

**MINISTRY OF ENVIRONMENT  
OF THE SLOVAK REPUBLIC  
Environmental Evaluation and Management  
Environmental Assessment Department  
Námestie Ľudovíta Štúra 1, 812 35 Bratislava**

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**Národná diaľničná spoločnosť, a.s.  
Mlynské nivy 45  
821 09 Bratislava**

<b>Your letter no./of</b>	<b>Our no.</b>	<b>Agent/line</b>	<b>Bratislava</b>
	5087/2013-3.4/ml	Ing. Luciak	26/08/2013

**Re: R7 expressway Bratislava - Dunajská Lužná** - statement pursuant to § 18 Section 4 of the Act no. 24/2006 Coll. on the assessment of impacts on the environment and on amendments to certain laws, as amended.

By letter delivered to the Ministry of Environment (hereinafter the "MoE") on xxxx February 2013, you have submitted a *Notification on modification* to the proposed activity "**R7, Bratislava - Dunajská Lužná**" according to § 18 Section 7) of the Act no. 24/2006 Coll. on the assessment of impacts on the environment and on amendments to certain laws, as amended (the "Act").

**Brief description of the modification to the proposed activity:**

Changing of the proposed activity relates to the following changes:

- change in the location of expressway R7 and the change in the category of the expressway,
- changes in interchanges,
- changes in the objects of road relaying and road reconstructions,
- relocations and reconstruction of roads, proposed within DZP, which were not mentioned in the Evaluation report (EIA),
- changes in bridge structures,
- changes in relocations of utilities, resulting from a detailed geodetic survey, comments of network administrators and coordination with other structures of the relevant construction,
- changes in noise reduction measures.

MoE published the *Notification on modification* without delay at the website of MoE

<http://www.enviroportal.sk/sk/eia/detail/rychlostna-cesta-r7-bratislava-dunajska-luzna-1>

By a letter dated 18 July 2013, the MoE of the SR sent information about the *Notification on modification* to municipalities with cadastral areas of Podunajské Biskupice, Rovinka, Nové Košariská, Jánošíková, asking them to inform, within 3 days from the delivery of this letter about the *Notification on modification*, the public, using the locally habitual means, about the address where it is possible to inspect the *Notification on modification* and to send opinions (the MoE of SR). At the same time it requested that municipalities **publish the non-technical summary** in usual manner sent as an annex to the letter.

The affected municipalities published a notice of *Notification on modification* to the public in the usual manner and reported the address to inspect it and send their opinions (to MoE). At the same time the municipalities **published the non-technical summary including the map supplement**. Publication is available 24 hours a day on the info-board.

The modified activity is located in the cadastral areas of Podunajské Biskupice, Rovinka, Nové Košariská and Jánošíková.

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

**On the basis of the performed assessment of the *Notification on modification* of the proposed activity "Expressway R7 Bratislava - Dunajská Lužná"** and of the submitted expert documents, the Ministry issues, under Article 18(6) of the Act, the following statement for Národná diaľničná spoločnosť, akciová spoločnosť as the proponent:

**For the modification to the proposed activity "R7 Bratislava - Dunajská Lužná", no significant adverse effects on the environment are expected and therefore, the modification is not subject to mandatory assessment pursuant to Article 18(4) of the Act.**

## **Justification**

The Ministry assessed the *Notification on modification* to the proposed activity „**Expressway R7 Bratislava - Dunajská Lužná**“ of the National Highway Company, a joint stock company, Bratislava, the claimant, in terms of the nature and extent of the proposed change of activity, location of implementation of the proposed change of activity and the importance of expected impacts on the environment, including cumulative and synergistic, and on health of the population, while it considered the current state of the environment in the affected area. In its statement, it also used the criteria for decision-making in accordance with Annex 10 of the Act (transposition of Annex III of Directive 91/2011/EC).

The submitted *Notification on modification* of the proposed activity, prepared under Annex no. 8/a of the Act no. 24/2006 Coll. on environmental impact assessment, was prepared for a modification of structure "**Expressway R7 Bratislava - Dunajská Lužná**".

The relevant construction was assessed under Act no. 24/2006 Coll. on assessment of impacts on the environment and on amendments to certain 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 09/06/2009 under No. 5461/07-7.3/ml. Two variants were assessed in the assessment process:

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

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

### **Brief description of the technical and technological solution of the proposed modification to activity and reasons for change**

#### **\_\_\_\_\_ Comparison of originally assessed solution and changes in the proposed solution**

##### ***a) Changes in location of R7 expressway***

Compared to EIA solution, the following changes have occurred in DZP:

- 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 is taken from the 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 interchange 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 municipality 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 that the GSI Dunajská Lužná is the part of the given structure also from the point of view of the proposed technical design of the interchange, the end of the section of R7 was moved behind the interchange 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) Changes in interchanges

Considered solution (Assessment Report)	Change to the proposed solution		Characteristics of the change in the proposed activity and its justification
Description of the object	object	Zoning and Planning Decision Documentation	
Ketelec interchange	-	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 interchange 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".
Dunajská Lužná interchange - 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.	102	Dunajská Lužná interchange, eight-shaped, complete.	The shape of the interchange was changed so that there was no interference with the area of orchard and the existing waste dump. The proposed shape of the interchange suits the prospective traffic load from the point of view of capacity.

### c) Changes of road relocations and reconstructions

Considered solution (Assessment Report)		Change to the proposed solution		Characteristics of the change in the proposed activity and its justification
Ref.	Object description	Obj.	DZP	
C1	Relocation of special-purpose communication at km 0.000 of R7, 240 m long	111	Access road to the Topol'ové gamekeeper's lodge at km 1.236 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	Relocation of field road at km 0.760 of R7, 830 m long	I12	Field road at km 1.780 of R7	The change in the position of field 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	Relocation of field road at km 2.240 of R7, 858 m long	I13	Country road at km 3.311 of R7	The change in the position of field 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	Relocation of field road at km 3.540 of R7, 589 m long	I14	Relaying of country road at km 4.707 of R7	Detailed geodetic survey, optimisation of the point of interchange with R7.
C5	Relocation of road III/0635 at km 4.430 of R7, 489 m long	I53	Renovation of roads of class III (after the completion of the construction)	Detailed geodetic survey, optimisation of vertical routing of R7 in the point of interchange with road III/0635, minimizing of modifications on the existing road III/0635.
C6	Relocation of road I/63 at the Dunajská Lužná interchange, 389 m long	I03	Relaying of road I/63 at km 7.950 R7 in "Dunajská Lužná" interchange.	The change in the width arrangement of the relaying of road I/63 implied by the proposed design of the GSI "Dunajská Lužná".

**d) Objects of road relocations and reconstructions within zoning and planning decision documentation that were not included in the Assessment Report (EIA)**

Relocations and reconstruction of roads, which were not in the Assessment Report (EIA) were designed later during processing DZP for the following reasons:

- detailed geodetic survey of the existing situation in the development of DZP,
- detailed elaboration of solutions corresponding to the level of DZP,
- need for incorporating comments and requests by the relevant authorities and organizations (the opinions of working meetings during the preparation of DZP),
- need for completion of access roads to the lands split by the structure,
- need for road surfacing (after completion of construction), which will be used by construction traffic.

Object	The proposed design in the zoning and planning decision documentation	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 structures

Considered solution (Assessment Report)		Change to the proposed solution		Characteristics of the change in the proposed activity and its justification
Ref.	Object description	Obj.	(Zoning and Planning Decision Documentation)	
M1	Bridge on R7 at km -0.540 above the D4 highway at km 7.620 - Ketelec interchange, 121 m long	201-01	Bridge on R7 at km 0.000 above the highway D4 at the Ketelec interchange, length of the bridge: 132.00 m on the left, 112.00 m on the right	Change in the position and shape of the 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 EIA.	201-02	Bridge on R7 - collector at km 0.000 above the D4 highway at the Ketelec interchange, 126.0 m long	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).
M2	Bridge on R7 at km 0.000 above a relocation of a special-purpose communication, 31 m long	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.	Change in the position of the bridge on a road relocation, due to the routing of mass transport the relaying was proposed in relation to the existing road to the Topoľové gamekeeper's lodge, change of 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, 62 m long	Change in the position of a field road relocation and the design of the bridge in order to respect 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, 60.60 m long	Change in the position of a field road relocation and the design of the bridge in order to respect 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	Bridge on a field road at km 4.707 of R7, 62 m long	Change in the position of a field road relocation and the design of a bridge, minimizing of land seizure.
	Not proposed in the EIA.	206	The bridge on R7 at km 5.125 above the old Danube	The requirement of KPÚ SR and EIA to preserve the old

			embankment, having the length of 157.50 m.	Danube embankment protected as a monument, the provision of cycling transport on the embankment.
M6	Bridge over the R7 at km 4.430 on a relocation of road III/0635, 66 m long	207	Bridge on R7 at km 5.554 above road III/0635, 24.44 m long	Change in the vertical design of the crossing for the reason of the optimisation of the vertical routing of R7 in the crossing with road III/0635 and minimizing 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 interchange, length of 79 m	209	Bridge on road I/63 at km 7.950 of R7 in Dunajská Lužná interchange, 75.62 m long	The optimisation of the design of bridge object for the designed shape of GSI "Dunajská Lužná".

#### **f) Changes of relocations of utility lines**

There are utility lines and other facilities located in the concerned section of the expressway R7 and related roads in the area of the intended construction. Due to the proposed location of the R7 expressway, the relocation of road I/63, design of grade separated interchanges, other roads and bridges, it is necessary also to deal with *induced investments* in relation to the given structure. Compared to the Assessment Report (EIA) the range of utilities relocations has been updated during processing DZP for the following reasons:

- Detailed geodetic survey of the existing status along with setting the utilities during preparation of LUPD.
- Need to incorporate justified objections and requirements of the concerned administrators of utilities,
- Detailed specification of the design of relocations for the reason of the need of their coordination with the other objects of the given structure.

The following construction facilities and relocation of the operating sets of the utilities and new utilities were proposed in LUPD:

##### Sewer Systems and Water Supply System

521-01 Pumping station for oil trap 2 at km 0.700 of R7, construction part

##### The objects of HV, LV electric lines and public lighting

##### Gas pipelines

##### Communication lines

##### The information system of expressway

791-01 Information system of R7 - construction part

##### Operation sets

521-02 Pumping station for oil trap 2 at km 0.700 of R7, technological part

791-02 Information system of R7 - technological part

The proposed relocation of utilities and new utilities are located in close proximity to the proposed construction and they form an integral part of the construction of expressway R7.

**g) Changes in noise reduction 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 municipalities 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.
- Decree no. 549/2007 on the permissible values of noise, infrasound and vibration and on the requirements for objectification of noise, infrasound and vibration in the environment

Proposed anti-noise measures:

Anti-noise measures

251 Noise barrier at km 5.000 - 6.400 of R7 on the left, 1300 m long

252 Noise barrier at km 5.210 - 6.025 of R7 on the right, 815m long

During the other negotiations, on the basis of the standpoint of the ŠOP SR of 7 October 2012 and the clarifying e-mail of 6 November 2012 on the necessity of the construction of **multifunction barriers** (prevention of game entering the road, prevention of glare of game and protection of game against noise) from the side of Biskupické luhy in the section of km 0.500 – 2.500 of R7 (zoning and planning decision documentation) on the right, even despite that the shift of the route of the expressway R7 further from the CHKO Dunajské Luhy, 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.

**PROBABLE IMPACTS OF CHANGES**



## Impacts on the environment and human health including cumulative and synergistic

### Changes in Location of Expressway R7 Bratislava - Dunajská Lužná

- Compared to the original route (assessed in the EIA), the Ketelec interchange is moved some 235 m to the north, in direction arcs  $R = 2800$  m and  $R = 1350$  m in a category of D 33.5/120 (six lanes). 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".
- Shifting further from the CHKO Dunajské Luhy to the distance of ca 159 m to 200 m, in the direction arc  $R = 1155$  m, in category R 31.5/120, with four-lane width arrangement, i.e. with wider central separating lane so that broadening to a 6-lane road 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 interchange 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 municipality of Dunajská Lužná.
- In connection with the change in the position of the D4 highway, expressway R7 and GSI Ketelec compared to the EIA solution, the beginning of the given structure moved to km - 0.200 of R7 (before the GSI Ketelec).
- Since the GSI Dunajská Lužná is the part of the given structure, the end of the section of R7 was shifted behind the interchange in comparison to the EIA solution.
- The overall length of expressway R7 Bratislava – Dunajská Lužná has changed compared the EIA solution from 6.819 70 km to 0.200 km + 8.225 km, i.e. 8.425 km.

#### A) The direct and indirect impacts on the environment and human health including cumulative and synergistic

The route of the expressway is conducted through the area of the same character as 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 shows the characteristics of the most serious possible effects of the modification to the proposed activity.

Environmental Element	Characteristics of impact	Comparing the impact of the proposed change to the impact identified in the originally assessed solution
Air	<i>burden of emissions, dust</i>	comparable impact

rock environment	<i>interference with rock environment</i>	comparable impact
groundwater	<i>contamination risk</i>	comparable impact
surface water	<i>contamination risk</i>	comparable impact
soil	<i>permanent and temporary use</i>	greater impact
biota, Natura 2000	<i>interference with habitats, 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>improvement of spatial conditions</i>	comparable impact
well-being and quality of life	<i>- impact of emissions and noise on the population - increased traffic safety</i>	more moderate impact

## **B) Information on projected impacts of proposed activity on protected areas**

The modification to the proposed activity is located in the area covered by a first level of protection. There are no protected locations directly on the route of the structure. 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 structure is the territory of European importance SKEV 0295 Biskupické luhy. There is also a natural reserve Topol'ové hony in the proximity of the structure.

Secondary effects of construction activities and the operation of the expressway shall have a negative impact on the protected territories, e.g.: noise, dust, absorbed emissions, 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 stress factor to be mitigated. Another mitigating measures may be also the construction of **multifunction barriers** from the side of Biskupické luhy in the section from km 0.500 – 2.500 of R7 (zoning and planning decision documentation) on 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.

### **Changes in interchanges**

#### **Dunajská Lužná Interchange (object 102-00)**

#### **The direct and indirect impacts on the environment and human health including cumulative and synergistic**

The shape of the Dunajská Lužná interchange was changed so that there was no interference with the area of orchard and the existing waste dump. The proposed shape of the interchange suits the prospective traffic load from the point of view of capacity.

The following table shows the characteristics of the most serious possible effects of the modification to the proposed activity.

<b>Environmental Element</b>	<b>Characteristics of impact</b>	<b>Comparing the impact of the proposed change to the impact identified in the originally assessed solution</b>
Air	<i>burden of emissions, dust</i>	comparable impact
rock environment	<i>risk of landslides, contamination</i>	comparable impact
groundwater	<i>contamination risk</i>	comparable impact
surface water	<i>contamination risk</i>	comparable impact
soil	<i>permanent and temporary use</i>	smaller impact
biota, Natura 2000	<i>interference with habitats, tree cutting, stress factors,</i>	comparable impact
territorial system of ecological stability	<i>intervention in the TSES structure, barrier effect</i>	comparable impact
development of the territory	<i>the improvement of traffic conditions</i>	comparable impact

#### **Data on Expected Impacts of the Proposed Activity on Protected Areas**

The modification to the proposed activity is located in an area covered by the first level of protection under the Act No. 543/2002 Coll. on nature and landscape protection and does not intervene in the European network NATURA 2000. The proposed modification is minor impact on the environment compared to the original solution.

#### **Changes in relocations and reconstruction of roads**

##### **Access road to the Topol'ové gamekeeper's lodge at km 1.236 of R7 (object 111)**

For the purpose of the preservation of the operability of public mass transport, relocation was proposed in connection to the existing road to the Topol'ové gamekeeper's lodge.

##### **The Characteristics of the Impact of the Proposed Change**

The field road is located in the area with the first level of protection. Given the fact it is longer compared to originally assessed road, it requires a greater use of surfaces and a greater range of tree felling along a field road. The change has other negative effects.

##### **Field road at km 1.780 of R7 (object 112)**

The change in the position of field road was implied by the clarification of the location of ecoduct for game above R7 and in accordance with the recommendations of the FO of EIA and ŠOP SR.

##### **The Characteristics of the Impact of the Proposed Change**

The field road is located in the area with the first level of protection. The change is of no significant negative impact.

### **Field road at km 3.311 of R7 (object 113)**

The change in the position of field road was implied by the clarification of the location of ecoduct for game above R7 and in accordance with the recommendations of the FO of EIA and ŠOP SR.

#### *The Characteristics of the Impact of the Proposed Change*

The field road is located in the area with the first level of protection. The proposed change is of no significant negative impact.

### **Relocation of field road at km 4.707 of 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 field road is located in the area with the first level of protection. Given the fact it is longer compared to originally assessed road, it requires a greater use of surfaces and a greater range of tree felling along the road. The change has other negative effects.

### **Renovation 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 in the location 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.

### **Relocation of road I/63 at km 7.950 of R7 in the Dunajská Lužná interchange (object 103)**

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

#### *The Characteristics of the Impact of the Proposed Change*

Road II/503 is located in the area with the first level of protection. The change does not represent a negative impact on environment.

### **Objects of road relocations and reconstructions within zoning and planning decision documentation that were not included in the Assessment Report (EIA)**

Relocations and reconstruction of roads, which were not in the Assessment Report (EIA) were designed later during processing DZP for the following reasons:

- detailed geodetic survey of the existing situation in the development of DZP,
- detailed elaboration of solutions corresponding to the level of DZP,
- need for incorporating comments and requests by the relevant authorities and organizations (the opinions of working meetings during the preparation of DZP),
- need for completion of access roads to the lands split by the structure,
- need for road surfacing (after completion of construction), which will be used by construction traffic.

### **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*

This change is not in conflict with the declared protected areas or territories of the European network NATURA 2000. The change does not represent a negative impact on environment.

### **Bypass on the road I/63 and access to the land 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*

This change is not in conflict with the declared protected areas or territories of the European network NATURA 2000. The change does not represent a negative impact on environment.

### **Modification of road I/63 (after completion of construction) (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*

This change is not in conflict with the declared protected areas or territories of the European network 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.

### **Changes in bridge structures**

Bridge structures are an essential part of the route of the expressway and as such are integrated in some of the already above-mentioned objects, particularly in the object of R7 and objects of relocations and road surface treatments.

#### **Bridge on R7 at km 0.000 above the D4 highway at the Ketelec interchange, bridge length: left 132.00 m – right 112.00 m (object 201-01)**

The change in the bridge was implied by the change in the position and shape of GSI Ketelec when the position of the D4 highway and of the R7 expressway was shifted 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. When compared to the EIA design, the change does not represent a design with a negative impact on environment.

#### **Bridge on R7 - collector at km 0.000 above the D4 highway at the Ketelec interchange, 126.0 m long (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. When compared to the EIA design, the change does not represent a design with a negative impact on environment.

**Bridge on access road to the Topol'ové gamekeeper's lodge at km 1.236 of R7, 54 m long (object 202)**

The change represents the change in the position of the bridge on the road relaying. For the purpose of the preservation of the operability of public mass transport, relocation was proposed in connection to the existing road to the Topol'ové 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 habitat of national importance *Kr7 blackthorn and hazel bushes*. The other negative impacts are not supposed.

**Ecoduct at km 1.799 of R7, 62 m long (object 203)**

The change is implied by a change in the position of a relocation of a field road and by respecting a recommendations in the EIA process, i.e. to build an ecoduct on the place of a migration corridor.

*The Characteristics of the Impact of the Proposed Change*

We expect an increase of the noise level and a restriction of migration in the construction stage; this impact shall be just temporary during the construction works. The change shall require the interference with the habitat of national importance *Kr7 blackthorn and hazel bushes*. No significant negative impacts on environment and public health are expected during the operation phase. 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.

**Ecoduct at km 3.333 of R7, 60.60 m long (object 204)**

Change in the position of a field road relocation and the design of the bridge in order to respect 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 the ecoduct will require interfering with a habitat of 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.

**Bridge on a field road at km 4.707 of R7, 62 m long (object 205)**

Change in the position of a field road relocation and the design of a bridge, minimizing of land seizure.

*The Characteristics of the Impact of the Proposed Change*

This change is not in conflict with the declared protected areas or territories of the European network NATURA 2000. The change represents greater seizure of agricultural land, but it shall not have a negative impact on environment.

**Bridge on R7 at km 5.125 above the old Danube embankment, 157.50 m long (object 206)**

The requirement of KPÚ SR and EIA to preserve the old Danube embankment protected as a monument and to provide for cycling 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 habitat of the European importance *91F0 Oak-elm and ash lowland inundated forests*. During the construction, it shall be necessary to map all valuable trees and 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 expect an increase of the noise level and a restriction of migration in the construction stage; this impact shall be just temporary during the construction works. The bridging of the depression shall create the conditions for the preservation of the function of the bio-corridor for smaller animals. No other significant negative impacts on natural environment versus the design in the EIA are expected. This change is not in conflict with the declared protected areas or territories of the European network NATURA 2000.

**Bridge on R7 at km 5.554 above road III/0635, 24.44 m long (object 207)**

Change in the vertical design of the crossing aimed at optimizing 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*

This change is not in conflict with the declared protected areas or territories of the European network NATURA 2000. The change has not a negative impact on the environment.

**Bridge on R7 at km 6.800 above a migration route of game, 24.44 m long (object 208)**

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

*The Characteristics of the Impact of the Proposed Change*

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

**Bridge on road I/63 at km 7.950 of R7 in the Dunajská Lužná interchange, 75.62 m long (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*

This change is not in conflict with the declared protected areas or territories of the European network NATURA 2000. The change has not a negative impact on the environment.

**Changes of relocations of utility lines**

There are utility lines and other facilities located in the concerned section of the expressway R7 and related roads in the area of the intended construction. Due to the proposed location of the R7 expressway, the relocation of road I/63, design of grade separated interchanges, other roads and

bridges, it is necessary also to deal with *induced investments* in relation to the given structure. Compared to the Assessment Report (EIA) the range of utilities relocations has been updated during processing DZP for the following reasons:

- Detailed geodetic survey of the existing status along with setting the utilities during preparation of LUPD.
- Need to incorporate justified objections and requirements of the concerned administrators of utilities,
- Detailed specification of the design of relocations for the reason of the need of their coordination with the other objects of the given structure.

There have been designed following construction objects and operation sets of utilities relocations and new utilities in DZP:

*Sewer Systems and Water Supply System*

521-01 Pumping station for oil trap 2 at km 0.700 of R7, construction part

*The objects of HV, LV electric lines and public lighting*

*Gas pipelines*

*Communication lines*

*The information system of expressway*

791-01 Information system of R7 - construction part

*Operation sets*

521-02 Pumping station for oil trap 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 relocations of utilities and new utility lines are located near the proposed construction and are an essential part of the structure. This changes are not in conflict with the declared protected areas or territories of the European network NATURA 2000. The proposed changes represent a solution with minimum effect on the environment and human health.

**Changes in noise control 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 municipalities 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.
- Decree no. 549/2007 on the permissible values of noise, infrasound and vibration and on the requirements for objectification of noise, infrasound and vibration in the environment

Proposed anti-noise measures:

- 251 Noise barrier at km 5.000 - 6.400 of R7 on the left, 1300 m long  
 252 Noise barrier at km 5.210 - 6.025 of R7 on the right, 815m long

During other negotiations, on the basis of the standpoint of the ŠOP SR of 7 October 2012 and the clarifying e-mail of 6 November 2012 on the necessity of the construction of **multifunction barriers** (prevention of game entering the road, prevention of glare of game and protection of game against noise) from the side of Biskupické luhy in the section of km 0.500 – 2.500 of R7 (zoning and planning decision documentation) on the right, even despite that the shift of the route of the expressway R7 further from the CHKO Dunajské Luhy, 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.

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.

Conclusion

*Effects on the environment and human health identified in the Assessment Report can be viewed as comparable to the changes in the proposed activity. Changing the proposed activity will not constitute a significant adverse effect on the environment and population.*

The proposed activity compliance with the valid Land Use Documents

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

The **LUD of Bratislava HTU in a comprehensive wording of amendments 2000, 2002, 1/2003 and 01/2005** (developed by AUREX, s.r.o., 2008) states: In accordance with the approved Concept of Transport Development (approved by Government Resolution no. 166/1993) it is considered for the prospective period after 2015 a reserve space for the construction of the so-called southern section as a supra-regional road as a two-lane expressway with a view to four-lane road in the direction of Bratislava - Nové Zámky - Krtíš - Lučenec - Košice. The proposal of LUD Bratislava HTU states the R7 expressway to be conducted from

the junction with D4 highway (0 circuit) in the direction of - Rovinka bypass to the south - Dunajská Lužná bypass to the south - the Bratislava region boundary with Trnava region.  
***The proposed route is in accordance with the ÚPN of the Upper-tier Territorial Unit of Bratislava Region.***

### **Land Use Documentation of the towns and municipalities:**

**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 municipality.

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

### **Compensations**

A part of the implementation of the highway project includes the compensation for material damage of property, permanent land use, unnecessary tree felling and compensation for loss of production of agricultural and forestry production in the temporarily occupied PPF and LPF.

### **Measures to preserve environment**

#### ***Mitigating measures***

For avoiding and reducing the negative effects of construction on the environment, health and socio-economic environment the requirements to reduce or eliminate the negative impacts have been incorporated in the project documentation. These are mainly the following:

- noise control measures,
- measures to protect surface and ground water,
- measures to reduce the risks arising from the interaction of the structure with the rock environment,
- attractive architectural design and planting to mitigate the impact on the landscape scenery,
- necessary archaeological research,
- reducing operational risks.

It is also necessary to comply with the measures resulting from the assessment process referred to in the Final opinion with an emphasis on minimizing impacts on residents during construction.

#### ***Statement by the affected public authority of nature and landscape protection.***

**District Environmental Office in Bratislava, Department of Nature Protection, Selected Components of the Environment and Appeal Proceedings of the Region**, letter dated 27 May 2013

States that the changes resulted in positive changes related to environmental protection.

**District Environmental Office in Bratislava, Department of State Administration of Care for the Environment of the District**, letter dated 10 June 2013

States in its opinion that protected areas will be influenced by secondary effects of construction activities, yet the shifting of the route from CHKO Dunajské luhy can be expected to reduce the stress factors. As the proposed changes have no substantial impact on the effects of the proposed activity, the nature protection body has no substantial comments on the Notification of modification.

**District Environmental Office in Senec, Nature and Landscape Protection Department,**  
letter dated 16 May 2013

No comments to the change of the proposed activity.

***Opinion of the competent land-use planning authority***

**Bratislava Self-Governing Region,** letter dated 27 May 2013

Agrees with the changes, however, these are out of scale of LUD Bratislava HTU.

**Opinion of the Bratislava - Podunajské Biskupice Municipal District,** letter dated 29  
July 2013

No comments to the change of the proposed activity.

Further assessment under the Act no. 24/2006 Coll. is not required.

***Public opinion***

No comments on the *Notification on modification*, nor any opinion sent by the public.

This opinion is a basis for actions under the Act no. 50/1976 Coll. on Territorial Planning and Building Code (Building Act), as amended.

Best Regards,

**RNDr. Gabriel Nižňanský**  
**Head of the Department**

**For the attention of**

1. MTCRD SR, Department for Regulation of Roads, Nám. Slobody 6, 810 05 Bratislava 15
2. Bratislava - Podunajské Biskupice municipal district, Municipal authority, Trojičné nám. 11, 827 61 Bratislava
3. The municipality of Rovinka, 900 41 Rovinka
4. The municipality of Dunajská Lužná, Jánošíkovská 7, 900 42 Dunajská Lužná (for Nové

Košariská and Jánošíková)

5. Municipality of Bratislava, Office of Mayor, Primaciálne nám. 1, 814 99 Bratislava