rovinka – the route of expressway R7 in variant A - red is demarcated in the urban plan of the village.

Dunajská Lužná – a territorial reserve is created in the urban plan of the village of Dunajská Lužná for variant A - red and variant C - green.

IV. IMPACTS ON ENVIRONMENT AND PUBLIC HEALTH, INCLUDING THE CUMMULATIVE AND SYNERGIC IMPACTS

IV.1 The Changes in the Location of the Expressway R7 Bratislava - Dunajská Lužná

- In accordance with the recommendations of the Final Opinion of the Ministry of Environment of the Slovak Republic for the expressway R7 Bratislava – Dunajská Lužná, the highway D4 is shifted by ca 235 m to the North when compared to the original routing (assessed in the EIA), in the direction curves with R = 2,800 m and R = 1,350 m, in the category D 33.5/120 (six-lane). The location of highway D4, expressway R7 and the shape of GSI "Ketelec" comes from blue variant (A2), recommended in the Technical Study "Expressway R7 Bratislava Ketelec – Bratislava Prievoz".
- The expressway R7 is shifted farther from the CHKO Dunajské Luhy in comparison to the original route (the EIA Assessment), in accordance with the recommendations in the Final Opinion of the Ministry of Environment of the Slovak Republic, to the distance of ca 159 m to 200 m, in the direction curve R = 1,155 m, in category R 31.5/120, with four-lane width arrangement, i.e. with wider central separating lane so that its broadening to 6-lane towards the axis of the expressway would be possible.
- In the area of GSI "Dunajská Lužná", the expressway R7 was shifted more to the South so that the intersection would not interfere with the area of a nearby orchard (Danubius Fruct, s.r.o.) and the former waste dump under the administration of the village of Dunajská Lužná.
- In connection with the change in the position of the highway 4, expressway R7 and GSI "Ketelec" over the EIA solution, the beginning of the given construction moved to km - 0.200 of R7 (before the GSI "Ketelec").
- Since the GSI "Dunajská Lužná" is the part of the given construction, the end of the section of R7 was shifted behind the intersection in comparison to the EIA solution.
- The overall length of expressway R7 Bratislava – Dunajská Lužná has changed over the EIA solution from 6.819 70 km to 0.200 km + 8.225 km, i.e. 8.425 km.

A) Data on direct and indirect impacts on environment and public health including the cumulative and synergic ones

The route of expressway is lead through the territory having the same character as the originally assessed section. All the changes come from the close specification of the routing taking place in the process of project preparation of the expressway, the conditions of the fulfilment of the requirements formulated in the Final Opinion as well as the position of the expressway R7 Bratislava Ketelec – Bratislava Prievoz.

The following table states the characteristics of the most significant possible impacts of the given change to the proposed activity:

Environmental component	Characteristics of the impact	The Comparison of the Impact of the Proposed Change with the Impact Identified in the Originally Assessed Design
Air	<i>emission and dust load</i>	comparable impact
Rock environment	<i>interference with rock environment</i>	comparable impact
Groundwater	<i>risk of contamination</i>	comparable impact
Surface Water	<i>risk of contamination</i>	comparable impact

Environmental component	Characteristics of the impact	The Comparison of the Impact of the Proposed Change with the Impact Identified in the Originally Assessed Design
Land	<i>permanent and temporary seizure</i>	greater impact
Biota, Natura 2000	<i>interference with biotopes, tree cutting, stress factors, greater range of tree cutting</i>	more moderate impact
The territorial system of ecological stability (ÚSES)	<i>interference with the structure of the ÚSES,, barrier effect</i>	more moderate impact
The development of the territory	<i>the improvement of spatial conditions</i>	comparable impact
Comfort and quality of life	<i>- the impact of emissions and noise on population - the improvement of transport safety</i>	more moderate impact

B) Data on Supposed Impacts of the Proposed Activity on Protected Areas

The change in the proposed activity is located in the territory where 1st grade of protection is applied. There are no protected locations directly on the route of the construction. However, there are the notable locations of nature protection in the proximity, this is the NATURA 2000 territory, the protected avian territory SKCHVÚ 007 Dunajské luhy that is also the protected landscape area, the internationally significant wetland area - Ramsar location and the part of Emerald network. Another territory belonging to NATURA 2000 network in the proximity of the proposed construction is the territory of the European importance SKEV 0295 Biskupické luhy. There is also a natural reserve Topolové hony in the proximity of the construction.

Secondary effects of the construction activity and the operation of the expressway shall have a negative impact on the protected territories, e.g.: noise, dust, imissions, vibrations as well as the restriction of conditions for water bird wintering. The proposed change over the design in the Assessment Report is shifted farther from the CHKO Dunajské Luhy, to the distance of ca 159 to 200 m, whereby we may expect the mitigation of stress factor. Another mitigating measures may be also the construction of **the multifunction barriers** from the side of Biskupické luhy in the section from km 0.500 – 2.500 of R7 (zoning and planning decision documentation) to the right, the objective of which shall be the reduction of the risk of game entering the expressway, the prevention of glare of game and the protection of game against noise. This technical solution shall be a subject of another stage of project documentation of DSP.

IV.2 The Changes in the Intersection Objects

IV.2.1 Dunajská Lužná Intersection (object 102-00)

A) Data on direct and indirect impacts on environment and public health including the cumulative and synergic ones

The shape of "Dunajská Lužná" intersection was changed in order to exclude the interference with the area of orchard and the existing waste dump. The proposed shape of the intersection suits the prospective traffic load from the point of view of capacity.

The following table states the characteristics of the most significant possible impacts of the given change to the proposed activity:

Environmental component	Characteristics of the impact	The Comparison of the Impact of the Proposed Change with the Impact Identified in the Originally Assessed Design
Air	<i>emission and dust load</i>	comparable impact
Rock environment	<i>risk of landslide, contamination</i>	comparable impact
Groundwater	<i>risk of contamination</i>	comparable impact
surface water	<i>risk of contamination</i>	comparable impact
Land	<i>permanent and temporary seizure</i>	smaller impact
Biota, Natura 2000	<i>interference with biotopes, tree cutting, stress factors,</i>	comparable impact
The territorial system of ecological stability (ÚSES)	<i>interference with the structure of the ÚSES barrier effect</i>	comparable impact
The development of the territory	<i>the improvement of traffic conditions</i>	comparable impact

B) Data on Supposed Impacts of the Proposed Activity on Protected Areas

The change in the proposed activity is located in the territory with valid 1st grade of protection pursuant to the Act of the National Council of the Slovak Republic N. 543/2002 Coll. on nature and landscape protection and it does not stretches to the European NATURA 2000 network. The proposed change represents just a minute impact on environment in comparison with the original design.

IV.3 The Changes in the objects of Road Relaying and Reconstructions

IV.3.1 Access road to the Topoľové gamekeeper's lodge at km 1.236 of R7 (object 111)

For the purpose of routing the public mass transport, the relaying was proposed in connection to the existing road to the Topoľové gamekeeper's lodge.

The Characteristics of the Impact of the Proposed Change

The country road is located in the territory with the 1st grade of protection. With regards to the fact it is longer when compared with the originally assessed road, it shall require greater spatial seizure and greater scope of tree cutting alongside the country road. The change has no other negative impact.

IV.3.2 Country road at km 1.780 of R7 (object 112)

The change in the position of country road was implied by the clarification of the location of ecoduct for game above R7 and in accordance with the recommendations of the Final Opinion of EIA and the recommendations of State Nature Protection of the Slovak Republic (ŠOP SR).

The Characteristics of the Impact of the Proposed Change

The country road is located in the territory with the 1st grade of protection. The change is of no significant negative impact.

IV.3.3 Country road at km 3.311 of R7 (object 113)

The change in the position of country road was implied by the clarification of the location of ecoduct for game above R7 and in accordance with the recommendations of the Final Opinion of EIA and the recommendations of State Nature Protection of the Slovak Republic (ŠOP SR).

The Characteristics of the Impact of the Proposed Change

The country road is located in the territory with the 1st grade of protection. The proposed change is of no significant negative impact.

IV.3.4 Relaying of Country Road at km 4.707 R7 (object 114)

The change was implied by the detailed geodetic survey and the optimisation of the place of crossing with the expressway R7.

The Characteristics of the Impact of the Proposed Change

The country road is located in the territory with the 1st grade of protection. With regards to the fact it is longer when compared with the originally assessed road, it shall require greater spatial seizure and greater scope of tree cutting alongside the country road. The change has no other negative impact.

IV.3.5 The modification of roads of class III (after the Completion of the Construction) (object 153)

The change was implied by the detailed geodetic survey, the optimisation of the vertical routing of the expressway R7 on the place of crossing with road III/0635 and the minimisation of modifications on the existing road III/0635.

The Characteristics of the Impact of the Proposed Change

The proposed change shall contribute to the improvement of safety of traffic on the road of class III and it shall have a positive impact on inhabitants.

IV.3.6 Relaying of Road I/63 at km 7.950 R7 in "Dunajská Lužná" intersection (object 103)

The change in the width arrangement of the relaying of road I/63 implied by the proposed design of the GSI "Dunajská Lužná".

The Characteristics of the Impact of the Proposed Change

The road II/503 is located in the territory with the 1st grade of protection. The change does not represent a negative impact on environment.

IV.4. The objects of relaying and reconstruction of roads within zoning and planning decision documentation that were not stated in the Assessment Report (EIA),

The objects of road relaying and reconstruction not mentioned in the Assessment Report (EIA) were designed later during the elaboration of zoning and planning decision documentation for the following reasons:

- the detailed geodetic survey of the existing condition when elaborating the zoning and planning decision documentation,
- the detailed solutions corresponding to the level of zoning and planning decision documentation
- the need of incorporation of the objections and requirements of the concerned authorities and organisations (the standpoints from work meetings during the preparation of zoning and planning decision documentation).
- the need of the final design of the access roads to the plots of land divided by the construction,
- the need of road modification (after the completion of the construction) that shall be used by site transport.

IV.4.1 The farm slip road on the old embankment at km 5.170 of R7 (object 115)

The change results from the need of the incorporation of the objections of Slovenský vodohospodársky podnik, š.p. regarding the provision of access of the maintenance vehicles to the old Danube embankment.

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The change does not represent a negative impact on environment.

IV.4.2 A bypass on the road I/63 and access to the lands at km 7.900 R7 (object 151)

The change was implied by need of the shift of traffic on the road I/63 during the construction of GSI "Dunajská Lužná".

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The change does not represent a negative impact on environment.

IV.4.3 The alteration of the road I/63 (after the construction is completed) (object 152)

The change was implied by the need of the alteration of the road I/63 (after the construction is terminated) that shall be used by site transport.

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The change shall contribute to the improvement of safety and fluency of traffic and it does not represent a negative impact on environment.

IV.5 Changes in Bridge Objects

The bridge objects are the necessary part of the route of expressway and as such they are incorporated in some, above mentioned, objects, in particular the object of the expressway R7 itself and the objects of road relaying and modifications.

IV.5.1 Bridge on R7 at km 0.000 above the highway D4 at km 7.620 - Ketelec intersection, length of the bridge: left 132.00 m – right 112.00 m (object 201-01)

The change in the bridge object was implied by the change in the position and shape of GSI "Ketelec" when it came to the shift of the position of highway D4 and R7 further from CHKO Dunajské Luhy.

The Characteristics of the Impact of the Proposed Change

The given change directly does not affect the declared protected territories and the territories of the European network NATURA 2000. The change versus the EIA design does not represent the design with a negative impact on environment.

IV.5.2 Bridge on R7 - collector, at km 0.000 above the highway D4 in Ketelec intersection, length of 126 m (object 201-02)

The change is implied by the need of leading the collector to R7 in the "Ketelec" GSI on a separate bridge so that there would be no interlacing sections (the requirements of STN).

The Characteristics of the Impact of the Proposed Change

The given change directly does not affect the declared protected territories and the territories of the European network NATURA 2000. The change versus the EIA design does not represent the design with a negative impact on environment.

IV.5.3 The bridge on the access road to the Topoľové gamekeeper's lodge at km 1.236 of R7 having the length of 54 m (object 202)

The change represents the change in the position of the bridge on the road relaying. For the purpose of routing the public mass transport, the relaying was proposed in connection to the existing road to the Topoľové gamekeeper's lodge. It came to the change in the length of the bridge object due to the change in the width arrangement of R7.

The Characteristics of the Impact of the Proposed Change

The given change directly does not affect the declared protected territories and the territories of the European network NATURA 2000. The change shall require the interference with the biotope of a national importance *Kr7 blackthorn and hazel bushes*. The other negative impacts are not supposed.

IV.5.4 Ecoduct at km 1.799 of R7, having the length of 62 m (object 203)

The change is implied by the change in the position of the country road relaying as well as the respecting of the recommendations in the EIA process, i.e. to build an ecoduct on the place of migration corridor.

The Characteristics of the Impact of the Proposed Change

We may suppose the increase in the noise level and the restriction of migration in the construction stage, this impact shall be just temporary during the construction work duration. The construction shall require the interference with the biotope of a national importance *Kr7 blackthorn and hazel bushes*. The significant negative impacts on environment and public health are not foreseen during the operation. The given change directly does not affect the declared protected territories and the territories of the European network NATURA 2000. The change versus the design in the EIA shall create more favourable conditions for the maintenance of biodiversity and the preservation of the migration routes of animals in the considered territory.

IV.5.5 Ecoduct at km 3.333 of R7, having the length of 60.60 m (object 204)

The change in the position of the country road relaying and the design of the bridge object for the reason of respecting the recommendations of EIA (ecoduct).

The Characteristics of the Impact of the Proposed Change

The given change directly does not affect the declared protected territories and the territories of the European network NATURA 2000. The construction of ecoduct shall require the interference with the biotope of the European importance *91F0 Oak-elm and ash lowland inundated forests*. The change versus the design in the EIA shall create more favourable conditions for the maintenance of biodiversity and the preservation of the migration routes of animals in the considered territory.

IV.5.6 The bridge on the country road at km 4.707 of R7, having the length of 62 m (object 205)

The changes in the position of the country road relaying and the design of a bridge object, the minimisation of land seizure.

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The change represents greater seizure of agricultural land, but it shall not have a negative impact on environment.

IV.5.7 The bridge on R7 at km 5.125 above the old Danube embankment, having the length of 157.50 m (object 206)

The requirement of KPÚ SR and EIA to preserve the old Danube embankment protected as a monument and the provision of cycling transport on the embankment.

The Characteristics of the Impact of the Proposed Change

The change shall have an impact on the scope of cutting of the wood species growing outside a forest and it shall require the interference with the biotope of the European importance 91F0 Oak-elm and ash lowland inundated forests. During the construction, it shall be necessary to map every valuable tree and thus to preserve the original community to the maximum possible extent. The change shall also preserve the structure protected as monument and the conditions for cycling on the Danube embankment shall not be restricted. We may suppose the increase in the noise level and the restriction of migration in the construction stage, this impact shall be just temporary during the construction work duration. The bridging of the depression shall create the conditions for the preservation of the function of the bio-corridor for smaller animals. The other significant negative impacts on natural environment versus the design in the EIA are not supposed. The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000.

IV.5.7 Bridge on R7 at km 5.554 above the road III/0635, having the length of 24.44m (object 207)

The change in the vertical design of the crossing for the reason of the optimisation of the vertical routing of R7 on the place of crossing with road III/0635 and the minimisation of modifications on the existing road III/0635.

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The change shall not have a negative impact on environment.

IV.5.8 Bridge on R7 at km 6.800 above the migration route of game, length of 24.44 m (object 208)

The new bridge represents a change implied by the recommendations in the EIA. A migration corridor of game is recorded in this territory and the expressway shall create a barrier in the territory.

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. By building the ecoduct, the conditions for game migration shall be created. The change shall not have a negative impact on environment.

IV.5.9 Bridge on road I/63 at km 7.950 of R7 in "Dunajská Lužná" intersection, length of 75.62 m (object 209)

The change was implied by the optimisation of the design of a bridge object and the change in the shape of GSI "Dunajská Lužná"

The Characteristics of the Impact of the Proposed Change

The given change is not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The change shall not have a negative impact on environment.

IV.6 Changes in the Relaying of Buried Services

There are buried services, lines and other devices located in the concerned section of the expressway R7 and related roads in the area of the intended construction. For the reason of the proposed location of the expressway R7, the relaying of road I/63, design of grade separated intersection, other road and bridge objects, it is necessary also to deal with **elicit investments**, in relation to the given construction.

In comparison with the Assessment Report (EIA), the following scope of relaying of buried services took place during the processing of zoning and planning decision documentation for the following reasons:

- the detailed geodetic survey of the existing condition with set-up buried services when elaborating the zoning and planning decision documentation,
- the need of the incorporation of justified objections and requirements of the concerned administrators of buried services,
- the detailed specification of the design of relaying for the reason of the need of their coordination with the other objects of the given construction.

the following structural objects and operation sets of relaying of buried services and new buried services were proposed in the zoning and planning decision documentation:

Sewer Systems and Water Supply System

- 501 Sewer system of expressway R7 and ORL
- 502 Relaying of pump sewer system DN200 at km 5.542 of R7
- 503 Relaying of pump sewer system DN450 at km 5.544 of R7
- 510 Relaying of water supply system DN800 at km 1.528 of R7
- 511 Relaying of water supply system DN1200 at km 7.990 of R7
- 512 Protection of water supply system DN300 at km 0.172 of relaying of road I/63
- 513 Relaying of water supply system DN 300 near bypass road on road I/63
- 521-01 Petrol station for ORL 2 at km 0.700 of R7, construction part

The objects of HV, LV electric lines and public lighting

- 601 Relaying of HV 22kV aerial line at km 0.100 of R7
- 602 Relaying of HV 22kV aerial line at km 2.462 of R7
- 603 Relaying of HV 22kV aerial line at km 3.173 of R7
- 604 Relaying of HV 22kV aerial line at km 4.620 of R7
- 605 Relaying of HV 22kV aerial line at km 6.449 of R7
- 610 HV branch for petrol station ORL 2 at km 0.700 of R7
- 611 Pole substation for petrol station ORL 2 at km 0.700 of R7
- 612 HV branch for ISRC at km 6.500 of R7
- 613 Pole substation for ISRC at km 6.500 of R7
- 614 Modification of pole substation TS No. 0001-024 at km 0.150 of R7
- 620 LV branch for petrol station ORL 2 at km 0.700 of R7
- 621 LV branch for ISRC at km 6.500 of R7
- 630 LV branch for public lighting at km 0.150 of R7
- 631 LV branch for public lighting at km 7.950 in "Dunajská Lužná" intersection
- 640 Public lighting of R7 at km 0.000 in "Ketelec" intersection
- 641 Public lighting of R7 at km 7.950 in "Dunajská Lužná" intersection

Gas pipelines

- 701 Relaying of HP gas pipeline DN 100 at km 8.000 of R7

Communication lines

- 751 Protection of DK cable of ENERHOTEL at km 1.197 of R7

- 752 Lateral relaying and protection of the cables of PROGRES at km 5.545 of R7
- 753 Protection of cables of SLOVAK TELEKOM at km 5.565 and 5.575 of R7
- 754 Relaying of cables of ORANGE at km 7.750 of R7
- 755 Relaying of cables of SLOVAK TELEKOM at km 8.162 of R7

The information system of expressway

791-01 Information system of R7 - construction part

Operation sets

521-02 Petrol station for ORL 2 at km 0.700 of R7, technological part

791-02 Information system of R7 - technological part

The Characteristics of the Impact of the Proposed Change

The proposed relaying of buried services and new buried services are located in the close proximity of the proposed construction and they are its integral part. The given changes are not in a collision with the declared protected territories and the territories of the European network named NATURA 2000. The proposed changes represent the solution with minimum impact on environment and public health.

IV.7 Changes in Anti-noise Measures

The scope of anti-noise measures was up-dated in comparison with the Assessment Report (EIA) during the elaboration of zoning and planning decision documentation within the **Noise Study** where they assessed the impact from transport on the listing built-up area after putting the given structure into operation.

They did not consider any anti-noise measures in the Assessment Report (EIA) in variant A - red. The zoning and planning decision documentation proposes to build 2,115 m of absorbing anti-noise walls in total in order to protect the inhabitants of the villages of Dunajská Lužná and Kalinkovo against the noise values exceeding the allowable values. The assessment of noise situation in the proximity of the designed route of the expressway R7 is carried out in accordance with:

- TP 15/2011 MDVRR: The Proposal and Assessment of Anti-noise Measures for Road Communications (august 2011).
- The Act No. 355/2007 Coll. on protection, support and development of public health and on the change and supplementation of some acts,
- The Regulation No. 237/2009 amending and supplementing the Regulation of the Ministry of Health of the Slovak Republic No. 549/2007 Coll.
- The Regulation No. 549/2007 on allowable limits of noise, infra-sound and vibrations and n the requirements for the objectivisation of noise, infra-sound and vibrations in environment.

Proposed anti-noise measures:

- 251 Anti-noise wall at km 5.000 - 6.400 of R7 to the left, having the length of 1,300 m
- 252 Anti-noise wall at km 5.210 - 6.025 of R7 to the left, having the length of 815 m

During the other negotiations, on the basis of the standpoint of the ŠOP SR of 7.10.2012 and the clarifying e-mail of 6.11.2012 on the necessity of the construction of **multifunction barriers** (the prevention of game entering the road, the prevention of glare of game and protection of game against noise) from the side of Biskupické luhy in the section from km 0.500 – 2.500 of R7 (zoning and planning decision documentation) to the right, even despite that the shift of the route of the expressway R7 farther from the CHKO Dunajské Luhy, the multifunction barriers shall be constructed within the construction object 301 on the site

(Fencing of the expressway R7). This technical solution shall be a subject of another stage of project documentation of DSP.

The Characteristics of the Impact of the Proposed Change

The design of anti-noise walls means an increased protection of the inhabitants of Dunajská Lužná and Kalinkovo against the negative impact of noise from traffic on expressway R7 and the provision of the limit values of noise in the proximity of the expressway. By erecting the multifunction barriers from the side of Biskupické luhy in the section from km 0.500– 2.500 of R7 the risk of game entering the expressway shall be significantly reduced, the protection of the protected territory against noise shall be improved and the disturbance of game by lighting during night operation on the expressway shall be restricted.

V. GENERALLY COMPREHENSIBLE FINAL SUMMARY

Basic Data on the Proposer:

Národná diaľničná spoločnosť, a.s. Bratislava
ID No.: 35 919 001
Company registered office: Mlynské nivy 45
821 09 Bratislava

Name of the Change in the Proposed Activity:

Expressway R7 Bratislava - Dunajská Lužná

Location of the Change in the Proposed Activity:

Region : Bratislava,
District : Bratislava II, Senec,
Cadastral territory : Podunajské Biskupice, Rovinka, Nové Košariská, Jánošíková,

Brief Description of the Change in the Proposed Activity:

The change in the proposed activity regards the following changes:

- the change in the location of expressway R7 and the change in the category of the expressway,
- the changes in the intersection objects,
- the changes in the objects of road relaying and road reconstructions,
- the objects of relaying and reconstruction of roads within zoning and planning decision documentation that were not stated in the Assessment Report (EIA),
- changes in bridge objects,
- changes in relaying of buried services that were implied by the detailed geodetic aiming, objections of network administrators and the coordination with the other objects of the given structure,
- changes in anti-noise measures,

The proposed activity was assessed in relation to Annex 8 to the Act No. 24/2006 Coll. on the assessment of impacts on environment.

Data on direct and indirect impacts on environment and public health including the cumulative and synergic ones

Requirements regarding the inputs - changes in the proposed activity

The change in the proposed activity was reflected in higher demands as for land seizure and the requirements for tree cutting. The count of trees and the area of bushy stand were

quantified in the proposed change on the basis of the inventory and the social evaluation of the wood species. The given construction shall request the cutting of 304 trees and 3,150 m² of bushes. From amongst the given number, the requests for the consent of the nature protection authority with tree cutting regards 229 trees and 3,150 m² of bushes. The social value of the wood species for which the consent of the nature protection authority with tree cutting is required represents the amount of 219 367,16 €.

An inventory of the biotopes of the European and national importance was carried out in the proposed change in accordance with the amended law. The survey of biotopes in the route of the expressway R7 was carried out in May 2012 (The inventory of the biotopes of European and national importance, M. Valachovič, 2012). Within the survey, they identified the biotopes of the European and national importance only on four location, they were the following biotopes:

- 91F0 Oak-elm and ash lowland inundated forests (the biotope of the European importance)
- Kr7 Blackthorn and hazel bushes (the biotope of national importance).

The biotope of the European importance 91F0 Oak-elm and ash lowland inundated forests occur ca at km 3.3000 on the place where the future designed ecoduct links up to the natural stands of the remnants of the Danube oxbow lakes and in km ca 5.100, where the route of the expressway crosses the historical embankment with a bridge object.

The biotope of national importance Kr7 Blackthorn and hazel bushes occurs in the accompanying stands of country roads ca at km 1.300 and 1.800.

The biotope of the European importance is endangered to a certain extent also by successive changes in past - fragmentation, hydromelioration interventions, imissions, but despite that it is importance in the countryside. In accordance with the Act No. 117/2010 Coll. amending and supplementing the Act No. 543/2002 Coll. on nature and landscape protection as amended and on the amendment and supplementing of the Act No. 24/2006 Coll. on the assessment of impacts on environment and on the amendment and supplementation of some acts as amended , article 6 Para 2: *as long as the authority for nature and landscape protection warns in the opinion pursuant to Article 9 Para 1 that the activity it expresses its opinion to may lead to the damage or destruction of the biotope of the European importance or the biotope of national importance, a permit issued by the Sub-district Authority for Environment shall be necessary for such activity.*

The Assessment of the Outputs of the Change in the Proposed Activity in Relation to Nature Protection

The most notable output of the change in the proposed activity is the expressway R7 shall be in comparison to the original route (assessed in the EIA):

- shall be shifted further from the CHKO Dunajské Luhy to the distance of ca 159 m to 200 m, in accordance with the recommendations of the Final Opinion of the Ministry of Environment of the Slovak Republic,

The expressway R7 is designed in category R 31,5/120, with four-lane width arrangement, i.e. with wider central separating zone so that it would be prospectively possible to broaden it to 6-lane one towards to axis of the expressway.

- the range of anti-noise walls shall be increased in a significant way (increase by 2,115 m), which results from the up-date of the noise study in accordance with valid law,

- multifunction barriers from the side of Biskupické luhy shall be erected in the section from km 0.500 – 2.500 R7 (zoning and planning decision documentation) to the right, in order to prevent the game from entering the road, to prevent glare of the game and the protection of game against noise from the side of Biskupické luhy (from km 0.500 – 2.500 R7 (zoning and planning decision documentation) to the right). This technical solution shall be a subject of another stage of project documentation of DSP.

- a notable change is the measures for the assurance of connectivity of the country and the migration of game in the most exposed sections. The presence of a notable bio-corridor of supra-regional importance Topoľové hony – the Little Danube and other corridors of lower hierarchic importance requires the assurance of collision-free passage for game through the expressway R7. Therefore 2 ecoducts and a bridge above the migration route of the game are proposed in the project zoning and planning decision documentation:

- object 203 Ecoduct at km 1.799 of R7 – overpass having the length of 50m above the expressway R7 with the overall width of contact ca 121m,
- object 204 Ecoduct at km 3.333 of R7 – overpass having the length of 50m above the expressway R7 with the overall width of contact ca 110m,
- object 208 Bridge on R7 at km 6.800 above the migration route of the game – with clear height of 13m and passage clearance of 4.65 m.

The other grade separated passages for small game and animals through the expressway R7 shall be possible through the designed water gates:

- at km 1.510 pipeline water gate DN 1200, length of 40.2 m for small, medium-sized mammals and amphibians.
- at km 2.383 framework water gate IZM 240/220, length of 34.1 m for small, medium-sized mammals and amphibians.
- at km 6.050 framework water gate IZM 240/240, length of 34.9 m for small, medium-sized mammals and amphibians.
- at km 6.450 framework water gate IZM 240/240, length of 41.1 m for small, medium-sized mammals and amphibians.

in addition to significantly positive impacts on the relevant components of environment, the given changes shall affect the visual aspect of the monitored territory. The other outputs pursuant to the originally assessed range of the proposed variants in comparison with the change in the proposed activity are in principle identical (air pollution, wastes).

Health Risk Assessment

The proposed changes in activity (anti-noise measures) shall contribute to the improvement of the quality of environment in the concerned villages and to the elimination of health risks.

Construction Stage - the Supposed Impacts on Inhabitants

The construction shall be made on the basis of a valid planning permission. It shall reflex all the conditions of execution so that all legislative conditions leading to the elimination of negative impacts on population would be observed.

In the construction stage, there shall be the increased movement of construction machinery in the areas of the construction. It shall affect the considered territory and thus also the part of inhabitants by noise and indirectly by air pollution and dustiness and exhaust gases.

Direct impacts and risks shall be borne only by the employees directly participating in the construction.

Construction Stage - the Supposed Impacts on Environment

Impacts on Nature

On the basis of the carried out inventory of wood species and the social evaluation, the investor shall submit its application for the permit with their cutting. In the period of construction, a short-term source of air pollution shall be the dustiness from construction works and the movement of transport mechanisms and noise load. A landscape-forming greenery planting shall take place on the slopes of the expressway and in the intra-intersection areas. The new type of vegetation shall be variegated from species point of view and composed of the original bush and tree species.

Impacts on Surface and Ground Water

From point of view of impact on ground and surface water, the implementation of the intention does not suppose more significant interventions in qualitative and quantitative parameters.

Operation Stage - the Supposed Impacts on Inhabitants

From the point of view of inhabitants, the implementation of the intention may be positively assessed, since the traffic situation in the territory shall be improved and the safety of transportation and population shall be significantly improved. The positives shall be the most significantly experienced by the inhabitants of villages the transit transportation leads through nowadays. Through the implementation of vegetation rearrangements, the technical work shall be incorporated in the landscape, which shall positively affect the scenery of the territory. The negative impact of the operation on inhabitants shall be indirect by means of air pollution and noise from cars. The elimination of impact of noise on inhabitants was verified by noise study and the design of anti-noise walls.

Waste management in the case of waste coming from the operation of the expressway shall be provided for by the administrator of the relevant section in cooperation with the operators of the equipment for valuation and disposal of waste on the basis of a contract. When observing the principles of safe and economic management of wastes in accordance with valid law, there is no supposition of negative impacts.

Operation Stage - the Supposed Impacts on Environment

Impacts on Air and Local Climate

The operation of the proposed change shall represent the source of air pollution. It is however possible to suppose that the impact on air and local climate shall be just local, comparable with the scope identified in the Assessment Report.

Impacts on Surface and Ground Water

From point of view of water sources, the implementation of the intention does not suppose more significant interventions in qualitative and quantitative parameters.

Impact on Gene Pool and Biodiversity

The impact on gene pool and biodiversity in comparison with the variant proposed in the EIA may be assessed as acceptable under the conditions of the observation of legislative standards in the field of air protection, water protection, noise load and disposal of waste, as well as the implementation of protective measures proposed by the relevant nature protection authorities.

Impacts on Landscape

The contemporary structure of the landscape of the territory of interest represent the anthropogenically modified landscape. The implementation of the intention shall affect the character of the given territory and it shall have an impact on the structure of the landscape. Through the construction, the ratio of transport areas in the territory shall be increased to the detriment of agricultural land and other land. Thanks to the vegetation planting on the slopes of the expressway, the technical work shall be incorporated to the landscape.

Conclusion

The impacts on environment and public health identified in the Assessment Report may be assessed as comparable with the changes in the proposed activity. The change in the proposed activity shall not represent any unfavourable impact on environment and public.

VI. Annexes

1. The Final Opinion (No. 5461/07-7-3/ml) to the construction of the "Expressway R7 Bratislava - Dunajská Lužná" issued by the Ministry of Environment of the Slovak Republic pursuant to the Act No. 24/2006 Coll. on the assessment of impacts on environment and on the amendment and supplementation of some acts on 9 June 2009.
2. The opinion of the concerned state authority for nature and landscape protection
3. The well-arranged situation in scale of 1:10,000
4. Orthophotomap in scale of 1:5,000.
5. The opinion of the relevant urban planning authority
6. The zoning and planning decision documentation for the "Expressway R7 Bratislava – Dunajská Lužná" (elaborated in September 2012 by DOPRAVOPROJEKT, a.s.) on CD

Date of elaboration

Bratislava, April 2013

Name, surname, address and signature of the Notification processor

Notification processed by: Ing. Ján Longa
DOPRAVOPROJEKT a.s.
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Signature of the authorized representative of the Proposer

The authorized representative of the Proposer : Ing. Viktória Chomová
Národná diaľničná spoločnosť, a.s.
Mlynské nivy 45
821 09 Bratislava

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ANNEX 1

Final Opinion to the Impact Assessment Report (elaborated by Geoconsult, s.r.o. Bratislava, September 2008), for the construction of Expressway R7 Bratislava – Dunajská Lužná, was issued by the Ministry of Environment of the Slovak Republic under No. 5461/07-7.3/ml on 9 June 2009.

Disclaimer

This is an English translation of a document that was originally produced in the Slovak language. While we have exercised utmost care to make this translation accurate, it may contain typing or translation errors. Therefore, always consult the Slovak original before making decisions on the basis of this translation.

The name of this document in Slovak is *Oznámenie o zmene navrhovanej činnosti*. The file name has not been changed.

We hereby confirm that the European Bank for Reconstruction and Development shall have no responsibility for the translated content.

Project Implementation Services, spol. s r. o.
Consultant under Consultancy Contract C31934