

The Milford Haven Waterway  
Recreation Management Plan 2011



Milford Haven Port Authority





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“The use of the Waterway requires careful consideration of the potentially conflicting interests of recreation, conservation, commerce and community in order to establish a safe and effectively managed environment in which all can coexist”





## Foreword by Harbourmaster

Milford Haven Port Authority endeavours to ensure that the diverse interests of all users are balanced in a way that promotes a safe, efficient and enjoyable environment.

Having undergone several new developments in recent years, the Waterway is now one of the largest oil and gas ports in Northern Europe and whilst we are proud of the Port's reputation as the UK's Energy Capital, we are always keen to demonstrate how an increasing number of leisure users happily co-exist with the commercial traffic on the Waterway. Indeed, the majority of the 22 miles for which we are responsible, is devoted entirely to recreational use.

The Milford Haven Waterway is famed for its sheltered, tidal waters, its diverse coastline and unique environmental qualities. Part of the only Coastal National Park in the UK, it is the largest estuary in Wales and is recognised as a Special Area of Conservation. It is also a Waterway that has become a valuable resource for leisure enthusiasts.

Focusing on this aspect of the Waterway, this document is the result of a partnership approach to planning, monitoring and managing the Haven's recreational opportunities. It offers a clear guidance as to how Milford Haven Port Authority actively engages with the Waterway's community stakeholders and partner organisations in the delivery of a sustainable approach to water-borne recreation.

*M.C. Andrews*

M C Andrews

Harbourmaster, Milford Haven Port Authority



## Introduction

The Milford Haven Waterway is the largest ria estuary in Wales. Its sheltered, tidal waters are surrounded by a diverse two hundred mile coastline providing habitats for an abundance of wildlife. The unspoilt scenic qualities of the upper and lower reaches of the Waterway were recognised in 1952 through the designation of the Pembrokeshire Coast National Park. This has allowed the importance of the landscape on either side of the central industrialised core to be recognised during the Waterway's development into a major commercial port.

The sheltered waters and fine scenery provide a valuable and varied resource for a vast range of water-based activities from recreation (including a number of National and World Championships) to commercial uses. The use of the Waterway requires careful consideration of the potentially conflicting interests of recreation, conservation, commerce and community in order to establish a safe and effectively managed environment in which all can coexist.



## 2. Vision and Aims

### 2.1 Vision

Our vision is one of continued support and enhancement for the leisure use of the Haven. An encouragement of recreational activities will be underpinned by clear environmental responsibilities and the promotion of a sustainable approach.

Milford Haven Port Authority, with the support of partner agencies, is committed to ensuring the safe and effective coexistence of commerce and leisure.

### 2.2 Aims

As a working document for the management of recreational activities along the Waterway, this Plan contains the clear aims of the partnership group.

- Whilst the Waterway continues to gain international acclaim as a centre for UK energy production, the Haven's recreational qualities will remain a key priority
- The Plan is a formal, advisory document that provides information as to the process of management decision making
- The scope of the Plan is focused on the activities taking place on the Waterway itself, but makes reference to further activity along the shoreline which is directly related to them
- The Plan outlines policies for areas that are popular for recreational use, paying attention to environmental responsibility and commercial navigation through the promotion and enforcement of a zoning scheme for particular activities
- The Plan is aimed at informing, educating and engaging communities around the Haven, together with all users and associated interest groups
- The Plan aims to further enhance public understanding and appreciation of both the Haven Waterway as a valuable leisure resource, and the responsibility of Milford Haven Port Authority in fostering a safe and efficient environment
- The Plan outlines the actions that will be driven by Milford Haven Port Authority with the support of its partners, in ensuring that appropriate opportunities and facilities are available for those wishing to enjoy the Haven

“Milford Haven Port Authority, with the support of partner agencies, is committed to ensuring the safe and effective coexistence of commerce and leisure”





### 3. The Milford Haven Waterway Recreation Working Group

After the publication of the 2000 Recreation Plan, the Milford Haven Waterway Recreation Working Group (MHWRWG) in its current form was established. The group provides a forum for discussion on marine-recreational and any other appropriate matters between relevant organisations to improve communication, coordination and information exchange and thereby enhance the safety of the Haven. The group reviews and makes recommendations on marine operations and environmental concerns associated with leisure use within the Waterway. The group are also responsible for developing the information contained within the Milford Haven Waterway Leisure User Guide (See 5.3.1) and for planning and developing the objectives and actions contained within this document.

The group is chaired by Milford Haven Port Authority and comprises of representatives from the following:

Countryside Council for Wales (CCW)

Environment Agency (EA)

Maritime Volunteer Service (MVS)

Milford Harbour Users Association (MHUA)

Milford Haven Port Authority (MHPA)

Pembrokeshire County Council (PCC)

Pembrokeshire Coastal Forum (PCF)

Pembrokeshire Coast National Park Authority (PCNPA)

Pembrokeshire Marine Special Area of Conservation (PMSAC)

Commercial Leisure Operator representatives

The Terms of Reference and scope of the group are set out below:

#### TERMS OF REFERENCE

1. To provide a forum for discussion of pertinent marine-recreational matters and to improve communication, coordination and information exchange, thereby enhancing safety within the Haven.
2. To review and make recommendations on marine operations associated with the Haven's leisure activities utilising whatever means available to the group by all parties.
3. To identify and review the current recreational use and trends and to plan the objectives and action plan to input into the production of the Milford Haven Recreation Management Plan.
4. To consider any other matter that the group feel appropriate.
5. To form sub-groups as required.
6. To review Terms of Reference on an annual basis.

#### SCOPE

The group is to consider information arising from relevant sources (e.g. interest group plans including but not limited to The National Park Management Plan, the County and National Park Local Plans and the Community Plan for Pembrokeshire) or from incidents/near misses which do, or could, impact upon the Haven within their area of jurisdiction. In particular the group will act as a forum for discussion amongst members on issues relevant to the recreational activities of the Haven.

Meetings are held on a biannual basis, before and after the season. In addition to the regular members listed above, other organisations or individuals may attend at the request of the group. More details on the role and function of each member can be found in Appendix 2.

## 4. Water based Recreation

### 4.1 Overview of Demand

The British Marine Federation (BMF, formerly the British Marine Industries Federation) carried out an audit of marinas and moorings in 2003. The results are outlined below.

*Table 1. An Overview of surveyed UK moorings 1981, 1991 and 2003*

Location	1981		1991		2003	
	Number of Moorings	Number of Providers	Number of Moorings	Number of Providers	Number of Moorings	Number of Providers
Coastal	61, 167	252	68, 916	260	89, 164	412

Source: *Motor Boat and Yachting, occasional Supplements (1981, 1991); British Marine Federation, Marinas and Moorings Audit 2003/4.*

These survey results indicate that between 1981 and 2003 there had been an increasing demand for moorings in the UK. As a result, the number of mooring providers rose sharply. It is also generally accepted that the trend in demand has continued since 2003. The BMF stated that the increase in demand resulted from three factors:

1. An increase in affluence among the general population of the UK
2. Increasing demand for a wider range of leisure activities
3. New developments and regeneration schemes in coastal and inland waterfront areas

The BMF also found that the 2003 UK-wide waiting list for moorings was 10,118 and predicted this to rise to 12,212 by 2008.

Overall demand for moorings (particularly deep-water moorings) currently exceeds supply and this is likely to continue for the next five years. Overall, the greatest demand is for pontoon and marina moorings.

(All data and findings from the BMF, Marinas and Moorings Audit 2003/4).

*Table 2. Registered Moorings in the Milford Haven Waterway 2010.*

Voluntary Control Areas (See Section 4.3.1)	No of Moorings
Dale	183
Sandy Haven	43
Angle	136
Gelliswick	5
Cunjic Bay	26
Castle Pill	87
Hazelbeach	28
Neyland	51
Pembroke Dock	12
Hobbs Point	85
Burton	26
Rhoose Ferry	25
Llangwm	115
Landshipping Ferry	36
Non Voluntary Control Areas	No of Moorings
Switzers	4
Milford Docks	31
Pennar Park	3
Pembroke Reach	3
Barnlake	6
Barnlake Point	12
Hook Quay	2
Burton Point	3
Warrior	7
Coshaston Point	3
Coshaston Reach	3
Rudders	60
Jenkins Point	14
Lawrenny	4
Lawrenny Yacht Station	110
Black Mixen	20
Landshipping Quay	8
Hook Reach	6
Musselwick	2
Little Milford	1
Thorne Island	1

NB. All references to mooring areas and numbers are based on the 2010 registered mooring figures.

The Milford Haven Waterway continues to experience an increase in the demand for moorings with waiting lists existing in many areas. In 2004 a total of 1020 moorings were registered with MHPA. In 2010 this figure rose to 1160 moorings, an increase of one hundred and forty moorings, mainly at Dale and Milford Docks West. It is likely that, in general, the causes follow the factors recognised by the BMF as stated previously.

However, it is possible that localised factors are contributing. In 2010, given the financial climate, the comparative cost of a mooring over a marina berth may have been a major factor contributing to the increase in demand. In addition, events such as Seafair Haven have increased exposure of the area and attracted vessels from around Europe.

During 2010 a research study on moorings and pontoons was conducted for MHPA. This was carried out by Opinion Research Services and an abridged summary report of the findings has been created.

In addition to the registered moorings, Neyland and Milford Marinas between offer an additional seven hundred and forty eight berths to recreational users.

### 4.2. Activities

A wide range of water-based recreational activities take place on the Waterway throughout the year. Most of the activity is seasonal, building from April to August and then declining in September. In addition, a number of local, regional and national race events take place on the Waterway throughout the season, many organised by local clubs.

#### 4.2.1 Sailing

Yachts are by far the most abundant craft on the Waterway. Most yachting activities take place between the Cleddau Bridge and the lower reaches of the Waterway, with some yachts going out to the Islands and beyond and a small number exploring the upper reaches of the Daugleddau and its tributaries. Many yachts choose Dale or Watwick Bay as an anchorage. Dinghy sailing tends to take place as organised racing events in the waters close to each yacht club. Sailing vessels from elsewhere also visit the Haven throughout the year.

Yachts produce minimal discharges and virtually no noise. A yacht will rarely travel above a speed of 6 knots and consequently will produce minimal wake. Unless fitted with a bilge keel most cruising yachts cannot enter shallow waters and will rarely encroach on sensitive areas such as saltmarshes or intertidal mudflats.

There are six yacht clubs on the Waterway that organise comprehensive training programmes and events throughout the year, from local to International.

### **Pembrokeshire Yacht Club (PYC)**

This club is located in Gelliswick Bay, across the road from the public slipway. PYC is a recognised RYA teaching establishment and a team of qualified instructors teach sailing to juniors and adults in the summer months. It also has an active rowing and diving section with a large boat storage area. The club regularly organises national events which are held on the Waterway.

### **Neyland Yacht Club (NYC)**

Located on the shore opposite the ferry terminal, this club has a wide slipway and considerable storage space for dinghies. NYC is also a recognised RYA teaching establishment with regular training sessions and dinghy races.

### **Pembroke Haven Yacht Club (PHYC)**

This club is located adjacent to the public slipway at Hobbs Point. It holds regular yacht races in partnership with NYC, the start point being the line between the two clubs.

### **Pembrokeshire Cruiser Racing Club (PCRC)**

This club formed to encourage and promote cruising and racing amongst the owners of racing yachts on the waters of Milford Haven. PCRC hold their monthly meetings at PYC and their AGM on a rotational basis at all of the Haven yacht clubs.

### **Dale Yacht Club. (DYC)**

This club has a comprehensive sail training programme for both adults and children. It also organises many regional and national dinghy events which are held in Dale Bay.

### **Lawrenny Yacht Club (LYC)**

This club is perhaps the smaller of the clubs, however each year it organises and hosts a number of events in the upper reaches as well as events that form part of the sailing programme for the Waterway.

## **4.2.2 Powered Craft**

Large power-driven craft such as motor cruisers, tend to use the Waterway to make their way downstream to places like Dale, Watwick Bay and out to the Islands. A smaller number will navigate upstream as far as Lawrenny and Llangwm, but very few will venture further. As with yachts, motor cruisers will not encroach on intertidal habitats due to the lack of depth. Excessive wash from these larger vessels can impact on the environment and other users in these narrow channels and

should be navigated with care. Small high-powered craft tend to be used for water-skiing, towing activities and general recreation. Small cabin cruisers are used for a variety of purposes all over the Haven, for example, indulging in the quieter activities such as fishing.

Power-driven craft are permitted on all areas of the Waterway provided they abide by the zoning restrictions outlined in the Milford Haven Waterway Leisure User Guide. Those craft towing inflatables such as doughnuts, ringos and bananas are required to tow with caution and only in the designated ski areas.

## **4.2.3 Water-Skiing**

Water-skiing tends to involve the use of smaller high-powered craft. This activity takes place principally between the Cleddau Bridge and the waters adjacent to the entrance to Lawrenny Yacht Station (LYS). Water-skiing occasionally takes place in the other designated areas, such as the area outside Angle Bay, beyond the Dead Slow Minimum Wake (DSMW) buoys in Dale Bay and on Milford Shelf. Water-skiers are required to abide by the zoning scheme.

## **4.2.4 Personal Watercraft**

A Personal Water Craft (PWC) is defined as a small recreational boat propelled by a directionally controlled jet of water. A PWC (also known as a jet-ski or wet bike) may use any area of the Waterway for normal navigation purposes and is subject to the same byelaws as any other craft. A PWC may enter the upper reaches of the Waterway provided that the craft is travelling at Dead Slow Minimum Wake. Very few of these craft go beyond the upper limit of the main water-ski area due to this restriction. Advances in design mean that these craft are much quieter, more stable and can safely carry up to four person. In many cases they are now used as an alternative to powerboats to entertain families.

The designated 'aquabatics area' is rarely used by PWC riders. The aquabatics undertaken by the stand-on style PWC's are not easily achievable by the larger machines. Machines are now used to transit the Waterway or for towing inflatables and skiers. Numbers observed on the Haven are low compared to other areas i.e. no more than eight ever seen at any one time, although there does appear to have been a small increase in general PWC activity on the Waterway. It is anticipated that the level of general PWC use and use of PWC's for towing is likely to increase although it is not anticipated these machines would be used for aquabatics in the area of Pwllcrochan Flats.

## **4.2.5 Diving**

Many recreational divers visit the Milford Haven Waterway and the nearby coastline and islands due to the wide variety of easily accessible dive sites, spectacular marine life and abundant wrecks. Divers are welcome to dive on the Skomer Marine Nature Reserve (MNR) for which there is a Diving Code of Conduct. Hardboats and Rigid Hull Inflatables Boats (RIB) take groups throughout the year from the marinas and a number of access points around the Waterway. There are commercial operators providing dive services around the Waterway as well as a number of British Sub-Aqua Club (BSAC) and Professional Association of Diving Instructor (PADI) affiliated clubs.

## **4.2.6 Windsurfing and Kitesurfing**

Most windsurfing on the Waterway takes place in Dale Bay. The flat sheltered waters of Dale Bay make the area ideal for novices and during high winds provide flat water for more experienced enthusiasts. Windsurfing occasionally takes place elsewhere in the Haven, mainly from Hazelbeach to Neyland and at Llangwm and Lawrenny. Kitesurfing activity is still limited within the Haven, usually taking place in Dale Bay.

## **4.2.7 Canoeing and Kayaking**

Canoeing and kayaking does not take place on a large scale on the Waterway although recent years have seen a slight increase in sea kayaking and the use of modern sit-on-top kayaks. Most canoeing takes place in the upper reaches and canoeists are often seen in groups, staying close to the shoreline, particularly in busy areas. Trips upriver in Canadian canoes are run by Pembrokeshire Activity Centre and groups supervised by Princes Trust Instructors are often seen paddling upriver to Lawrenny and beyond. The more popular spots for the sea kayak and sit-on-top kayak, centres around Dale Bay and St Ann's Head. Events on the Haven are also organised by Pembrokeshire Paddlers, a local club based at the Castle Pond in Pembroke.

## **4.2.8 Rowing**

Longboat rowing continues to be a sport attracting regular participation on the Waterway and throughout the county from adult and junior teams. The number of club teams using the Waterway for training has increased in recent years with a number of events being held each year. The majority of these are organised race events of up to five miles. Endurance races are also scheduled during the season, such as the Three Forts race from Dale passing the three forts of the lower reaches and

returning to Dale, and the longer 'Return of the Cleddau' Race from Haverfordwest to Neyland.

Local clubs regularly compete in league events throughout Pembrokeshire and the neighbouring counties as well as nationally and internationally, further expanding the coverage the sport receives. Welsh Sea Rowing Association (WSRA) oversees the activities of the local clubs and is affiliated with the Welsh Amateur Rowing Association (WARA).

#### 4.2.9 Swimming

Due to strong currents and extensive mudflats, the Milford Haven Waterway is not ideal for swimmers. The only areas used by swimmers regularly are Dale, Watwick Bay, Sandy Haven and West Angle Bay. These areas are often sheltered from prevailing weather. Both Dale and Watwick Bay are regularly used by powered craft whereas boating activity in West Angle Bay is less frequent. Elsewhere, most of the pontoons on the Haven attract youngsters who use them for jumping and diving into the water. This can, at times, cause conflict with powered craft coming alongside and departing, as well as being dangerous due to the tidal regime of the Haven.

#### 4.2.10 Angling

Angling in groups with charter boats regularly takes place on the Waterway. (Angling from the shoreline is deemed to be outside the scope of this plan). There are a number of different commercial charter operators on the Waterway offering anything from a two hour fishing trip to a twelve hour fishing expedition. Other small craft can be seen fishing with lines at many locations throughout the Haven. There are restrictions for fishing activities in place on the Waterway which are enforced by the Welsh Government Food, Fisheries and Market Development Division (see appendix 9).

#### 4.2.11 Watersports Training Providers and Trip Operators

As watersports of all disciplines are popular throughout Pembrokeshire, there are numerous training providers. Governing Body recognised training providers located both on the Waterway and around the county offer tuition in sailing, powerboating, windsurfing, kayaking, canoeing, diving and kitesurfing as well as other watersport disciplines. Courses are offered at all levels of experience, from beginner to expert. Fleets of novices are regularly taught different activities in areas of water adjacent to the larger centres at East Llanion and Dale Bay and also adjacent to the yacht clubs at Neyland and

Gelliswick Bay. The Leisure User Guide states that caution should be exercised in these areas. The more advanced courses utilise the opportunities offered on the rest of the Waterway and the coastal waters outside the Haven. Details of recognised training providers are usually available from the respective Governing body and may also be found on their websites.

A number of commercial boat operators offer dive, fishing and sail charter as well as wildlife cruises. Parties of divers, fishermen and sailors are regularly taken out to sites both inside and outside the Waterway. During the season, wildlife cruises take passengers out to the Pembrokeshire Islands of Skomer, Skokholm and Grassholm. Puffins, razorbills, kittiwakes, manx shearwaters, gannets, harbour porpoise, common dolphin and grey seals are regularly seen on these trips.

#### 4.2.12 Traditional Maritime Activities

Maritime heritage activities include seamanship, traditional ship building, the promotion of maritime heritage, sponsorship of voyage crew for tall ships and tall ship visits to Milford Haven. These activities are supported and promoted by the Maritime Heritage Programme (see Appendix 2) and will underpin festivals of traditional sail which are to be held on a biennial basis alternating between Pembrokeshire and South East Ireland. Pembrokeshire's first major maritime festival within this project, Seafair Haven, took place at the end of June 2006. Since then, the 2008 and 2010 events have attracted increasing interest, with the number of vessels in attendance rising to one hundred and sixty three in 2010. Planning for the 2012 Seafair Haven event was underway at the time of writing.

### 4.3 Facilities

#### 4.3.1 Moorings

Most of the moorings on the Milford Haven Waterway are privately owned and are managed through Voluntary Control Bodies (VCB). All owners of existing moorings in a Voluntary Control Area (VCA) are required to apply for a mooring licence through the elected VCB Officer (VCO) on an annual basis. Licence application forms are then sent by each VCB officer to MHPA. In areas where there is no VCB officer, management is carried out by MHPA directly. In the 2010 season, 1160 mooring positions were licensed and details of the owners and registered vessels are held by MHPA on a database. As tackle is privately owned it is the responsibility of the owner to maintain and service the mooring.

Currently, there are two commercially-run mooring areas on the Waterway. Rudders Boatyard with sixty moorings and Lawrenny Yacht Station (LYS) with one hundred. These operators service and maintain their own moorings and offer them to the public at commercial rates. They also service private moorings elsewhere on the Haven on an individual basis.

Each season, the Water Ranger carries out a Digital Global Positioning System (DGPS) survey of the mooring areas on the Milford Haven Waterway. This process, which began in 2004, is continuing on an annual basis in conjunction with mooring inspections. It produces a series of Global Information System (GIS) maps showing the location of every mooring on the Waterway and individual maps are provided to each VCB once the information has been downloaded.

These chartlets are invaluable in the process of reorganising VCA's, when appropriate. It has also assisted with the development and reorganisation of MHPA administered areas, where moorings are positioned according to specified latitude and longitudes.

#### 4.3.2 Marinas

There are two marinas on the Milford Haven Waterway, Neyland Yacht Haven and Milford Marina, between them providing a total of seven hundred and forty eight marina berths.

##### Milford Marina

Milford Marina has three hundred and twenty eight berths and provides services for both resident and visiting vessels. In 2010, MHPA entered into a marketing and investment partnership with Cardiff Marine Group to create Pembrokeshire Marine Group (PMG). The Marina remains in MHPA ownership but is managed by Pembrokeshire Marine Group under a long-term management agreement.

The marina offers the following facilities:

- Boat Hoist / Lift-in/Lift-out
- Winter berthing and storage
- Superb shelter
- Toilets and showers with disabled facilities
- Electricity and fresh water available to every berth
- Fuel and gas
- Wireless broadband access
- Waste disposal
- Laundry facilities
- Free car parking
- Shops, restaurants and public transport



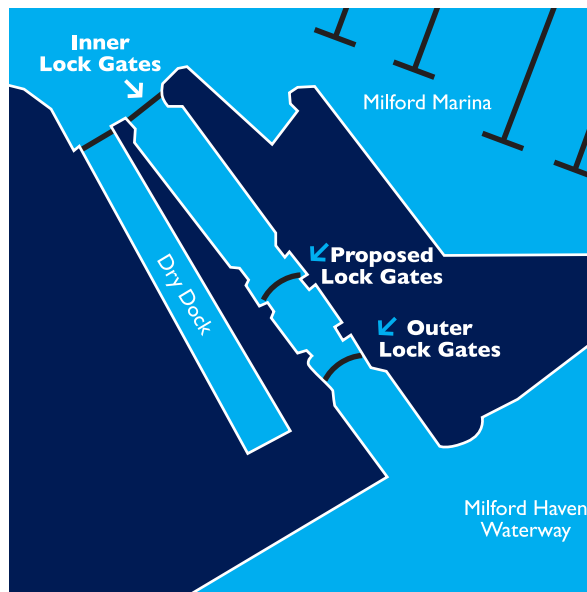
Within the Milford Marina basin there is a speed limit of 4 knots and access is via the entrance lock. During a 'freeflow' period - which operates two hours before high water Milford Haven, up until high water, vessel movement is generally unrestricted.

Additional access and exit locks are available either side of freeflow. Locking activities are coordinated by marina staff and permission to enter the lock must be obtained from Pier Head Control who can be contacted on VHF channel 14. A list of all access and exit locks, as well as freeflow times, are area available from the marina office and pierhead, and additionally on the marina website at [www.pembrokeshiremarinegroup.com](http://www.pembrokeshiremarinegroup.com)

There are two slipways in the vicinity, the first being located at the upper end of the dock for launch/recovery to and from the dock basin. Marina control requests that they be informed before a vessel uses this slipway to ensure the boat hoist is not obstructed. The second is located at Smokehouse Quay, outside the dock, and offers direct access into the Haven.

PMG is in the process of designing and commissioning a dry stack berthing facility for Milford Marina.

A project to design and install new lock gates in the Marina will take place over the next two years. The new lock gates, which will be constructed inside the existing lock, will offer sailors a 24 hour locking service compared to the current limited access. The new lock facility is due to be completed before December 2013.



The development is part of Visit Wales' Coastal Tourism Project, part funded by the European Regional Development Fund through the Welsh Government, to encourage tourism along the Welsh coastline.

#### Neyland Yacht Haven

Neyland Yacht Haven marina is situated in Westfield Pill. It is owned and operated by Yacht Havens Limited. The marina has four hundred and twenty berths and can accommodate any vessel up to 25 metres in length with a draught up to 2.5 metres. There are two basins separated by a tidal sill. The lower basin allows access at all states of the tide, and access to the upper basin is achievable up to four hours either side of high tide, depending on draught. Visitor berths and waiting pontoons are made available where possible.

Facilities at the marina and on Brunel Quay include:

- Fully serviced boatyards
- Hoist lifts
- Chandlery with bottled gas available
- Boat repairs
- Rigging and GRP specialists
- Diesel fuel berth
- Waste disposal
- Sailmakers
- Brokerage



- Training providers
- WiFi Broadband
- Showers and laundry
- Electricity and water on pontoons
- Restaurant and bar
- Café
- Free car parking for berth holders
- 24 hour CCTV coverage

In addition to the marina, a small dry stack boat storage facility, operated by Dale Sailing, offers storage, launch and recovery services for up to sixty three vessels.

#### 4.3.3 Access

The Milford Haven Waterway has a number of launching and landing points; the slipways are free to use and are open to all, unless otherwise stated. The main launch points for public use on the Waterway are detailed below. Additional information on these and other launch sites can be found at [www.boatlaunch.co.uk](http://www.boatlaunch.co.uk)

#### Dale

This beach has a gently sloping concrete slipway, which allows access when the water level is 1.7 metres above chart datum. The slipway is used by DYC and West Wales Windsurf and Sail for launching dinghies and canoes. It is also especially popular



with recreational users for launching vessels with a vehicle during peak season. This can cause congestion in the village due to the one way system and a single track access road.

In 2009 PCNPA passed their interest in the slipway to NYC who now manage it. At the time of writing, management options were being developed which include possible restrictions to access dates (see Appendix 1). In addition, following EA flood warnings for the area, temporary flood defences may be placed at the top of this slipway which would prevent access.

### **Angle**

The access in Angle Bay is the gently shelving foreshore, consisting of shingle upper-section and mud lower-section offering half-tide access. At high spring tides, the entire area is covered. The access is mainly used by locals and a small number of visitors due to its distance from the main vehicle routes. The beach launching and landing wall is managed by the local Boat Owners Association.

### **West Angle**

West Angle has a steeply shelving cobble slipway, sections of which are covered in sand. The slipway is used for launching craft by hand or on smaller trailers at high tide and is mainly used by boat-owners who keep their craft at the caravan site close by.

### **Gelliswick**

Gelliswick slip is a gently shelving concrete slipway and has a PCC toilet block opposite, with PYC situated at the top of the slip. The slip allows access when the water level is 1.65 metres above chart datum. At low water the foreshore is compact enough to be suitable for launching. It is regularly used by craft from PYC and by dive RIB and has space for parking and trailers to the west of the toilet block.

### **Milford Marina**

The marina has two slipways, both managed by PMG. The first allows access to the marina basin at all states of the tide and is free of charge to marina customers. The second is a short distance to the east of the marina and allows direct access to the Waterway when the water level is 2.5 metres above chart datum. There is space for parking at the top of this slip.

### **Neyland**

Situated in front of NYC, this wide slipway is made up of concrete blocks which are broken up in some places. The slip allows access when the water level is 2.4 metres above chart datum. It can accommodate almost any craft that can be placed on a trailer. Regularly used by the yacht club, it is also very popular with the public in the summer, although parking is limited.

### **Hobbs Point**

This is a steep concrete slip which allows access when the water is 1.92 metres above chart datum. It is adjacent to PHYC and is used for launching and recovering small boats and yachts. It should be noted that there is a vertical drop-off at the end of the slip and caution should be used. Parking is also limited.

### **Front Street**

Front Street has three concrete slipways. The slip furthest west, near Martello Tower, is accessed from Front Street itself and allows access approximately two hours either side of high water. A second slip is situated near a small boat storage yard in the middle of Front Street and a third slip, furthest east, can be accessed from the Western Way car park. The area that is accessed using the two eastern slips dries out at low water, and therefore only affords access one hour either side of high water.

### **East Llanion**

East Llanion slipway has three concrete ramps and provides access throughout the tidal cycle. It is frequently used by Pembrokeshire Activity Centre (PAC) for launching and recovering their fleets of sailing boats, canoes and rescue craft. It is popular with the public for launching powered boats, canoes and PWC's and has a large car park at the top. The whole site is owned by PCC and PAC vessels and staff have priority usage.

### **Burton**

Burton Watersports Club has a private slipway for use by its members and allows access approximately five hours either side of high water. A short distance upstream is Rudders Boatyard which also has a private slipway for use by its clients, although public access is permitted by prior agreement. Users of this slip are required to use boatyard staff and vehicles, and a charge is levied on both launch and recovery.

### **Lawrenny**

Lawrenny Yacht Station has a private concrete slipway for use by residents of the caravan park and chalets and those with LYS moorings. Public access is permitted by prior agreement and a small fee is levied for use.

### **Black Tar**

Black Tar has a concrete slipway which allows access approximately three hours either side of high tide. At the time of writing, the slip was not in a good state of repair; being quite narrow and crooked. A small car park and toilets are situated close by.

### **Landshipping**

The Landshipping foreshore access is composed of compacted gravel leading onto mud, and only smaller trailers can be accommodated. Launch and recovery is only recommended three hours either side of high water. There is no car park.

**Table 3. Details the managing body and rights of access to each of the main slipways.**

Slipway	Managing Agency	For Public/Private Use
Dale	DYC	Public (restrictions may apply)
Angle	PCC	Public
West Angle	PCC	Public
Gelliswick	PCC	Public
Milford Marina	PMG	Public
Neyland Yacht Club	PCC	Public
Hobbs Point	PCC	Public
Front Street	PCC	Public
East Llanion	PCC	Public (activity centre has priority)
Rudders	Rudders Boatyard	Private (Clients only)
Lawrenny	LYS	Private (public access by agreement)
Black Tar	PCC/PCNPA	Public
Landshipping	PCC	Public

#### 4.3.4 Pontoons

At Dale, Hazelbeach, Neyland, Hobbs Point and Burton, pontoons are deployed close to the slipways between 1st April and 1st October. The pontoons are typically composed of six sections, with the outermost section being a hammerhead. In the season, many visitors as well as locals use these facilities for non-boating activities such as crabbing and angling.

The above pontoons are owned by PCC and are deployed, recovered and stored by Dale Sailing, as conditions and tides permit. The pontoons are for the use of recreational vessels and for the purpose of the drop-off and pick-up of passengers and equipment. Many of these pontoons are also used to visit waterside pubs and restaurants such as the Griffin at Dale, Ferry Inn at Hazelbeach, Jolly Sailor at Burton and the Lawrenny Arms at Lawrenny.

Dale Bay also has a large floating pontoon moored all year round in the centre of the bay, which is very popular with larger deep draft yachts and powered craft, for short-term berthing. It also serves as a mooring facility for visiting craft. Many craft travel down-river to Dale for the day and use this pontoon to rest before returning upriver. Gelliswick also has a floating pontoon of two sections beyond the DSMW Buoy. These floating pontoons are also owned and maintained by PCC.

Privately owned pontoons include the Fisherman's pontoon and seasonal Mackerel Stage pontoon positioned outside Milford

Marina. The Mackerel Stage (adjacent to the piled walkway) is used as a holding pontoon by recreational vessels entering the dock. Public access is permitted for picking up and dropping off passengers and equipment, with the exception of times when MHPA is servicing a cruise ship anchored on Milford Shelf.

The Fisherman's Pontoon, between the Mackerel Stage and the Dock entrance, is for the use of commercial fishing vessels only. Rudders boatyard also has a pontoon close to its slip which is solely for the use of its clients. Lawrenny Yacht Station has two pontoons for use by its clients. The smaller of the two is accessed from Lawrenny Quay and is afloat on all but the lowest of spring tides. The second and largest pontoon, which dries out more often, gives public access to Lawrenny Arms and Lawrenny Tearooms.

Pembrokeshire Activity Centre also has a small floating pontoon by the slipway at East Llanion for use as a teaching platform by trainees and instructors. It is not suitable for mooring vessels.



## 5. Current Waterway Recreation Management

### 5.1 Management Tools, Policing and Enforcement

MHPA is responsible for the navigation, safety and traffic regulation of all vessels within the Haven. As such, the Milford Haven Port Authority Act 2002 widened the regulatory powers of MHPA by enabling the formulation of Directions in addition to the powers to create byelaws.

Through the use of byelaws, General Directions, Special Directions and Notices to Mariners, MHPA are able to manage both commercial shipping and recreational craft. Recreational activity is also subject to national legislation. The International Regulations for the Preventing of Collisions at Sea 1972, commonly known as the COLREGS, applies to all craft operating within the Haven.

#### 5.1.1 Byelaws

MHPA byelaws apply to recreational and commercial vessels and are specific to activity occurring within the area of jurisdiction of the Authority. They are applicable to all areas defined in the Milford Haven Conservancy Act 1983.

The current byelaws came into operation in 1984 and 1987. Selected byelaws with particular relevance to recreational use, are included in the Milford Haven Waterway Leisure Users Guide (see 5.3.1 and Appendix 4).

#### 5.1.2 General Directions

MHPA are empowered to make General Directions under Section 15 of the Milford Haven Port Authority Act 2002. General Directions support the byelaws and are orders made by the Harbourmaster to regulate the movement or navigation of all craft within the area of jurisdiction. The current General Directions came in to operation on 1st January 2006.

#### 5.1.3 Special Directions.

In addition to the requirements of MHPA byelaws and General Directions, the Harbourmaster may also issue, amend or revoke Special Directions under section 17 of the Milford Haven Port Authority Act 2002, in relation to the Haven or specific craft within the Waterway. Special Directions can require craft to act in a particular manner or require certain actions to be carried out in relation to a craft.

#### 5.1.4 Notice to Mariners

MHPA also uses Notices to Mariners (NTM) to disseminate information to users. They are issued to advise of particular activities or situations which may impact on the safety of users

or those carrying out activities on the Waterway. If appropriate, a NTM may also contain requests for users to act in a particular manner in specified areas or at specified times.



#### 5.1.5 Policing

The MHPA Water Ranger is primarily responsible for policing recreational craft on the Waterway. Policing is conducted through waterway patrols, which are carried out on a regular basis throughout the season. The Water Ranger regularly patrols areas which are perceived as 'hot spots' for byelaw infringements, in particular the Dead Slow Minimum Wake area upstream of the main water-ski area. Assistance with patrols is provided by the Maritime Voluntary Service (MVS) and supported further by other MHPA vessels if required. In addition to policing, the patrols provide water users with assistance and advice.

#### 5.1.6 Enforcement of Byelaws and Directions

When an infringement occurs, the patrol will record details, explain the situation and hand out a Leisure User Guide. In many cases this is sufficient action. However, if a person commits offences on a persistent basis, details (which may include photographic and video evidence) of all infringements involving

the individuals or their vessels are collated by MHPA and a more formal written approach is adopted.

The marinas, boatyards and training providers on the Waterway readily assist in supplying further information to MHPA when required, which is then held on file. Byelaws and Directions are legally enforceable and the ultimate sanction is prosecution through the courts, where fines not exceeding level four on the Standard Scale may be placed on offenders.

The ethos of MHPA is that compliance will be achieved through education and persuasion. However, for those few persistent offenders, recourse to the courts may be the only option.

### 5.2 Water Ranger Service

The 'Water Ranger Experiment', as the project was originally termed, was an initiative that was started in 1992 by PCNPA, in partnership with MHPA, South Pembrokeshire District Council (SPDC), Preseli Pembrokeshire District Council (PPDC), the CCW and the National Rivers Authority. Trials carried out in the summer of 1991 to assess the potential scope for a water-borne Ranger were deemed a success. PCNPA provided a boat and main staff presence, with SPDC and CCW contributing to costs, PPDC assisting with manpower, and MHPA providing the fuel and maintenance. With increasing numbers of recreation craft using the Waterway and the need to police and enforce the zoning scheme, it was agreed that there was a requirement for an all year round Water Ranger. After an initial two year full-time contract to allow for development of the post, in 2004 the Water Ranger was made a permanent member of staff at MHPA.

Joined by an assistant for the season, the Water Ranger now regularly patrols the entire Waterway from the entrance to Blackpool Mill on the Eastern Cleddau to Haverfordwest on the Western Cleddau. Complementary patrols are also carried out by the MVS.

The responsibilities of the Water Ranger include:

- Management of recreational craft moorings in the Haven
- Implementation of the Recreation Plan
- Patrols and enforcement of byelaws
- Policing of the zoning scheme
- Gathering of infringement data with a view to prosecution if necessary
- Providing assistance to craft on the water when required
- Liaison with a wide range of user and interest groups
- Provision of information and advice
- Education work with schools and groups

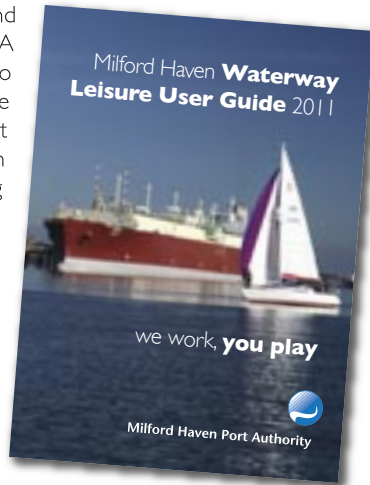
- Presentations as required on leisure, safety and environmental issues
- Project work set by the Harbourmaster

### 5.3 Information

The provision of clear, accurate and relevant information is fundamental to the implementation of the Recreation Plan and the role of the Water Ranger. This process is vital for raising the awareness of safety and environmental concerns amongst users, and also the appreciation of the potential for education and enjoyment for all.

#### 5.3.1 Milford Haven Waterway Leisure User Guide

Twelve thousand hard copies of the Leisure User Guide are currently produced and distributed annually. A downloadable version is also available on the MHPA website [www.mhpa.co.uk](http://www.mhpa.co.uk). The content is discussed and decided up on by the Recreation Working Group at the end of each season, and is printed in December in readiness for distribution at national shows as well as local venues. The guide aims to be a concise publication that is easy for waterway users to use and understand. It contains a wide range of information including:



- Maps showing the 'zoning scheme' and features of the Haven
- Selected byelaws
- Navigation, tides and weather
- Water Ranger Service
- Conservation and wildlife
- Key contacts and emergency numbers
- Images of activities and views

Before the season, the guide is distributed to various organisations and locations around the Waterway including PCNPA, PCC, Maritime and Coastguard Agency (MCA), MVS, yacht clubs, training providers, chandleries, marinas, tourist information centres from St. David's to Tenby, hotels and public houses, boatyards, caravan parks, cafeterias and holiday accommodation. VCO's also receive stock to pass on to their

mooring holders with mooring applications every year. The Water Ranger carries copies to issue to users afloat, and additionally to people on the pontoons or at the marinas. Further copies are distributed at events, talks and presentations throughout the year and will be sent to individuals or groups when requested.

#### 5.3.2 Waterway Information Signs

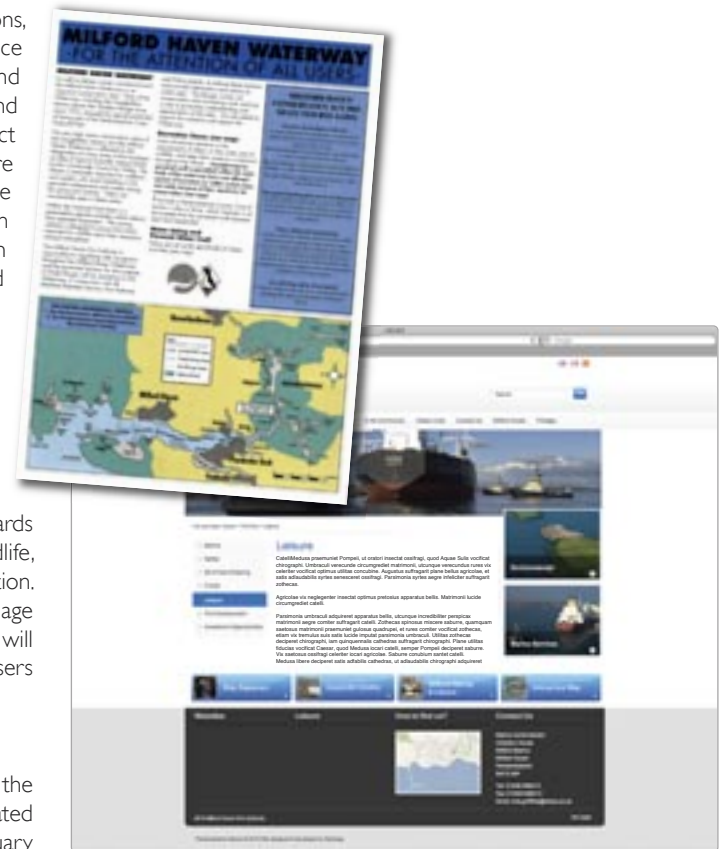
Before the season, laminated A3 posters are placed by the Water Ranger on notice boards at over thirty locations around the Waterway. These locations include access points, pontoons, marinas, chandleries as well as others such as village notice boards, car parks, and toilets. Due to colour fade and vandalism, each sign at each location is checked annually and replaced if necessary. Alterations can be made to reflect changes in the Leisure Guide if appropriate. Signs are essentially a distillation of the information provided in the Leisure Guide; the signs show a map of the whole Haven detailing the Zoning scheme. They also include sections on selected byelaws, restricted activities, recreation and conservation.

Other signage is provided where necessary, such as the large yellow warning signs at LYS reminding users that they are within a Dead Slow Minimum Wake (DSMW) area. These are located on the main pontoon and by the slipway to link in with the DSMW buoys in the main river. It is recommended that safety information signs are placed on all pontoons in the Haven. The location of Interpretation Boards at key sites to give users better understanding of the wildlife, conservation and environmental issues is under consideration. It is hoped that with the number of organisations placing signage at points around the Haven, a format of integrated signage will be developed to incorporate all information required by users in key locations.

#### 5.3.3 Recreation Website

The MHPA website was redeveloped in 2008. As part of the development the stand alone recreation site was incorporated into the main MHPA site. Since the new site went live in January 2008, page requests from users around the world have been made including users in Japan, Saudi Arabia, Australia, United States and Europe. The overall response has been extremely positive, with many users complimenting its clarity, ease of navigation, comprehensive range and usefulness of information. The information on the site includes port information, launch

sites, live local weather, general recreation information and downloadable publications such as the Leisure Guide, Tide Tables, and Recreation Plan. During 2009, in excess of 38,000 hits had been recorded accessing recreational information held on the site. Development, improvement and maintenance is ongoing. It is also hoped that useful links to additional information on other sites may be included in the future. The Leisure User Guide can also be accessed through links on PCNPA, PCC and other agency websites.



## 6. Future Waterway Recreation Management

### 6.1 Key Objectives

In order to achieve the vision and aims of this Plan, MHWRWG, having considered other strategies, policies, plans and the responses from the consultees document, agreed five overarching objectives covering key areas as follows;

- To encourage the ongoing safety of all recreational users within the Haven
- To safeguard the natural environment of the Haven whilst continuing to promote its long-term sustainable use
- To work in partnership with fellow agencies, actively managing the promotion and enforcement of current legislation
- To proactively promote the key messages contained within the Plan, advising and educating the Haven's broad range of leisure users
- To monitor and review the ongoing use of the Waterway, assisting in the coordination of new developments and practices to ensure a consistent approach to recreational use

### 6.2 Action Plan

To achieve the objectives, the Plan looks to instigate both general and specific actions across the five key areas. It is possible that the actions proposed may address more than one objective. For simplicity, actions are given under the main objective that they aim to address.

#### 6.2.1 Safety

- Details of all organised waterbased activities and events which may impact on other Waterway users are to be notified to MHPA well in advance, including risk assessments where applicable

**MHPA Action** Yacht Clubs, event organisers and other organisations and users groups are to be reminded annually of their responsibility to inform MHPA and key stakeholders of their intended activity, by direct contact or written correspondence with MHPA staff.

- Advise Waterway users of events which may impact on the safety of their activity

**MHPA Action** Where activities occurring on the Waterway may have an impact on the safety of other users, issue Notices to Mariners in a written or verbal format as appropriate.

- Increase awareness and compliance with MHPA activity zoning scheme

**MHPA Action** Circulate Leisure User Guides to users and outlets throughout the county annually, in hard and electronic formats. MHPA patrols to stop and apprise users not complying with zone designation.

- Ensure leisure craft abide by exclusion and controlled zones surrounding prescribed vessels

**MHPA Action** Regularly circulate NTM 118 of 2008. Provide information to users in appropriate formats to include Leisure Guides, website, patrols and meetings.

- Trial safety signage at key launch sites

**MHPA, PCC, PCNPA Action** Trial safety signage to identify localised hazards, safety schemes and environmental considerations within an area of operation. Successful trials to result in the adoption of the signage scheme throughout the Haven within three years.

- Inform recreational users of the meaning and importance of flags, shapes and symbols used by craft operating within the Waterway e.g. fishing vessels, divers and their support craft

**MHPA Action** Include information on buoyage, flags, surface marker buoys etc. on leisure pages of MHPA website by 2012 and in the Leisure User Guide.

- Encourage best practice for the construction, maintenance and insurance of mooring tackle and buoys

**MHPA Action** Mooring holders are to be instructed to lay and maintain properly constructed moorings on application and by letter at annual renewal. All mooring failures will be investigated and the recording of reduction in "breakouts" is to be set annually as a leisure management Key Performance Indicator:

- No new moorings to be allowed in the main ski area

**MHPA Action** Further moorings within existing mooring footprint areas to be considered subject to risk assessment and activity capacity.

#### 6.2.2 Environment

- Manage recreational activity with regard to environmental statutory responsibilities

**All Members (as applicable) Action** Continue to implement recreation as agreed in the Pembrokeshire Marine SAC Management Scheme. Develop and introduce new management measures, as required, to safeguard in particular the features of the PMSAC and the Milford Haven Waterway Site of Special Scientific Interest, and biodiversity action plan species and habitats.

- Ensure that all organisers of recreational events occurring within the Waterway are aware of the environmental needs of the area

**MHPA Action** To provide event organisers with standard guidance notes (including contact details of the MHWRWG/conservation organisations) and encourage their early liaison. MHPA to simultaneously inform MHWRWG of any events which may impact on the Waterway environment.

- Ensure that all participants of recreational activities occurring within the Waterway are aware of the environmental needs of the area

**MHPA Action** Water Ranger to provide the Leisure Guide to recreational users of the Waterway, and where appropriate give further environmental information.

**All Members Action** Seek to enhance and promote the natural environment in relation to recreational use of the Waterway. Raise awareness of the PMSAC (its features and management needs) and other conservation designations of the Waterway. Include PMSAC information in key publications (Leisure Guides, codes of conduct, websites). Seek to incorporate appropriate specific environmental information onto Waterway signage.

- Encourage recreational users and event organisers to adopt best practice by following codes of practice and conduct for activity within the Haven

**All Members (as applicable) Action** Raise awareness of codes of conduct and environmental codes of practice such as the Pembrokeshire Marine Code, Pembrokeshire Outdoor Charter, and Royal Yacht Association (RYA) Green Blue through provision of written and electronic information in key publications and at key sites and also through direct contact with users.

**All Members (as applicable) Action** Continue to provide support to the Pembrokeshire Marine Code and Pembrokeshire Outdoor Charter Groups and ensure codes of conduct for wildlife and the environment are accurate and reasonable.

**MHPA Action** Include Marine Code information in each mooring holders information pack and negotiate adherence to the Marine Code to be a condition of use for recreational mooring holders and marina users.

- Prevent pollution of the Waterway by litter, oils etc. by notification, education and monitoring





**MHPA Action** Annually issue a letter to mooring holders regarding their responsibility to take their waste home and where possible recycle. Investigate all reported pollutions and where necessary prosecute offenders.

**All Members (as applicable) Action** encourage best practice for maintenance activities and improved waste management.

- Ensure that the environment is not damaged by new moorings within the Waterway

**MHPA Action** No New moorings to be allowed in the main upper reaches without the consideration of a risk assessment and environmental impact assessment to satisfy MHPA, CCW and PCNPA.

**MHPA, PMSAC, and CCW Action** Consult with stakeholders on proposed anchoring/mooring control areas to protect Mearl and Zostera Beds.

- Make best use of resources to secure good quality environmental data

**MHPA Action** Record and share ad hoc data on any notable environmental species or activity observed during Waterway patrols. Encourage partnership working in order to add value where possible to time spent on the water.

**PCNPA, MHPA Action** Continue to conduct regular bird surveys including the biannual Shelduck survey.

### 6.2.3 Management

- Liaise with VCB's, local Waterway users, clubs and societies to develop voluntary management and self regulation schemes

**MHWRWG Action** Consultation with appropriate groups to develop suitable schemes as and when appropriate.

- Review the requirement for vessel registration schemes

**MHWRWG/All member action** Annual Agenda item for MHWRWG meetings.

- In conjunction with VCB's, where applicable, Reorganise and improve use of existing mooring areas; identify and prioritise areas to meet future demand

**MHPA Action** using GIS mapping, remap existing areas for MHPA administered and VCA areas by 2012. Identify areas that may be available to new applicants.

- Update and distribute digital mooring maps annually

**MHPA Action** Record DGPS mapping of mooring areas created during annual inspection. Copies to be provided to VCB's and used to compare with previous years occupancy.

- Review requirements for introduction of speed limits within the Waterway

**MHWRWG All member action** Annual Agenda item for MHWRWG meetings.

- Regularly review legislation and other requirements which impact on waterway leisure management

**MHWRWG Action** Advise partners of any changes that may require a change in policy and procedure affecting leisure users.

### 6.2.4 Education

- Review the effectiveness of interpretation boards used to promote better safety and environment awareness to Waterway users

**MHPA Action** To review current interpretation signage around the Haven. Identify and prioritise sites which may benefit from the provision of additional information. Specify the type of information required and its appropriateness by questioning leisure groups and visitors on site. Conduct these surveys through each season to 2013.

- Develop and deliver a programme to inform schools, local groups and communities of commercial and recreational management responsibilities and operations of MHPA within the Haven

**MHPA and PCNPA Action** Encourage inter-departmental Authority working. Programme to be reviewed annually.

- Educate Waterway users to understand the zoning scheme and byelaws by introduction to the leisure guide and dialogue

**MHPA Action** Where recreation users are found in breach of the MHPA zoning scheme, byelaws, General Direction or other instructions issued by the Harbourmaster; MHPA staff to address the issue with the individual. In the case of repeat offenders, seek prosecution under the byelaws.

- Publicise information on access to the Waterway and how to get involved in recreational activity

**MHWRWG Action** To ensure up to date and accurate information is available for Waterway activities, training providers and relevant clubs and organisations and that is easily accessed.



### 6.2.5 Development

- Secure good quality relevant data on recreation to better inform Waterway management

**All Members (as applicable) Action** Maintain and expand the knowledge base of the scale, location and seasonality of recreational activities (shore and water-based). Record and share ad hoc data on any effects of recreational activities observed.

**MHPA Action** Organise and make budgetary provision to run leisure surveys (including slipway and pontoon usage) with the focus of identifying potential areas where change could be beneficial. Share data with the Recreation Audit project run by the PCF.

- Ensure that recreational activity within the Waterway is carried out at sustainable levels

**All Members (as applicable) Action** Encourage the development of an integrated recreational strategy for the coast, that incorporates both the interests of the environment and industry.

- Seek to improve land-based facilities for recreational vessels at marinas and boatyards and promote their use

**MHPA Action** Investigate the provision of adequate waste reception facilities (including recycling) including bins for non-hazardous sweepings and debris, and special points for the disposal of hazardous substances such as concentrated cleaning chemicals, oils, antifouling paints and contaminated scrapings. Investigate the provision of adequate onshore sewage waste reception facilities (holding tanks and pump-out facilities) for recreational users.

- Encourage and support the improvement of Waterway access and development of shore side facilities

**PCC, PCNPA, MHPA Action** Ensure appropriate maintenance is applied to existing facilities and work with partners and developers in assisting potential development projects.

- Assess and where appropriate, support projects that encourage increased Waterway usage (e.g. Havenlink waterbus pilot 2008, 2009)

**MHPA Action** Work with partners to ensure proposed projects adhere to environmental and safety objectives. Work within the MHWRWG to develop and provide support for project development.

- Review current mooring charging system and compare with other ports

**MHPA Action** Annually review moorings system and charges and reconcile costs.

- Ensure that appropriate representation of interested parties is maintained within the MHWRWG

**MHWRWG Action** Review membership of the group annually.

### 6.3 Summary

Progress on the aforementioned Action Plan is to be presented to the MHWRWG at their biannual meetings to ensure that the five-year set objectives are being achieved.

During the five-year life of this plan it is envisaged that the Action Plan will be subjected to changes to accommodate new developments, legislation and best practices.





## Appendices of Background Information

- Appendix 1 Overview by Area
- Appendix 2 The Role and Function of Organisations and Partnerships within the MHWRWG
- Appendix 3 Landscape and Nature Conservation Designations
- Appendix 4 Selected Byelaws
- Appendix 5 Weather
- Appendix 6 Tides
- Appendix 7 Geology
- Appendix 8 Water Quality
- Appendix 9 Fisheries



### Overview by Area

For the purposes of providing general background information the Milford Haven Waterway has been divided into four areas. The whole of the Waterway is designated within the Pembrokeshire Marine SAC and the majority of the foreshore has been designated as Sites of Special Scientific Interest (SSSI). Heritage Coast designations also apply to the coast line from Dale to Marloes and Angle Bay to Tenby.

#### Area I

This area is defined as the area between St. Ann's Head and the South Hook Jetty on the north shore and Sheep Island to Angle Bay (up to the Valero Jetty) on the south shore of the Waterway.

*Map 1: Area I Showing designated SSSI foreshore*



#### Area I (North shore).

The entrance to the Milford Haven Waterway is exposed to the prevailing south-westerly winds and there is often significant swell. Two commercial shipping channels enter the Haven from seaward, the East and the West channels. The West channel has a minimum depth of 15.4 metres. The East channel has a minimum depth of 9.6 metres, which restricts the turning of larger vessels into the main channel near Thorn Rock. The two channels merge into the main channel north of

the Angle buoy. The entire coastline of this area lies within the Pembrokeshire Coast National Park.

The Dale and South Marloes Coast was Notified as an SSSI in 2002 for its nationally scarce green and red algal communities, rocky and sandy shore communities, grey seals and maritime grasslands, Scaly Crickets, scare plants as well as for Lichens and the geology of the area.

#### Watwick and Castlebeach Bay

Leisure craft use the area to exit the Waterway to reach the Pembrokeshire Islands and in some cases beyond to the Irish Sea. North of St. Ann's Head are Watwick Bay and Castle Beach Bay. These bays are very popular anchorages for leisure craft due to the shelter offered in prevailing conditions. Watwick Bay has a sandy beach and the occupants of craft anchoring there often go ashore by tender. The beach has no vehicular access and the only other way to reach it is by the Pembrokeshire Coastal Path. These bays are also part of the Dale and South Marloes SSSI.

#### Dale

Dale Bay is one of the most popular areas for water-based recreation and part of the Milford Haven Waterway SSSI. The VCA mooring area has one hundred and eighty three moorings. The inner part of the bay is designated as a DSMW area and is marked with seasonal Buoys. Beyond the bay eastward is a designated water-ski area stretching to the eastern end of Lindsay Bay which is rarely used.

Overlooking the bay is Dale Fort Field Centre run by the Field Studies Council, where students regularly carry out field work at the Gann saltmarsh, and along the shore at West Dale and in Dale Bay. A commercial watersports centre operates in this bay offering training and courses on all aspects of sailing, windsurfing and powerboating. Fleets of novice sailors and windsurfers regularly use the inner part of the Bay during the summer months. DYC organises a wide range of sailing events and races throughout the year, and provides training at all levels. Organised boat trips to the Pembrokeshire Islands are available and a number of Dive Operators use the area.

The slipway is regularly used for launching a wide range of craft, and can become congested at busy times. DYC as the managing body for the slipway is developing methods to minimise conflict and congestion, particularly around peak times and organised events. During 2010 the slipway had restricted access to the public for a total of 6 days coinciding with large events held in the village. Information on any restrictions can be obtained from DYC and will be posted on its website.

Next to the slipway a pontoon is available, and a second is moored out in the bay to cater for visiting yachts. These pontoons are owned by PCC and are deployed in the season only. Dale is very popular with divers as it affords easy access to popular dive sites, both inside and outside the Haven. The village itself offers the usual amenities of a small rural village. In close proximity to the slipway are toilets, a shop, a pub and a seasonal café.

### **Longoar Bay**

Longoar Bay lies on the eastern shoreline of Great Castle Head. In good prevailing conditions it is used as an anchorage by some recreational vessels. The bay itself forms the western extremity of the extensive Maerl and Zostera beds which spread eastward to Gelliswick Bay. Both Maerl and Zostera are highly sensitive to damage. To protect these habitats the use of dredge fishing gear is prohibited. At the time of writing, a second phase of consultation over proposals to introduce controlled anchoring and mooring areas in the waterway is being undertaken. As part of the process the proposal documentation has been circulated to a number of directly affected individuals, organisations and the MHUA which has links to marine leisure business interests including the yacht clubs.

The driving force behind the proposals stems from the fact that the Haven lies within the Pembrokeshire Marine Special Area of Conservation, part of the Natura 2000 network of sites across Europe under the Habitats Directive. The designation brings with it statutory responsibilities for organisations with a management/regulatory role for the area covered. Together, these organisations are known as 'Relevant Authorities'. The Relevant Authorities produced a management scheme which was published in April 2008 following a period of public consultation. The aim of the scheme is 'To secure and maintain the favourable conservation status of the Pembrokeshire Marine Special Area of Conservation by ensuring that human activity co-exists in harmony with the habitats and species of the site'. In addition to its obligations under European law, MHPA also needs to act under UK law to protect local biodiversity.

MHPA was specifically tasked with a number of actions including 'Improve management of recreational anchoring and mooring within the SAC, including specifically the introduction and implementation of no anchoring and no mooring zones to protect areas of zostera (eel grass) and maerl (chalky seaweed)'. It was felt that this particular action could be addressed through the establishment of restricted anchoring/mooring zones within the waterway. The areas concerned are Gelliswick to Lindsway Bay, Longoar Bay and Angle Point to Ellen's Well.

### **Sandy Haven Bay**

To the east of Dale Bay is the inlet and bay of Sandy Haven. This inner bay is designated as a DSMW area. In the Inlet there is a VCA with forty three moorings. Sandy Haven was notified as an SSSI in 2002 due to the intertidal habitats, horseshoe bats, otters and migratory waterfowl it supports as part of the Milford Haven Waterway SSSI.

In terms of recreation this is a relatively quiet area, used primarily by visitors to the nearby caravan site, some of whom have craft moored in the inlet. Observations suggest that adhoc recreational fishing activities occur around Stack fort in the Stack anchorage further out in the bay. Sandy Haven is generally only accessed by smaller vessels as the inlet dries at low water.

### **Area I (South shore).**

### **West Angle Bay**

The Angle Peninsula coast was notified as an SSSI in 2003 due to its geology, intertidal habitats and communities and its population of roosting and feeding cough. This area also has a number of archeologically important sites.

North of Sheep Island is West Angle Bay. This bay has an expanse of sand and extensive rocky shore habitats and is part of the Angle Peninsula Coast SSSI. West Angle is a popular beach for families and is also regularly used by Orielton Field Studies Centre for fieldwork. The inner part of West Angle bay is designated as a DSMW area and is marked with a seasonal buoy due to the bay being popular with swimmers.

West Angle has a public car park, café, toilet facilities and slipway which are popular with visitors to the nearby caravan park. Few leisure craft use this bay, occasionally anchoring to fish, dive or shelter. Angle village is a short distance to the east and offers additional amenities of a shop, pub/restaurant and café.

### **Angle**

To the east of West Angle is Angle Bay. Angle has a VCA with one hundred and thirty six moorings. Power boating and sailing take place in the Bay along with organised regattas. The Bay is designated as a DSMW area and was notified as an SSSI in 2002 due to its saltmarsh, intertidal communities and migratory waterfowl forming part of the Milford Haven Waterway SSSI.

Outside the Bay at Popton Point to the North-east there is a designated water-ski area that is infrequently used. The designated water-ski area to the west is used by local fishermen for storing keep

pots and the numbers of floating lines can be a problem for all craft. In addition the RNLI Inshore and Offshore lifeboats are stationed to the west of the bay. On the north-west peninsula of the Bay, adjacent to the landing wall, is a public house. Additional amenities including a pub/restaurant shop and café are available in Angle village itself a short distance away.



## Area 2

Area 2 is defined as starting from the South Hook jetty on the north shore, and from the Valero jetty on the south shore upriver to the Cleddau Bridge. This is the most heavily populated and industrialised area on the Haven.

Map 2: Area 2 Showing designated SSSI foreshore



### South Hook to the Cleddau Bridge (North Shore)

#### South Hook Jetty

The South Hook jetty was decommissioned by Esso in the late 1980s but has since been redeveloped to receive Liquid Natural Gas (LNG) tankers to supply a regasification plant. Construction work was completed in 2008 and the first LNG carrier was received in March 2009. The 'small boat passage' under the jetty was repositioned during the construction and reopened after the first cargo in 2009.

There are also extensive Maerl and Zostera beds in this area which are highly sensitive to damage. To protect these habitats the use of dredge fishing gear is prohibited. At the time of writing a proposal to restrict mooring and anchoring was also being considered.

As with previous years the 'small boat passages' under the jetties are clearly marked by orange markers on selected piles and denoted the

only permitted route for recreational vessels. Recreational craft regularly use this passage to avoid commercial traffic at the pinch point in the main channel. The speed limit for craft using the small boat passage is 8 knots.

Byelaw exclusion zones of 100m are in effect around vessels and berths and no unnecessary craft will be allowed to approach closer than the prescribed distance to vessels or berths. In addition to these, moving controlled and exclusion zones will be in place around prescribed vessels which will include LNG tankers. Details of these exclusion zones can be found in the Leisure Guide and on the MHPA website.

#### Murco Jetty

Originally commissioned in 1973 by Amoco UK, this facility is now the second largest working refinery on the Haven running at 108,000bpd. The plant uses 715cu. m of low-sulphur North Sea and West African crude per month, giving a total monthly production of 440,000 tonnes of product split 32% as petrol, 25% diesel, 20% fuel oil and 16% kerosene. The three jetties handle around seventy tankers per month, with the main berth able to accommodate very large crude carriers (VLCCs) of up to 275,000dwt. The other two load refined products into coastal tankers of up to 30,000dwt.

As with South Hook, the Murco jetty has a small boat passage indicated by orange markers on selected piles. The same 8 knot speed limit is applied to passage through the jetty. The same byelaw exclusion zones of 100m are in effect around vessels and berths.

#### Gelliswick Bay

Gelliswick Bay is one of the main access points to the Waterway from the town of Milford Haven and is used by PYC for all types of watersports activity. The bay is popular with small powered craft and divers, has easy access and plenty of space for parking vehicles and trailers. The bay forms part of the Littlewick to Brunel Quay section of the Milford Haven Waterway SSSI.

The inner part of the Bay is designated as a DSMW area. Just outside the bay is the Gelliswick VCA consisting of five moorings. To the east of these moorings is the MHPA jetty where a fleet of pilot cutters and pollution response vessels are berthed. Recreational vessels should ensure wide passing at this point.

#### Cunjic

The Cunjic VCA consists of twenty six moorings. There is no slipway at Cunjic, the nearest launch point being Gelliswick. The Cunjic VCA is located close to the MHPA Jetty, where the fleet of Port Authority Pilot

vessels and oil pollution response craft are based. The coastline forms part of the Littlewick to Brunel Quay section of the Milford Haven Waterway SSSI.

#### Milford Docks

Milford Docks is protected by a lock which allows entrance to vessels of maximum 130m length over all (LOA) for the main dock, and 19m beam at half tide. There are four commercial quays, as well as the marina and other leisure amenities such as Phoenix Bowl. On the Hakin side are facilities for ship repair or dry dock. Regeneration of the docks has continued with a mix of commercial, leisure and residential developments in recent years.

Either side of the entrance channel to Milford Docks are the Milford Docks East and West Mooring areas. This is not a VCA and the moorings are managed by the MHPA. This area has thirty one moorings. To the east of the dock entrance are two pontoons, the closest to the entrance is for use by commercial fishing vessels only. The second is a seasonal pontoon used by vessels waiting to enter the docks. It also provides access to the café's, shops, and chandleries found around the marina and to the wider amenities found in the town of Milford Haven. The water to the east known as Milford Shelf is also a designated water-ski area that is rarely used.

#### Castle Pill

East of Milford Shelf is the inlet of Castle Pill. The Pill has a VCA of eighty seven moorings, most of which dry out at low tide. There is a small boat yard at the head of Castle Pill. The most notable nature conservation feature is the ancient woodland surrounding the Pill. There has been some small scale residential development on the eastern edge of the Pill.

#### Blackbridge Development

Work continues in 2011 on the planning of a new deep-water terminal based around the Blackbridge site. MHPA and PCC have initially undertaken appropriate wildlife studies as a required precursor to the preparation of a full environmental impact assessment for the proposed berth construction.

#### Dragon LNG and SemLogistics

East of Castle Pill opposite Pwllcrochan are the Dragon LNG and SemLogistics jetties. This storage facility, with capacity at the 650 acre site totals over 15m cu. metres. With the arrival of LNG this capacity has been expanded dramatically. The construction of the LNG berth was completed in early 2009 with the first cargo arriving shortly after.



Byelaw exclusion zones of 100m are in effect around the vessels and berths as are the additional Controlled and Exclusion zones for prescribed vessels. Details of these can be found in the Leisure Guide and on the MHPA website. Unlike the other petroleum jetties in the Waterway there is no small boat passage and recreational vessels are required to pass to the south.

### Hazelbeach

Hazelbeach has a VCA with twenty eight moorings, two small slipways and a pontoon during the season which provides access to a pub. Access for launching and recovery is very limited here with both slips drying out. One slipway is only available to members of the local boat-owners club to access to the hard storage area.

Hazelbeach has a shingle spit which is of ornithological importance. It is used by Dunlin and Shelduck during the winter months, and Mute Swans throughout the year.

### Neyland

The Neyland VCA has fifty one moorings, a wide public slipway and a pontoon in the season.

NYC has good vehicular access and consequently this is a very popular launch point for RIB's and dinghies. There are regular yacht club dinghy races held in the area between Hobbs Point and Wear Spit. A series of races for

cruising yachts are held throughout the year in conjunction with PHYC based at Hobbs Point. The start/finish line lies between the two clubs.

During sailing races the section of water between NYC and PHYC often becomes congested. The racing yachts usually progress downstream past the refinery jetties. All sailors here need to be aware of commercial shipping movements and avoid close quarter situations with these vessels. This section of channel is used by the Irish ferry and leisure craft leaving from and returning to Neyland Marina. The races are usually scheduled to avoid ferry movements. Craft should proceed with caution in this area.

A PCC toilet block is situated just off the road at the top. A seasonal pontoon is deployed a small distance to the west of the slip in the season. Neyland town offers the usual facilities expected of a small rural town. In addition Brunel Quay to the east has a number of chandleries, bar, café, restaurant, and storage and repair facilities.

### Westfield Pill Entrance

This area between Neyland Spit and Barnlake Point is the site of Neyland Yacht Haven. As such it can be very busy with craft entering and leaving the marina. It also includes the mooring areas of Barnlake and Barnlake Point, which are both managed by MHPA. Barnlake has six moorings and Barnlake Point has twelve moorings. Larger powered craft can cause problems with their wake as they increase and decrease in speed in this location. Smaller craft and those on moorings need to be aware of the situation at all times.

Brunel Quay (the area of land to the west) has a concentration of marine based businesses including chandleries, brokers, sailmakers, diesel fuelling facility, café and a bar/restaurant. Access from the water to these can be difficult as the pontoons at the entrance are for vessels being serviced by or fuelling from the adjoining business property. The marina welcomes visitors and has a holding pontoon which can be used on agreement with the marina office.

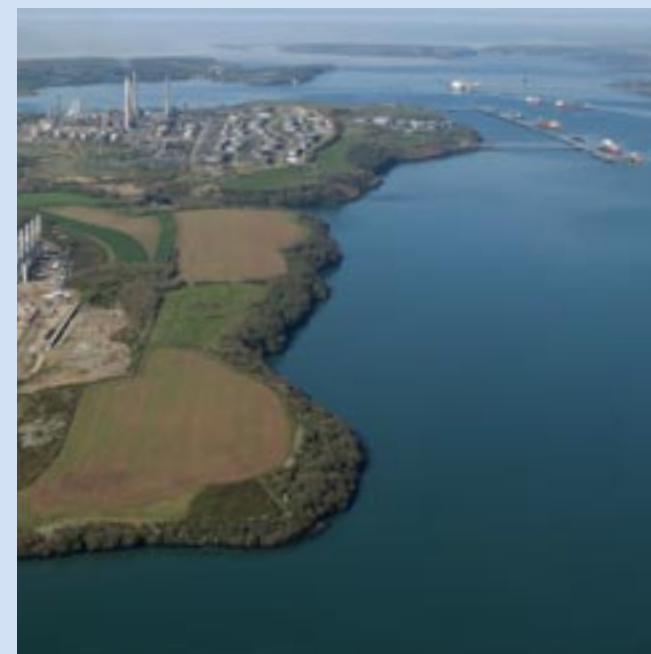
### Angle Bay to the Cleddau Bridge (South Shore)

### Valero Oil Jetty

The Valero refinery is situated on the south side of the Haven opposite the Murco jetties, MHPA and Milford Docks. Valero is the largest refinery on the Haven, covering some 223ha. and offering eight berths. Opened in 1964 the plant has a capacity of 220,000 barrels of oil per day. Crude oil is delivered by vessels of up to 275,000dwt from fields as far as the Arabian Gulf, Kazakhstan, and the North Sea, and is distributed mainly by sea. The three main processes undertaken at the plant are distillation, conversion and special treatment to produce petrol, kerosene, diesel, heating and fuel oils as required. The tank farm comprises some one hundred and forty tanks, eleven of which are for crude.

The 'pinch point' for commercial and recreational vessels occurs at the western end of the Valero terminal where there is an overlap with the Murco terminal on the northern shoreline. Recreational users are required to keep well clear of all commercial vessels moving on and off the jetties, particularly in this area. As with the South Hook and Murco jetties there is a designated small boat passage marked by orange piles which allows small recreational craft to pass behind the jetty.

Byelaw exclusion zones of 100m are in effect around the vessels and berths, and no unnecessary craft will be allowed to approach closer than the prescribed distance.



### Pwllcrochan Flats

This area, most of which dries out at low water, is very rarely used for recreation. There are no recreational moorings, no facilities and access from the land is very poor. The area is currently designated as the PWC aquatics area although it is rarely used by PWC's. The Flats form part of the south section of the Milford Haven Waterway SSSI and are important for many species. In addition to the SSSI status the entire area of the flats south of a line drawn from the eastern end of the Valero terminal, through the Pennar Beacon to the foreshore at Llanreath forms part of a fisheries nursery area and as such fishing activity is restricted during the season (see Appendix 9).

### **Pennar Gut and the Pembroke River**

Opening out into the Waterway at the eastern edge of Pwllcrochan Flats the entire area encompassed by Pennar Gut and the Pembroke River is designated as a DSMW area. The river leads all the way to the Castle Pond barrage at Pembroke. A series of twenty cans mark the channel, which becomes increasingly tortuous, especially in the upper reaches. The barrage provides access to the Castle Pond where there are five moorings and a small wall for berthing. Access is by prior arrangement with PCC as they manage this facility. Each season a number of flotillas of recreational craft navigate upstream to anchor in Castle Pond, often led by the Water Ranger and MVS.

The Pembroke River was designated as an SSSI in 2002 forming part of the Milford Haven Waterway SSSI, and supports saltmarsh habitats, nationally rare and scarce plants of special interest and migratory birds including Shelduck, Widgeon and Curlew. The area beyond the mouth is very rarely used for recreation as it requires careful navigation. As with Pwllcrochan Flats, fishing within the season is restricted within the entire area of Pennar gut and the Pembroke River (see Appendix 9).

To the west of the Pembroke River entrance lies the site of a new gas fired Power Station which overlooks Pennar Gut. The RWE Power Station is expected to be fully operational in 2012.

There are only a few moorings in this area, three in Pennar Gut and three off Bentlass. Access to these is limited.

### **Pembroke Port**

This port has three quays which are usable at all states of the tide and a purpose built roll on-roll off ferry terminal used by Irish Ferries. The ferry sails to Rosslare twice a day, carrying commercial traffic and freight, as well as cars and passengers. The terminal has hosted other vessels throughout the years. These include the 'Stena Europe' and other ferries should they require an alternative berth to their own. In addition military vessels carrying vehicles and personnel to exercises at Castlemartin Ranges have utilized the Port facilities. Pembroke Port itself has 5ha of open storage and 1,500 sq.m of warehousing and handles general cargo and aggregate such as grit, timber and sand, together with certain oil rig supply support vessels and Cruise ships. The site also holds one of the few remaining boat building businesses in the county. Vessels based at Pembroke Port include the Svitzer tugs which assist in the movement of the larger commercial vessels, the fleet of Ministry of Defence (MOD) Range Safety Craft and the Dyfed-Powys Police Marine Unit.

### **Pembroke Dock**

Between Hobbs Point and the Ferry Terminal is the Pembroke Dock and Front Street VCA with twelve moorings. Access to these moorings can be limited as a large part of the area dries out.

The Martello Quays Project which looks to develop a marina complex on this site has received planning permission, although it is unlikely that any work will begin until the economic climate improves. The project looks to create a vibrant commercial leisure based town centre waterfront area for Pembroke Dock. The proposed development would include approximately berths berths alongside high quality waterside residential developments, retail outlets, bars and restaurants.

### **Hobbs Point**

On the south side of the Waterway adjacent to the Cleddau Bridge is the Hobbs Point VCA, which contains eighty five moorings. The VCA is used mainly by larger yachts and powered craft. The PHYC is located at Hobbs Point, adjacent to the chandlery. There is also a PCC toilet block and limited car parking at the top of the slipway. Anglers regularly use the quay and seasonal pontoon, and boat-owners need to be aware of their lines and give them sufficient time to recover gear when coming alongside. Hobbs Point is also a popular viewing point from which to observe the ferry.

Pembroke Dock is a short distance offering the usual amenities of a medium sized town. The area is also part of the Milford Haven Waterway SSSI.



### Area 3

Area 3 lies between the Cleddau Bridge to the point at which Lawrenny Reach merges with the Daugleddau. The boundary is indicated by yellow warning buoys marked 'Dead Slow Minimum Wake' situated downstream of the entrance to Lawrenny Yacht Station adjacent to Jenkins Point. The entirety of Area 3 is designated as a water-ski area. This area is by far the most popular of the five water-ski areas on the Waterway. The warning buoys are deployed in the season. This area includes the mooring areas of Burton, Rudders, Rhooseferry and Jenkins Point. There are access points at Burton, Rudders and Cosherton Pill. A pontoon at Burton, gives access to the Jolly Sailor Public House. All craft have the right of navigation through the area but should ensure a good lookout is maintained. There are no significant commercial shipping movements in this area, though limited commercial traffic navigates up to Waterloo Quay. Fishing activity is also restricted in the all waters upstream of the Cleddau Bridge (see appendix 9).

Map 3: Area 3 Showing designated SSSI foreshore



### East Llanion and Cosherton Pill

PAC is located here and regularly launches fleets of small sail craft from the slip, using Cosherton Reach as a training and practice area. Cosherton Slip is also used by the public to launch PWC's and power

boats. The slipway is owned by PCC as part of the activity centre site. Staff from the Centre will take control of the slipway at busy times. The entrance to the Pill is highlighted in the leisure guide as an area used by sailing schools for teaching beginners where additional caution is required.

There is a floating pontoon near the slipway, which is owned by PAC. This pontoon is used as a teaching platform and is not suitable for berthing vessels. The five Warrior moorings situated west of the pontoon are for the use of PAC vessels only. There are five other moorings at Cosherton Point, all of which are managed by MHPA and are privately owned.

There is a limited amount of commercial traffic to Waterloo Quay, which services a light industrial development situated in Cosherton Pill. East Llanion Marine boatyard is located next to Waterloo Quay, and has a slipway, pontoon, storage for one hundred and eighty vessels and a holding mooring for its clients.

There is also a café open to the public in the activity centre. Pembroke Dock is a short distance away and offers the amenities expected of a rural town.

Part of the Milford Haven Waterway SSSI, Cosherton Pill was notified as an SSSI in 2002 due to its saltmarsh, intertidal communities, nationally scarce plants, migratory birds, otters, curlew as well as greater and lesser horseshoe bats. Cosherton Pill from the northern extremity of the PCC slipway is a designated as a DSMW area.

### Burton

The Burton VCA has twenty six moorings. The seasonal pontoon affords access to the Jolly Sailor Public House and can be very busy with visitors and locals alike. There is a slipway for members only at the Burton Watersports Club. This slipway is gently shelving but does not allow access at low tide. The reach is used by skiers and also day-boats who fish off the opposite shore in the deeper water near the site of the disused fish farm. The majority of the foreshore from Burton to Rhooseferry and Jenkins Point is included in the Daugleddau section of the Milford Haven Waterway SSSI.

### Cosherton Reach

Rudders Boatyard is located on the western shore of Cosherton Reach and has sixty commercially run moorings. Facilities include boat storage, a pontoon and slipway. To the south of the Rudders moorings are three Burton point moorings two of which are associated with a holiday chalet complex which borders the Waterway. The east shore of Cosherton Reach dries at low water. There are three moorings along this shoreline.

### Rhooseferry and Jenkins Point

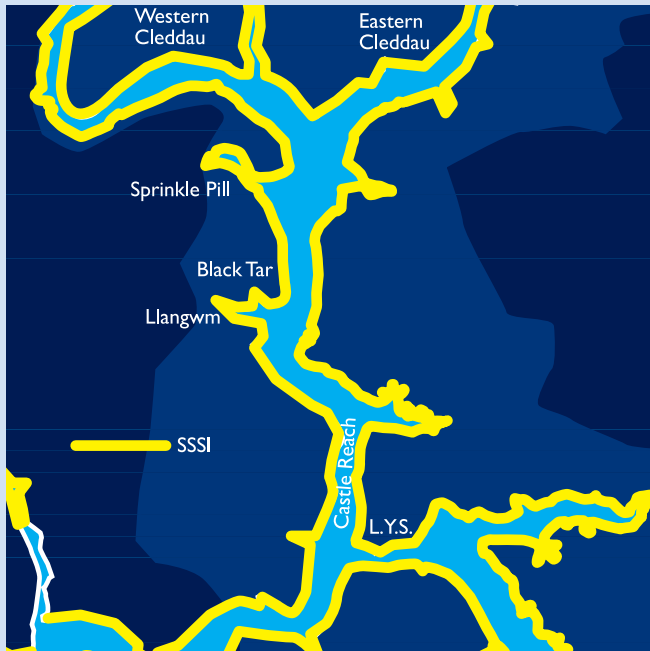
The Rhooseferry VCA extends along the west shore of the Waterway, from the waters north of Mill Bay to beyond the boundary of the main water-ski area. The VCA has twenty five moorings. The Jenkins Point moorings extend along the east shore of the Waterway from Mill Bay to the entrance to LYS. This area is managed by MHPA and has fourteen moorings. These moorings were repositioned in 2008 to provide a clear area of water for waterskiing. It is also hoped that this will address concerns raised by CCW in relation to a drop in benthic organisms.



## Area 4

Area 4 is defined as the area upriver of the point at which Lawrenny Reach merges with the Daugleddau (denoted by the yellow Dead Slow Minimum Wake buoys during the season), to the limit of tidal influence on the Eastern and Western Cleddau. The area includes Garron Pill and the Carew and Cresswell Rivers. The entire area lies within the Pembrokeshire Coast National Park.

Map 4: Area 4 Showing designated SSSI foreshore



### Lawrenny Reach

LYS is situated on the northern shore of Lawrenny Reach and is a privately owned commercial operation, comprising of one hundred commercial moorings, a slipway, chandlery, boat storage facilities, caravan site, self catering accommodation, café and a public house. There are also informal access points for launching small craft at Jenkins Point. LYS provides fuelling facilities for diesel vessels and is the only facility adjoining the water that can provide unleaded petrol. LYS has a pontoon adjacent to the quay and a pontoon allowing access to the Lawrenny Arms Hotel. The area upstream of the LYS moorings opens into the confluence of the Cresswell and Carew Rivers.

A significant number of boats moored on the LYS moorings are powered boats, and the area is popular with skiers due to its proximity



to the main water-ski area. The entirety of Lawrenny Reach and the Carew and Cresswell Rivers fall within the DSMW Area. There is also an advisory speed limit of 4 knots in Lawrenny Reach as the moorings are compact, particularly at low water. In addition, to the eastern end of the moorings is the Black Mixen, a large rock outcrop possibly remnants of ballast from vessels involved in shipping coal and limestone from Cresswell Quay. This outcrop covers at high water. There are also twenty four MHPA administered moorings adjoining the eastern extremity of the LYS moorings

### Carew and Cresswell Rivers

The Carew and Cresswell Rivers were notified as SSSI's in 2002 due to the saltmarsh, intertidal communities and migratory birds, including wigeon and shelduck and form part of the Milford Haven Waterway SSSI and Pembrokeshire Marine SAC. The rivers support overwintering birds between September and March and breeding populations of shelduck during the summer months. The area is also important for flora. A huge variety of plants have been recorded in the area. Some of these are scarce in West Wales such as yellow-wort, autumn gentian and the marsh mallow.

The West Williamston Nature Reserve is situated on the headland between the Carew and Cresswell Rivers. Many of the tidal creeks which were evacuated in the eighteenth century to enable loading of

limestone are now reverting to saltmarsh which is a highly sensitive indicator habitat.

The Cresswell Arms is situated at the top of the Cresswell River approximately two nautical miles east of LYS. Although a popular public house it is only accessible to vessels on spring tides. At the head of the Carew River is Carew Castle with its mill pond. Carew Mill is the only tidal mill remaining intact in Wales. Navigation in the area is difficult as the two rivers are shallow and the mudflats are exposed at low tide leaving only a narrow channel unsuitable for even the smallest vessel. These waters are only navigable on spring tides and local knowledge is essential. This area is also within the National Park designation.

Also included within the Milford Haven Waterway SSSI, Lawrenny Wood was notified as an SSSI in 2002 because of the sessile oak *Quercus Petraea* woodland supporting lichens, mosses and liverworts. Greater and lesser horseshoe use the site.

### Castle Reach to Picton Point including Garron Pill and Llangwm

This entire area falls within the National Park and forms part of the Daugleddau section of the Milford Haven Waterway SSSI. The entire Waterway upstream of the buoys near LYS is designated as a DSMW area. There is a VCA mooring area at Llangwm with one hundred and fifteen moorings and a small mooring area at Landshipping Quay with eight moorings which is managed by MHPA and is not a VCA. Road access to the foreshore in this area is poor. The only public slipway is at Black Tar to the north of Llangwm. Although there are informal launch sites at Rhooseferry and Llangwm Ferry, these areas are not recommended due to tides and a lack of space.

Garron Pill, important for resident and migratory birds, is an area of tidal mud flats situated to the north east of popular anchorage of Castle Reach. The northern shore line of the Pill was once used for quarrying. The site of one of these disused quarries was modified in 2008 to site the Garron Boatyard. This small facility provides yard or mud berth storage, launch and retrieval, repair facilities, water and electricity. A small workshop is also available on site.

Llangwm is a thriving village with a history set in the fishing industry. Although fishing is no longer a key part of the village it is still thriving and has all the associated facilities expected of a small rural village. Llangwm is also the site of the largest mooring area in the upper reaches of the Waterway. The moorings cover approximately one nautical mile of the western shore most of which are accessed by tender from the shore. The Black Tar slipway is situated midway along this stretch of shore line and is used occasionally for the launch and recovery of small trailered and hand launched vessels. Parking and trailer storage is limited to a small car park and a small area of

foreshore at the top of the slipway. There are also areas of salt marsh reclamation to the south of the slipway which should be avoided.

The waters upstream of the Llangwm moorings cannot be navigated easily at all states of the tide. Craft are advised to keep to the main channel as there are expanses of mud flats off Sprinkle Pill and Fowborough Point. Local knowledge is essential and consequently few visiting craft proceed further than Picton Point. These mud flats together with areas of the lower Western Cleddau also form part of the Wildfowl refuge created under the Wild Bird (Cleddau Sanctuary) Order 1970.



### Western Cleddau

The entire area is National Park designated and is of national importance for many species of wildfowl and wading birds, in particular a large winter population of shelduck. As such the area also carries SSSI designation included within the Daugleddau section of the Milford Haven Waterway SSSI. The area from Uzmaston to Sprinkle Pill is also designated as a wildfowl refuge under the 1970 Order.

On the Western Cleddau there are limited facilities to access the river from the foreshore and what facilities exist are used infrequently and primarily by local residents. There is a slipway at the quay in

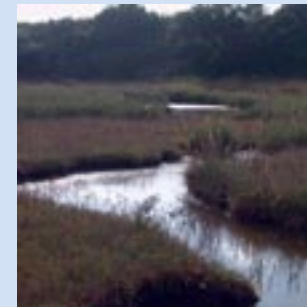
Haverfordwest which is only used during organised events such as the 'Return of the Cleddau' longboat rowing race and the 'Beating of the Bounds' ceremony when the car park is closed. Outside these times usage is generally confined to the occasional canoeist as there is little water at high tide and what water there is will ebb rapidly. Limited access across the foreshore at Underwood for hand launched vessels such as canoes provides access to Hook Reach. It is not suitable for trailed vessels but is occasionally used as entry

Moorings in the Western Cleddau are limited, five moorings at Hook Reach, two at Hook Quay and one at Little Milford. Numbers are limited as part of local management plans to maintain the unspoilt natural beauty, protect the SSSI's and to maintain a clear navigable channel.

### Eastern Cleddau

On the Eastern Cleddau there is a VCA with thirty six moorings at Llandshipping Ferry. This area is popular with anglers, smaller recreational craft and canoeists. Both rivers are navigable with local knowledge. Access to the water here is limited due to tidal restrictions and the availability of parking. Facilities in the area are limited to the public house at Landshipping Ferry.

The developments of Slebech Hall conference centre and the Bluestones Project have as yet had little noticeable effect on the recreational use of this quiet and unspoilt area of the Waterway.





## The Role and Function of Organisations and Partnerships within the MHWRWG

The role and function of organisations within the MHWRWG is described below.

### MHWRWG Member organisations

#### Milford Haven Port Authority (MHPA)

MHPA is the lead body of the MHWRWG, with meetings chaired by the Harbourmaster. MHPA is responsible for the safe navigation and conservancy within the 200 sq. mile Waterway. The Port of Milford Haven is the largest port in Wales and is the third largest in the UK. MHPA is responsible for the safe navigation and conservancy within the Waterway and has statutory jurisdiction over the Waterway up to the high water mark. Upriver this is taken to be at Canaston Bridge on the Eastern Cleddau and at the weir in Haverfordwest. The seaward limit is effectively four miles seaward of St. Ann's Head.

MHPA provides port, harbour and associated services. This includes, wharfage, support to the fishing industry, ship repair; waterside services, marine and leisure facilities, and provision and operation of the Pembroke Dock Ferry Terminal used by Irish Ferries. MHPA handles approximately 3000 vessel movements and 65.5 million gross tonnes of shipping annually. In 2010 Irish Ferries carried 325,000 passengers and 62,000 commercial vehicles over two daily sailings.

#### Pembrokeshire Coast National Park Authority (PCNPA)

The National Park was designated in 1952. It has the dual responsibility of conserving the natural environment of the area within its boundary and promoting opportunities for public enjoyment and understanding of the Park. PCNPA is the regulatory body for developments within its boundary that require planning permission.

The PCNPA includes both the lower reaches of the Waterway and the Dagleddau above Burton. It is the only National Park in the UK to be designated primarily because of its coast.

All National Parks in England and Wales were created by the 1949 National Parks & Access to the Countryside Act. The PCNPA became a free standing Local Authority in 1992. The dual role of a National Park Authority as set out under the 1949 act was to protect areas of spectacular landscape and to provide recreation opportunities for the general public.

This was revised under the Environment Act 1995 and National Parks now have two statutory purposes:

- to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park

- to promote opportunities for public enjoyment and understanding of the special qualities of the National Park

and a duty:

- to foster the economic and social well-being of communities living within the National Park

However, National Parks are not in public ownership. Most of the land - over ninety five per cent in the case of PCNPA - is privately owned and must be respected as such.

The PCNPA is the statutory planning authority for the National Park area. This means that the Authority has the power to grant planning permission as well as setting out policies and guidelines for any new developments. In addition, the PCNPA carries out conservation work (e.g. Pembrokeshire Coastal footpath maintenance) and educational work (e.g. guided walks and talks).

All National Parks in England and Wales operate under the "Sandford principle". This principle was recommended by the Sandford Committee, which reviewed the 1949 legislation during the 1970's. The principle states that where the conflict between conservation and recreation could not be resolved, conservation should prevail.

#### Pembrokeshire County Council (PCC)

PCC is the local planning authority for areas outside the National Park designation. It provides the framework for detailed local plans and is the regulatory body for developments requiring planning permission.

PCC must actively promote the development and management of water-based recreation in the county to provide employment opportunities and to contribute to local economic development.

The organisation also has powers to introduce byelaws extending beyond low water to regulate recreational activities in the interests of public safety.

#### Countryside Council for Wales (CCW)

CCW acts as a statutory adviser to the Government, the National Assembly for Wales, Local Authorities and others on sustaining natural beauty, wildlife and opportunity for outdoor enjoyment in Wales and its inshore waters. CCW is the national wildlife conservation authority in Wales. It is the agent for the Government's fulfilment of relevant international obligations relating to the environment.

CCW was formed in 1991 to succeed the Nature Conservancy Council and the Countryside Commission in Wales, as the country conservation agency for Wales.

CCW's functions include the conservation of the flora, fauna and geological and physical features of the countryside and inshore waters. The Council aims to encourage and sustain opportunities for public access for enjoyment and recreation, whilst promoting that enjoyment in a way which encourages understanding of the environment and sustains public support for the conservation of natural resources.

CCW's specific roles include:

- Advising other relevant authorities as to the conservation objectives for European Special Areas of Conservation (SAC) and as to any operations or activities which may cause deterioration or disturbance to SAC features, and monitoring and reporting on the condition of those features
- Notification of Sites of Special Scientific Interest (SSSI), securing management to safeguard them against potentially damaging operations and activities and monitoring their condition
- Management of Marine and National Nature Reserves
- Encourage recreation, education and open access to the terrestrial and marine environment through partner organisations

#### **Environment Agency - Wales (EA)**

The EA is the leading public body for protecting and improving the environment in Wales. It is the statutory responsibility of the EA to regulate discharges into the air, land and water. The Environment Agency-Wales is part of the corporate Environment Agency for England and Wales. It is an Assembly Sponsored Public Body (ASPB). As an ASPB, the Agency obtains much of its funding and direction from the Welsh Government, and reports back to them. As part of the Welsh environmental sector the EA - Wales is able to pursue, in partnership with others, innovative solutions that are specifically tailored to meet the needs of Wales.

Like the rest of the Environment Agency, the EA - Wales has wide responsibilities for managing the environment:

- Acting as a champion for the environment
- Reducing pollution and enforcing pollution legislation
- Overseeing the management of waste, water resources and freshwater fisheries
- Reducing the harm caused by flooding
- Influencing others to achieve positive environmental outcomes by changing attitudes and behaviour

The EA Wales aims to contribute to achieving sustainable development in all its activities.

In terms of recreation the aim of the EA is to protect, improve and promote recreation on or near water. The EA seeks to create opportunities for recreation, and to learn how it can best be managed within the environment. As a consultee in the planning process, the EA can influence sustainable development and encourage public access. The EA - Wales also aims to make best use of Agency sites.

The EA supports River User Groups (RUGs), help provide facilities, and produce leaflets and guides, often in partnership with other organisations. In all these projects, the EA - Wales takes account of the needs of people with mobility problems, disabilities and chronic illnesses.

#### **The Maritime Volunteer Service (MVS)**

MVS is a national organisation of men and women, aged mainly between eighteen and sixty five for active duties, who are interested in learning about seamanship and acquiring skills which will be of benefit to the local maritime community. Membership is drawn from all walks of life and maritime experience is not essential but willingness to learn and a commitment to the Service are essential. Training is given in basic seamanship, marine engineering and marine shore support skills. Nationally, units work closely with their local Port Authority providing personnel for duties afloat and ashore, thereby relieving highly trained staff to concentrate on key areas in times of emergency.

The local unit, based in Milford Haven, actively supports the Water Ranger by providing trained crews who man and maintain a patrol craft that is part funded by Milford Haven Port Authority. The patrols support the work of the Water Ranger by providing advice and assistance to other Waterway users and can be seen on the Haven most weekends and some evenings, providing safety and support craft to many of the events held on the Haven.

#### **Milford Harbour Users Association (MHUA)**

Since 1976 the MHUA has represented the interests of all small craft users throughout the Milford Haven Waterway. Membership is not open to individuals, but to all clubs, associations and commercial organisations that are concerned with small craft usage. It comprises of yachting and boating clubs, delegated mooring agencies, waterfront community groups, fish and shellfish farms, leisure tourism interests, boatyards, marinas and chandlers. The association does not pursue a particular policy, but seeks to provide a single, convenient, coordinating channel of communication and representation between its member organisations and all statutory and non-statutory authorities and agencies with waterway responsibilities and interests.

#### **Pembrokeshire Coastal Forum (PCF)**

PCF is a hub of information about the management of the local coast and Waterway. The team concentrates on developing a range of projects and gathering information about coastal life – from residents, those who work on the coast, or visitors.

It works mainly behind the scenes to promote knowledge and share ideas to help coastal management both now and in the future. This is helped through individuals getting involved and there are approximately a thousand members in the organisation from the public, private and voluntary sector.

PCF is free to join and all members are asked to contribute their views, as well as being kept up to date with what is happening on the coast and Waterway. PCF is dedicated to promoting a sustainable approach to the planning, management and use of the coast and actively encourages people to both express their views and gain a balanced understanding of the issues concerned.

#### **Pembrokeshire Marine SAC RAG**

The relevant authorities for the PMSAC have formed the Relevant Authorities Group (RAG), a voluntary partnership. The Group's main objective is to jointly develop and implement a management scheme for this marine site of European importance. In so doing, each relevant authority is able to meet its duties under the Habitats Regulations (The Conservation (Natural Habitats, &c.) Regulations, Statutory Instrument No. 2716. SI 1994/2716, HMSO, London) and more effectively achieve the aims of the Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna. (OJ No L 206, 22.7.92) in relation to the site. This Group has no additional powers but serves to ensure that all relevant authorities contribute to develop and implement the scheme.

There are eight relevant authorities for the PMSAC. These authorities are equal members of the Pembrokeshire Marine SAC Relevant Authorities Group (RAG) and are as follows:

**Countryside Council for Wales**  
**Environment Agency Wales**  
**Dŵr Cymru Welsh Water**  
**Milford Haven Port Authority**  
**Pembrokeshire Coast National Park Authority**  
**Pembrokeshire County Council**  
**Welsh Government**  
**Trinity House Lighthouse Service**

The RAG employed an officer in 1999 to help to coordinate the work involved in developing the scheme, gather information to better inform the management, enhance stakeholder involvement and raise awareness of the site's wildlife and management needs. This officer is hosted by Milford Haven Port Authority and works closely with the Water Ranger to ensure that the conservation needs of the SAC are addressed within the Recreation Plan for the Waterway.

### Interested and Partnership organisations

The MCA, The Crown Estate, and other organisation listed below do not sit on the MHWRWG, but they are discussed as they have an interest in the Milford Haven Waterway.

#### Maritime and Coastguard Agency (MCA)

The MCA is responsible throughout the UK for implementing the Government's maritime safety policy. That includes co-ordinating search and rescue at sea through HM Coastguard, and checking that ships meet UK and international safety rules.

HM Coastguard is situated in the MCA building alongside the Port Authority premises in Milford Haven. As part of the MCA, HM Coastguard is responsible for the initiation and co-ordination of all civil maritime search and rescue with the United Kingdom search and rescue region. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons at risk of injury or death on the cliffs or shoreline of the United Kingdom.

As such it has been agreed by the West Wales Search and Rescue Committee that the inshore limits of HM Coastguard's responsibility will be the area inclusive of port limits within the Milford Haven Waterway up to:

West Cleddau - Weir at Haverfordwest  
East Cleddau - Blackpool Mill  
Cresswell - Cresswell Quay  
Carew - Carew Castle  
Pembroke - Pembroke Castle

The operations room is manned 24 hours a day with staff dedicated to a listening watch on VHF marine radio (channel 16) as well as MF radio, Digital Selective Calling (DSC) and the 999 emergency telephone system. At the first sign of trouble staff are available to respond, calling upon and coordinating the activities of a vast range of waterborne and air SAR (search and rescue) facilities. Additionally, the staff are able to provide safety advice and general maritime information as well as tidal and weather information at any time throughout the day.

#### The Crown Estate

The Crown Estate is one of the United Kingdom's largest estates. It is divided into a number of smaller estates, one of which is the Marine Estate. This Estate owns:

- Fifty five percent of the foreshore (the area between mean high and mean low watermark) in the UK
- Approximately fifty percent of all estuarine and tidal river beds in the UK
- The seabed out to the twelve mile territorial limit
- The exploration and exploitation right to the natural resources of the UK continental shelf

The Crown Estate does not own the water column, the natural resources of the sea bed and does not control public rights of navigation and fisheries in tidal waters.

The Crown Estate owns most of the Milford Haven Waterway foreshore. However the foreshore between mean high water and mean low water is leased to the PCNPA where the foreshore falls within the Park's boundary. The PCNPA is responsible for the day to day management of this foreshore. Outside the Park's boundaries the other areas of foreshore are leased by PCC or in private ownership

#### Pembrokeshire Marine Code/Pembrokeshire Outdoor Charter Groups

The Marine Code and Outdoor Charter groups were developed by local operators and other organisations working closely with PCNPA and the National Trust. These organisations are all concerned about the long-term management of the area and the development of high standards of practice. They recognise that sustainable use must be a key theme in marine recreational activities and education. The Marine Code and Outdoor Charter encourage groups and individuals to show respect and consideration for land owners, the environment, wildlife and other users.

#### Pembrokeshire Biodiversity Partnership

Biodiversity is, literally, life on earth. It is all living plants and animals (including human-kind), their genetic variation and the ecosystems on which they (and we) depend. Biodiversity is everywhere: in gardens, fields, hedgerows, mountains, cliffs and in the sea. Biodiversity represents quality of life. It gives humans pleasure, interest and understanding of the environment. The value of biodiversity however, extends beyond human spiritual needs: wild species are of enormous

economic importance, e.g. as new sources of food and medicines, as tropical rainforests continue to demonstrate.

In 1992 the United Kingdom signed the international Convention on the Conservation of Biodiversity at the Earth Summit in Rio. As part of the UK commitment to this convention, national strategies, plans and programmes needed to be put in place to ensure conservation and sustainable use of biodiversity.

In 1994 the UK Biodiversity Action Plan was published with the overall aim *to conserve and enhance biological diversity within the UK, and to contribute to the conservation of global biodiversity through all appropriate mechanisms*. Local Biodiversity Action Plans (LBAPs) are the principal mechanism by which the national strategy can be put into effect.

The Pembrokeshire Biodiversity Partnership was formed to publish and implement the LBAP for the whole of Pembrokeshire including the National Park. It outlines the biodiversity of Pembrokeshire along with the aims of the Pembrokeshire Biodiversity Partnership, which are *to co-ordinate existing actions, and initiate and co-ordinate new actions to conserve and enhance biodiversity in Pembrokeshire, taking account of local and national priorities*. It also lists all the species and habitats of local and national priority for which Biodiversity Action Plans have been or are being prepared.

The individual habitat and species action plans give a background on the ecology and the distribution in Pembrokeshire. It lists the threats to survival, what is currently being done and what can be done to help protect the species or habitat. Individual plans include a list of actions that have been identified for members of the partnership to implement to ensure these priority species and habitats are protected in the future.

Habitats listed as being of either local or UK biodiversity importance in the Milford Haven Waterway include mudflats, seagrass beds, saltmarsh, inlets and enclosed bays, saline lagoon, coastal vegetated shingle, intertidal open coast, and coastal flood plain and grazing marsh.

Species listed as being of local or UK biodiversity importance in the Milford Haven Waterway include European otter, commercial fish species, native oyster and in the lower reaches of the Waterway the cushion star. Pink sea fans are found at the entrance to the Haven.

All biodiversity including local and national priority species and habitats can be affected by recreational and commercial use of the Waterway. By following the Milford Haven Recreational Plan's policies, byelaws and guidelines users are helping to protect all biodiversity in the Milford Haven Waterway.

### National Trust

The National Trust works to preserve and protect the coastline, countryside and buildings of England, Wales and Northern Ireland for which it is well known. It achieves this through practical caring and conservation, through learning and discovery, and through encouraging millions of people to visit and enjoy their national heritage at sites owned by the Trust. The Trust also invests heavily in the nation's environmental infrastructure and works with thousands of companies and organisations throughout the country.

In addition to the well known properties managed and maintained by the Trust, they are responsible for or have interests in thousands of acres of land, over six hundred miles of coast and thousands of properties including farms, shops and gardens. Through some of these sites many long-term programmes are implemented to help educate people about the importance of the environment and preserving our heritage for future generations.

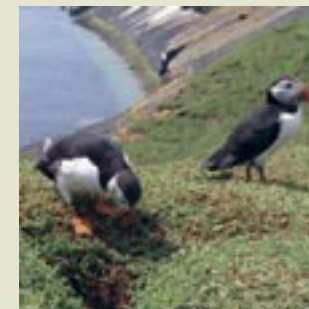
### Maritime Heritage Programme

MHPA is currently the lead on a project to establish Pembrokeshire and South East Ireland as centres for events and activities based on their rich and diverse maritime heritage and to encourage the regeneration within Pembrokeshire of traditional boat building and seamanship skills.

Maritime partners in the project include the Atlantic Challenge (Pembrokeshire Gig) Association, Pembrokeshire College's Marine Technology Centre (MITEC) the West Wales Maritime Heritage Society and the Tall Ships (Wales) Trust. The project is supported by the European Union's Interreg programme through the Welsh Government

### Wildlife Trust South and West Wales

The Wildlife Trust of South and West Wales is one of forty seven Wildlife Trusts across the UK. As the fourth largest in area it covers the area from Cardiff and Caerphilly in the east to Ceredigion and Pembrokeshire in the west. Within its ninety-plus nature reserves are the Islands of Skomer and Skokholm. The Trust's priorities are to manage these reserves for wildlife however another significant priority is to provide educational opportunities and serve local communities by providing them with wildlife opportunities in the locality.





## Landscape and Nature Conservation Designations

Given that the Milford Haven Waterway as a natural resource is a busy port providing both commercial and recreational opportunities, the area is also recognised for its importance to conservation. The entire Waterway is designated within the PMSAC and the majority of the foreshore has been designated as SSSI. Parts of the Waterway fall within the boundaries of the Pembrokeshire Coast National Park. Other designations also exist within the Waterway supporting and promoting the national and international importance of the Waterway and bounding areas.

### Pembrokeshire Marine Special Area of Conservation (PMSAC)

In an attempt to preserve biodiversity across the entire European Union, the European Union Council Directive 92/43/EEC (known as the Habitats Directive) called for a 'coherent ecological network of sites' across the European Union, composed of SAC and Special Protection Areas (SPAs designated under the EU Birds Directive, for bird conservation). Individual sites are designated not only because of their individual conservation importance, but also for the contribution they make to conservation of species across the entire European Union.

The Milford Haven Waterway (including the Daugleddau Estuary and other tributaries) lies within the PMSAC. The PMSAC also includes most of the waters surrounding the Pembrokeshire coastline and around the Pembrokeshire islands including Ramsey, Skomer, Skokholm, Grassholm and the Smalls. The landward boundary is mainly mean high water mark, but as this boundary is consistent with adjacent SSSIs, in some cases it can be as high as the highest astronomical tide.

The Pembrokeshire Marine site was first proposed in 1995 (then called Pembrokeshire Islands) for its reefs, estuaries, shallow inlets and bays, and for its seal population. In 2000 the proposed boundary was extended and more habitats and species ('conservation features') were added to the list.

The PMSAC is considered to be one of the finest areas in Europe for:

- reefs
- large shallow inlets and bays
- estuaries
- grey seals

and to support significant presence of:

- coastal lagoons
- mudflats and sandflats not covered by seawater at low tide
- Atlantic salt meadows
- sandbanks which are slightly covered by seawater all the time
- submerged or partially submerged sea caves
- allis and twait shads (migratory fish)
- sea and river lamphreys (migratory fish)
- otters
- shore dock (maritime plant)

Map 6: The Pembrokeshire Marine SAC



A management scheme for the PMSAC is currently being developed. This is building upon the PMSAC issues document released at the end of 2002. The final scheme was made available, following public consultation, in 2006. The management scheme will enable all users of the site to better understand how their activities may adversely impact the site's features and what actions they can take to minimise such impacts. Inadequate management of activities can lead to prosecution.

### Sites of Special Scientific Interest (SSSI)

Sites of Special Scientific Interest (SSSI) are sites designated under the National Parks and Access to the Countryside Act 1949, and the Wildlife and Countryside Act 1981 for their importance due to their 'flora, fauna, biological or physiographic importance'. An SSSI may extend up to the full extent of the tidal range and sometimes beyond.

For marine users the section of the Wildlife and Countryside Act, 1981 which is of most relevance is section 28. This states that it is an offence for anyone, including users of the marine environment, to intentionally or recklessly damage or destroy notified sites of interest or notified fauna, if they know that what they damage, destroy or disturb lies within an SSSI.

CCW is responsible for selecting sites that meet these criteria.

With the exception of the areas such as Milford Docks, Neyland Marina and Pembroke Port, the shoreline and many adjacent areas of the Milford Haven Waterway are designated as SSSI's with areas being recognized for different attributes from flora and fauna to geology. The maps in Appendix 1 show the sections of the Milford Haven Waterway which are designated as SSSI's.

#### **Wild Birds (Cleddau Sanctuary) Order**

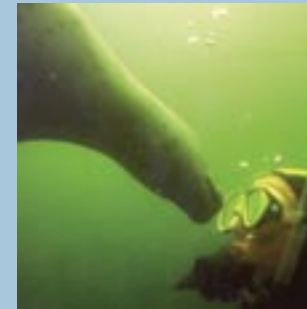
On the 19th January 1970, the Wild Birds (Cleddau Sanctuary) Order came in to force and the Wildlife Refuge was declared. As a result protection was afforded for birds over a key section of the Waterway, extending over the Western Cleddau from Uzmaston to Sprinkle Pill, and also the lower reaches of the Eastern Cleddau.

#### **Marine Nature Reserve (MNR)**

Although the Skomer Marine Nature Reserve (MNR,) lies outside the Milford Haven Waterway, it is referred to here as many leisure craft often leave the Waterway on route to the island and anchor close to and within Skomer MNR. MNRs are designated under the Wildlife and Countryside Act 1981 to conserve marine flora and fauna, geographical and physiographical features of a specific area, as well as to provide study and research opportunities of that area. The managing agency must manage the MNR for these purposes. The managing agency has byelaw making powers to:

- Prevent or restrict movement of people and vessels in the Reserve
- Prevent the killing, destruction, molestation or disturbance of any wildlife or the seabed, except for sea fish or as a result of pursuing legitimate fishery
- Prohibit or restrict the dumping of rubbish, which in any case is contrary to marine pollution legislation

The Skomer MNR is managed and regulated by CCW which sets the byelaws and voluntary codes of conduct for the Reserve as well as undertaking research work. CCW uses protection zones as a management tool. There is a general protection zone, a near shore protection zone and an inshore protection zone surrounding Skomer and the Marloes Peninsula. In these zones speed limits apply and certain types of fishing are prohibited through Welsh Government Statutory Instruments. At the time of writing further possible fishing restricted areas were being proposed. In addition there are anchorage areas in North and South Haven. The area is normally marked with no-anchoring buoys and day visitor moorings are provided during the main holiday season to reduce the necessity for anchoring. Enforcement of the byelaws is carried out by CCW through patrol craft, which patrol the MNR and hand out information leaflets on the byelaws.





### Selected Byelaws

Byelaws and General Directions are regularly used to manage the conduct of craft within the Waterway. Although byelaws relate to many activities, those most relevant to recreational users as given in the Milford Haven Waterway Leisure User Guide are listed below. Full details of both the MHPA byelaws 1984; General Directions 2006 and Notices to Mariners are available on MHPA's website [www.mhpa.co.uk](http://www.mhpa.co.uk). Copies can also be requested from its offices.

#### **B/L 20 Vessels to be Navigated with Care:**

A vessel shall not be navigated or manoeuvred within the Haven in such a manner or at such a speed as will or may:

- Cause damage to any lock gate, sea wall, jetty or other property within the Haven
- Cause damage, inconvenience or interruption to dredgers or other craft working within the Haven
- Cause damage, danger or inconvenience to other users of the Haven

#### **B/L 22 As to Fairway:**

No vessel (whether sailing or power-driven) which is not confined to the channel by reason of its draught, shall make use of the channel in such a way as to cause obstruction to any other vessel (whether sailing or power-driven) which is confined to the channel by reason of its draught.

#### **B/L 24 Recognised Landing Place not to be Obstructed:**

A master shall not place his vessel or allow it to be in such a situation as to obstruct or interfere with the access to any recognised landing place in the Haven.

#### **B/L 27 Unauthorised Vessels not to Approach Petroleum Berth:**

Except with the permission of the Harbourmaster no vessel other than a petroleum ship, a vessel engaged in the mooring, unmooring and berthing operations of a petroleum ship or vessel engaged in supplying or servicing a petroleum ship shall enter or navigate within 100 metres of a petroleum berth or petroleum ship.

#### **B/L 29 Water-skiing and Aquaplaning**

A person shall not without the permission of the Harbourmaster engage or take part in water-skiing or aquaplaning, para-kiting or any similar airborne activities in the Haven except in such areas as the Harbourmaster may designate and in accordance with such reasonable conditions as he may impose.

#### **B/L 30 Navigating Whilst Drunk**

A person shall not navigate any vessel within the Haven whilst under the influence of drink or drugs to such an extent as to be incapable of taking proper control of the vessel.

#### **B/L 56 Acts Affecting the Safety of Navigation**

A person shall not do any act or thing injuriously affecting the safety of navigation within the Haven.

With regards to B/L 29, the Milford Haven Waterway Leisure User Guide contains a map showing the areas of the Waterway designated as water-ski zones and no-planing areas.



## Weather

West Wales has a climate that is affected primarily by the wide expanse of the Atlantic Ocean. The temperatures do not vary greatly from one season to another due to the temperature of the water lowering summer temperatures and raising winter temperatures.

On the whole, Wales is cloudier than England, because of the hilly nature of the terrain and the proximity to the Atlantic. However, coastal areas of Pembrokeshire average in excess of 1700 hours of sunshine per year, a figure that is similar to the bright areas on the south coast of England. Dale has been recorded as the sunniest place in Wales with an average annual of over 1800hrs sunshine. It has also been recorded as one of the windiest with wind speeds topping 100mph.

Annual rainfall throughout the Pembrokeshire County varies greatly; as distance increases inland so does the amount of rainfall. Annual rainfall at Haverfordwest is greater than the rainfall in coastal towns. However, it is still approximately 25cm less than in Mynydd Preseli, less than ten miles away. The annual rainfall in Milford Haven is approximately 100cm (40 inches). The number of thunderstorms on the west coast of Wales is significantly lower than in the rest of the UK. Many areas in the UK experience fifteen to twenty thunderstorms per year. In Cardiff the number reduces to an average of eleven and in Pembrokeshire the average is around eight.

Local topography has a very close relationship with wind speed. Over land, the roughness of the ground causes a decrease in the mean wind speed. Similarly, major towns and cities reduce the overall wind speed. However, local funnelling may occur. The western peninsulas of Pembrokeshire have a very limited ability to reduce the speed of the wind and hence experience in excess of thirty days of gales per year. This figure is much higher than other Welsh coastal areas which achieve around fifteen days of gales and inland areas are reduced further to five days or fewer.

For recreational users of the Waterway weather information can be obtained from links on the MHPA website [www.mhpa.co.uk](http://www.mhpa.co.uk)



### Tides

Tides in the Waterway are semi-diurnal; the period between two successive high and low waters is twelve hours and twenty five minutes. A tidal gauge is kept at MHPA to monitor tidal height which can have a range in excess of seven metres during spring tides. Prediction by the Proudman Oceanographic Laboratory for the period 2005 to 2025 give a Highest Astronomical Tide height of 7.83 metres and a Lowest Astronomical Tide height of -0.08 metres. When the barometer is reading above 1016 millibars, the water level is liable to drop below predicted heights.

A Tidal Stream Study of Milford Haven was undertaken between January, 1997 and October, 1999. The aim of the study was to monitor current velocities within Milford Haven to provide a more comprehensive understanding of the nature of the prevailing tidal regime within the port limits. Data was recorded between the approaches to the Haven and Burton. A series of four tidal stream atlases have been produced incorporating this information.

*Table 4.A summarised version of the Milford Haven Waterway tidal streams*

	Approaches		Entrance		Lower Reaches		Upper Reaches	
	Spring	Neap	Spring	Neap	Spring	Neap	Spring	Neap
Max Rate/ Knts	2.1	1.2	1.4	0.6	1.5	0.7	2.7	1.1
Time (hrs)	6<hw	1.5>hw	3<hw	1.5<hw	3>hw	2.5<	3>hw	2>hw
Direction/ Place	WNE	ENE	S	S	E	W	W	SE
Min rate/ Knts	0.6	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Time (hrs)	3<hw	1.5<hw	6<hw	5.5<hw	6<hw	6<hw	6<hw	6<hw

Tide Tables and Tidal Stream Atlases are available for purchase from MHPA. Tide times can also be obtained from links on the Leisure pages of the MHPA website. [www.mhpa.co.uk](http://www.mhpa.co.uk)



## Geology

Most of the rocks upon which Pembrokeshire is composed are in excess of two hundred and eighty million years old. The north Pembrokeshire coastline is composed of igneous rock with Precambrian, Cambrian and Ordovician rock successions. The south Pembrokeshire coastline comprises Carboniferous limestone and Ordovician Shale. The south coastline is younger in geological terms than the north coastline.

The drowned river valley or ria of Milford Haven developed as a result of a complex series of geological and geomorphological processes that have been occurring since the Devonian epoch approximately 395-345 million years ago. At the end of the most recent glaciation the pre-glacial drainage system was deepened by meltwater from a retreating ice sheet that had once covered the whole of the Irish Sea. Since then, rising sea levels drowned the river valleys to create the current Milford Haven shoreline about three thousand years ago.

The rock type in the Haven is mainly Old Red Sandstone although there is evidence of younger rocks in the form of Millstone Grit and Silurian Sedimentary rocks that were laid during the Carboniferous and Silurian periods. In addition, there are outcrops of Precambrian igneous rocks and volcanic lavas. The youngest rocks in the Haven are the coal measures which run across the county from St. Brides Bay to Carmarthen.

Areas of particularly high geological importance within the Haven are recognised as SSSI's and more information can be found in Appendix I.



## Water Quality

Water quality is a major source of concern, particularly for those recreational activities that involve contact with the water. A commitment in the 1992 Recreation Plan to improve the monitoring of water quality within the Haven has seen seven sites being identified. Dale and West Angle have been designated under the EC Bathing Waters Directive, and five others are tested to the same standard although not designated.

The bathing season in England and Wales is taken to be from 15 May to 30 September; bathing water sampling begins two weeks before the start of the season. At each site twenty samples are then taken at regular intervals, normally on a weekly basis. All of the samples are taken at pre-determined points on the beach, where the daily average density of bathers has been considered to be at its highest. The water samples are taken at a depth of approximately thirty centimetres below the surface in water 1 metre deep. Samples collection is carried out by officers from the Commercial Pollution Control and Environmental Monitoring Team within the Public Protection Division of PCC.

Each water sample is analysed for total coliform bacteria, and for faecal coliform bacteria, the latter being indicative of the presence of traces of human sewage. Coliform is a type of bacteria that can live in the intestine. The water is tested for faecal coliform, total coliform, and faecal streptococci. The water is tested to two standards:

### The Mandatory Standard

The mandatory standards given for coliform in the Directive are generally used to assess compliance to the existing bathing Waters Directive. It requires there to be no more than 10,000 total coliforms per 100ml and no more than 2,000 faecal coliforms per 100ml. For a bathing water to comply, 95% of samples taken must meet these standards (i.e. at least nineteen out of twenty samples).

The more stringent guideline standards for coliform and faecal streptococci in the Directives indicate a standard the government would like to meet. 80% of samples must not contain more than 500 total coliforms or 100 faecal coliforms per 100ml and 90% of samples must not contain more than 100 faecal streptococci per 100ml.

## Fisheries

The waters within the Milford Haven Waterway provide numerous opportunities for both commercial and recreational fishing activities. As of April 2010 the Welsh Government assumed full responsibility for the management and development of sea fisheries in Wales from the Sea Fisheries Committees. As a statutory body Welsh Government manages the inshore fisheries and its environmental responsibilities. The existing South Wales Sea Fisheries Committee byelaws previously in force for the Waterway will become statutory instruments, carried out by the Welsh Government Fisheries office. In addition to enforcing local fishery statutory instruments the Welsh Government Fisheries office also enforces relevant aspects of National and European fisheries legislation relating to sea fish and migratory fish - a responsibility shared with the Environment Agency in relation to migratory species.

The recreational salmonid fisheries on the Cleddau are situated upriver of the MHPA jurisdiction, upstream of the weir at Haverfordwest on the Western Cleddau and upstream of Canaston Bridge on the Eastern Cleddau. Migratory salmonids travel through the MHPA area of jurisdiction both as adults to reach their upstream spawning grounds and as juveniles (smolts) in order to reach their marine feeding areas. Throughout these migrations they are vulnerable to illegal (unlicensed) fishing activity.

Other than sea fish, migrating adult salmon and sea trout are the main quarry for net fisheries in Wales and these are restricted to coastal waters and estuaries. The number of fisheries and licences are closely controlled by Net Limitation Orders and byelaws which are designed to conserve stocks. The Cleddau compass net fishery operates within the Daugleddau and six licenses have been issued in the area. This traditional method of netting is the last surviving example of its form in England and Wales.

There is a locally important fishery for herring within the Haven situated in Beggars Reach and the population is harvested using bottom set nets from 15th January to 30th April. In addition to herring, netting takes place for a wide variety of species including bass, mullet, ray and cod. Occasionally pollock, plaice and flounder are caught as a by-catch.

Under Welsh Government Statutory instruments and other legislation, fishing activity is restricted in some parts of the Waterway. Between 30th April and 1st November the taking of sea fish by any vessel is also prohibited by Welsh Government Fisheries Statutory Instruments and the Bass Order 1999 in the two areas designated as Bass Nurseries. These restrictions apply to all tidal waters enclosed by a line drawn from the shore along the eastern side of the Valero Terminal approach jetty to the southern most part of the T jetty, along the southern side to the extremity of berth No 3, then along a line drawn from the extremity of berth No 3, through the Pennar Beacon to the Llanreath foreshore. The second area is defined as the area eastward

of a line drawn along the seaward side of the Cleddau Bridge. These restrictions are in place to protect juvenile fish.

Pacific oysters have been farmed in the Carew River and native oyster beds exist from Burton to Llangwm. These are dredged commercially, the annual harvest being generally not more than two tonnes. Cockles and mussels are present in the area although commercial exploitation of these species is limited.

Dredge fishing for bivalve molluscs is prohibited at all times in the area enclosed by a line drawn from Great Castle Head to the South Hook buoy. From here along the outer most edge of the South Hook and Murco jetties and from the Eastern most part of the Murco jetty to the junction at MHPA and the shore.

South West Wales is an important shellfish fishery for vessels targeting species such as scallops, spider crab, crayfish, lobster, brown crab and whelks. There are a number of sites within the confines of Milford Haven used mostly for potting activities. In 2009 reported landings of shellfish into Milford Haven totalled 1000 tonnes with a reported value of £1.9 million.

The potential of the Milford Haven Waterway for further fisheries and aquaculture/mariculture development particularly for shellfish is considerable. The Waterway is part of the PMSAC designated under the EU's Habitats and Species Directive. This means that any new fisheries or related developments need to take account of the special features of the site. The future scale and diversity of commercial fishing activity in the Milford Haven Waterway will depend on the decisions taken regarding the implementation of the Directive through the Management Scheme which is currently being drafted in the behalf of the Relevant Authorities Group.

Some fish species have been identified under the Habitats Directive for special protection. Included are species of shad and lamprey which occur within the PMSAC. Special measures may therefore need to be adopted within the Milford Haven Waterway to ensure the protection of these species. Zostera and Maerl are also two species which warrant protection and as such Welsh Government Fisheries (previously SWSFC) have implemented a prohibition on dredge fishing for bivalve shellfish in the area north of a line drawn from the base of the MHPA jetty, to the seaward extent of the Murco and South Hook jetties, along the jetty heads and through the South Hook buoy to the southern most extent of Great Castle Head.

Recreational activities on the Haven can conflict with some fisheries operations where nets, lines and buoys are not well marked. These can entangle with propellers, keels and rudders, causing damage to the fishing gear and causing a steering problem to the recreational vessel.





## Abbreviations

ASPB	Assembly Sponsored Public Body	PCF	Pembrokeshire Coastal Forum
BMF	British Marine Federation	PCNPA	Pembrokeshire Coast National Park Authority
BSAC	British Sub-Aqua Club	PCRC	Pembrokeshire Cruiser Racing Club
CCW	Countryside Council for Wales	PHYC	Pembroke Haven Yacht Club
DGPS	Digital Global Positioning System	PMG	Pembrokeshire Marine Group
DSC	Digital Selective Calling	PMSAC	Pembrokeshire Marine Special Area of Conservation
DSMW	Dead Slow Minimum Wake	PPDC	Preseli Pembrokeshire District Council
DYC	Dale Yacht Club	PWC	Personal Watercraft
EA	Environment Agency	PYC	Pembrokeshire Yacht Club
GIS	Global Information System	RAG	Relevant Authority Group
ICZM	Integrated Coastal Zone Management	RIB	Rigid Hulled Inflatable Boat
LBAP	Local Biodiversity Action Plan	RUG	River User Group
LNG	Liquid Natural Gas	RYA	Royal Yachting Association
LOA	Length Over All	SAC	Special Area of Conservation
LYC	Lawrenny Yacht Club	SAR	Search and Rescue
LYS	Lawrenny Yacht Station	SPA	Special Protection Area
MCA	Maritime and Coastguard Agency	SPDC	South Pembrokeshire District Council
MHPA	Milford Haven Port Authority	SSSI	Site of Special Scientific Interest
MHUA	Milford Harbour Users Association	SWSFC	South Wales Sea Fisheries Committee
MHW	Mean High Water	VCA	Voluntary Control Area
MHWRWG	Milford Haven Waterway Recreation Working Group	VCB	Voluntary Control Body
MLW	Mean Low Water	VCO	Voluntary Control Officer
MNR	Marine Nature Reserve	VLCC	Very Large Crude Carrier
MVS	Maritime Volunteer Service	WARA	Welsh Amateur Rowing Association
NTM	Notice to Mariners	WG	Welsh Government
NYC	Neyland Yacht Club	WSRA	Welsh Sea Rowing Association
PAC	Pembrokeshire Activity Centre		
PADI	Professional Association of Diving Instructors		
PCC	Pembrokeshire County Council		



## Consultees

Angle Boat Owners Society  
Angle Community Council  
Burton Area Control Body  
Burton Community Council  
Burton Boat Club  
Canoe Wales  
Carew Community Council  
Castle Pill Boating Club/VCB  
Valero  
Countryside Council for Wales  
Cory Towage  
Cosheston Community Council  
Cunjic and Gelliswick VCB  
Dale Community Council  
Dale Sailing Co. Ltd.  
Dale VCB  
Dale Yacht Club  
DEFRA (Department for Environment Food and Rural Affairs)  
Dragon LNG  
Dyfed Powys Police Marine Unit  
East Llanion Marine  
Environment Agency Wales  
FSC Dale Fort  
Haverfordwest Town Council  
Hazelbeach Boating Club/VCB  
Herbrandston Community Council  
Hook Community Council  
Irish Ferries  
Keep Wales Tidy/ Clean Coasts  
Llandshipping Ferry Boat Owners Association  
Lawrenny Boat Owners Association  
Lawrenny Yacht Club  
Lawrenny Yacht Station  
Ledwood  
Llanstadwell Community Council  
Llangwm Boating Club/VCB  
Llangwm Community Council  
Maritime Coastguard Agency  
Maritime Volunteer Service  
Marloes and St. Brides Community Council  
Milford Harbour Users Association  
Milford Marina  
Murco Refinery  
National Trust  
Neyland Marina  
Neyland Town Council  
Neyland VCB  
Neyland Yacht Club  
Pembroke Dock Town Council  
Pembroke Dock VCB  
Pembroke and District Angling Club  
Pembroke Haven Motor Boat Angling Club/VCB  
Pembroke Haven Yacht Club/VCB  
Pembroke Port  
Pembroke Town Council  
Pembrokeshire Activity centre  
Pembrokeshire Coast National Park Authority  
Pembrokeshire Coastal Forum  
Pembrokeshire College  
Pembrokeshire County Council  
Pembrokeshire Cruising  
Pembrokeshire Cruiser Racing Club  
Pembrokeshire Dive Charters  
Pembrokeshire Marine Group  
Pembrokeshire Marine SAC  
Pembrokeshire Paddlers  
Pembrokeshire Rivers trust  
Pembrokeshire Yacht Club  
PLANED  
Rhooseferry Boat Owners/VCB  
Royal Yachting Association  
Rudders Boatyard  
Sandy Haven Boat Owners/VCB  
SemLogistics  
Slebech Community Council  
South Hook LNG  
St. Ishmaels Community Council  
Svitzer Marine  
The Crown Estate  
Welsh Government (inc. Tourism Team and Fisheries Brank)  
Welsh Federation of Sea Anglers  
Welsh Wildlife Trust of South and West Wales  
West Wales Maritime Heritage Society  
West Wales Windsurf and Sail Milford Town Council

**Milford Haven Port Authority**

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**Pembrokeshire Coast National Park Authority**

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Fax: 01646 689076  
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**Countryside Council for Wales**

Llanion House,  
Llanion Park,  
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SA72 6DY  
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**Environment Agency**

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Website: [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

**Maritime and Coastguard Agency - Milford Haven**

HM Coastguard,  
Gorsewood Drive,  
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Website: [www.mcga.gov.uk](http://www.mcga.gov.uk)

**The Crown Estate**

16 New Burlington Place  
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E-mail: [SACofficer@PembrokeshireMarineSAC.org.uk](mailto:SACofficer@PembrokeshireMarineSAC.org.uk)

**Maritime Volunteer Service (MVS)**

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Website: [www.mvs.org.uk](http://www.mvs.org.uk)

**Royal Yachting Association (RYA)**

Ensign Way,  
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**Welsh Yachting Association**

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**Welsh Government Fisheries Office**

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Website: [www.wales.gov.uk](http://www.wales.gov.uk)

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**The Wildlife Trust of South and West Wales**

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Frongoch  
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Website: [www.canoewales.com](http://www.canoewales.com)  
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**Welsh Sea Rowing Association**

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**UK Windsurfing Association**

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## Yacht Clubs

### **Dale Yacht Club**

The Club House  
Dale  
SA62 3RB  
Tel: 01646 636362  
Website: [www.daleyc.co.uk](http://www.daleyc.co.uk)  
Email: [info@daleyc.co.uk](mailto:info@daleyc.co.uk)

### **Lawrenny Yacht Club**

Website: [www.mylawrenny.com/Welcome.html](http://www.mylawrenny.com/Welcome.html)  
Email: [members@myLawrenny.com](mailto:members@myLawrenny.com)

### **Neyland Yacht Club**

The Promenade  
Neyland  
Milford Haven  
Pembrokeshire  
SA73 1PX  
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Website: [www.neylandyachtclub.org.uk](http://www.neylandyachtclub.org.uk)  
Email: [neylandyc@googlemail.com](mailto:neylandyc@googlemail.com)

### **Pembrokeshire Cruiser Racing Club**

Website: [www.pcrc.info](http://www.pcrc.info)

### **Pembroke Haven Yacht Club**

The Clubhouse  
Hobbs Point  
Pembroke Dock  
Pembrokeshire  
SA72 6TR  
Tel: 01646 684403  
Website: [www.phyc.co.uk](http://www.phyc.co.uk)

### **Pembrokeshire Yacht Club**

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