

**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./as from</b>	<b>Bratislava</b>	<b>Our no.</b>	<b>Agent/line</b>
	6634/2013-3.4/ml	Ing. Luciak	26 August 2013

**Re: R7 expressway Dunajská Lužná - Holice** - 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 17 July 2013, you have submitted a *Notification on modification* to the proposed activity "**R7, Dunajská Lužná - Holice**" 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").

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

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

By letter of 18 July 2013 MoE has sent notice of the *Notification on modification* to the municipalities with cad. area of Jánošíková, Šamorín, Kvetoslavov, Bučuháza, Čukárska Paka, Trnávka, Macov, Blatná na Ostrove, Čefa, Kostolná Gala. Poteho Osada with the requirement to notify the public within 3 days from receipt of this letter on this *Notification on modification* in usual manner and, at the same time, to announce the address to inspect and submit the opinion on this *Notification on modification* (to MoE). At the same time it requested that municipalities **publish non-technical summary** in usual manner sent as an annex to the letter.

The affected municipalities disclosed 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 municipalities **published the non-technical summary including map supplement**. Publication is available 24 hours a day on the info-board.

The modified activity is situated in cadastral area of Jánošíková, Šamorín, Kvetoslavov,

Bučuháza, Čukárska Paka, Trnávka, Macov, Blatná na Ostrove, Čefa, Kostolná Gala and Poteho Osada.

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

Changing of the proposed activity relates to the following changes:

- changes in location of R7 expressway,
- changes in interchanges,
- changes in relocations and reconstruction of roads,
- relocations and reconstruction of roads, proposed within DZP, which were not mentioned in the Evaluation report (EIA),
- changes in bridge structures, resulting from changes in position of R7,
- bridge structures, proposed within DTD, which were not mentioned in the Evaluation report,
- changes in the structures of the Expressway Management and Maintenance Centre,
- changes in parking area 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 control measures.

Based on the assessment of *Notification on modification* to the proposed activity "R7 Dunajská Lužná - Holice" and submitted professional documents, MoE issues under § 18 Sec. 6) of the Act for the National Motorway Company, a joint stock company, Bratislava, the claimant, the following statement:

**For the modification to the proposed activity "R7 Dunajská Lužná - Holice" it is not expected any significant adverse effect on the environment and therefore is not subject to mandatory assessment pursuant to § 18 Sec. 4) of the Act.**

### **Justification**

The Ministry assessed the *Notification on modification* to the proposed activity "R7 Dunajská Lužná - Holice" 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 used also the criteria of deciding in accordance with Annex 10 of the Act (transposition of Annex III of Directive 91/2011/EC).

The submitted *Notification on modification* to the proposed activity prepared in accordance with Annex 8/a of Act no. 24/2006 Coll., on assessment of impacts on the environment, is prepared for a change of the construction "R7 Dunajská Lužná - Holice".

The relevant construction was assessed under Act no. 24/2006 Coll. on assessment of impacts on the environment and on amendments to certain acts. Final opinion to the report on the evaluation

of the "R7 expressway of Dunajská Lužná - Holice" construction was issued by Ministry of Environment of the SR on 28/06/2010 under the number 4191/ 09-3.4/ml. Based on the conclusions of a comprehensive assessment of the proposed activity it is recommended to complete the proposed action: "R7 expressway Dunajská Lužná - Holice" is recommended by *Option A blue* or *combination of Option A blue and Option E purple, where the expressway will continue in Option E purple after about 10 km of Option A blue.*

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

The route of R7 was elaborated in DZP according to Option B red (after approx. 9.000 km) and Option E purple in further continuation with regard to connection to the previous section of R7 Bratislava - Dunajská Lužná.

The section of R7 expressway begins between the village of Dunajská Lužná and the town of Šamorín, where construction is linked on the section included within DZP (Documentation for zoning permit) "R7 expressway, Bratislava - Dunajská Lužná" right after the Dunajská Lužná interchange. R7 is run along the left side of the road I/63 (to the north) in its entire length mostly on agricultural lands. From the connection to the previous section the route starts to deviate from the road I/63 to the north so as to bypass Šamorín on the north. At about 0.800 km the route crosses a regional bio-corridor Danube - Little Danube by an overpass, paving the way for its elevated junction below R7. Furthermore, the route gets into the space between the town of Šamorín and the village of Kvetoslavov (closer to Kvetoslavov). At this point it crosses the road II/503, to which it is connected via elevated junction of Šamorín. It continues north around the village of Šamot, to the south around the village of Čukárska Paka. At about 9.000 km, near the site called Tarnoki, an ecoduct over R7 is designed to ensure the migration of game animals through R7. At this point, the route crosses the border of the II. degree protection zone of natural healing waters in Čilistov (the route is in 0.000 to 0.900 km of the PZ). Then the route passes between the village of Trnávka and Macov with sports and recreation centre (shooting range) on the right side of R7, which is not affected by the structure (found only in the protection zone of R7). Finally, the route is run north of the village of Blatná na Ostrove and once again it comes close to the road I/63. The route of this section of R7 ends between the villages of Holice and Čechová in Holice elevated junction with connection to the road III/06324 and the road I/63. The end of the section of R7 is at 17.380 km, where it joins to the line "R7 Holice - Dunajská Streda". This section is in the process of EIA assessment of the construction impacts on the environment. The R7 expressway is proposed in category R 31.5/120 at 0.000 - 0.360 km, a four-lane road with broader middle dividing strip in order to allow the perspective extension to a six-lane road towards the axis of the expressway. Category R 24.5<sup>C</sup>/120 at 0.360 km - cad.area, four-lane expressway. The total length of the section of R7 is 17.380 km.

### **Current condition**

Currently, the whole traffic passes the first class road.

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

A brief overview of changes to major objects that result from the requirements of the final opinion, the requirements of the affected municipalities, the optimization of technical and environmental solution of the expressway and reflected in DZP, respectively in documentation for planning permission (DPP), are in comparison with engineering study and evaluation sheets

(Assessment Report - TS) summarized in the following text:

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

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

- Beginning of the section of R7 Dunajská Lužná - Holice is shifted behind the interchange of Dunajská Lužná, approx. 280 m in stationing direction, as the whole interchange with the adjacent R7 section was included in the section of R7 Bratislava - Dunajská Lužná.
- In the section from 0.000 to 2.500 km (then all stationing according to DZP), the route of the expressway was moved about 41 m southwards in the farthest point, in the section from 2.500 to 4.000 km, the route of the expressway was moved about 13 m northwards at the farthest point. This shift was conditioned by changing the horizontal conduct in the previous section of Bratislava - Dunajská Lužná.
- Change in the category of the expressway at 0.000 to 0.360 km on the road R 31.5/120.

**b) Changes in interchanges**

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)	
	"Dunajská Lužná" interchange Incomplete three-leaf interchange of R7 and road I/63. Unconnected directions: DS R7 - DS I/63 BA I/63 - R7 BA DS I/63 - R7 DS		Dunajská Lužná interchange was not assessed in DZP	Dunajská Lužná interchange was assessed in EIA process within the section of R7 expressway Bratislava - Dunajská Lužná
K01	Šamorín interchange Complete four-ramp partial cloverleaf interchange of R7 and road II/503 with the contact link to the road II/503	102	Šamorín interchange Complete four-ramp partial cloverleaf interchange of R7 and road II/503 with the contact link to the road II/503	Extension of the interchange surface due to more accurate design of elements of interchange branches.
K02	Holice interchange Complete four-ramp partial cloverleaf interchange of R7 and road III/06324 with the contact link to the road II/503	103	Holice interchange Complete folded diamond interchange of R7 and road III/06324 with the connection to the road II/503 through roundabouts	Extension of the interchange surface due to more accurate design of elements of interchange branches. Changing the shape of the interchange for the folded diamond due to better use of agricultural land and transport connection of EMMC to the road network. The necessity of connection of road relocation III/06323 and road to EMMC Holice at the connection point of interchange branches to the road III/06324. Insufficient outlooks at transversal interchanges connecting branches to the road III/06324

**c) Changes in relocations and reconstruction of roads**

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)	
C01	Field road relocation at 10.366 km of R7, length 350m	130	Field road relocation at 3.265 km of R7, length 430m	Extension of the treatment to the field road with regard to the proposal for vertical conduct of R7 and the actual field road.
C02	Relocation of road II/503 in "Šamorín" interchange, length 450 m	110	Relocation of road II/503 in "Šamorín" interchange, length 885m	Extension of the treatment to the road II/503 with regard to the proposal for vertical conduct of R7 and the road II/503. It was necessary to ensure sufficient outlook at the connection points of interchange branches.
C03	Relocation of road III/06311 at 14.601 km of R7, length 500 m	121	Relocation of road III/06311 at 7.499 km of R7, length 525m	Extension of the treatment to the road III/06311 with regard to the proposal for vertical conduct of R7 and horizontal and vertical conduct of the road III/06311 based on accurate geodetic survey.
C04	Field road relocation at 16.054 km of R7, length 350m	133	Field road relocation at 8.950 km of R7, length 290m	Extension of the treatment to the field road with regard to the proposal for vertical conduct of R7 and horizontal and vertical conduct of the field road based on accurate geodetic survey. Division into two structures by future administrations.
		134	Field road relocation at 9.049 km of R7, length 344m	Displacement and extension of the field road so as to respect the vertical conduct of the obj. 133 and not to create any obstacle to the game in the place of ecoduct. Division into two structures by future administrations.
C05	Relocation of road III/06313 at 18.062 km of R7, length 400m	122	Relocation of road III/06313 at 10.908 km of R7, length 687m	Extension of the treatment to the road III/06313 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation II/06313. Treatment of the route based on a detailed geodetic survey of the area.
C06	Relocation of road III/06317 at 19.208 km of R7, length 350m	123	Relocation of road III/06317 at 12.099 km of R7, length 505m	Extension of the treatment to the road III/06317 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation II/06317. Treatment of the route based on a detailed geodetic survey of the area.
C07	Relocation of road III/06316 at	124	Relocation of road	Extension of the treatment to the

	20.265 km of R7, length 450m		III/06316 at 13.154 km of R7, length 613m	road III/06316 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation III/06316. Treatment of the route based on a detailed geodetic survey of the area.
C08	Field road relocation at 22.336 km of R7, length 400m	135	Field road relocation at 15.235 km of R7, length 415m + 94m	Extension of the treatment to the field road with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the field road relocation. Treatment of the route based on a detailed geodetic survey of the area.
C09	Relocation of road III/06323 in "Šamorín" interchange, length 560m	125	Relocation of road III/06323 at 16.500 km of R7, length 600m	Treatment of the route and extent of relocation road III/06323 due to the change in the "Holice" interchange, connection to the roundabout on the road III/06324.
C10	Relocation of road III/06324 in "Holice" interchange, length 400m	126	Relocation of road III/06324 in "Holice" interchange, length 686m	Extension of the treatment to the road III/06324 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation III/06324. Treatment of the route based on a detailed geodetic survey of the area.

**d) Relocations and reconstruction of roads, proposed within DZP, which were not mentioned 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.

Proposed solution		Characteristics of the change in the proposed activity and its justification
<b>Obj.</b>	<b>DZP</b>	
104	Roundabout on the road I/63 near the village of Holice	The existing transversal interchange on the road I/63 with road III/06324 did not meet the projected traffic load as the road III/06324 is connected to "Holice" interchange and the traffic gets to the road

		I/63 through it. It was therefore necessary to rebuild the existing transversal intersection to the roundabout. This object also consists of interchange branches on the road I/63.
120	Relocation of road III/0638 in "Šamorín" interchange, length 312m	A high embankment will be built at the juncture of the road III/0638 to the road II/503 on the road relocation II/503 and therefore the juncture of the existing road III/0638 can not be made in this point. The road is diverted so as to connect to transversal interchange of the road II/503 with branches of "Šamorín" interchange with acceptable height of the embankment. It was also necessary to ensure adequate outlook conditions in the interchange.
127	Roundabout arm on the road III/06319, length 106 m	By designing roundabout on the road I/63 near Holice it became necessary to make adjustments of the road III/06319 at the point of connection to the roundabout.
131	Field road relocation in "Šamorín" interchange, length 450m	Treatment of the field road arose because of an appropriate connection to the relocation road II/503 so that the field road is directionally connected to the transversal interchange of road II/503 with branches of "Šamorín" interchange. It was also necessary to ensure adequate outlook conditions in the interchange.
132	Field road relocation at 5.793 km of R7, length 450m	The field road is currently used by local residents and makes an alternative link of the village Kvetoslavov with Šamorín to the road II/503.
136	Cycle trail at 4.108 km of R7, length 184	The Kvetoslavov land use plan, at the former railway track of Kvetoslavov - Šamorín, marks a cycle trail. According to the representatives of Šamorín and Kvetoslavov the cyclo-corridor needs to be respected and it shall create a fly-over passage through R7 at the intersection of R7 with the former railway track.
151	The access road to the land at 1,972 to 3,251 km of R7 to the right, the length of 1,424 m	Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.
152	The access road to the land at 3,257 - 3,837 km of R7 to the right, the length of 721 m	
153	The access road to the land at 4,376 - 4,574 km of R7 to the right, the length of 520 m	
154	The access road to the land at 5,796 - 6,881 km of R7 to the left, the length of 1,254m	
155	The access road to the land at 8.095 - 8.939 km of R7 to the right, the length of 932m	
156	The access road to the land at 9,000 km of R7 to the left, the length of 487 m	

157	The access road to the land at 10,546 - 11,137 km of R7 to the left, the length of 738m	
158	The access road to the land at 12,114 km of R7 to the left, the length of 90m	
159	The access road to the land at 13,147 km of R7 to the left, the length of 111m	
160	The access road to the land at 15,255 km of R7 to the left, the length of 22m	
161	The access road to the land at 15,255 km of R7 to the right, the length of 124m	
180	Treatment of the road I/63 after the completion of construction, length 17,952 m	During construction of R7 expressway the construction traffic will be conducted via the existing road network. Since the construction traffic will overburden the existing road network it is required to put it in its original state after completion of construction of the expressway used by construction machinery. The precise scope will be based on measurements and surveys before the construction and after its completion. The scope is the expected maximum possible one and will depend on the needs of the construction contractor.
181	Treatment of IIInd and IIrd class road after completion of construction, length 17,833 m	
182	Bypass in "Šamorín" interchange, length 1,093m	Bypasses will be built at the site where the proposed relocation or treatment collides with an existing road. In order to ensure smooth and safe traffic at the relocations or treatments it is necessary to build the bypasses up for the time needed.
183	Bypass at road relocation III/06311 at 7.481 km of R7, length 622m	
184	Bypass in building a roundabout on I/63 at 16.7 km of R7, length 534m	

#### 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.	(DZP)	
	Object was not suggested in the Assessment Report.	201	Bridge on R7 over the bio-corridor at 0.0813 km of R7	Ecoduct over the regional bio-corridor XVI, Danube - Little Danube. Placed on the basis of negotiations with National Nature Protection of the SR and local hunting associations.
M01	Bridge over R7 at 10.366 km on field road	202	Bridge over R7 on the field road relocation at 3.265 km of R7	Offset by about 11 m north because of respecting route of R7 in this point.
	Object was not suggested in the	203	Bridge on R7 over the cycle	The Kvetoslavov land use plan,

	Assessment Report.		trail at 4.108 km of R7	at the former railway track of Kvetoslavov - Šamorín, marks a cycle trail. According to the representatives of Šamorín and Kvetoslavov the cyclo-corridor needs to be respected and it shall create a fly-over passage through R7 at the intersection of R7 with the former railway track.
M02	Bridge over R7 at 11.790 km on the road II/503	204	Bridge over R7 on the road relocation II/503 at 4.684 km of R7 at Šamorín interchange	The increase in width of a bridge because of additional lanes on the relocation of the road II/503 in the bridge. Position based on a detailed geodetic survey of the area.
	Object was not suggested in the Assessment Report.	205	Bridge over R7 on the field road relocation at 5.793 km of R7	The need for the construction of this bridge was created due to the construction of road relocation 132. The bridge is located on the relocation over R7. The field road (obj. 132) is currently used by local residents and makes an alternative link of the village Kvetoslavov with Šamorín to the road II/503.
M03	Bridge over R7 at 14.601 km on the road III/06311	206	Bridge over R7 on the road relocation III/06311 at 7.499 km of R7	Changing the angle of crossing the bridge with R7, the bridge is respectful for horizontal and vertical conduct of road relocation III/06311
M04	Bridge over R7 at 16.054 km on field road	207	Ecoduct over R7 at 8.950 km of R7	Change of the bridge into ecoduct over R7 with the associated function of converting to a field road. The location and width of the bridge was determined following negotiations with NNP SR and local hunting associations.
M05	Bridge over R7 at 18.062 km on the road III/06313	208	Bridge over R7 on the road relocation III/06313 at 10.908 km of R7	Changing the angle of crossing the bridge with R7, shift to NW, the bridge is respectful for horizontal and vertical conduct of road relocation III/06313 and sports and recreational area near Trnávka.
M06	Bridge over R7 at 19.208 km on the road III/06317	209	Bridge over R7 on the road relocation III/06317 at 12.099 km of R7	The bridge is respectful for horizontal and vertical road relocation III/06317, its position is based on detailed geodetic survey.
M07	Bridge over R7 at 20.265 km on the road III/06316	210	Bridge over R7 on the road relocation III/06316 at	The bridge is respectful for horizontal and vertical road

			13.154 km of R7	relocation III/06316, its position is based on detailed geodetic survey.
M08	Bridge over R7 at 22.336 km on field road	211	Bridge over R7 on the field road relocation at 15.235 km of R7	The bridge is respectful for horizontal and vertical conduct of the field road, its position is based on detailed geodetic survey.
M09	Bridge over R7 at 23.879 km on the road III/06324	212	Bridge over R7 on the road relocation III/06324 at 16.776 km in Holicе interchange	Changing the angle of crossing the bridge with R7, shift to NW, the bridge is respectful for horizontal and vertical conduct of road relocation III/06324

#### f) Changes in the structures of the Expressway Management and Maintenance Centre

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)	
SU1	EMMC Holicе	450	EMMC Holicе	Relocating the EMMC Holicе from the left-hand to right-hand in stationing direction of R7 due to better use of agricultural land and transport connection of EMMC to the road network.

#### g) Changes in parking area structures

Considered solution (Assessment Report)		Change to the proposed solution		Characteristics of the change in the proposed activity and its justification
Obj.	Object description	Obj.	(DZP)	
OD1	Small parking area of Rohovce	401	Large double-sided parking area of Blatná na Ostrove at 14.250 km on the right	Shift of the position of the parking area by about 3,000 m in stationing direction of R7, resizing the parking area from small to large one in accordance with the planned deployment concept of the parking areas.
		402	Large double-sided parking area of Blatná na Ostrove at 14.250 km on the left	

#### h) Changes in relocations of utilities

At present, there are a lot of utilities, conducts and other devices that are located in the entire section of R7 and related communications in the area of the designed structure. The significant accumulation occurs in contact with the transport corridors, industrial areas and built-up areas of municipalities.

The structure includes designed relocations, renovation and treatment of sewers, water pipes and irrigation systems (including their cathodic protection), high-pressure gas pipelines, electric

cables and LV, HV 22 kV overhead lines, remote coaxial and fiber optic cables, local telephone lines and other low voltage lines, public lighting and others.

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 situation with marked utilities in the development of DZP,
- detailed elaboration of structure design and related investments at DZP level,
- need for incorporating comments and requests of concerned administrators of utilities, (opinions during processing DZP),
- more accurate solution of relocations due to the necessity of coordinating them with other structure objects.

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

Large double-sided parking area of Blatná na Ostrove at 14.250 km on the right

Large double-sided parking area of Blatná na Ostrove at 14.250 km on the left

Expressway Management and Maintenance Centre

Sewerage Systems

Water Supply and Irrigation Systems

Heavy-current power lines

Gas Pipelines

Low-current and optical links

Operational sets

790-02                    R7 Information System - technological part

The proposed relocations of utilities and new utility lines are located near the proposed construction, they are an essential part of the structure of R7 expressway.

#### **i) Changes in noise control measures**

Compared to the Impact Assessment Report, the update of noise control measures was made within the *Noise study* during processing DZP, that has assessed the impact of transport on existing built-up area after putting the structure into operation. The results of the noise study were used in the design of the objects of noise control measures. The assessment of noise conditions around the route of R7 is processed in terms of:

- TP 15/2011 MDVRR: Draft and assessment of noise control measures for roads (August 2011)
- Act no. 355/2007 on the protection, support and development of public health and on amendments to certain laws
- Decree no. 237/2009 amending and supplementing Decree No. 549/2007 of the Ministry of Health Care
- 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

Overall, the range of noise barriers has significantly increased from 1,350 m (in EIA) to 13,875 m (DZP). Construction of 10 noise barriers is designed in the section of the R7 expressway Dunajská Lužná - Holice with a total length of 13,875 m.

The following noise control measures have been designed in DZP:

protected area	in km	L/h [m]	location	barrier surface	note
Šamorín	2.855 - 0.180*	1675/2.5	on the right	p	* ends on the branch 5
Kvetoslavov	3.185 - 4.565	1380/3.0	on the left	p	
New zone Kvetoslavov and Šátot	0.070* - 6.000	1460/4**	on the right	p	* starts at branch 6 ** noise barrier height of 5.550 km is 3 m
Čukárska Paka	7.555 - 9.210	1655/2.5	on the left	p/o	.
Trnávka	9.655 - 11.250	1595 <sup>1</sup> /3.0	on the right	p/o	.
Macov	11.000 - 13.100	2100/3.0*	on the left	p/o	*noise barrier height at 11.670 – 12.270 km is 4.5 m (B3)
Blatná na Ostrove	12.150 - 13.880	1730/2.5*	on the right	p/o	*noise barrier height at 12.700 – 13.600 km is 3.5 m (B3)
Čechová	15.270 - 0.085*	1360/3.0	on the left	p/o	* ends on the branch 2
Holice	16.085 - 0.080*	795/3.0	on the right	p/o	* ends on the branch 3
Holice	16.665 - 0.090*	125/3.0	on the right	p/o	* begins on the branch 4

L - length, h - height, p - absorbing material, o - reflective material (transparent or opaque), p / o - absorptive or reflective,

<sup>1</sup> - Absorbing wall is prolonged in these places also due to required protection in local sports and recreation centre (shooting range).

All absorbing walls are designed in the category B2 of airborne sound insulation, or A2 sound absorption, where otherwise indicated.

### **Links with other planned and implemented activities in the affected area**

R7 Expressway Dunajská Lužná - Holice:

- the beginning of the section follows the structure of R7 Bratislava - Dunajská Lužná,
- the end of the section follows the structure of R7 Holice - Dunajská Streda.

## **PROBABLE IMPACTS OF CHANGES**

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

#### **Changes in location of R7 Dunajská Lužná - Holice**

Compared to the design in the Assessment Report, the following changes occurred during processing DZP :

- Beginning of the section of R7 Dunajská Lužná - Holice is shifted behind the interchange of Dunajská Lužná, approx. 280 m in stationing direction, as the whole interchange with the adjacent R7 section was included in the section of R7 Bratislava - Dunajská Lužná. The change of category of expressway occurred at 0.000 to 0.360 km to R 31.5/120.
- In the section from 0.000 to 2.500 km, the route of the expressway was moved about 41 m

southwards in the farthest point, in the section from 2.500 to 4.000 km, the route of the expressway was moved about 13 m northwards at the farthest point. This shift was conditioned by changing the horizontal conduct in the previous section of R7 Bratislava - Dunajská Lužná.

**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 changes are based on the clarification of the route that occurred in the process of project preparation of the expressway on the basis of precise field survey and a change of direction in the previous section of R7 Bratislava - Dunajská Lužná.

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>load of emissions, dust</i>	comparable impact
Geological environment	<i>intervention in the geological environment</i>	comparable impact
Groundwater	<i>risk of contamination</i>	comparable impact
Surface water	<i>risk of contamination</i>	comparable impact
Soil	<i>permanent and temporary use</i>	comparable impact
biota, Natura 2000	<i>intervention in habitats, felling, stress factors, a greater range of fellings</i>	comparable impact
Territorial system of ecological stability	<i>intervention in the TSES structure, barrier effect</i>	comparable impact
regional development	<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>	comparable 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. The route does not intervene in the areas protected under the European network NATURA 2000.

**Changes in interchanges**

**Šamorín interchange (object 102-00)**

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

The Šamorín interchange was assessed in the EIA process in the same position and shape as in DZP, but the change was an enlargement of the area of (land use) of the interchange due to more accurate design elements of its branches. With respect to the designed speed of the interchange

branches, direction radius have been enlarged and also the distance between the contact junctions has increased in order to ensure sufficient outlook and the need for placement of additional lanes in between interchange section.

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>load of emissions, dust</i>	comparable impact
Geological environment	<i>risk of landslides, contamination</i>	comparable impact
Groundwater	<i>risk of contamination</i>	comparable impact
Surface water	<i>risk of contamination</i>	comparable impact
Soil	<i>permanent and temporary use</i>	a slightly greater impact
biota, Natura 2000	<i>intervention in habitats, tree felling, stress factors,</i>	comparable impact
Territorial system of ecological stability	<i>intervention in the TSES structure, barrier effect</i>	comparable impact
regional development	<i>improvement of transport conditions</i>	good impact

#### **Holice interchange (object 103-00)**

The Holice interchange was assessed in the EIA process in the same position as in DZP. A change was in the shape of interchange with the designed shape of four-ramp partial cloverleaf interchange in EIA, DZP designed folded diamond interchange due to better use of agricultural land and transport connections of EMMC and road III/06323 to the road network. It has also been proposed in EIA the connection of interchange branches to the road III/06324 by contact interchanges, these connections are designed in DZP through small roundabouts with outer diameter of 42 m due to lack of outlooks for the contact interchanges. There is also a change in extension of the interchange surface due to more accurate design of elements of interchange branches.

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

The Holice interchange was assessed in the EIA process in the same position as in DZP. A change was in the shape of interchange with the designed shape of four-ramp partial cloverleaf interchange in EIA, DZP designed folded diamond interchange due to better use of agricultural land and transport connections of EMMC and road III/06323 to the road network. It has also been proposed in EIA the connection of interchange branches to the road III/06324 by contact interchanges, these connections are designed in DZP through small roundabouts with outer diameter of 42 m due to lack of outlooks for the contact interchanges. There is also a change in extension of the interchange surface due to more accurate design of elements of interchange branches.

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</b>
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		<b>originally assessed solution</b>
Air	<i>load of emissions, dust</i>	comparable impact
Geological environment	<i>risk of landslides, contamination</i>	comparable impact
Groundwater	<i>risk of contamination</i>	comparable impact
Surface water	<i>risk of contamination</i>	comparable impact
Soil	<i>permanent and temporary use</i>	a slightly greater impact
biota, Natura 2000	<i>intervention in habitats, tree felling, stress factors,</i>	comparable impact
Territorial system of ecological stability	<i>intervention in the TSES structure, barrier effect</i>	comparable impact
regional development	<i>improvement of transport conditions</i>	good impact

**Information on projected impacts of proposed activity on protected areas in changing interchanges**

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**

**Field road relocation at 3.265 km of R7, length 430m (object 130)**

Compared to EIA, an extension of the treatment to the field road with regard to the proposal for vertical conduct of R7 and the actual field road occurs in DZP.

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.

**Relocation of road II/503 in "Šamorín" interchange, length 885m (object 110)**

Compared to EIA, an extension of the treatment to the road II/503 with regard to the proposal for vertical conduct of R7 and the road II/503 occurs in DZP. It was necessary to ensure sufficient outlook at the connection points of interchange branches.

Impact of the proposed change

Road II/503 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.

**Relocation of road III/06311 at 7.499 km of R7, length 525m (object 121)**

Compared to EIA, an extension of the treatment to the road III/06311 with regard to the proposal for vertical conduct of R7 and horizontal and vertical conduct of the road III/06311 based on accurate geodetic survey in DZP.

Impact of the proposed change

Road III/06311 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 similar range of tree felling along the road. The change has other negative effects.

**Field road relocation at 8.950 km of R7, length 290m (object 133)**

**Field road relocation at 9.049 km of R7, length 344m (object 134)**

Compared to EIA, an extension of the treatment to the field road occurred in DZP related to object 133 with regard to the proposal for vertical conduct of R7 and horizontal and vertical conduct of the field road based on accurate geodetic survey.

Displacement and extension of the field road in object 133 so as to respect the vertical conduct of the obj. 133 and not to create any obstacle to the game in the place of ecoduct. The object in DZP was divided into two facilities by future administrations.

Impact of the proposed change

Field roads are located in the area with the first level of protection. Given the fact these are longer compared to originally assessed structures, they require a greater use of surfaces and a similar range of tree felling along the road. The change has other negative effects.

**Relocation of road III/06313 at 10.908 km of R7, length 687m (object 122)**

Compared to EIA, an extension of the treatment to the road III/06313 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation III/06313. Treatment of the route based on a detailed geodetic survey of the area.

Impact of the proposed change

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

**Relocation of road III/06317 at 12.099 km of R7, length 505m (object 123)**

Compared to EIA, an extension of the treatment to the road III/06317 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation III/06317. Treatment of the route based on a detailed geodetic survey of the area.

Impact of the proposed change

The road is located in the area with the first level of protection. Compared with the originally assessed structure it is longer, but does not require a greater use of areas and tree felling along the road, because it is only a modification of the original route. The change has other negative effects.

**Relocation of road III/06316 at 13.154 km of R7, length 613m (object 124)**

Compared to EIA, an extension of the treatment to the road III/06316 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation III/06316. Treatment of the route based on a detailed geodetic survey of the area.

Impact of the proposed change

The road is located in the area with the first level of protection. Compared with the originally assessed structure it is longer, but does not require a greater use of areas and tree felling along the road, because it is only a modification of the original route. The change has other negative effects.

**Field road relocation at 15.235 km of R7, length 415m+94m (object 135)**

Compared to EIA, an extension of the treatment to the field road with regard to the proposal for vertical conduct of R7 and following the dimensions of field road relocation occurs in DZP. Treatment of the route based on a detailed geodetic survey of the area.

Impact of the proposed change

The road is located in the area with the first level of protection. Given the fact it is longer

compared to originally assessed structure, it requires a greater use of surfaces. The change has other negative effects.

**Relocation of road III/06323 at 16.500 km of R7 on the left, length 600m (object 125)**

Compared to EIA, a treatment of the route and extent of relocation of road III/06323 occurred in DZP due to the change in the "Holice" interchange, connection to the roundabout on the road III/06324.

Impact of the proposed change

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

**Relocation of road III/06324 in "Holice" interchange, length 686m (object 126)**

Compared to EIA, an extension of the treatment to the road III/06324 with regard to the proposal for vertical conduct of R7 and following the proposed dimensions of the road relocation III/06324. Treatment of the route based on a detailed geodetic survey of the area.

Impact of the proposed change

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

**relocations and reconstruction of roads, proposed within DZP, which were not mentioned in the Evaluation 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,
- need for incorporating comments and requests by the relevant authorities and organizations (the opinions during the preparation of DZP),
- need for resolving temporary access roads to the construction site and accesses to lands separated by the structure,
- need for road surfacing (after completion of construction), which will be used by construction traffic.

**Roundabout on the road I/63 near the village of Holice (object 104)**

The existing transversal interchange on the road I/63 with road III/06324 did not meet the projected traffic load as the road III/06324 is connected to "Holice" interchange and the traffic gets to the road I/63 through it. It was therefore necessary to rebuild the existing transversal intersection to the roundabout. This object also consists of interchange branches on the road I/63.

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 will contribute to an increase in safety and traffic flow.

**Relocation of road III/0638 in "Šamorín" interchange, length 312m (object 120)**

A high embankment will be built at the juncture of the road III/0638 to the road II/503 on the road relocation II/503 and therefore the juncture of the existing road III/0638 can not be made in

this point. The road is diverted so as to connect to transversal interchange of the road II/503 with branches of "Šamorín" interchange with acceptable height of the embankment. It was also necessary to ensure adequate outlook conditions in the interchange.

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 construction will require greater use of surfaces and a greater range of tree felling along the road. The change has other negative effects.

**Roundabout arm on the road III/06319, length 106 m (object 127)**

By designing roundabout on the road I/63 near Holice it became necessary to make adjustments of the road III/06319 at the point of connection to the roundabout.

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 significant negative impact on the environment.

**Field road relocation in "Šamorín" interchange, length 450m (object 131)**

Treatment of the field road arose because of an appropriate connection to the relocation road II/503 so that the field road is directionally connected to the transversal interchange of road II/503 with branches of "Šamorín" interchange. It was also necessary to ensure adequate outlook conditions in the interchange.

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 construction will require greater use of surfaces and a slight range of tree felling along the road. The change has other negative effects.

**Field road relocation at 5.793 km of R7, length 450m (object 132)**

The field road is currently used by local residents and makes an alternative link of the village Kvetoslavov with Šamorín to the road II/503.

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 construction will require greater range of tree felling along the road. The change has other negative effects.

**Cycle trail at 4.108 km of R7, length 184m (object 136)**

The Kvetoslavov land use plan, at the former railway track of Kvetoslavov - Šamorín, marks a cycle trail. According to the representatives of Šamorín and Kvetoslavov the cyclo-corridor needs to be respected and it shall create a fly-over passage through R7 at the intersection of R7 with the former railway track.

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 no negative impact on the environment and significantly contributes to the development of cycling and cycle transport.

**The access road to lands at 1.972 to 3.251 km of R7 to the right, the length of 1,424 m (object 151)**

Due to construction of the expressway, the individual plots are divided into two or more parts.

These access roads deal with the access to individual parcels divided by the structure that have no

other access from the public road network.

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 construction will require more agricultural land use.

**The access road to lands at 3.257 - 3.837 km of R7 to the right, the length of 721 m (object 152)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to lands at 4.376 - 4.574 km of R7 to the right, the length of 520 m (object 153)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to lands at 5.796 to 6.881 km of R7 to the left, the length of 1,254m (object 154)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to lands at 8.095 - 8.939 km of R7 to the right, the length of 932m (object 155)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to the land at 9.000 km of R7 to the left, the length of 487 m (object 156)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to lands at 10.546 - 11.137 km of R7 to the left, the length of 738m (object 157)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to the land at 12.114 km of R7 to the left, the length of 90m (object 158)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to the land at 13.147 km of R7 to the left, the length of 111m (object 159)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require more agricultural land use.

**The access road to the land at 15.255 km of R7 to the left, the length of 22m (object 160)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 negative impact on the environment.

**The access road to the land at 15.255 km of R7 to the right, the length of 124m (object 161)**

Due to construction of the expressway, the individual plots are divided into two or more parts. These access roads deal with the access to individual parcels divided by the structure that have no other access from the public road network.

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 construction will require slightly more agricultural land use.

**Treatment of the road I/63 after the completion of construction, length 17,952 m (object 180)**

During construction of R7 expressway the construction traffic will be conducted via the existing road network. Since the construction traffic will overburden the existing road network it is required to put it in its original state after completion of construction of the road used by

construction machinery. The precise scope will be based on measurements and surveys before the construction and after its completion. The scope is the expected maximum possible one and will depend on the needs of the construction contractor.

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 will contribute to the improvement of traffic conditions and will not have a negative impact on the environment.

**Treatment of IInd and IIRD class road after completion of construction, length 17,833 m (object 181)**

During construction of R7 expressway the construction traffic will be conducted via the existing road network. Since the construction traffic will overburden the existing road network it is required to put it in its original state after completion of construction of the road used by construction machinery. The precise scope will be based on measurements and surveys before the construction and after its completion. The scope is the expected maximum possible one and will depend on the needs of the construction contractor.

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 will contribute to the improvement of traffic conditions and will not have a negative impact on the environment.

**Bypass in "Šamorín" interchange, length 1,093m (object 182)**

Bypasses will be built at the site where the proposed relocation or treatment collides with an existing road. In order to ensure smooth and safe traffic at the relocations or treatments it is necessary to build the bypasses up for the time needed.

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 will require temporary agricultural land use and will have not other negative effects on the environment.

**Bypass at road relocation III/06311 at 7.481 km of R7, length 622m (object 183)**

Bypasses will be built at the site where the proposed relocation or treatment collides with an existing road. In order to ensure smooth and safe traffic at the relocations or treatments it is necessary to build the bypasses up for the time needed.

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 will require temporary agricultural land use and will have not other negative effects on the environment.

**Bypass in building a roundabout on I/63 at 16.7 km of R7, length 534m (object 184)**

Bypasses will be built at the site where the proposed relocation or treatment collides with an existing road. In order to ensure smooth and safe traffic at the relocations or treatments it is necessary to build the bypasses up for the time needed.

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 will require temporary agricultural land use and an intervention in the vineyards. Another negative impact on the environment is not expected.

### **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 over R7 on the field road relocation at 3.265 km of R7 (object 202)**

Compared to EIA, DZP made a shift by about 11 m north because of respecting route of R7 in this point.

##### **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 over R7 on the road relocation II/503 at 4.684 km of R7 in Šamorín interchange (object 204)**

Compared to EIA, DZP made an increase in width of a bridge because of additional lanes on the relocation of the road II/503 in the bridge. Position based on a detailed geodetic survey of the area.

##### **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 over R7 on the road relocation III/06311 at 7.499 km of R7 (object 206)**

Compared to EIA, DZP made a change of the angle of crossing the bridge with R7, the bridge is respectful for horizontal and vertical conduct of road relocation III/06311.

##### **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.

#### **Ecoduct over R7 at 8.950 km of R7 (object 207)**

Compared to EIA, DZP made a change of the bridge into ecoduct over R7 with the associated function of converting to a field road. The location and width of the bridge was determined following negotiations with NNP SR and local hunting associations.

##### **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 will be a positive effect on maintaining connectivity in the landscape and will eliminate the risk of collision with animals during traffic on the expressway.

#### **Bridge over R7 on the road relocation III/06313 at 10.908 km of R7 (object 208)**

Compared to EIA, DZP made a change in the angle of crossing the bridge with R7, shift to NW, the bridge is respectful for horizontal and vertical conduct of road relocation III/06313 and sports and recreational area near Trnávka.

##### **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 over R7 on the road relocation III/06317 at 12.099 km of R7 (object 209)**

No significant change was made in DZP compared to EIA. The bridge is respectful for horizontal and vertical road relocation III/06317, its position is based on detailed geodetic survey.

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 over R7 on the road relocation III/06316 at 13.154 km of R7 (object 210)**

No significant change was made in DZP compared to EIA. The bridge is respectful for horizontal and vertical road relocation III/06316, its position is based on detailed geodetic survey.

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 over R7 on the field road relocation at 15.235 km of R7 (object 211)**

No significant change was made in DZP compared to EIA. The bridge is respectful for horizontal and vertical conduct of the field road, its position is based on detailed geodetic survey.

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 over R7 on the road relocation II/06324 at 16.776 km of R7 in Holice interchange (object 212)**

Compared to EIA, DZP made a change of the angle of crossing the bridge with R7, the shift to NW, the bridge is respectful for horizontal and vertical conduct of road relocation III/06324.

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 structures, proposed within DTD, which were not mentioned in the Assessment Report (EIA).**

**Bridge on R7 over the bio-corridor at 0.0813 km of R7 (object 201)**

Because of the potential migration of animals at the site of the regional corridor a bridge structure on R7 over the regional bio-corridor XVI was designed in DZP, Danube - Little Danube so as to ensure the needs of migrating animals. The bridge was placed on the basis of negotiations with National Nature Protection of the SR and local hunting associations.

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 will be a positive effect on maintaining connectivity in the landscape and will eliminate the risk of collision with animals during traffic on the expressway.

**Bridge on R7 over cycle trail at 4.108 km of R7 (object 203)**

The Kvetoslavov land use plan, at the former railway track of Kvetoslavov - Šamorín, marks a cycle trail. According to the representatives of Šamorín and Kvetoslavov the cyclo-corridor needs to be respected and it shall create a fly-over passage through R7 at the intersection of R7 with the

former railway track. This requirement is met in DZP by design of a bridge 203.

#### 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 will be favourable to the development of cycling and cycle transport.

#### **Bridge over R7 on the field road relocation at 5.793 km of R7 (object 205)**

The need for the construction of this bridge was created due to the construction of road relocation 132. The bridge is located on the relocation over R7. The field road (obj. 132) is currently used by local residents and makes an alternative link of the village Kvetoslavov with Šamorín to the road II/503.

#### 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 in the structures of the Expressway Management and Maintenance Centre of parking areas on R7**

##### **EMMC Holice (object 450)**

Compared to EIA, DZP made relocation of the EMMC Holice from the left-hand to right-hand in stationing direction of R7 due to better use of agricultural land and transport connection of EMMC to the road network. In DZP, EMMC is directly connected to the roundabout on the road III/06324 and thereby ensures a perfect operation of the adjacent section of the expressway and interchanges under administration of NDS a.s. By changing the position on the right hand area the surface between the road I/63, R7 expressway and road III/06324 is used.

#### 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 will require a smaller agricultural land use and a smaller intervention in the vineyards. Improvement in transport conditions for operating the EMMC. Another negative impact on the environment is not expected.

##### **Small parking area in Rohovce (object 401, 402)**

Compared to EIA, DZP made a change in the location of parking areas. The position of parking area has changed by about 3,000 m in stationing direction of R7. Another change was made in the size of the parking area, from small both-sided one in the EIA to large both-sided one in DZP. Change in the size and position was subject to the need to respect the forthcoming concept of deployment and equipment of parking areas on highways and expressways in Slovakia. DZP designed a large both-sided parking area of A type (in accordance with the planned concept). The object was divided into two separate structures in DZP, on the right (obj. 401) and left (obj. 402) from the R7 expressway.

#### 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 will require more agricultural land use. Another negative impact on the environment is not expected.

### **Changes in relocations of utilities**

The Assessment Report briefly described utilities to the extent of those located directly on the route of the highway and related objects and which will require relocations. During processing DZP it has been updated a range of utilities relocations due to the detailed geodetic survey of the existing condition with demarcation of utilities and because of the need of incorporating comments and requests of concerned administrators of utilities (opinions in the preparation of DZP)). Scope of utilities has been specified because of their coordination with other objects of R7.

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

Large double-sided parking area of Blatná na Ostrove at 14.250 km on the right

Large double-sided parking area of Blatná na Ostrove at 14.250 km on the left

Expressway Management and Maintenance Centre

Sewerage Systems

Water Supply and Irrigation Systems

Heavy-current power lines

Gas Pipelines

Low-current and optical links

Operational sets

790-02            R7 Information System - technological part

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 the objects of noise control measures**

Compared to the Impact Assessment Report, the update of noise control measures was made within the *Noise study* during processing DZP, that has assessed the impact of transport on existing built-up area after putting the structure into operation. The results of the noise study were used in the design of the objects of noise control measures. The assessment of noise conditions around the route of R7 is processed in terms of:

- TP 15/2011 MDVRR: Draft and assessment of noise control measures for roads (August 2011)
- Act no. 355/2007 on the protection, support and development of public health and on amendments to certain laws
- Decree no. 237/2009 amending and supplementing Decree No. 549/2007 of the Ministry of Health Care
- 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

Overall, the range of noise barriers has significantly increased from 1,350 m (in EIA) to 13,875 m (DZP). Construction of 10 noise barriers is designed in the section of the R7 expressway Dunajská Lužná - Holice with a total length of 13,875 m.

The following noise control measures have been designed in DZP:

protected area	in km	L/h [m]	location	barrier surface	note
Šamorín	2.855 - 0.180*	1675/2.5	on the right	p	* ends on the branch 5
Kvetoslavov	3.185 - 4.565	1380/3.0	on the left	p	
New zone Kvetoslavov and Šámot	0.070* - 6.000	1460/4**	on the right	p	* starts at branch 6 ** noise barrier height of 5.550 km is 3 m
Čukárska Paka	7.555 - 9.210	1655/2.5	on the left	p/o	.
Trnávka	9.655 - 11.250	1595 <sup>1</sup> /3.0	on the right	p/o	.
Macov	11.000 - 13.100	2100/3.0*	on the left	p/o	*noise barrier height at 11.670 – 12.270 km is 4.5 m (B3)
Blatná na Ostrove	12.150 - 13.880	1730/2.5*	on the right	p/o	*noise barrier height at 12.700 – 13.600 km is 3.5 m (B3)
Čechová	15.270 - 0.085*	1360/3.0	on the left	p/o	* ends on the branch 2
Holice	16.085 - 0.080*	795/3.0	on the right	p/o	* ends on the branch 3
Holice	16.665 - 0.090*	125/3.0	on the right	p/o	* begins on the branch 4

L - length, h - height, p - absorbing material, o - reflective material (transparent or opaque), p/o - absorptive or reflective,

<sup>1</sup> - Absorbing wall is prolonged in these places also due to required protection in local sports and recreation centre (shooting range).

All absorbing walls are designed in the category B2 of airborne sound insulation, or A2 sound absorption, where otherwise indicated.

#### Impact of the proposed change

The increase in the range of noise barriers means increased protection of the population against the negative effects of traffic noise on the R7 expressway and ensuring noise limit values near the expressway.

#### *Summary of environmental impacts of the construction*

**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.**

### **NATURA 2000**

There is no interference in the system of specially protected areas within NATURA 2000 in the corridor of the construction. The nearest protected areas of NATURA 2000 network is *SKUEV0090 Danube floodplains* and protected bird areas of *SKCHVÚ007 Danube floodplains* and *SKCHVÚ012 Lehnice*.

### **Protected water management area of Rye Island**

Protected water management area of Rye Island has an area of nearly 1,400 km<sup>2</sup>, however, it represents about 20% of the total area (about 7,000 km<sup>2</sup>) of all PWMA in Slovakia. This territory has the largest drinking water supply from groundwater resources in Europe (17.3 m<sup>3</sup>, i.e. 17,300 litres per second). This amount is sufficient for drinking water supply (untreated) of 10.1 million inhabitants with an average consumption of 150 litres per capita per day.

Creation of such huge reserves of drinking water is made possible, inter alia, thank to the geological structure of the PWMA, which is extremely permeable in contrast to the composition of the soil in the area of PWMA SR. This fact, however, also makes it inconvenient because of a rapidly spreading pollution of such an environment. Factors such as extra drinking water supplies from groundwater resources, addiction of nearly a fifth of the population of Slovakia to these irreplaceable stocks and high permeability of the geological environment of the area, require increased protection against contamination in order to avoid a long-term deterioration and thus unable their use to supply the population with drinking water.

### **Habitats**

The Assessment Report did not quantified intervention in habitats. The proposed modification included, under the amended legislation, the inventory of habitats of Community and national importance. Surveys on the current state of flora, vegetation and biota of the area show that the area is free from any preserved original natural habitat. In accordance with Act No. 543/2002 Coll. and implementing Decree of Ministry of Environment No. 24/2003 Coll., Annex 1 and implementing Decree of Ministry of Environment No. 579/2008 Coll., Annex 1 there is no habitat of European or national importance directly in this location.

### **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.

### **The proposed activity compliance with the valid Land Use Documents**

Conceptually, the proposed construction of the R7 expressway in the section of Dunajská Lužná - Holice, as part of R7 in the section of Bratislava - Lučenec, is in accordance with Government Resolution no. 882/2008 of 03 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. Tracing of R7 will be specified by other projects that will be processed under the responsibility of MTPT SR.

***The proposed route is in accordance with LUD of Bratislava HTU.***

**The LUD of Trnava HTU, amendments no. 2 of 2007, states:**

a) make reserve of the territorial corridor of Bratislava - Dunajská Streda - Nové Zámky in accordance with the route of R7 to the category R22.5/100 in Nitra region.

The binding part of the amendments 2/2007 puts the R7 expressway into the category R722.5/100 *on the route of Bratislava - Dunajská Streda - Nové Zámky - Lučenec listed as a public administrative structure.*

***The map part of ZaD 2/2007 LUD Trnava HTU the R7 in the section of Dunajská Lužná - Holice is marked in the position of the studied Option B red.***

***The proposed solution is at 1.0 to 1.329 km in accordance with LUD Trnava HTU, at 1,329 km - cad.area, the proposed solution is not in accordance with LUD Trnava HTU.***

*Land Use Documentation of the towns and villages:*

Dunajská Lužná - the village has prepared and approved Land Use Documentation, where the route of the R7 expressway in the graphic part of the LUD is located in a position of Option B red and Option C green.

Šamorín - the town has prepared the Land Use Documentation.

R7 Expressway is in the cadastral area of Šamorín conducted in a single variant in position of Option B red.

Kvetoslavov - the village has prepared a Master Plan approved by the municipality.

Thus the position of R7 in Kvetoslavov is determined by the position of Option A with the

transition to Option B.

Veľká Paka - Master Plan 2003 does not address the position of the R7 expressway.

Trnávka - the municipality has prepared a draft LUD 2011. The route is in line with the MP.

Holice - the village has prepared a Master Plan approved by the municipality.

The Master Plan allocates a land reserve for the implementation of the route of the R7 expressway in position of all three proposed options. R7 options do not collide with the development plan of the village.

Macov - the village has not prepared the Land Use Documentation.

Blatná na Ostrove - the village has not prepared the Land Use Documentation.

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

**District Environmental Office in Dunajská Streda**, a letter of 06 May 2013

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.

**District Environmental Office in Senec**, a letter of 27 May 2013

The letter states that 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.

***Opinion of the relevant planning authority.***

**Bratislava region**, a letter of 27 May 2013

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

**Trnava region**, a letter of 03 May 2013

No comments on the submitted changes.

***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. The municipality of Dunajská Lužná, Jánošíkovská 7, 900 42 Dunajská Lužná (for Jánošíková)
3. The municipality of Kvetoslavov, 930 41 Kvetoslavov

4. The municipality of Šamorín, Hlavná 37, 931 01 Šamorín (for Bučuháza)
5. The municipality of Čukarská Paka, 930 51 Čukarská Paka
6. The municipality of Trnávka, 930 32 Trnávka (Zlatná na Ostrove Post Office)
7. The municipality of Macov, 930 32 Macov (Blatná na Ostrove Post Office)
8. The municipality of Blatná na Ostrove, 930 32 Blatná na Ostrove
9. The municipality of Holice, 930 34 Holice (for Kostolná Gala, Čefa)

## **Disclaimer**

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