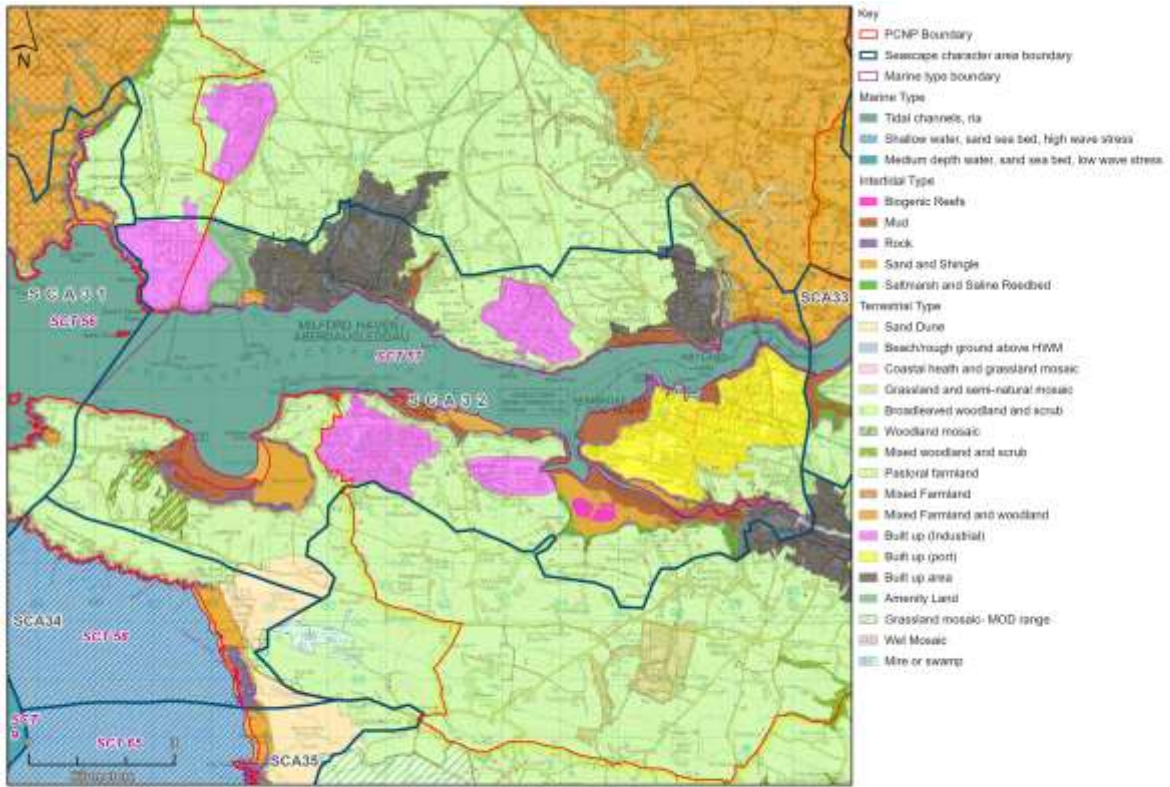


No: **32** Seascape Character Area Name: **Inner Milford Haven**



SCA32:Inner Milford Haven



Overlooking the inner Haven from near the Cleddau Bridge



Main channel with jetties in use

Summary Description
<p>This deep water ria acts as a commercial and ferry shipping channel and sheltered harbour, serving oil refinery, gas and oil storage, power station and related industrial and urban settlement with tall structures rising up above the surrounding slopes. This contrasts with indented bays and silted inlets with nature conservation interest and recreational uses, and farmed hinterland.</p>
Key Characteristics
<ul style="list-style-type: none"> • A large sheltered natural harbour of a ria with mudflats and sandy inlets, creeks and bays • Busy commercial shipping channel with tanker terminals, ferry terminal and marinas • Visually dominant refineries with gas/oil storage and power station • Gently sloping enclosing hills with pastoral landcover with arable • Historically rich area associated with the sea with the main urban settlements of Milford Haven and Pembroke Dock and historic small villages • Deciduous woodland on some sea edges, along creeks and minor valleys • Long views down the main channel and framed views from inlets and bays
Physical Influences
<p>The east-west stretch of Milford Haven is controlled by the deep seated Ritec Fault, and is incised into east-west striking Devonian Old Red Sandstone (Cosheston Group, Raglan Mudstone Formation, Ridgway Conglomerate Formation) and locally Carboniferous Limestone. The channel has deeply indented bays of incised river valleys on both sides (Angle Bay, Pennar Gut, Cosheston Pill, Cresswell and Carew rivers, Westfield Pill, Castle Pill, Hubberston Pill, Gelliswick Bay, Sandyhaven Pill). Of intertidal areas, extensive mudflats fringe the estuary along both sides (41%), and there are sandy embayments (29%), as well as areas of low energy rocky shores (23%). The tidal estuary is a depositional sediment sink, with sediment transported through traction, suspension and saltation.</p> <p>The sandy channel floor slopes moderately (1-10°) into the shipping channel (<25m), which has areas of dredging. The muddy sand to sand shallows slope only gently (<1°).into the channel. The waters are sheltered from wave stress and are strongly tidal. Tidal range is upto 6.3m.</p> <p>Surrounding hills rising to 70m AOD at Green Hill to south, and 67m at Waterston to north. The coastal plateau slopes down to the haven, steeply in places, with a variety of low cliffs, rocky or soft shores.</p> <p>Semi-natural vegetation forms a narrow strip along the shore, sometimes with deciduous woodland in more sheltered areas and steeper hillsides or narrow valleys, and silted or marshy inlets and inter-tidal mud flats in the shallow embayment of Angle Bay, and heavily silted Pembroke River, both important over-wintering grounds for waders and wildfowl. The whole of the haven is part of the Pembrokeshire Marine SAC.</p>
Cultural influences
<p>A great water-way, with historic links to the Atlantic, to Ireland and to other parts of the world- latterly and most evidently through the development of defensive systems, to the naval presence, to Brunel's choice of Milford as the terminus of the South Wales railway and the oil industry.</p> <p>An exceptionally dense historic seascape. The Norman period is represented by the planned village and fields at Angle. Later defensive structures reflect the establishment of Naval ship-building, at Neyland c. 1760 and at Milford Haven in 1796, relocated to Pembroke Dock in 1812. This became one of the most important naval ship-building centres in Britain. Facilities were substantially extended in 1830-32 and again in 1844. These reflect changes in sea-going vessel</p>

design. Decline set in after the introduction of the Dreadnoughts and the dockyards finally closed in 1926. The industrial settlement at Pembroke Dock was laid out from c. 1818.

Brunel's Great Western Railway initially sponsored (1845) and eventually assumed control of (1852), the South Wales Railway, which originally intended to reach Fishguard, to tap the Atlantic and Irish traffic, but made Milford Haven its terminus; trains connected with the Atlantic steamships.

There are a number of wrecks in the waterway, two of which are aircraft. Some are dangerous to shipping.

In 1957 work began on the Herbranston refinery; oil supplies reflected shifts in global politics, such as the nationalisation of the Suez canal, which required larger tankers to make the journey around the tip of Africa viable.

Scheduled monuments include:

PE005 (Pembroke castle): community: Pembroke

PE068 (tower): community: Angle

PE069 (Angle castle - building, unclassified): community: Angle

PE186 (rath): community: Milford Haven

PE262 (enclosure): community: Hundleton

PE263 (manor): community: Hundleton (also partly in SCA 33)

PE332 (tower): community: Pembroke Dock

PE337 (fort): community: Herbranston

PE338 (fort): community: Milford Haven

PE379 (barracks): community: Pembroke Dock

PE380 (tower): community: Pembroke Dock

PE387 (observatory): community: Milford Haven

PE400 (enclosure): community: Hundleton

PE415 (dovecote): community: Pembroke

PE435 (cave): community: Pembroke

PE452 (battery): community: Neyland

This area lies within the St David's Peninsula and Ramsey Island Landscape of Outstanding Historic Interest.

Milford Haven was the landing-place of Henry Tudor, Henry VII, who marched from here to defeat and kill Richard III at Bosworth field. In *Cymbeline*, Imogen refers to Milford.

Passenger ferries run from Pembroke Dock to Ireland [Rosslare] and oil and gas tankers use the extensive large scale deep water port facilities with large jetty structures/terminals by the navigable channel. There is a coastguard station based on the haven.

The Port of Milford is the third largest port in the UK and handles 29% of the UK's seaborne trade in oil and gas. There is port operational activity including tugs, service and pilot vessels with occasional dredging. The tall refinery chimneys and structures are vertical elements and with the recently built power station stacks (75m high) are visible from long distances. These are added to by onshore wind turbines and LNG and other storage tanks situated at around 50m AOD are visible on skyline. Lighting [such as on the chimneys] is focused on Milford Haven with a degree of intensity between along transport corridors.

There are marinas at Milford marina and Neyland Yacht Haven. There is a heavily used cruising route from here around the coast west to Fishguard, across the Bristol Channel and to points east such as Tenby. There are also numerous routes across to Ireland. Angle Bay is a popular anchorage although safe anchorage. There is a slipway at Angle Point. There is a lifeboat station at Angle.

Fishing in the area comprises of hand gathered cockles and mussels and periwinkles on southern shores, beach seining and beach nets, set nets and limited areas of lobster and crab potting.

Aesthetic, perceptual and experiential qualities

This is a medium scale seascape dominated by the linear form of the main channel and industrial plant and tall chimneys. This main channel is rough textured due to man-made elements imposed on form of the natural landscape, and these highly prominent structures are only tempered by the natural form and scale of the wide ria and surrounding green hills.

The intensity of commercial shipping and scale of tankers and jetties creates an uncomfortable experience for the small boat user in the main channel.

Contrasting with the main channel, Angle Bay is a semi enclosed bay which dries, with a containing woodland belt and adjacent historic village and church, creating a much more tranquil location with a high degree of naturalness despite longer views to refineries.

The narrow pills are highly contained and natural with wooded valley sides and marshy edges, within which one can feel highly remote despite the closeness of the urban context.

Cultural benefits and services

The area contributes significantly towards leisure and recreational services in the form of marine facilities and urban centres, to natural heritage in the form of the scale and character of the Sound and bays and inlets, and to cultural and spiritual services in respect of the richness of historical and current uses relating to shipping, energy and military purposes.

Forces for change									
Summary	Key forces for change								
	Special Qualities	Natural processes/ climate change	Visitor pressure	Marine use- commercial and fishing	Offshore energy or minerals	Development pressure	Land management changes	MOD use	
<p>The estuary is a dynamic sediment environment and will evolve with time. The Shoreline management plan states ‘do nothing’ along the southern coast except Angle Bay where it advises ‘hold the line’ to protect village assets which otherwise may be subject to landward migration of foreshore. Possible retreat of the line at Pembroke River and changes to silted areas. SMP advises ‘hold the line’ on the northern coast.</p> <p>Potential expansion of energy related facilities and infrastructure related to port use.</p> <p>Wind energy onshore creating clutter with existing vertical elements.</p> <p>Potential impact of industrial plant on ecology of waterway, especially on water temperatures and pollution.</p> <p>Pollution threat by tankers.</p> <p>Continuity of use of ferry terminal.</p> <p>Demand for more marina space or moorings for</p>	Coastal Splendour								
	Islands								
	Diversity of Landscape								
	Remoteness, Tranquillity and Wilderness								
	Diverse Geology								
	Richness of Habitats and Biodiversity								
	Rich Archaeology								
	Distinctive Settlement Character								
	Cultural Heritage								
	Accessing the Park								
	Space to Breathe								
	Key		Change occurring in the area affecting the selected special quality						

recreational boats.			
Key sensitivities			
Factors which contribute to sensitivity		Factors which detract from sensitivity	
<p>Historic character of older urban settlements and villages, historical features and key views such as to and from Pembroke Castle.</p> <p>Use by recreational boats who can be sensitive receptors.</p> <p>Close association with Daugleddau river system, of nature conservation and recreational importance.</p> <p>Nature conservation importance of wetlands and mudflats.</p> <p>Pembrokeshire Coast Path as a sensitive receptor.</p> <p>Large numbers of urban receptors and passing traffic for example on Cleddau Bridge.</p>		<p>Existing impacts of towers, wind turbines, tanks and associated industrial features may appear to justify further development.</p> <p>Urban centres close to and visible from the water.</p> <p>Limited tranquillity except in sheltered bays.</p> <p>Main roads such as A477 further reducing tranquillity.</p> <p>Presence of established recreational use of waterways.</p> <p>Use by recreational motor boats.</p>	