

**NATIONAL ASSEMBLY FOR WALES**

**HIGHWAYS ACT 1980**

**THE DOLGELLAU TO SOUTH OF  
BIRKENHEAD TRUNK ROAD  
(A494) (DROME CORNER TO EWLOE  
IMPROVEMENT) CONNECTING ROAD  
AND SLIP ROAD ORDER 200-  
AND  
THE DOLGELLAU TO SOUTH OF  
BIRKENHEAD TRUNK ROAD  
(A494) (DROME CORNER TO EWLOE  
IMPROVEMENT SIDE ROADS) ORDER  
200-**

**NOTICE IS HEREBY GIVEN** that the Minister for Enterprise, Innovation and Networks acting on behalf of the National Assembly for Wales, proposes to make the following Orders:-

1. an Order under sections 10,12, and 106 of the Highways Act 1980 providing:-

a. that the length of the new Dolgellau to South of Birkenhead Trunk Road (A494) connecting road that the National Assembly for Wales proposes to construct shall become a trunk road as from the date when the Order comes into force and will be a length west of St Davids Park Interchange and south of Old Mold Road in the County of Flintshire about 470 metres in length, starting at a point on the A494 northbound on slip road, 110 metres from its junction with the A494/A55 Ewloe Interchange, and running in a north easterly direction to a new roundabout to be constructed at Weighbridge Road immediately south of the weighbridge;

b. the length of the new Dolgellau to South of Birkenhead Trunk Road (A494) slip road that the National Assembly for Wales proposes to construct shall become a trunk road as from the date when the Order comes into force and will be 250 metres in length and will connect the existing northbound carriageway of the trunk road with a roundabout to be constructed as part of the new highway to be provided southwest of Liverpool Road; and

c. that the length of the A494 Dolgellau to South of

Birkenhead Trunk Road in the County of Flintshire between Ewloe and Queensferry from a point 160 metres from the northern boundary of the Wrexham - Bidston Railway, and 240 metres southwest of the junction between Old Aston Hill and the trunk road to a point 120 metres north east of the centreline of the Plough Lane overbridge for a distance of 827 metres, shall cease to be a trunk road and shall become a classified road as from the date on which notice is given by the National Assembly for Wales to the County Council of Flintshire (who will become the highway authority for that length); and

d. for the construction of a new widened bridge over the navigable waterway known as the River Dee, between Queensferry and Garden City, in the County of Flintshire.

2. an Order under sections 12, 14, 125 and 268 of the Highways Act 1980 authorising the National Assembly for Wales:-

- (a) to carry out the improvement of highways;
- (b) to stop up highways or areas of highway;
- (c) to construct new highways;
- (d) to stop up private means of access to premises and
- (e) to provide new means of access to premises; and
- (f) to temporarily close highways

all between Ewloe and Drome Corner in the County of Flintshire; and

providing for the transfer of the new highways to the County Council of Flintshire as from the date the National Assembly for Wales notifies the Council that they have been completed and are open for through traffic.

Copies of the draft Orders and accompanying maps may be inspected free of charge, at normal office hours from 29 December 2006 to 16 February 2007 or within 7 weeks from the date of publication of this notice, whichever period expires later, at the Welsh Assembly Government, Transport Wales, Transport Planning and Administration Division 3, Cathays Park, Cardiff CF10 3NQ, the Welsh Assembly Government, Transport Wales, Dinerth Road, Colwyn Bay, the Offices of the Highways, Transportation, Engineering Department of Flintshire County Council, County Hall, Mold CH7 6NB, the A494

Project Office, 4 Bridge Houses, Queensferry,  
Flintshire CH5 1SA and Queensferry Library,  
Queensferry Campus, Queensferry, Deeside,  
Flintshire, CH5 1SE.

Any person may not later than 16 February 2007 or within 7 weeks from the date of publication of this notice, whichever period expires later, object to the making of either of the Orders by notice to the Welsh Assembly Government, Transport Wales, Transport Planning and Administration Division 3, Cathays Park, Cardiff CF10 3NQ quoting reference BZ 910192-310-1 and stating the grounds of objection. In the preparation of an objection and the statement of grounds of objection it should be borne in mind that the substance of any objection or representation may be communicated to other people who may be affected by it.

A copy of the draft Connecting Road and Slip Road Order and Notice can be viewed at [www.wales.gov.uk/index.htm\(select 'Welsh Assembly Government, Legislation, Draft Legislation, Draft Local Statutory Instruments, Highways Act Line Orders'\)](http://www.wales.gov.uk/index.htm(select 'Welsh Assembly Government, Legislation, Draft Legislation, Draft Local Statutory Instruments, Highways Act Line Orders')).

A copy of the draft Side Roads Order and Notice can be viewed at [www.wales.gov.uk/index.htm\(select 'Welsh Assembly Government, Legislation, Draft Legislation, Draft Non-Statutory Instruments, Highways Act Side Roads Orders'\)](http://www.wales.gov.uk/index.htm(select 'Welsh Assembly Government, Legislation, Draft Legislation, Draft Non-Statutory Instruments, Highways Act Side Roads Orders')).

A copy of this Notice in larger print can be obtained from the Welsh Assembly Government, Transport Wales, Transport Planning and Administration Division 3, Cathays Park, Cardiff CF10 3NQ.

**M D BURNELL**

Transport Planning and Administration Division  
Welsh Assembly Government

**NATIONAL ASSEMBLY FOR WALES**

**THE DOLGELLAU TO SOUTH OF  
BIRKENHEAD TRUNK ROAD (A494)  
DROME CORNER TO EWLOE  
IMPROVEMENT**

**ENVIRONMENTAL IMPACT ASSESSMENT  
DETERMINATION BY THE NATIONAL  
ASSEMBLY FOR WALES UNDER  
SECTION 105(A) OF THE HIGHWAYS  
ACT 1980**

The Minister for Enterprise Innovation and Networks, acting on behalf of the National Assembly for Wales, is considering whether to proceed with the above project for constructing or improving a highway for which it is the highway authority.

The scheme will involve the on-line widening of a 4.25km length of dual carriageway trunk road to dualled three / four lane road with hard shoulders, that passes north-east to south-west between an improved crossing of the River Dee near Queensferry and the Ewloe interchange close to the A55. Replacement and extended structures, and new and extended link roads, will be constructed. The road passes close to substantial established residential areas and crosses a European designated nature conservation site, the River Dee & Bala Lake Special Area of Conservation (SAC). The widening scheme, with associated engineering and environmental works, will affect cuttings, embankments, structures, pedestrian/cycleways and existing environmental mitigation that includes established plantations.

The scheme passes through or alongside areas with a wide variation in characteristics: commercial, high-density residential, agricultural, urban and industrial before crossing the tidal channel of the River Dee. Within the floodplain the land appears flat, but then it rises quite steeply towards Ewloe and beyond. Urban development, including industrial, residential and retail land and the main railway line, fills the area between the River Dee and the Queensferry Interchange. From this point the land to the north of the road is in residential use, whereas much of the land to the south remains in agricultural use. The Aston Mead housing area abuts the road, connected to the community of Aston by the Plough Lane bridge. The trunk road then bisects an area of

naturally revegetated sand workings, known to include a number of species protected under the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats &c) Regulations 1994, and passes through the only significant cutting on the route to emerge at the Ewloe Interchange. Here it passes over the interchange and along the northern edge of a commercial development of offices and a hotel / conference centre. Further residential areas are found to the south of the trunk road and to the north of the interchange. The communities near the trunk road are connected by vehicular and pedestrian bridges and underpasses, some of which are well used. The existing roads restrict movement to these crossing points.

The area is drained by very minor watercourses which flow via the Queensferry Drain into the tidal stretch of the River Dee. The underlying aquifers are not used for the abstraction of potable water. Traffic noise and the emission of pollutants are issues of some concern at present. A significant number of properties have frontages abutting the trunk road or parallel service road, with no effective acoustic or visual screening. The existing main junctions have areas of developing amenity tree planting which provide a degree of visual screening and softening of the highway and its structures. Mature trees are otherwise scarce in the setting of the route.

It has been determined by the National Assembly for Wales that the project is a relevant project within Annex II to Council Directive 85/337/EEC ("the Directive") as amended by Council Directive 97/11/EC and that it should be made subject to an environmental impact assessment in accordance with the Directive.

The project has the potential to cause significant environmental impacts on communities and biodiversity. These effects can be assessed by the EIA process and mitigation can be designed. The project may also have potential effects on a special protection area (The River Dee & Bala Lake SAC) designated under EC Directive 92/43/EEC, and will be the subject of appropriate assessment under the requirements of that Directive.

In accordance with the above determination an Environmental Statement has been prepared. It identifies the following key environmental issues

associated with the project, namely:

- **Air Quality:** The scheme would in general increase the separation between traffic and many residential properties, but reduce the separation at some localities. Overall there are potential beneficial effects on the local air quality. However occasionally during peak traffic flow during the construction phase there could be an increase in air pollution but this will be localised.
- **Disruption Due to Construction:** there is the potential for effects on local residents and road users as a result of lane closures, traffic management, transport of materials, noise, dust and disturbance during construction activity.
- **Ecology and Nature Conservation:** effects on biodiversity within the trunk road estate and some potential impact on protected species on adjacent land. Potential to affect the qualifying interests of the Bala Lake & River Dee SAC.
- **Landscape Effects:** effects due to the loss of a large part of established amenity tree plantations at junctions which currently screen views of the road and soften the urban setting. The loss of vegetation will also have an effect on the character of the urban landscape, increasing the perception of the traffic, although there is potential to provide greater planting areas to provide greater benefit in the long term.
- **Land Use:** some additional land take is required with effects on farms and other land uses.
- **Traffic Noise and Vibration:** The scheme would increase the separation between traffic and many residential properties, but reduce the separation for some others. There are potential beneficial effects on noise impact through the provision of noise barriers. The increase in design traffic speed, and re-routing of some local traffic, could potentially increase the noise experienced at some properties although this is anticipated to be mitigated against.
- **Water Quality and Drainage:** potential effects as a result of traffic related pollution

and increased road drainage discharges, but potential benefits if greater mitigation can be introduced. Details of scope and extent of E.I.A. work undertaken and consultations with the local authority, the Countryside Council for Wales, Cadw and the Environment Agency:

In the mid 1990s an EIA to the methods of the time was completed to draft stage, but the project did not then proceed. Recently, significant work to determine the scope of an EIA has been carried out, including nature conservation surveys for most of the relevant species. Preliminary desk study covering most other environmental topics has also been completed. Further more detailed surveys are being carried out.

Initial consultations and meetings have been held with the CCW, the Environment Agency and with Flintshire County Council. These bodies raised issues over the potential effects on wildlife and habitats, localised flooding, air quality and possible localised ground contamination. Consultations will continue with these and other key agencies.

The Environmental Statement also identifies the following measures to be incorporated into the project in order to avoid, reduce or offset its adverse effects:

- A Construction Environmental Management Plan is being developed to ensure good site practice and management for the works.
- Construction methods will be planned to minimise levels of vibration and avoid cosmetic damage and disturbance at local residential properties.
- The works will be designed to minimise the effect on habitats and protected species, particularly at the River Dee SAC / SSSI. All necessary licenses will be obtained from CCW or the National Assembly for Wales before work starts.

- Work in the river would be timed to avoid disturbance when salmon, lamprey and sea trout are migrating.
- Water voles in Queensferry Drain would be transferred to another site while a new drain is constructed, so that a new population can be established.
- To improve habitats for water voles, bats and otters, new grassland, scrub and woodland areas would be created.
- To reduce visual impacts, new woodland planting, screening mounds and shrub planting will be provided.
- Existing soil will be carefully stripped, stored and re-used within the works to promote the establishment of new habitats and the restoration of agricultural areas.
- To minimise vehicle noise the proposed scheme would be built with a 'low noise' surface throughout.
- Noise barriers would be provided where appropriate to reduce traffic noise as much as is reasonably practical.
- Most of the existing crossing points of the A494 would be maintained or replaced by alternatives of a higher standard. Ewloe footbridge would be replaced by one suitable for all pedestrian users.
- To provide a safe route for pedestrians and cyclists, a segregated route would be provided from Queensferry to Garden City.
- The proposed drainage system will include balancing ponds designed to regulate flows, filter pollution and trap any accidental spillage.

Copies of the Environmental Statement may be inspected free of charge at normal office hours from  
 29 December 2006 until 16 February 2007 or within 7 weeks from the date of publication of this notice, whichever period expires later, at the following venues:



- Orders Branch, Transport Planning and Administration Division, Transport Wales, Welsh Assembly Government, Cathays Park, Cardiff;
- the Welsh Assembly Government, Transport Wales, Dinerth Road, Colwyn Bay;
- the Offices of the Highways, Transportation, Engineering Department of Flintshire County Council, County Hall, Mold CH7 6NB;
- , the A494 Project Office, 4 Bridge Houses, Queensferry, Flintshire CH5 1SA;
- Queensferry Library, Queensferry Campus, Queensferry, Deeside, Flintshire, CH5 1SE.

Any person may, not later than 16 February 2007 or within 7 weeks from the date of publication of this Notice, if such period expires later, express an opinion on the published details of the Environmental Statement so that the National Assembly for Wales can take them into account when deciding whether or not to proceed with this project. Any such expression of opinion must be made in writing to Orders Branch, Transport Planning and Administration Division, Transport Wales, Welsh Assembly Government, Cathays Park, Cardiff CF10 3NQ quoting reference BZ910192-310-1. In the preparation of any expression of opinion it should be borne in mind that the substance of it may be communicated to other people who may be affected by it.

A copy of this Notice in larger print can be obtained from Orders Branch, Transport Planning and Administration Division, Transport Wales, Welsh Assembly Government, Cathays Park, Cardiff CF10 3NQ

**M D BURNELL**

Transport Planning and Administration Division  
Welsh Assembly Government

**NATIONAL ASSEMBLY FOR WALES**

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S T A T U T O R Y  
I N S T R U M E N T S

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200 No. (W. )

## HIGHWAYS, WALES

### **The Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement) Connecting Road and Slip Road Order 200-**

*Made  
200-*

*Coming into force  
200-*

The National Assembly for Wales makes this Order in exercise of powers conferred by sections 10, 12, and 106 of the Highways Act 1980(1) and of all other enabling powers (2)-

1. The new highways which the National Assembly for Wales proposes to construct in the County of Flintshire—

(a) along the route described in Schedule 1 to this Order (the highway along this route being in the Order referred to as “the new connecting trunk road”) and which will connect the existing trunk road with a new roundabout as described in that Schedule;

(b) along the route described in Schedule 2 to this Order (the highway along this route being in the Order referred to as “the slip road”)

shall become a trunk road as from the date when this Order comes into force.

2. The centre lines of the new trunk roads are indicated by heavy black lines and the associated side roads proposals are indicated by broken white lines on the deposited plan.

3. The length of trunk road described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be a trunk road and shall become a classified road as from the date

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on which the National Assembly for Wales notifies the County Council of Flintshire that they will become the highway authority responsible for that length of road.

4. The National Assembly for Wales is authorised to construct the new widened bridge specified in Schedule 4 to this Order as part of improvements to the trunk road.

5. In this Order:-

all measurements of distance are measured along the route of the relevant highway;

“the bridge plan” (“plan y bont”) means the plan numbered HA10/2 NAFW 16 and marked “The Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement) Connecting Road and Slip Road Order 200- Schedule 4 –Specifications of bridge over navigable watercourse”, signed by authority of the Minister for Enterprise Innovation and Networks and deposited at the National Assembly for Wales, Record Storage and Retrieval Unit (RSRU), Neptune Point, Ocean Way, Cardiff;

“the deposited plan” (“y plan a adnewwyd”) means the plan numbered HA10/2 NAFW15 and marked “The Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement) Connecting Road and Slip Road Order 200-”, signed by authority of the Minister for Enterprise Innovation and Networks and deposited at the National Assembly for Wales, Record Storage and Retrieval Unit (RSRU), Neptune Point, Ocean Way, Cardiff;

“the trunk road” (“y gefnffordd”) means the Dolgellau to Birkenhead Trunk Road (A494);

“the new connecting trunk road” (“y”) means the connecting trunk road mentioned in article 1 of this Order;

“classified road” as a classification for a highway, means that the highway is not a principal road for the purpose of enactments or instruments which refer to highways classified by the National Assembly for Wales and which does not specifically refer to their classification as principal roads; and

“Side Roads Order ” means the Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement Side Roads) Order 200-.

“the slip road” has its meaning given in article 1 of this Order.

6. This Order comes into force on 200-. The title to this Order is the Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement) Connecting Road and Slip Road Order 200-.

Signed on behalf of the Minister for Enterprise Innovation and Networks.

Dated the 200-

**S C SHOULER**

Director of Transport Planning and  
Administration  
Welsh Assembly Government

<sup>(1)</sup> 1980 c.66

<sup>(2)</sup> By virtue of S.I. 1999/672, article 2 and Schedule 1, these powers are now conferred upon the National Assembly for Wales in relation to Wales.

## **SCHEDULES**

### **SCHEDULE 1**

#### **ROUTE OF THE NEW CONNECTING ROAD**

A route west of St David's Park Interchange and south of Old Mold Road about 470 metres in length, starting at a point on the A494 northbound on slip road 110 metres from its junction with the A494/A55 Ewloe Interchange, and running in a north easterly direction to a new roundabout to be constructed at Weighbridge Road immediately south of the weighbridge in pursuance of the associated Side Roads Order (Site Plan No.1).

### **SCHEDULE 2**

#### **ROUTE OF THE NEW SLIP ROAD**

A route about 250 metres in length to connect the existing northbound carriageway of the trunk road with a roundabout to be constructed as part of the new highway to be provided south west of Liverpool Road in pursuance of the associated Side Roads Order, (Site Plan No.2).

### **SCHEDULE 3**

#### **LENGTH OF THE A494 TRUNK ROAD CEASING TO BE TRUNK ROAD**

The length of the A494 trunk road ceasing to be trunk road is that length of the northbound carriageway between Ewloe and Queensferry in the County of Flintshire from a point 160 metres from the northern boundary of the Wrexham - Bidston Railway and 240 metres southwest of the junction between Old Aston Hill and the trunk road to a point 120 metres north east of the centreline of the Plough Lane overbridge, for a distance of 827 metres, shown by broad striped hatching on the deposited plan (Site Plan No. 3).

## **SCHEDULE 4**

### **SPECIFICATIONS OF BRIDGE OVER NAVIGABLE WATERCOURSE**

A new widened bridge over the River Dee between Queensferry and Garden City in the County of Flintshire, incorporating the existing bridge structure known as the River Dee Bridge and a widened section adjoining and immediately south east of the River Dee Bridge, the location and general design of which are shown on the bridge plan.

## **NATIONAL ASSEMBLY FOR WALES**

### **SUBORDINATE LEGISLATION**

### **200 No**

### **THE HIGHWAYS ACT 1980**

### **THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) (DROME CORNER TO EWLOE IMPROVEMENT SIDE ROADS) ORDER 200-**

The National Assembly for Wales in exercise of powers conferred by sections 12, 14, 125 and 268 of the Highways Act 1980 (1) and of all other enabling powers (2) makes the following Order:-

1. The National Assembly for Wales is authorised in relation to the trunk road between Drome Corner and Ewloe in the County of Flintshire –

- (1) to carry out the improvement of highways;
- (2) to stop up highways or areas of highway;
- (3) to construct new highways;
- (4) to stop up private means of access to premises and
- (5) to provide new means of access to

premises; and  
(6) to temporarily close highways.

2. (1) The works authorised by Article 1 are indicated in the Schedules numbered 1 to 8 to this Order. Each Schedule names at its head the locality in which the highways and means of access referred to in it are, or will be, situated.

(2) The works authorised by Article 1 are shown on the site plans numbered 1 to 8 that are included in the deposited map that accompanies this Order. The map shows the works indicated in the schedule in the following manner:

(a) highways to be improved are named and are shown by cross hatching. The areas of highway B5127 to be improved shown edged black on Site Plan 1 will be grassed and kerbed to prevent vehicular traffic with the exception of statutory undertakers vehicles;

(b) lengths and areas of highway to be stopped up are described (all distances stated being approximate only) and are shown by zebra hatching;

(c) new highways to be constructed are indicated by the use of reference letters in the Schedule which are given to those new highways on the deposited map. Where a new highway is to be constructed in connection with the stopping up of a length or an area of highway described in a Schedule, its reference letter is placed opposite to the description of that length and, where a new highway is to be a footpath or cycle track, the word "footpath" or "cycle track" (as the case may be) appears in brackets beneath the reference letter;

(d) lengths of private means of access to be stopped up are described (all distances stated being approximate only), and are given reference numbers shown on the deposited map

and are shown by black bands; and

- (e) new means of access to be provided are indicated in the Schedule by the use of reference numbers which are given to those new means of access on the deposited map. Where a new means of access is to be provided in connection with the stopping up of a length of private means of access described in that Schedule, its reference number is placed opposite to the description of that length. Routes of new private means of access are shown by diagonal hatching; and
- (f) lengths of highway to be closed temporarily are described (all distances being approximate only) and are shown by chevron hatching.

(3) The map marks the position of the trunk road in relation to the works shown on the deposited map.

(4) Where the area of a highway to be stopped up coincides with the route of an authorised work consisting of a new highway or a new means of access that area is not shown on the deposited plan by zebra hatching.

3. It is hereby declared that the National Assembly for Wales is satisfied:-

(1) as respects each length or area of highway to be stopped up, that either another reasonably convenient route is available or will be provided before that highway is stopped up; and

(2) as respects each private means of access to premises to be stopped up, that other reasonably convenient means of access to premises is available or will be provided before that private means of access is stopped up or that no access to the relevant premises is reasonably required.

4. Each new highway is to be transferred to the County Council of Flintshire as indicated in the said Schedule, as from the date when the National Assembly for Wales notifies the Council that it has been completed and is open for through traffic.



5. Immediately after the transfer of a new highway for which a classification is shown in the relevant Schedule opposite to the reference letter of that new highway, that highway will be classified accordingly.

6. Where provision is made in this Order:-

- a. for transferring a new highway to the County Council of Flintshire  
or
- b. for enabling the National Assembly for Wales to alter a highway vested in the County Council of Flintshire

then there is (subject to the provisions of section 268(3) of the 1980 Act) to be transferred to the County Council of Flintshire on the date of transfer of the said highway or on completion of the works or alteration, or on the date of acquisition of the land by the National Assembly for Wales in connection with the new highway or the alteration of a highway, if later, any property, rights or liabilities (other than loans or loan charges) vested in or incurred by the National Assembly for Wales in connection with the new highway or the alteration of a highway, as the case may be.

7. Where immediately before a length or area of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers then, subject to section 21 of the Highways Act 1980, those undertakers shall continue to have the same rights as respects that apparatus or work after the stopping up takes place as they had immediately prior thereto.

8. In this Order all measurements of distance are measured along the route of the relevant highway or means of access to premises, as the case may be;

- (i.) “classified road” as a classification for a new highway, means that the highway is not a principal road for the purposes of enactments or instruments which refer to highways classified as principal roads but is a classified road for the purpose of every enactment and instrument which refers to highways classified by the National Assembly for Wales and which

does not specifically refer to their classification as principal roads;

(ii.) “improvement” (“*gwella*”) in relation to a highway includes raising, lowering or otherwise altering that highway, and “improved” shall be construed accordingly;

(iii.) “new highway” (“*priffordd newydd*”) means a highway authorised by this Order to be constructed, and “new highways” shall be construed accordingly;

(v.) “the map” (“*y map*”) means the map containing the site plans numbered 1 to 8 contained in the plan folio numbered NAFW 33 marked “The Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement Side Roads) Order 200-” signed on behalf of the Minister for Enterprise, Innovation and Networks by the authority of the National Assembly for Wales and deposited at the National Assembly for Wales Record Storage and Retrieval Unit (RSRU), Neptune Point, Ocean Way, Cardiff;

(vi.) “the site plan” (“*y plan safle*”) means one of the site plans numbered 1 to 8 contained in the plan folio numbered NAFW 33 and referred to as the “the map” at paragraph (v.) above of this Article;

(vii.) “the trunk road” (“*y gefnffordd*”) means the Dolgellau to South of Birkenhead Trunk Road (A494);

(viii) “unclassified road” means a highway that is not a classified road or a footpath or a cycle track and has no formal classification.

9. This Order shall come into force on 200- and the title of the Order is the Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement Side Roads) Order 200-.

Signed on behalf of the Minister for Enterprise,  
Innovation and Networks.

Dated

200-

**S C SHOULER**

Director of Transport Planning and  
Administration  
Welsh Assembly Government

(1) 1980 c.66

(2) By virtue of S.I. 1999/672 article 2 and Schedule  
1, these powers are now transferred to the National  
Assembly for Wales in relation to Wales