

# File Note

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<b>Project</b>	<b>A40 Llanddewi Velfrey to Penblewin Improvements</b>
<b>Subject</b>	Milford Haven Port Clarification
<b>File Reference</b>	A40LVP-ARP-LSI-SWI-FN-ZL-0003
<b>Prepared by</b>	Ellie Mitchell
<b>Revision   Date</b>	P01   11/03/20

## 1 Context

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1.1.1 This Inquiry Document provides information on the facilities at Milford Haven (the Port of Milford Haven) in response to the query raised by the Planning Inspector regarding the activity at Milford Haven.

1.1.2 Within Mr Mark Dixon’s evidence, there are references to the ferry arrival at Milford Haven and Fishguard. Specifically, the following statements are made:

1.1.3 Within Document Reference WG 1.1.1 Part A – Policy Statement, paragraphs 18.6 and 21.4 state the following:

*“Furthermore, many of the problems relate to temporary problems such as when there is a ferry arrival at either Milford Haven or Fishguard, when agricultural vehicles are travelling along the A40, and / or when there are slow moving vehicles such as caravans travelling along the trunk road typically in summer months. These instances do not reflect the average traffic conditions. However, this does not mean that a temporary problem cannot have significant effects. It is important to recognise that perceptions of problems with the transport system by users, operators, the public at large and politicians can be equally as important as problems that can be quantified through analysis of data.”*

1.1.4 Furthermore, paragraph 33.8 states:

*“Along with the M4, the A477 and the A48, the A40 in West Wales forms part of the Trans-European Road Network (TEN-T), an important strategic link between Europe, the rest of the UK and Ireland via the ferry ports of Fishguard and Pembroke Dock.”*

1.1.5 Within Document Reference WG11.2 Part B – Statement of Need,

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paragraph 4.5(2) states:

*“Platooning (when there are convoys of heavy goods vehicles from the ferry ports and slow-moving agricultural vehicle accessing the many side roads and farm accesses along the A40) contributes to journey time unreliability when combined with the limited overtaking opportunities and mix of local and Heavy Goods Vehicle (HGV), traffic;”*

## 2 Port of Milford Haven

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- 2.1.1 For clarification, the Port of Milford Haven extends across a large area including Milford Haven and Pembroke Dock. The ferry terminal at Pembroke Dock is part of the Port of Milford Haven<sup>1</sup>. Specifically, at the site of Milford Haven, the following key services are offered which would contribute to the number of vehicular journeys along the A40, including HGVs:
- Milford Fish Docks is Wales’ largest fishing port.
  - The Port of Milford Haven has a large commercial property portfolio which includes heavy industrial units up to 30,000 sq ft.
  - Extensive storage and warehousing provision.
  - Cruise facilities including berthing facilities capable of accommodating vessels of up to 220 metres at Milford Shelf.
- 2.1.2 Figure 5 within the WelTAG Stage 3 Impact Assessment Report (Document Reference 4.03.08) presents annual trends in freight tonnage. The Figure demonstrates increases in freight tonnage between 2012 and 2015 specifically (734,000 tonnes to 860,000 tonnes). It is accepted that the figure shows that there is an overall decline in freight throughput at Milford Haven when looking between 2005 to 2015. However, it remains a priority of Pembrokeshire County Council and the Welsh Government to help ensure that the infrastructure is in place in order to make the ports and associated Haven Waterway Enterprise Zone (focused on industry and energy development) are as attractive as possible to future investment.
- 2.1.3 It is the case that a year-round, twice daily ferry service currently runs from the Port of Milford Haven’s ferry terminal at Pembroke Dock to Rosslare in Ireland.
- 2.1.4 Further detail on the Port of Milford Haven is provided within the

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<sup>1</sup> <https://www.mhpa.co.uk/freight-ferry/>

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WelTAG Stage 3 Impact Assessment Report. For ease of reference, further detail is provided in subsequent paragraphs.

- 2.1.5 The Port of Milford Haven is the UK's largest energy port and the biggest port in Wales. The Port is the country's largest handler of oil and gas and is capable of delivering 30% of the UK gas demand. Activities such as cargo handling, ferry operations, fish landing, marina services and cruise calls are also undertaken.
- 2.1.6 The Port is committed to continually investing in port infrastructure and services that deliver sustainable economic growth in Pembrokeshire. Current port projects that demonstrate future growth opportunities for the region include:
- Milford Waterfront – a flagship development that comprises approximately 380,000 sq ft of development space for hotels, restaurants, food retail and leisure development;
  - Marine Renewables – historically the port has been key operating hub for the traditional energy sector. It is also now proving of value to the emerging renewables sector - particularly marine renewables. The location offers proximity to natural energy resources, a highly-skilled supply chain, and extensive supporting infrastructure. Work is underway by the Port operators to increase the opportunities presented by this sector; and
  - piSCES: an Interreg funded project (supported by the European Regional Development Fund), it aims to use smart grid technologies to reduce the costs and carbon footprint of Energy Networks in the fish processing industry. This will be done through modelling the usage profile of their energy networks and optimising that against the wholesale energy market and any available onsite generation.
- 2.1.7 The A40 directly connects the region to Milford Haven. Any improvements would help to enable and support access to the above future development opportunities.

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2.1.8 In addition, a report by Cardiff University in 2012 identified the importance of Milford Haven as a key employment site<sup>2</sup>. The report refers to Bryan et al (2006) of who have stated that the transport links to ports are a key developmental issue. For example, the capacity of key road links to the ports is below that necessary to provide a network that ensures road freight can reach the ports in an efficient way. Overall, these issues mean that their attractiveness for freight transport is reduced. Improvements to existing road infrastructure through the upgrading of existing road infrastructure and the development of new routes would go some way to mitigating these problems.

### Approvals

Revision	Status	Role	Name	Date
P01	S4	Author	Ellie Mitchell (X)	11/03/20
		Checker	Tom Edwards	11/03/20
		Approver	Tom Edwards	11/03/20
		Authoriser	Gary Davies	11/03/20

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