

Ramsgate Regeneration Alliance's contribution to the public consultation on the Port of Ramsgate High Level Feasibility Study 31st January 2020

17th December 2020

Ramsgate Regeneration Alliance (RRA) is a non-party political forum to facilitate communication between those striving to improve Ramsgate as a place to live in, work in and visit. It is supported and chaired by me, Craig Mackinlay MP.

At an RRA meeting on Friday 21st February of this year Cllr Rick Everitt (Leader of Thanet District Council) and TDC senior officers Madeline Homer and Gavin Waite presented the Port of Ramsgate High Level Feasibility Study that TDC has commissioned from consultants WSP. It prepares the way for a Master Plan to carry the Port away from its loss-making past and towards a successful future in combination with the historic Royal Harbour and marina.

This is an objective that I have strongly supported for a long time. I was approached at the meeting by a number of local residents with the experience and desire to make a substantial contribution to the public consultation on the study. I agreed to facilitate their work and provide RRA as the context for their efforts.

The following report is the result of their work. It is an evidence based analysis and evaluation of the options. It offers an exciting future based on sound business analysis that expresses the aspirations of the local community. It includes recommendations for policy, recommendations for action and the results of a significant online survey of the views of local residents concerning the options laid out in the Feasibility Study.

I am pleased to present it to you as an important contribution that should be given weighty consideration in the development of a master plan for Port Ramsgate and its implementation.

To that end we look forward to further discussions based on this, to inform the master planning process. Please make the plans for that further engagement public.

Craig Mackinlay MP

Member of Parliament for South Thanet

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1. Initial Conclusions to the RRA Consultation Response:

These initial conclusions, which will be followed by a detailed analysis, are informed by the following critical facts:

- Continuing losses on the operation of the Port cannot be sustained.
- Increasing dilapidation and emerging losses on the Royal Harbour cannot be sustained.
- The decision of TDC in 2019 to stand down the 'Ferry Readiness' of Port Ramsgate recognises the reality that there is no likelihood of a return to Ferry operations.
- Public opinion is strongly in favour of a mixed Maritime Village option and opposed to heavy industry on the Port, as evidenced by the RRA opinion survey of 692 residents presented below.
- Economic analysis indicates that Ro-Ro, Brett and other heavy industry including Dry Bulk Cargo handling, will be unprofitable to the Port and community in comparison with a mixed Maritime Village development.
- The statement, by TDC Council Leader Rick Everett at the Council meeting on 10th December 2020, confirms that there are no plans by either TDC or Brett, to increase the level or nature of the aggregate processing or concrete batching plant activities at Port Ramsgate.
- London Array and Vattenfall are leading participants in the green energy revolution and present an opportunity to form the nucleus of a centre of excellence on the port and the creation of a Green Energy Campus.

Our underlying objective is to recommend strategies for the future of the Port and Royal Harbour which:

- Stimulate economic growth in Ramsgate and Thanet
- Are practical and take full advantage of local strengths
- Are imaginative and will serve the aspirations of the community.

This report is based on more detailed analysis that should inform the Master Plan through further discussion. TDC should immediately publish their process for ongoing discussions with local stakeholders arising from the submissions. The deadline for submissions is 18th December 2020. It should not be the deadline for local involvement in the master planning process.

Our principle conclusions are as follows:

1. The mixed Maritime Village option suggested in the WSP report (page 8) is the best option, because it makes economic sense and the people want it.
2. Ideally Brett should be relocated to avoid blighting higher value developments on the Port in their vicinity. Richborough Port might be an option.
3. In reality Brett holds leases stretching out to the second half of this century and they are unlikely to relinquish them. So we need to consider an option that retains their presence on the Port.
4. The second-best solution is the Mixed Use solution as presented on page 9 of the WSP report, but not including Ro-Ro.
5. Ro-Ro has not been economic in the past and will not be in the future. Space taken up by it would be better used for a mix that may include maritime light industrial and other commercial, a Green Energy Campus, residential, leisure and tourism.
6. Heavy industry, including all manifestations of Brett & Dry Bulk Cargo handling will not return as much revenue to TDC and the community as other development options.
7. If the Mixed Use development option is adopted, including Brett, then the heavy industrial component should be held at Brett's current level of occupancy and the rest of the Port dedicated to a mixed Maritime Village that may contain light industrial and other commercial, a Green Energy Campus, residential, leisure and tourism. This is supported by evidence from our survey of local public opinion.
8. For any of the above to be successful two faults in the performance of the current Port need to be remedied. These are: heavy swell within the Port when the wind is easterly and accumulation of sand and silt in the Port. This will require infrastructural investment.
9. Better management and investment in the Royal Harbour and marina is needed urgently with a view to improving the quality and attractiveness of the services provided. This will best be achieved by a public/private partnership.
10. The Master Plan should be drawn up by this same public/private partnership capable of delivering a successful result in line with community needs and opinion.
11. Starting immediately working groups should be established to study significant issues:
 - a. Reducing silting and swell (item 8 above)
 - b. Attracting Tall Ships to encourage higher footfall

- c. Regeneration of the Royal Harbour including the Clock House
- d. Creating a Green Energy Campus comprising commercial operators, skills training and research facilities
- e. Repositioning of present Port users including repositioning of Commercial Fleet from the Harbour to the Port and reconfiguration of existing berthing arrangements.

2. Next Steps

We are actively engaged in the production of a full report which will expand on and compliment these Initial Conclusions. This report will include a number of Supplementary Papers dealing with a number of technical matters which must be resolved in order to accommodate our recommendations with which we have been engaged for some time. These will include but are not limited to:

A. Tidal Flow

- Breakwater analysis and recommendations
- Mooring depth analysis and recommendations

B. Positioning Analysis

- Reconfiguration of activity zones
- Repositioning of commercial fleet from harbour to port
- Reconfiguration of port berthing arrangements

C. Qualification for Tall Ships

- Sail Training International requirements
- Target Regatta Fleet positioning
- Economic considerations

D. Royal Harbour marina restructuring

- Heritage assets
- Leisure craft
- Operating structure
- Interface between harbour and port

E. Green Energy Campus

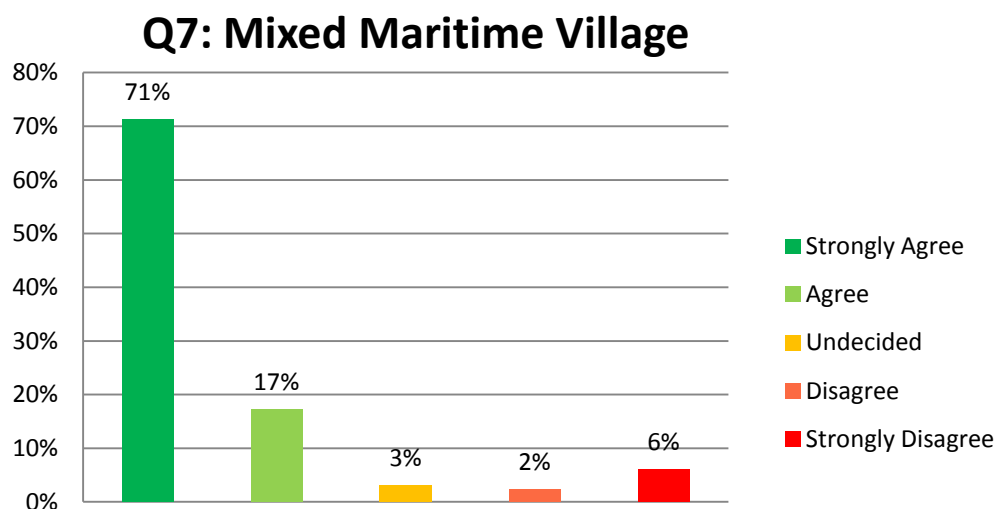
- Scoping
- Integration to the port and community

3. RRA Online Survey Overview and Commentary:

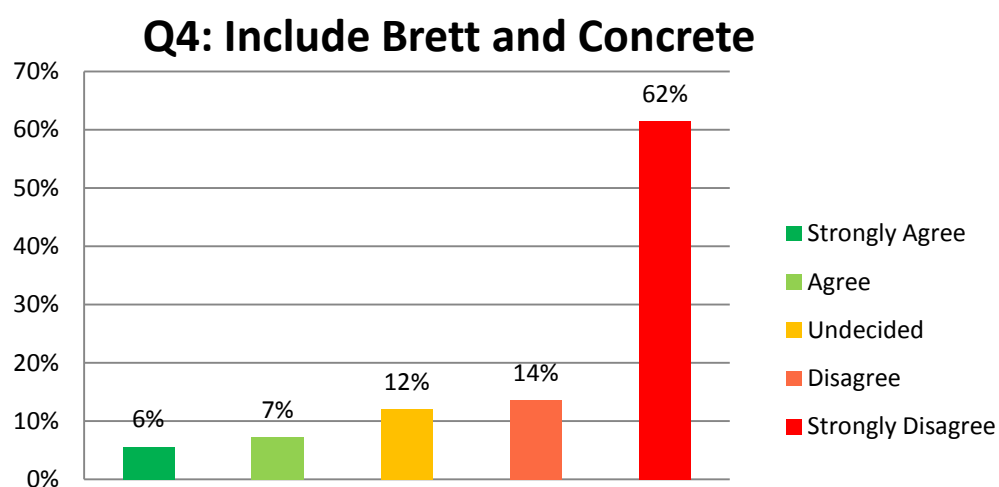
Between 13th September and 29th October 2020 the RRA online survey received 692 responses accepted as valid. To be included the entries had to:

- Offer an answer to at least one of the questions about the port
- Present as unique and not a copy of another entry
- Present as not from a robot source of spam.

In overview the respondents are strongly in favour of a Maritime Village development.

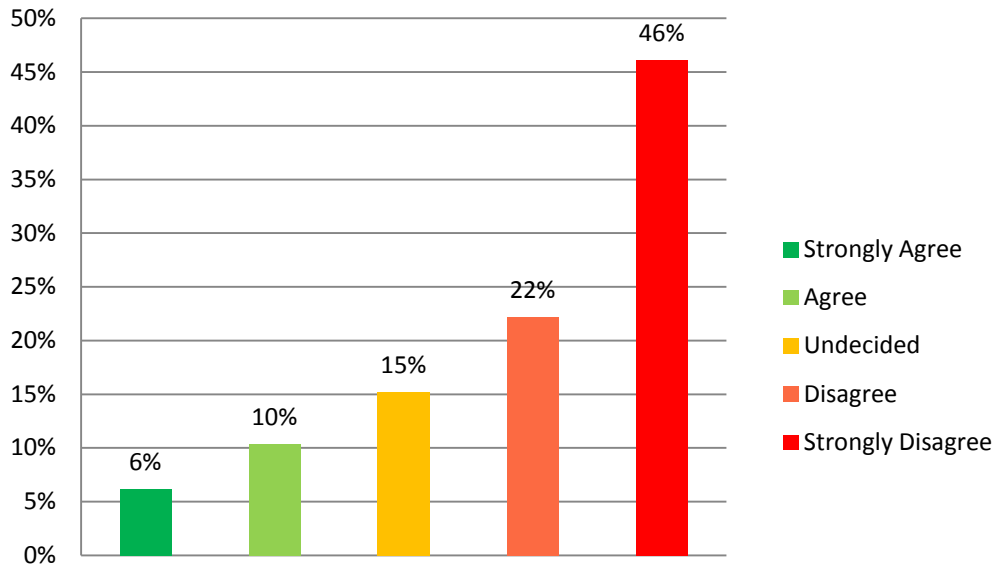


They are significantly against heavy industry on the port, including Brett.



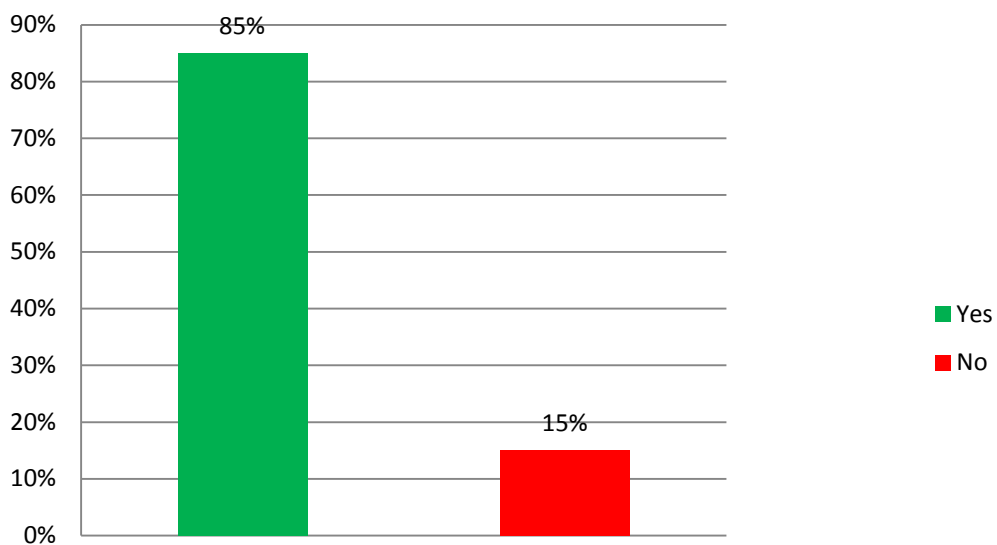
They do not want the Mixed Use solution of some heavy industry remaining on the port, along side Maritime Village development.

Q8: Industiral + Some Maritime Village

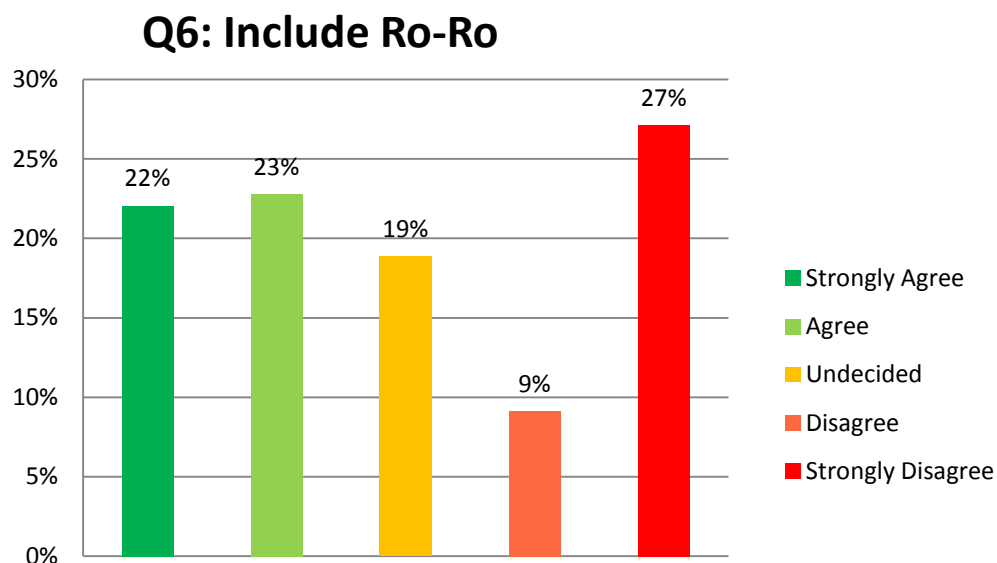


When asked what to do if Brett has to stay, people want Brett restricted to current levels to give maximum space for the Maritme Village option.

Q9: Brett Limited To Current Level?



Regarding Ro-Ro, the respondents have mixed feelings. Some still hope for a ferry. But the largest group rejects Ro-Ro.



54% of respondents (377) gave their own opinions on the future of the Port

The responses cover a wide range of issues. Many emphasise Ramsgate's heritage, architecture and appeal for leisure and tourism. They are inclined to favour the Maritime Village option and reject Brett and the industrial option. 25% of those who wrote a comment specifically support an exclusively Maritime Village development. 31% of them specifically want Brett and industrial activity off the Port altogether. More generally they show concern about pollution from industrial activity on the Port and a consequent blighting effect on the prospects for a Maritime Village development.

Where there were doubts about a Maritime Village development they result mainly from the following concerns:

- It would be the preserve of well-off new arrivals to the area
- It would not provide housing for the local community
- New retail on the port site might eclipse and rival the existing town centre leading to unnecessary further decline of its offer
- It would not provide jobs for the existing population.

This indicates that the development should not compete in the retail sector against the existing centre of Ramsgate and it should be sympathetic to local needs and interests.

Detailed results from the RRA survey for each question:

Question 1 : Are you completing this survey as an individual, on behalf of a group or organisation, or prefer not to say?

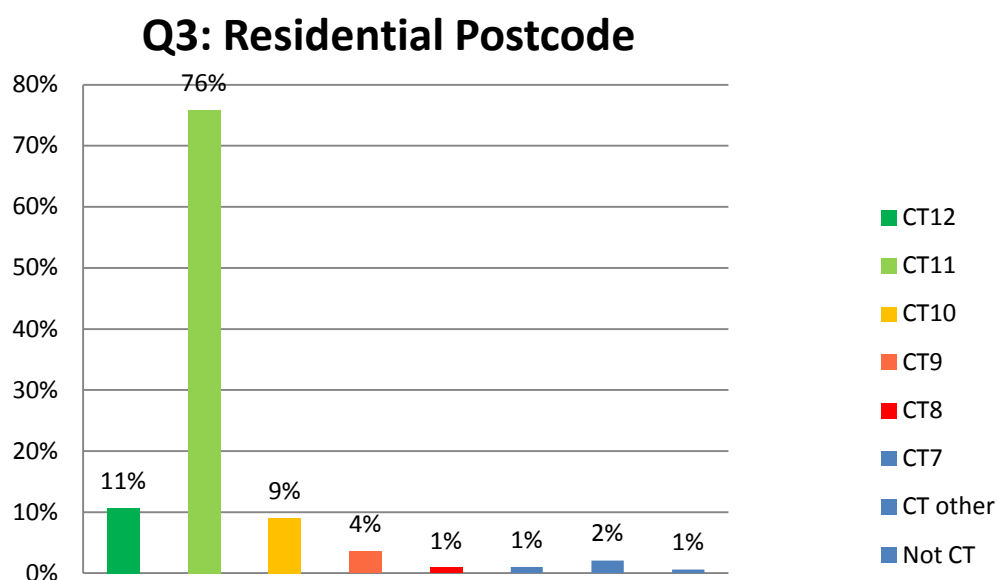
97% responded as individuals.

Question 2: Do you live, work or operate a business in Thanet?

95% responded as living in Thanet, 54% as working in Thanet and 32% as operating a business in Thanet.

Question 3: Please confirm the first part of your residential postcode.

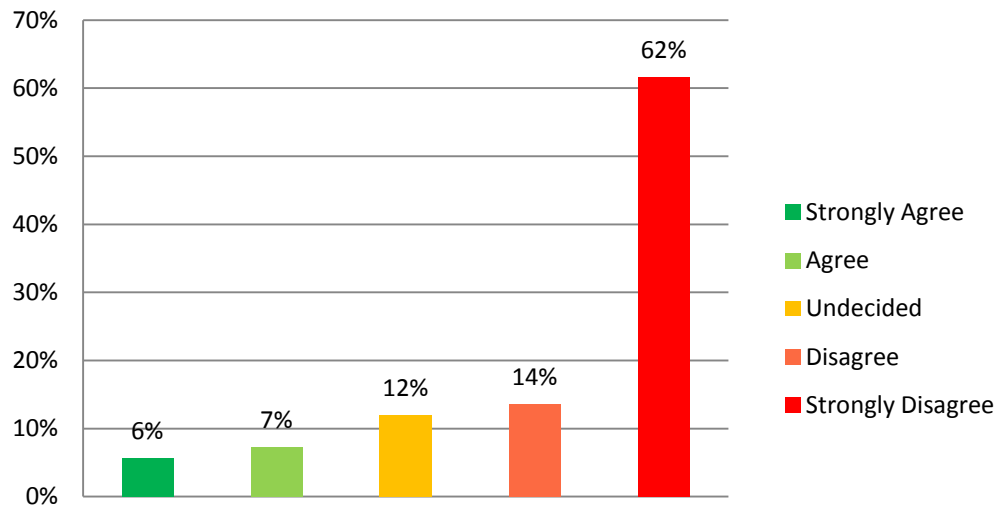
97% responded as living in CT7-CT12. 76% responded as living in CT11.



For questions 4 to 8 the respondents were asked: “Please express your opinion on the following statements about the future of the port”

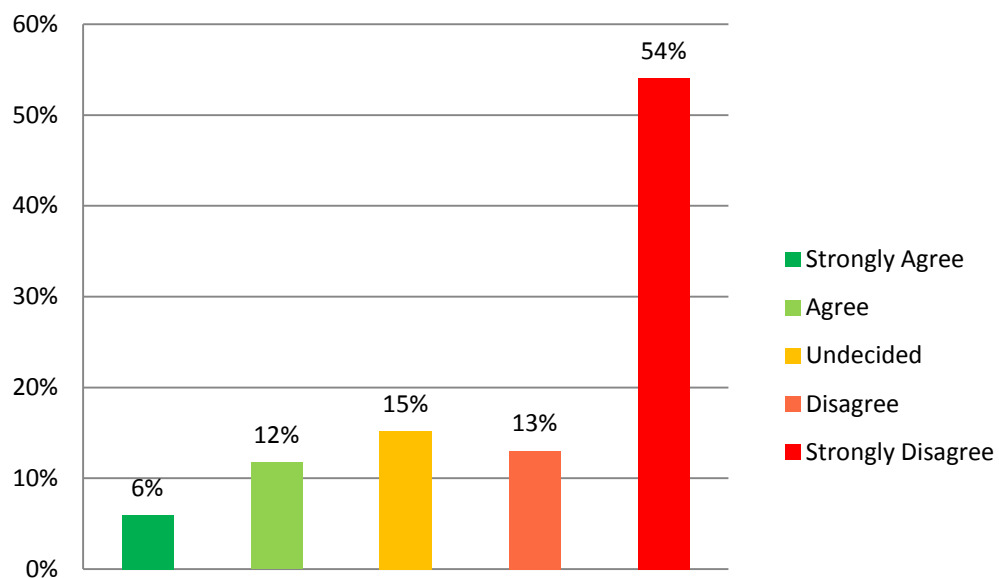
Question 4: The port should include Brett Aggregates and Concrete Batching Plants

Q4: Include Brett and Concrete



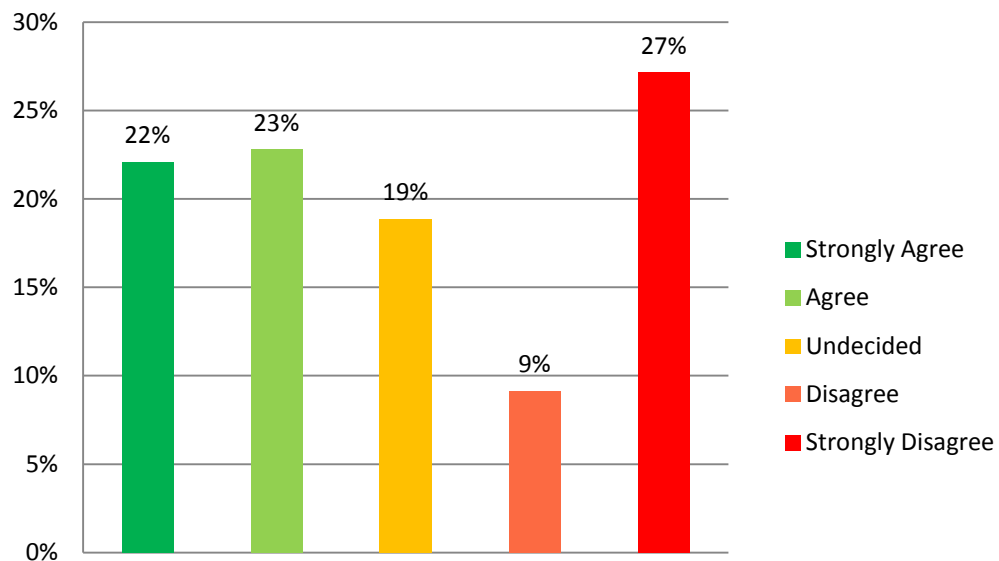
Question 5: Dry bulk cargo should be handled, maybe to provide specialist waste recycling and wood chip processing

Q5: Include Dry Bulk Cargo/Woodchip



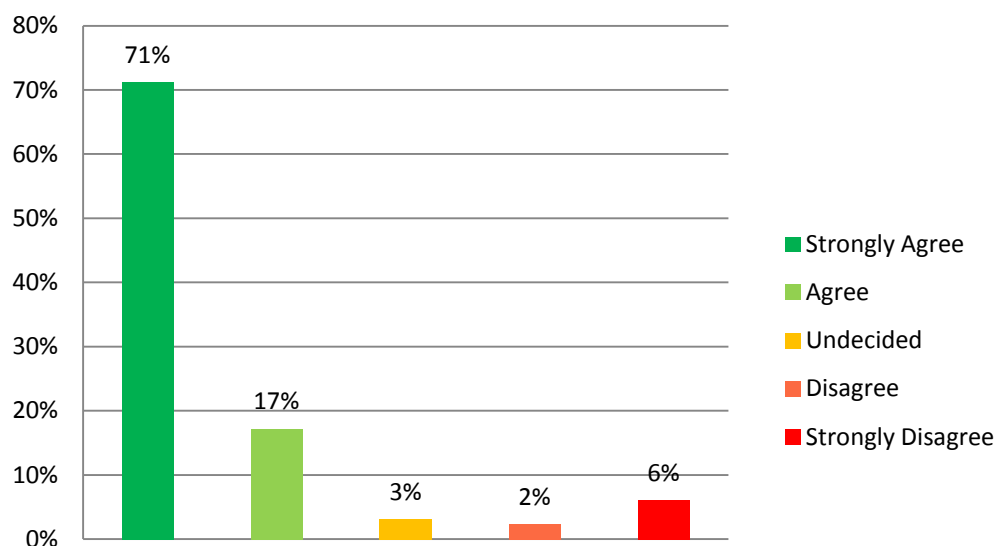
Question 6: A Roll on Roll off shipping terminal should be included

Q6: Include Ro-Ro

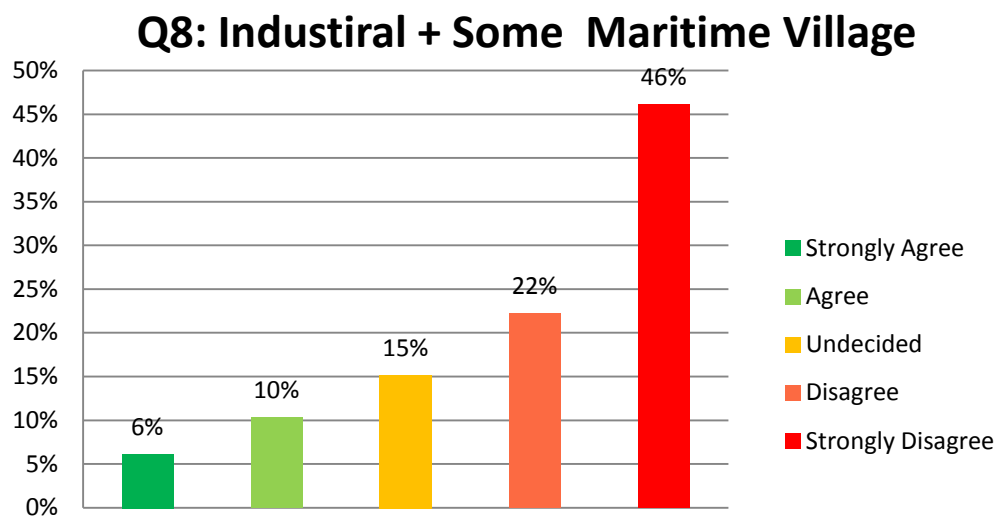


Question 7: There should be a mixed Maritime Village development of the whole port with marine services and leisure facilities for the community

Q7: Mixed Maritime Village

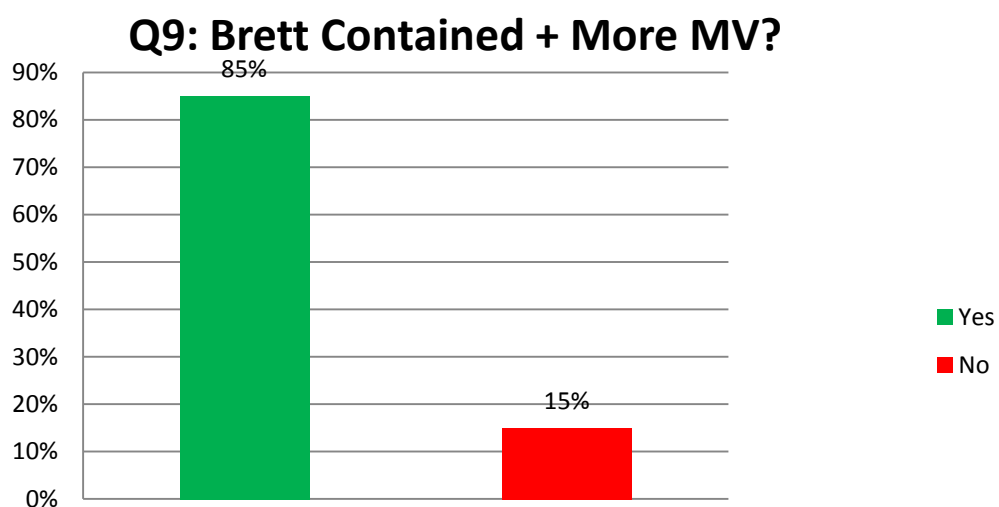


Question 8: There should be an industrial area including Brett and some Maritime Village development near the Royal Harbour



Question 9: If it turns out that Brett Aggregates stays on Port Ramsgate, which of the following outcomes do you prefer?

- **Expanded dry bulk cargo activity, with some mixed Maritime Village development.**
- **Brett held at current levels of activity, with greater mixed Maritime Village development.**



Question 10: Do you have any further comments or suggestions for the future of the port? (1000 char max)

377 comments were received. Based on a reasonable interpretation of their wording, 25% of the comments expressed support for the Maritime Village option, 31% were clearly opposed to Brett's presence on the port and opposed to other industrial activity. 8% expressed support for more industrial activity. The comments have not been edited, but words identifying the writer have been redacted. The comments are presented below in section 5.

4. Evaluating the Industrial Option for Port Ramsgate:

Objective

This is an analysis and evaluation of the suggested 'industrial' options of Ro-Ro and Brett, which are included in the WSP long list of options for a Mixed Use. We have focussed on these industrial options because they occupy 28% of the port area and are, by their nature, potentially incompatible with other leisure, commercial and residential options.

Conclusion

To date Brett Aggregates and Ro-Ro activities on the port have made a marginal financial contribution to the business performance of the port. So far Brett and Ro-Ro combined have contributed only 22% of the revenue they could be reasonably expected to contribute for the port to breakeven; hence the massive historical losses of the port.

The industrial option fails reasonable financial testing. Given the fixed nature of Brett's long lease and the smallness and shallowness of the port, this won't change in the future. Ro-Ro should not be included as part of the proposed mixed-use Maritime Village project and Brett activities should not be expanded.

On reasonable estimates, largely drawn from the WSP report itself, the mix of income from a mixed-use Maritime Village development of the whole Port would significantly increase returns to TDC and the community.

Evidence

Each option for the future of the Port must be evaluated on an objective basis including the financial contribution of that option to the project as a whole.

When comparing different options it we must set a fair and easily understood common base for evaluation. We have chosen the monetary contribution to total Port costs per square meter per year, based on published accounts and WSP figures.

To determine the annual running costs of the port and, using official area figures, calculate the cost per square metre per year for the port as a whole:

- Port area – 132,000 square metres:
- 2018/19 port expenditure - £3,533,200
- Most recent average running cost per sqm pa is £26.77.

This figure can now be used as a recovery cost per sqm for evaluating the minimum (break-even) contribution required for any option under consideration.

Brett occupies 7,500 sq metres, which is 5.7% of the port area.

Based on average income and revenue since 2016 we can calculate the average income per year per sq metre from Brett over that period:

Brett – average revenue since 2016

- Average revenue from Brett is £187,973
- Contribution (£187,973 for 7,500 sq metres) is £25.06 per sqm per year
- Required recovery for 2018/19 is £26.77 per sqm per year
- Actual contribution is £187,973 compared to a break-even requirement of £200,775 which is a loss of £12,802 per year.

Brett is loss making to the port and an upgrade to berths 4/5 makes it worse

A tender has been issued for which a supplier has now been awarded to Bam Nuttall, to greatly increase the capacity of berths 4/5. We don't know the preferred bid value but, for now we use the allocated budget of £1,400,000. The impact of this expenditure, made by TDC, on the net contribution made by Brett and the real financial impact of this proposed upgrade, is as follows:

- Upgrade cost estimate (budget) - £1,400,000
- Design life of the upgrade - 30 years
- Straight-line annual recovery - £47,000 per year.

To our knowledge there is no provision in the Brett/TDC agreement to renegotiate the price they pay.

The strategic context of the wider market

Demand for aggregate processing has been very stable for the last 10 years in Kent and also for the Ramsgate Brett Aggregate facility in particular. This is reflected in the relatively slow growth of Brett revenue in the period 2013/14 to 2018/19.

The Kent Aggregate Analysis of May 2019 states:

- Kent marine aggregate wharf capacity is 7.30 million tonnes per annum
- Kent wharves have received a 10 yr average of 1.7995 mtpa – 24.65% of capacity
- Ramsgate received 0.075 mtpa (overestimate) which is 4.1% of Kent receipts and only 1.03% of Kent capacity

Overall:

- Kent wharves are operating significantly below capacity.
- Demand has been stable for the past 10 years and shows little sign of increasing
- Ramsgate, on very best estimates, handles 4.1% of receipts

Therefore from Ramsgate's point of view:

- The long lease in favour of Brett's was (when agreed) and remains economically illiterate, but without a relocation plan agreed with them the fact is that they will be a long-term occupier of part of the commercial port site. Their ongoing occupation removes the full blank-page approach to the site which would be desirable at this time.
- From a regional strategy point of view, the level of aggregate handling and concrete batching on the port site is small, but causes local blight with its proximity to the town. It obviously serves the wider corporate strategy of Brett Aggregates, blessed as they are with a favourable long-term lease.

The business prospects for Ro-Ro are similarly poor

Ro-Ro

- Revenue from GEFCO – car & trailer parking and berthing - £274,000
- Contribution - £274,000 for 37,500 sq meters is £7.31 per sqm per year

- Required recovery is £26.77 per sqm per year. Actual is only 7.65% of needed
- Annual shortfall £706,875

Ro-Ro has done a lot better recently because of buoyant car imports. However, this is very unlikely to continue. The economic effects of Covid 19 and Brexit will be adverse. The forecast for French car production for the future is much reduced. So are the forecasts for new car sales in the UK. The main point of entry for cars will remain Sheerness. Ramsgate will only accommodate any surplus. There is little chance of a continued surplus. The only reason there are so many cars on the port at the moment is that there is currently no market for their sale to final consumers.

Combining Brett and Ro-Ro to give an overall Industrial picture:

Using area figures provided by WSP:

- Brett occupy 7,500 sq meters which is 5.7% of the port area
- Ro-Ro occupies 37,500 sq meters which is 22% of the port area
- Combined (Industrial) occupy 28% of the port area

Based on Revenue from these users, we can calculate the contribution to port finances as follows based on 2018/19 figures:

For industrial as a whole

- A combination of Brett and GEFCO
- Combined Revenue - £462,000
- Contribution - £462,000 for 45,000 sqm is £10.27 per sqm per year
- Required recovery is £26.77 per sqm per year. Actual is only 38.36% of needed
- Annual shortfall is £742,650

Industrial usage compared to proposed mixed Maritime Village development

The following table compares actual performance of industrial activity on the port with reasonable estimates of what could be achieved by a mix of light industry, commercial, retail, educational, leisure and residential development.

It is not possible to present a representative figure for residential because of the number of variables. However, overall we could expect a significant increase in the income to TDC from a non-industrial development.

As a current example Rentals at Discovery Park, Sandwich, as at 14 December 2020, are £12 per sq ft which is £162 per sq metre per year.

Current situation	Annual income per sq mtr	Notes
Marine Aggregate and concrete batching	£25.06	Avg since 2016
Ro-Ro (Gefco)	£7.31	Avg since 2015/16
What Mixed could achieve		
Light Industrial	£100	Local market valuations
Commercial	£180	WSP
Retail	£100	WSP
Residential	Significant, depending on financial structure	WSP

5. Public comments on the WSP Report:

Given the existing character of Ramsgate as primarily a coastal tourist spot, famed for its coastline and having tourism and fishing as its main industries, I would consider the best option to be the maritime village development option with a mixture of retail, residential and hospitality being the prime focus of the new development. This would help increase the number of much needed commercial retail opportunities in a town where high street stores and restaurant businesses are in short supply, provide further hotel chains to cater for and further promote Ramsgate's main attraction as a coastal tourist spot and provide much needed opportunities for further residential development. Similar very successful examples of this kind of development are the Gunwharf Quays development at Portsmouth harbour and the Quays development at Chatham maritime docks. This should provide both jobs and revenue opportunities to the local community.

Please do something it's such a waste. And make the smell around Southern Water go!!

It's important to protect heritage and natural environment, and the aggregates industry is an unforgiving one for each of those. But a mixed use would appear to give the opportunities for revenue from both light industrial (especially maritime) use and tourism, provided that noise is kept to reasonable levels and all use is made to look attractive and in keeping with the port's long heritage.

For sensible access the tunnel should not be closed 1 day per month for "maintenance". Make full use of an expensive resource. It is all very well providing small industrial/starter units but from experience at Letchworth Garden City (Herts), providing such a unit means nothing unless someone is prepared to start a business. You can provide the premises but it needs an individual to take the business risk. As the current "arches" development has been so successful in attracting leisure businesses, do not drive them away!

We should not forget that this is a port and should be used as such, at least in part, retaining maritime facilities.

An AQUARIUM would be great, an heated seawater swimming pool, a skating ring , a space for art exhibitions, trees, trees, trees....all x the local community as well as x the tourist—

Tourism with attractions ie aquarium ,water park , as this area is full of people with nothing to do on rainy days and winter weekends. There could be a aquarium next to Wetherspoon's as site is empty. A waterpark at Pegwell on old hover port, both of these would be wet weather attractions and lengthen the season. Sitting on the beach doesn't make money we need paid attractions. And having people park mobile homes for six months on the cliff top having free holidays blocking visitors from parking and down grading the whole area is not what Ramsgate needs.

Bring back the ferry.

We need something everyone can enjoy.

the infrastructure is already in place we should continue to use it. supplying jobs and revenue is an important commodity to this area. it would be great if a ferry operated to Ostend maybe twice a day but of course it needs to be financially viable and not money thrown at it. this is in all cases to make Ramsgate a thriving town.

Thanet attracts visitors primarily for leisure, we need more leisure facilities. Parts of the port are very unattractive already, don't make it worse.

The port offers huge opportunities for the development of green technology businesses, linked with London Array and Vattenfall, offering clean, green jobs & training for local people. The proposals for conference facilities, hotels etc, linked to a Marina Village, are also appealing and will bring jobs and more visitors to the town, with knock-on benefits for other businesses. The plans of certain elements in Thanet District Council to expand the Bretts facility (not at Bretts request!) cuts right across this consultation, and suggests other industrialisation is in the pipeline that would scupper most of the other options. It is deeply worrying that this (an increase from a capability of 400 tonnes per hour to 3000) is being presented as a 'like for like' replacement, and Councillors raising questions about licences, permits, surveys, approvals & business plans are facing criticism for delaying this unwanted development & potentially costing the Council money. I live on Eastcliff and there is a 24/7 reverberation/hum that resonates through our house. It is so loud at night as background noise falls away. I think this is a EHO issue and research needs to be done around how vibration propagates through the water surface and chalk and subsequently through building structures. It is extremely disruptive. Sometimes it is so overwhelming I feel sick and get headaches. Neighbours in streets either side of mine all experience this. Brockenhurst Road, Lyndhurst and Winterstoke.

I feel that the future lies in tourism. We have a beautiful Royal Harbour that could rival any in Europe. I fail to see how allowing Brett's to exist here let alone expand, is being considered. With recent events and the onslaught of Brexit more and more people will be visiting our lovely town. Don't destroy it with short sighted get rich quick aggregates that only serves a few people. Tourism brings in way more. Environmentally it makes sense.

It is an eyesore at the moment. The whole area should be developed to enhance it and mirror what is on the royal harbour side. The port has never been successful, what should be encouraged is cruise ships and leisure matters, as I suspect we are long past a ferry being viable. Freight and concrete etc does not support local economies, as much as leisure would. The port of Ramsgate should be self funding but also the area need a lot of work flats yes some lifts put back into working order toilets reopened so much could be done, I was on the residents committee for the re generation of

Kings Cross it's the local people that give there impute it's that that matters not councillors that work in the area but do not live there

Ramsgate Harbour is the only Royal Harbour in the UK , we must respect the history of Ramsgate, much damage has already been done in the past by bad & irresponsible Planning. Ramsgate will grow by installing a Maritime village using the location & the unique placement of our Harbour. Were a Maritime village be constructed it would attract more & more visitors who bring finance into our area, this is the way to go to create jobs, at this time when the UK is looking to holiday more at home i.e in the UK, we as Ramsgate are in the perfect position to gain by this situation. Were we to follow the Industrial route Ramsgate would not only attract less visitors, residents would move away, The Industrial Route is backward thinking reverting to how Ramsgate has been governed in the past " BADLY "

Brett aggregates have a long lease, their port activity creates a very industrial (often very dusty& heavy traffic) presence. If they were not located at the port, the port could be regenerated with ease. A ro-ro ferry facility (with foot passenger as well as usual motorised transport) would be good for the area. But with Dover port creating more space for larger more efficient ferries and its short channel crossing time. I feel Ramsgate as a ro-ro ferry port could not compete on fares and ferry operators would chose the quick,economic existing Dover routes. Dover port new cargo dock area works very efficiently,doubt ramsgate port could compete on what Dover charges. Tugs and associated infrastructure would need to be based at ramsgate. If Brett aggregates relocated to a different port,the port area becomes much more attractive to developers. Converting the commercial port to extend the marina and housing. Similar to sovereign harbour Eastbourne

The port should be developed for the benefit of leisure, tourism and community. The Royal Harbour should be developed further and show cased as a Royal Harbour..... We need to promote the town in a positive light and provide leisure facilities - with so much land looking out on a fantastic view we need to capitalise and seize the opportunity to develop for generations to come to enjoy. More facilities will provide more work opportunities

I do not know enough to comment on Brett Aggregates but any increase in business activity that provides employment is welcome and that includes the airport re-opening. I am very keen to see passenger services resumed with the continent as well as that extra footfall will help the shops and traders in the area. There is no point pushing ahead with building new houses if there are no employment prospects.

Only way maritime village would work if it was an empty site... 2 wind farms have offices and service centres on the site .. boat parking space is also needed and cannot be lost.. maybe make a new marina with lock gates in turning circle once ferry berths are removed catering for super yatches.. with proper sluice gates to clear the port of mud?

I would like the port not to be industrial, its current state is depressing,

We need to stop the industrialisation of the port and our Royal Harbour, especially if companies like Brett are actually contributing to the financial losses. We need light industry, related to the maritime, fishing & windfarm industries. We need affordable housing on the old ferry terminal (who doesn't love a sea view?!) and we need to focus on green tourism and our fantastic maritime & architectural history. " Come for the harbour, stay for Pugin! " should be our catch cry!

Main concerns: - Coastal regeneration UK. - Maritime Village development to an economically viable, repeatable model, including marine services, community, apprenticeships, water sports centre, residential, retail, leisure. Services for young people essential. - Key, reliable transport links in and out. - Research studies recommended of similar centres inc. San Francisco.

Get rid of Brett Aggregates

It has been suggested that Ramsgate becomes a Freeport. I would support this

The industrial area adjacent to the Royal harbour consisting of boat storage and sea container lockup's should ,in my opinion is prime real estate ,in the first instance be converted to leisure and marine village activities . The boat storage should be relocated to the western end of new harbour and the sea container storage be relocated adjacent to Brett. The idea of the smack boy building being turned into a hotel and conference centre I see as old fashion thinking , it is an extremely difficult building and requiring disproportionate funds to convert such a small building into a boutique hotel . Hotel room costs have been on the decline for many years now I cannot believe that refurbishment of an old structure would be any way viable ,a new build may be ,on Another plot ,may be just feasible.

I think there should be a fast craft Passenger and vehicle service from Ramsgate to Dunkirk similar to the service that used to operate from Dover to Boulogne. I believe smaller craft would be more compatible with the dredging problems of the past.

The best thing for jobs in Ramsgate and Thanet would be a Maritime Village with conservation and green living as its watchword. It would be great to put Ramsgate really on the map with a centre of excellence for green living technology at the centre of the new development of the port with a conference centre on site. The whole development could be an example to the world of best practice in low carbon living.

I do not want to see Ramsgate become an industrial area. The town is beautiful and has much to attract visitors not least the amazing architecture and the thriving tourism which brings in hundreds of Good jobs that will go if industrialisation increases

I would like to see leisure related businesses mixed with holiday

accommodation, independent retail , art related businesses, NO industry as we are a beautiful town with a riviera feel and quite a destination for a day out . A meal or a weekend visit.

I would just say that whatever the final decision is it should be started as soon as possible too much time has been wasted.

If Brett are staying then they should clean up their act and pay the appropriate rates. There should not be any subsidy for their operations. They should not be in a position to jeopardise any port ferry or maritime village plans.

No live exports to be allowed. More small craft (yachts etc) encouraged and passenger traffic with Europe developed. No dirty health-endangering cargo to use the port.

I really think for a RoRo ferry service to be successful we need to offer something different to Dover. Obviously with Brexit and the militant French, Ramsgate should offer a ferry service to either Holland or Belgium. Ijmuiden, Holland would be a fantastic option as the nearest routes are Hull and Newcastle with nothing on the south coast. Therefore it is a different option to Calais or Dunkirk for freight and also offers the tourism option for people to visit Amsterdam. With a possibly duty free return it'll really boost tourism. It also offers another outlet should the French strike or blockade the port at Calais as they often do. Ramsgate has such potential for a ferry service. Please do not waste it!!

Brett's or any other eye sore should not be there. Spoils our beautiful harbour Should be returned to its original use as a ferry terminal, failing that a holiday village to encourage tourism back to Ramsgate.

I think the Maritime Village concept is the best option with a mixture of light industrial, especially green businesses, artisan and marine based outlets and retail, residential and hospitality outlets and education facilities, eg a Maritime based College. Any new development must be linked to the main harbour and town with easy, safe pedestrian access. Thanks and best wishes for success.

We have such a beautiful harbour area around Ramsgate that is slowly but surely becoming a destination that people would want to visit, holiday or live in. This part of the port could be amazing and include and build on the historical significance that we have here. Why would we consider more industrialisation ? It could easily be moved inland where no one would see it and we could continue to improve our town. Please don't make it more industrial

I do not believe that Thanet be treated separately from East Kent. The ever increasing population of East Kent need to have access to our marine heritage. Bretts are a commercial entity with great influence in the County set. They have established use in various Ports mainly for aggregates.

They need to be moved out of historic locations and the historic and potentially engaging port areas developed for all to benefit. They do not have to be there. I have supported the development of Ramsgate Harbour as a marine village with public access and subsidised moorings for vessels of historic interest. I am appalled at the current situation as are many residents, not only in the boundaries of Thanet, but in East Kent generally.

Any future agreements should be open and fully discussed with residents with full financial disclosures.

Ramsgate is seeing more and more visitors and more people wanting to move here. I strongly disagree with the harbour/port being kept industrialised. Let's make Ramsgate a place that offers what visitors want.

I would love to see dedicated and controlled water sports, including jet ski provision. At the moment jet skis seem free to use the protected areas such as Pegwell. A dedicated club and facilities would perhaps encourage more responsible use. Maritime engineering apprenticeships could be run in partnership with Canterbury Christ Church Uni, who are about to open a school of engineering and looking to attract a more diverse range of students.

Industrialisation of the harbour, especially of the kind suggested, does not make economic sense. The losses sustained in recent years tell us everything we need to know about that model. Ramsgate is quickly becoming renowned as the go to place both for visitors and for relocation. All of this brings money into the local economy and will be the future lifeblood of the town. This year has demonstrated how important our seaside towns are. This is a one-off opportunity to make the right investment into Ramsgate; one that is forward looking and does not hark back to a bygone era that could hardly be considered a golden age. Indeed, the last golden age for Ramsgate also centred around tourism and the health benefits of this very unique location, not around heavy and polluting industry. We need to preserve our small fishing fleet, independent businesses and green enterprise to promote the town as a clean, healthy place to live and work.

Who ever signed the contract with brett's should be sacked. It seems to me that brett's have too much to say about the port. The port will never make money being a ro-ro or ferry port. It should not be used for bulk cargo because that is just another excuse for dirty polluting material. And when the decision is finally made don't let any of the previous decision makers contribute as I think they are in it for their own gains.

A mixed maritime development with residencies and small business opportunities to boost Ramsgate's regeneration and create employment opportunities. No to our historic harbour being an industrialised dumping ground.

Apologise for slightly late response but work commitments took priority. I hope you can still take my comments into consideration and include me in any further surveys. In light of the current COVID situation, I believe that people will be looking to decentralise from London and work in beautiful seaside locations such as Ramsgate where the quality of living is far greater than city life. Ramsgate is in a prime location with the beautiful coastline and highspeed railway to provide this, whilst enabling easy travel to London when needed. Ramsgate has the opportunity to take advantage of this and set up as a seaside residential location for families where entertainment and culture businesses could take advantage of the decentralisation of London. Ramsgate also has a fantastic potential as a tourist location. On this basis I would say a Maritime Village would be the best application for the Port area to compliment the beautiful and majestic harbour.

Please consider the health of the local people first and foremost

It's a port and it should remain so, I still believe in having a cross channel ferry service from Ramsgate. We don't need yet more flats or houses, the area is already overpopulated.

If the figures for the income from Bretts and Ro-Ro are accurate then they are insufficient to make them a viable part of Ramsgate regeneration. We should be focussing on providing space for commercial ventures which will increase revenue streams as well as contributing to the overall improvements needed for Ramsgate ie maritime training, retail and residential.

There are numerous models illustrating how successful a well designed venture can be. Chatham Maritime, The Waterfront area in Cape Town are two that spring to mind (the latter being a huge success and massive asset to Cape Town). I strongly support a leisure development on the site with residential/shops/restaurants. This could be done very sympathetically to the Royal Harbour. Around the commercial port encouragement of businesses allied to leisure craft, fishing and boat repair would be good.

Military road should be strictly pedestrianised and only used by vehicles in an emergency, ie when the tunnel access to the port is unavailable. Bretts use military road on a regular basis without regard for pedestrians or the businesses. They are big, noisy and dangerous, as often trundle through at high speeds. The council should reinvest revenue gained from the port and harbour back into the port and harbour only. Not use this revenue to boost other sections of their budget. I understand that the private boat owners are unhappy with the lack of service and facilities that they receive or rather don't pay for their mooring fees, in particular lack of security, unrepaired lighting and pontoons within the harbour.

What happens if you build a thousand houses, flats on the port were are all the cars going to get out when the closes the tunnel for maintenance .are they going to get out along the harbour,i don't think so.

There needs to be provision for access via the tunnel and decent sized car

parking.

Yes to wind farm industry, but not to Brett's, especially not in prime position on a potential maritime village.

With Manston Airport due to handle commercial Planes within 3 years it makes sense to preserve in the medium term the possibility of a link to move goods via Ramsgate Harbour. Once that option is lost it could curtail the growth of the only upbeat investor, River Oak, that Thanet has seen in my lifetime. We have a history of an ever shrinking tourist trade with the closing of facilities and loss of Jobs , please keep the door open for trade via the sea . We are not short of houses and the Harbour position is liable to attract second homers and retirees rather than job creators.

Increased Aggregate or bulk handling services will not be an incentive to tourists looking to come to Ramsgate to spend their money. The current port has a very heavy industry/industrialised feel to it and this needs taking away not adding to the problem by means of further ro-ro berths or additional aggregate services. An enhanced marina, leisure facilities, hotels, pubs restaurants is what is needed. Clinging to the past believing that ro ro services will one day come back is just fanciful. The port will never again compete with the tunnel or dover port and this needs putting to bed once and for all. It has not properly operated as a port for 8 years just give up on the idea and start again.

The report on TDC website states a maritime development would go some way towards local housing requirements. I think this is hog wash as local people could not afford this sort of development the same as the Pleasureama site. These would be properties for an elitist DFL movement who TDC will pamper too at our cost. I agree with a training school and anything that gives proper jobs and not bar work, waiting or as a barista as that is all I see from these proposals.

There should be some light industry in the area, especially for sea-born links, but not where heavy lorries will make the roads unviable for the public and tourists. I would like to see our fishing boats given priority around the marina, with a fresh fish market (as at Boulogne), and an expansion of the museum as part of the Ramsgate fishing heritage. Plans have already been submitted for a nearby hotel on the site of a former café, which is a good start for the area. I hope the right decision is made for the future of this area, now that we are leaving the EU - let the Royal Harbour reclaim what has been lost over the years.

Less Industrial. Much more Leisure. To spoil a beautiful Royal Harbour which is totally unique would be a crime!!!

Ensure that no heavy traffic uses any roads through Ramsgate from the port. Unfortunately, Brett's operation will still pollute Ramsgate and surrounding area so would prefer they are moved on at whatever the cost. Light commercial operations at the port eg ship repair/ boat construction,

chandlers, service boats. No quayside housing. All facilities for visiting boats. Community use of existing quayside buildings.

I've decided that I do not know enough about the issue. But I would love to see Ramsgate returning once more as a passenger ferry port, and if there must be an industrial site - that it is not allowed to spoil the present lovely view of Ramsgate marina.

We would like to see a regular ferry to encourage visitors ,to spend money in Ramsgate. Historical place of interest. But not recycling as that often gets out of hand and just builds up rubbish. We would love to see the bandstand used. The Broadstairs bandstand brings in so many visitors, surely the Ramsgate one could do the same.

Should concentrate fully on tourism both from UK and and Europe . The arches both upper and lower are very popular and restrict traffic if not ban in daylight hours .Also banning parking in front of wine bars has transformed this area and should remain permanent . The beach areas need work and may lose more as the Goodwin sands gradually being removed for dredged aggregates for development in Dover . The braserie on the harbour wall together with the stunning stroll out is the jewel in the crown and must be looked after , externally very scruffy . Cars are a blight in Ramsgate parking , so introduce a park and ride scheme and strictly controlled 20 mph limit . (Visit Brighton !) The Marina is gorgeous and only one on the East coast in town . Make Ramsgate the Uk ,s St Tropez !! Will be very easy and bring in lots of hospitality business and employment for locals .

I think the council see the marina as a cost rather than an investment. The harbour need to invest in pontoon, power and other infrastructure to make it comparable to other harbours including the new Dover complex.

The Maritime village is the only way forward if we want more sustainable jobs and an environmentally suitable plan that is fit for purpose. Brett's gravel washing plant and further industrialisation makes no sense whatsoever for the economy of Ramsgate.

Other options need to be considered rather than narrowly focussing on two options. Has a any thought been given to a water park, water sports centre or adventure centre? If deep water moorings were made available in the outer harbour for International Class yachting, there could be some interest from the likes of the TP 52 super series <https://www.52superseries.com/>. I know some of the organisers of this event and they are looking for potential new venues. The crews are truly international but Team Gladiator is own by British businessman Tony Langley. Also with the right facilities even the SailGP series might be interested - <https://sailgp.com/>. The GB Team is skippered by Sir Ben Ainslie. The waters of Ramsgate are highly suitable for racing on this scale

Tourism is increasing in Thanet and a heavily industrialised concrete works at the Port is not what Ramsgate needs for future development. I would actually like to see a ferry service running between Ramsgate and London. I think it could be a major attraction and bring people in to the area from the river and the sea, and be an alternative to driving. We need innovative ideas to improve tourism and enhance the natural beauty of our towns. Brett aggregates is a total eyesore and a poor reflection of what Ramsgate has to offer.

I feel the harbour has a lot to offer to the community but the council is running it into the ground. It's a working harbour but other than the concrete plant and the fishing boats not much else goes on. The council allowed cafes to open on the west side under the arches but didn't take into account the traffic and until that is addressed it's an accident waiting to happen. The Town Promoter issued bunting for the boats and then the harbour brought a disused derelict barge into the inner harbour which is an eyesore. I feel that as long as the harbour is in control of the council it will continue to fall from grace!

The existing port facility currently represents a post industrial eyesore nestling below the Westcliff area of Ramsgate. I am very much in favour of a mixed maritime village with expanded marina, leisure facilities and light marine industrial units. The harbour is still an active port and the vessels using it will have an ongoing need for slipways, maintenance and service. I am not convinced that Ro Ro will bring post Brexit benefits.

I cannot see the point of Brett Aggregates being present at the Port of Ramsgate. Their activities are noisy and polluting, they bring only a little business to the port; if they were to expand, it would be at the expense of the huge potential of tourism which could enable far more revenue to the town through marina appropriate businesses, leisure facilities, arts and crafts and cafes. One only needs to see the transformation of Margate old town to see how the arts can benefit an area. If in addition the area were to be redesigned by an architectural practice such as Taylor Hare, the benefits could be enormous. The development of the arches have been fantastic success, surely consider that approach on a much larger scale and the results could mean a complete turn around for this sad and neglected town.

Please stop industrialising and dumping on the royal historic harbpir
The port is an under-utilised gem. The motto *Perfugium Miseris* says it all. It's a fabulous safe haven popular with sailors from all over northern Europe. There is so much scope for further waters ports, further light green and clean industry, and retail associated with them. The harbour could really buzz and bring good sustainable jobs for Thanet. It's a wonderful place. Let's make the most of it!

The port has little future as a commercial port, and effort should be spent on increasing the leisure aspects. Increasing the marina would bring more money and drive the expansion of businesses serving the needs of boaters, including chandlery, clothing, engineering, electronics, repair facilities. Add provision for water-based activities, restaurants, shops and housing. Look at

Brighton, Eastbourne etc.

Ramsgate harbour is a very lovely place. I have special needs and I find that it is lovely to walk there. I litter pick on Government Acre. It would be terrible to have more noise and bad air there. This would affect me badly. And other people who live there. I think the planet needs to be protected from polluting activities and I think it is important to protect Ramsgate too. And all the birds in Pegwell and Sandwich. I love seeing the turnstones, my mum tells me they need protection. More industry in the port will not protect them, it will harm them. Please keep Ramsgate lovely, it is a very nice place for me to live. Thank you.

The port and Ramsgate Royal Harbour are together a major but underutilised asset to the town, Thanet and Kent. The opportunity to create a thriving mixed community should be grasped with both hands. We should stop wasting money on failing commercial ventures and unprofitable associations with Brett and create an asset to be proud of, providing commercial jobs in maritime activities, leisure facilities, retail space and some residential. The marina should be expanded and the facilities improved, making Ramsgate a go-to port for leisure sailors and maritime competition. Such a use is incompatible with a dirty, polluting and economically disastrous association with cargo/waste/concrete batching, all of which breach environmental regulations. Stop giving tax-payers' money to these companies and instead build a thriving maritime community.

I have a yacht based at Ramsgate inner harbour and I am a member of The Royal Temple Yacht Club.

A model similar to Southampton should be used but on a smaller scale. Whilst all the port services offered by Southampton would far outweigh that of Ramsgate, it could be replicated. There should be a special focus on a maritime village with shops and redevelopment including flats maybe. In addition, port services and running costs can be facilitated through a mixed cargo terminal and potential ro-ro ferries and mixed aggregates but at the far end of the marina down near military way rather than towards the main marina. In order to provide a sustainable and feasible model, there does need to be some commercial/industrial aspects to the port as with any port

1. Given the varying view about shipments of live animals, couldn't some thought be given to a veterinary facility to enforce the highest standards. 2. How about a tie-up with Dover to handle some of the business from there given their capacity constraints. 3. Is there any scope for some sort of partnership with the re-opened Manston airport. I have no firm ideas, but feel it is worth exploring.

A RO-RO Shipping terminal will require most of the port area for lorry and car parking. When the ferries were running the area was packed with articulated lorries, as was the approach road. The port was so busy it is difficult to understand why the ferry business failed. The present use for new car deliveries and holding also takes up most of the space. I suggest this is assessed after Brexit is complete, to see if there is sufficient demand due to

pressure on Dover.

The existing Brett concrete plant and aggregate storage operation is the fly in the ointment for a high end Maritime village development. They should be persuaded to move to a more suitable location. It has also been used as a precedent for further unwelcome industrial operations, e.g. a concrete block manufacturing factory. No further industrial operations should be allowed, especially dry bulk handling, waste processing or wood chipping etc. A freight operation from Manston airport should also not be allowed.

Senior TDC officers do not take any notice at all of Ramsgate residents - will you ensure that the results of the survey are published, and actions published also? We're tired of lip-service and lies from this council!

Read and commenting on the WSP feasibility report has elicited answers from me without my being identified I believe? And which I do not wish to repeat. But in brief, TDC to avoid CAPEX and invite external investment, and look for a more modest ROI over the longer term.

The Maritime Village development will greatly benefit the residents of Ramsgate. It will increase job opportunities in the area and will further increase tourism in the area, which will make Ramsgate a prosperous area. This wealth would be spread amongst the residents, many of whom would find work there as well as the business owners who would benefit from the increased tourism and footfall. Furthermore this would be much better for the health of the residents as the particulates of the dry bulk cargo in the air are very harmful for people's lungs.

If the wood chips are destined for the incinerator at Discovery Park, that will soon be found to be environmentally unacceptable.

Strongly disagree with question 9 - needs a third option "no to Brett aggregates" ☐. Brett really has to go, bloody mess and off putting to other potential uses, Ramsgate deserves better.

If new developments are put in place they must provide continued jobs during and after completing the build and all vacancies are to be for local people in Thanet.

Passenger ferry back hopefully a free port created

Connect the port to Manston Airport to support and work together.
I am a liveaboard in the inner harbour. Unfortunately the inept decisions of the Port are reflected in our harbour .I really can't put any energy into what happens to the Port untill the Harbour run by Thanet gets it's act together. This leave it untill it breaks seem endemic throughout Thanet Council. Despite a 3% increase yearly in harbour dues nothing goes into maintenance .Piles are rusty pontoon planks are rotten cleats get pulled out if it's windy .There are no facilities to empty porta loos .As the only Royal Harbour it's a disgrace .We get told bare faced lies by management. The harbour is now so

silted up that some boats cannot leave their moorings .We cannot get Internet despite being included in fees .Blame it on BT they say .Good luck with the Port your going to need it .

Brett's does not have to be there. Its horrible. Cruise ships please. Ramsgate has such potential for tourism. Brett will be detrimental to all efforts already undertaken!

If new developments are put in place they must provide continued jobs during and after completing the build and all vacancies are to be for local people in Thanet.

Ramsgate Harbour is one of the most beautiful in the country, to industrialise it is a crime

Just do something positive with it!

Return of shipping events like 'tall ships' and visiting ships 'Waverley' Maritime museum, much more heritage and cultural events.

Bretts is a blot on the landscape and creates lots of noise and mess. It should not be part of the beautiful ROYAL Harbour area. The council should concentrate on keeping the marina and surrounding areas clean and in good working order for the boat owners, fishermen, etc who pay not inconsiderable fees to use the harbour. The toilets, etc should be maintained and updated. We should be welcoming other groups, such as The Tall Ships, as often as possible. Visiting yachts should be made much more welcome and encouraged.

I do not favour industrialisation of the Port.

One of the few real growth areas for the UK is offshore wind. Ramsgate harbour hosts two different wind farm companies, catering for three offshore wind farms, which brings hundreds of jobs into the local area. Why dont you mention this?

Remove that awful eyesore The platform with 4 rusty pipes. Been there months. Water board pump house very noisy at night. Have to shut windows. Listed properties stuck opp industrial harbour. Not happy. This is the only royal harbour and it's mostly a disgrace

The regeneration concept should include the Royal Sands Development through to West Cliff and should accommodate a sympathetic integration of the Royal Harbour and Port Ramsgate

Brett is expanding all the time. Serious investigation into what they pay for and where they have encroached upon needs addressing. Now TDC is putting a bigger berth in so they can expand more. TDC really isn't fit for purpose and hasn't been under any Rosette since 1974 when formed. 2 Tory Leaders jailed whilst in Office. Poor Labour Leadership currently. Exec

and Officers are a disgrace.

Only that we should find ways to keep it a viable business
Good luck!

I would most like to see a museum of Contemporary Art to rival Turner Contemporary. I would base it on the Whitney Museum in New York focusing on British Art of the 20th and 21st century. It could draw from the holdings of the Art Council, British Council, Contemporary Art Society and the Government Art Collection together with private benefactors. It would create an audience from far & wide. I would be delighted to give it my personal support.

Approach tunnel should be closed for maintenance only when necessary. Tunnel should be 40mph not current 30mph. Proposals for development should include parking areas for Motorhomes to stay overnight for maximum of up to three nights with access to clean drinking water and toilet waste disposal. These are readily provided in Continental countries. Called Aires in France and Stelplatz in Germany. They allow tourists in motorhomes to visit places while travelling. A small charge can be made per night. (No caravans, Tents or Awnings. No generators or barbecues.) Ramsgate is a tourist destination close to the continent and tourist euros would help the area. Berths are already provided for visiting boats with provision of washrooms and toilet facilities. Motorhomes are the equivalent of land yachts and owners are usually responsible, often retired people willing to spend in local restaurants. The harbour would be an ideal location within walking distance to centres of attraction.

A cross channel ferry (foot passengers only ?) would bring Ramsgate to the attention of many who currently see our town as a rundown leftover from past glory. It is imperative that ordinary people, from both shores, be given the opportunity to get to find common ground. The 100 Years War is over. Let us remember that it was the French who sacrificed themselves by attempting to shield the Dunkirk beaches as our people awaited rescue.

Whatever the outcome, please take disabled people and wheelchair users into consideration

Use it to the advantage of everyone

The Port should be used mainly for industrial businesses, plus passenger ferries, freight, i.e lorries, car transporters. Anything else would never be successful.

It should be returned to a ferry port which is what it was originally built for, not houses or shops that will no doubt sit empty for years, there are enough empty shops already, get that port up and running properly

Change port rock wave brake to a sealed wall. Introduce a full lock at

entrance. Make whole harbour a 24 hour marina development.

Ramsgate needs increased investment(like Margate) to tidy litter, repair broken paving, install more litter and dog waste bins, refurbish public toilets and improve seating and signposting. The beach also needs raking and cleaning!!!! I have lived in Ramsgate my entire life and my children and I regularly litter-pick the beach because it is so dirty. We also need beach huts in Ramsgate, like other beaches in the area. This could generate income to develop the aforementioned. Let's put Ramsgate first for a change!

I'm opposed to creating or believing that retail within the maritime village will provide any consistent and meaningful employment for residents. Ramsgate high street like many others already struggles and with wwx so close, it will not be a desirable prospect for larger more audience apt retailers. With consumers moving online especially in the post COVID world, the demand for high Street property is dropping and unlikely to recover. In addition this feels like a surplus of housing when the development on the pleasurame site is hopefully beginning. With the already still half empty development further east on the Ramsgate beach. Housing and the sale of obviously provides the return financially but ecomically, socially I can't see an improvement when most will be holiday homes rather than residential. Remove Ramsgate and Thanet Council involvement. Both obviously have no clue what they are doing.

Well first of all I am really surprised to note that why the ship service was discontinued or taken away. It looks to me like we have a stove and a pot but no cook. And why it has taken so long to get the port's needed services done ?

water sports activities,

It should be clean and attractive to the eye. Providing for nice housing shops and businesses. With landscaping. A Ramsgate Museum would be good to be incorporated so that it attracts visitors to the area. Perhaps some waterfountains like they build in other countries by that I mean contemporary.

The Port should be the working end including the windfarms and the village should overlook the marina

With a bit of vision The Harbour could be transformed into something befitting the Title Royal Harbour,

This is a prime site for leisure and is currently wasted.

There needs to be development of the whole port. Why not have residential property as well commercial and leisure? Money also needs to be spent on the high street. The main car park is a disgrace. Currently it's the main parking facility for tourists and it's vile and creates a very poor impression of Ramsgate. It's now the time to invest as a lot of people are talking about Ramsgate in a very positive way.

The future is leisure and tourism for this area. So much more could be done with this space.

Having worked at the port for 10 years, I think we should consider a cruise terminal, perhaps for the smaller ships. This would bring people and money into the area, and provide excellent links to London, Canterbury, etc. Consider if the airport will open, if it does, it provides an excellent starting place for people joining or leaving ships. Maritime village is a lovely idea, but this needs to be considered in relation to the existing town centre. This needs attention, so in order to regenerate Ramsgate we can't focus on one area. The local people use the town, and having lived in Ramsgate for over 15 years it is the area that needs the most attention. Many visitors/tourists walk through the town from the station. Employment is key. We need to create not just jobs, but career opportunities for people.

Let's not undersell our land for aggregates of rubbish recycling. These belong on the side of busy dual carriage, not alongside a beautiful royal harbour.

Forget the maritime village, it's a working harbour, the only people to move into the village would be the down from London *****,

It's a working port, not a haven for housing for the wealthy

The port needs businesses to create jobs for local people as we are a unemployment black spot. Not a port for the rich to sit in their yachts, or have a property with a sea view to rent out to make themselves more money.

Definitely No to Brett Aggregates!

I don't like the options in question 9, it should NOT include Brett's in any form

May be a ferry port to return later in the project and as Brexit may change freight Requirements

I would love to see a ferry service return

A little Ships museum + other significant artifacts connected to Ramsgate's history both at sea & the town. It would be nice to see more commercial & pleasure cruises using the Harbour, but the balance has got to keep our Harbour beautiful as it is but get some revenue coming into the town as well!

Development of leisure and accommodation will fail if plans for the cargo hub go ahead. Ramsgate Harbour will be ruined by a cargo plane approaching at less than 700 feet every 15 minutes. I am horrified anyone would support a noxious polluting noisy cargo operation to go ahead on such a gross scale in our town, ruining our tourist industry and putting our regeneration back a

decade. Shocking. I will move out of Ramsgate if it opens, and so will thousands of others. House prices are already dropping and sales are already falling through.

The port currently looks disused and abandoned, including the surrounding roads and paths. A comprehensive, multi-layered, approach to regeneration is needed to restore the industry, vitality and cultural offer of the port. We should not seek to stymie businesses that want to invest and expand.

I believe Ramsgate will flourish and benefit if it was developed into a Maritime Village Development. It would improve Tourism, Benefit local shop's, Leisure industry in general would be improved and Create more job's.

Ramsgate is the most beautiful of the three major towns in Thanet. It has a beautiful harbour which I know people from around the country come to visit. It also has a stunning beach that also attracts people to come, stay, spend money and tell their friends what a great place it is. Having Brett with its stinky, dusty business and its hundreds of heavy vehicle movements every week mars the whole seafront and will/does keep visitors away. A mixed maritime village development will help to fill the hotels and bed and breakfasts and bring much needed cash into the town and encourages people from here to also visit the harbour and sea front (many people don't do that at the moment). To make the town more prosperous you cannot have a dirty concrete batching plant blighting the town.

Ramsgate has few facilities for visitors or for residents and has shortage of good quality facilities for younger people. There is a shortage of year-round all-weather provisions across all these people. We need to develop local people's skills and their aspirations if we are to improve life-chances, which also develops the town, it's townscape and its society. With the strong sense of worklessness in younger people we should be using a key area like the Port, with the huge range of opportunities and potential that the 2020 Report demonstrates, to better the people here and provide good quality opportunities and training as well as essential employment. To expand and prioritise Brett Aggregates does not achieve any of these opportunities and maintains a culture of low-level low-skilled employment for a small number of people. The Port has huge value to impact on a better future for Ramsgate and Thanet's people and it is extremely important that this is considered for long-term benefit.

A mixture of port and maritime activities that do not impact on the local environment, especially marine and bird life in and around Pegwell Bay, would-be a desirable outcome.

It would be great to have a limited passenger service again. The best times for me in Ramsgate were those when we had the Sally Ferry (I had a large hotel at the time.) It brought in thousands from abroad and was enjoyed by thousands in Thanet and beyond with the 'dine and dance?'and, of course the cheap duty free stuff. Of course it would be impossible to repeat this in any way shape or form. BUT: surely there will be sufficient

demand to sustain a limited passenger service.

I'm undecided on the roll on roll off terminal. The final Brexit outcome may present new opportunities for a continental ferry connection not yet envisaged (particularly with the prospect of duty free shopping once again). But this is probably a last chance saloon for a ferry service at Ramsgate. Without the prospect of a ferry service, the maritime village proposal looks like an exciting opportunity. It reminds me somewhat of the transition Chatham Historic Dock Yard has gone through to become a mixed use destination in its own right. If the Port were to become a viable destination, it would be spoiled and diluted by any dirty noisy aggregate processing taking place near by- the two simply aren't compatible. My only other point is, although I appreciate the illustrations in plan comprise conceptual designs, I would want to avoid overdevelopment of the area with glass and concrete monstrosity's and prefer a development sympathetic to its historical surroundings.

Just to get on with something that will attract visitors, tourism and local residential use.

The opportunity to create a leisure industry including sail training amongst other things is there for the taking, possibly using the likes of Portland in Dorset as a model. We want our Harbour to be clean and for it to be somewhere our children can enjoy and not a dirty industrial site that will drive tourism away.

At the last meeting I attended where Craig Mackinlay was present in the yacht, club the head of thanet said 'nothing can or will be done to remove Bret from the harbour'. Another problem that has never been resolved is ,why is the tunnel to the harbour closed so often and what work is done while it is closed. When the tunnel is closed the restaurant's clientele suffer from the noise and fumes of the passing heavy lorries. To the above question 9 my answer would be neither.

Ramsgate was founded on fishing and since then maritime facilities have increased. Along with the Royal Harbour the port could offer many maritime occupations and facilities which would complement existing tourist and leisure facilities. These could include educational establishments where people could learn about the history and current activities and employment on the sea and the surrounding areas. A shipping chandlery for boat owners in Thanet and Kent, a sailing school, a gallery of maritime art. A maritime museum possible connected to the one at Greenwich. An aquarium showing local maritime wildlife for educational purposes. A museum of local history. Aquatic sport entertainment such as water slides and a decent pool. A large fresh seafood retail outlet organised by a local fishermens'/fisherwomens' co-op. (such an outlet is very much needed as the only really decent one at the moment is in Eastbourne. Seafood restaurants, fishing tackle, boat building activities. The continuation of Bretts lease and operations needs to be closely monitored. I cannot see a successful maritime village which overlooks their site. They now have three 'pyramids' of aggregate and with the strong easterly winds we are now experiencing our cars and homes are being

covered in grit and dust.

Big aqua entertainment center.

Ramsgate thrives on its tourist industry, heritage and culture. Please let us show off our Royal harbour and develop our port to benefit the town and put it on the map to attract more visitors.

A marine village not industrial.

As well as making the most of the port area for a maritime village (which could include craft workshops and boat making but not concrete processing or similar) I'd like to see improved dredging to bring back tall more ships and other deep draft vessels.

For me the number one by a country mile is we need the Ro Ro terminal working asap, hopefully flat out within five years. Secondly enhance the port with a Maritime Village (number 7). Simple.

Who authorised the Bretts lease that is now costing the council hundreds of thousands? Its either incompetence or corruption on a colossal scale.

We need something to attract people to Thanet. We have no aquarium, ice rink or water park. Other seaside areas do. I recently went to Poole and they had a fabulous water slide centre that was packed. People would travel to these leisure activities. None of these facilities are nearby. We could help the young and families with new activities. We are building more hotels. People need activities to do especially in poor weather. We also need to stop live exports.

Any major development of the port, commercial and/or residential, will impact on the volume of vehicular traffic on Royal Harbour Approach (A299). Consideration must be given to preservation (improvement?) of safe public access to the artificial beach area and western undercliff promenade. Moving the slipways and fishing vessels to the port area makes complete sense and mixed use of the port area. This, as the report says will allow more development of the marina and taking advantage of the vast understated history of the Royal harbour and The isle of Thanet. An fund injection into the marina for boat owners visiting or local is seriously needed it is the jewel in the crown for Ramsgate and should be an attraction for those loving the land or sea.

There is so much potential in that space for leisure, tourism and some well developed housing. We could make Ramsgate a top tourist destination again but not with the industrialisation of the port spoiling the environment. The council destroyed the beach building the port so let's make it something we can use again.

The legality of the Brett deal should be properly challenged. The lease

with the Crown Estate should be renegotiated. Local developers and contractors should be getting most of the work so that the majority of the construction spend stays in the area.

RAMSGATE ROYAL HARBOUR HAS ALWAYS BEEN AN ENJOYABLE PLACE TO BE, BUT BUILDING A VILLAGE ON THE SITE IS A NO, NO SITUATION AT ALL. OR ANY PERMANENT BUILDING SUCH AS A VILLAGE OF ANY KIND THAT WOULD SPOIL THE WHOLE CONCEPT OF THE HARBOUR. ALONG WITH THE HARBOUR NEARBY PLACES , IT SHOULD BE MADE FOR TOURIST AND LOCAL ENTERTAINMENT. I DO NOT SEE WHY OUR BEAUTIFUL HARBOUR HAS MADE A LOSS JUST " NOW ", YEARS AGO THERE WAS NO TALK OF MAKING A LOSS. I THINK THAT THE COUNCIL MAY HAVE BEEN CHARGING TOO MUCH RENT SO THE SHIPPING COMPANIES RUN OUT OF THEIR CASH FLOW OR ANY NEW POSSIBLE COMPANIES WILL NOT COME BECAUSE IT IS TOO EXPENSIVE TO TAKE ON. MY FATHER USED TO WORK ON THE LOCAL SHIP THAT USED TO GO ACROSS THE CHANEL AS MR ANSWERS. HE WAS A COUNCILER AND ALDERMAN FOR RAMSGATE AND ALSO A RAMSGATE NEWSAGENT , IN THOES DAYS IT WAS A PADDLE STEAMER ,GIVING DAY TRIPS TO FRANCE, THEN AFTER THE WAR IT WAS THE QUEEN OF THE CHANNEL, WHICH I ENJOYED QUITE A BIT. IT WAS FRANCE WHO STOPPED THAT.

Designating one half of Ramsgate seafront to industrial use is just unacceptable, the port as a ferry port has been tried and tested to death, with massive losses incurred to both the local council and Ramsgate tourist industry. It is evident from other tourist locations in the UK that domestic tourism is a huge local money earner, often seeing much of that revenue shared locally. TDC MUST rethink their tried, tested and failed plan of a ferry port and industrial use of that site. Tourist/leisure is what's needed for the whole of Thanet, as history has shown, this area has been very successful in attracting holiday makers from all over the south east , especially London.

My flat overlooks the Port of Ramsgate and so I am involved more than most. Visitors can't believe that the mess of Brett's and the car-parking can be allowed in what is a tourist destination. Thousands of people walk along the West Cliff Promenade and shake their heads in disbelief at what they are seeing. Boat-building and repairs and offshore renewable energy projects are legitimately part of a Port and Harbour business model but piles of sand and rows of parked cars are not. A Maritime Village would be great for Ramsgate!

This area should provide services that benefit the whole community, at the moment the disused port and Bretts create a very limited service which is badly managed and potentially creates pollution levels that may be harmful. A maritime village would generate jobs and services that would bring wealth to the area - and encourage further investment.

TDC NEED TO SEE THE BIGGER PICTURE AND HAVE MORE VISION FOR THE AREA. TRADE AND TOURISM NEED TO BE ENCOURAGED FOR LOCAL BUSINESSES MAKING RAMSGATE MORE VIBRANT AND

PROSPEROUS. THERE HAS BEEN TOO MUCH INFIGHTING WITHIN THE TDC FOR FAR TOO LONG AND THEY SHOULD BE CONCENTRATING ON THE PEOPLE WHO CARE FOR THE AREA AND ITS HISTORY.

The port has lost the Thanet taxpayer millions of pounds, it is time for TDC to stop throwing good money after bad and invest those millions in something that will increase the wellbeing of Ramsgate residents and help Ramsgate fulfil its tourism potential. It has worked in Margate, we need to regenerate Ramsgate as well, it is being left behind.

How much has this company cost us to do a feasibility study?? Did you really need to waste more of our money. Just get something done. Stop wasting our money. Stop selling off Ramsgate to the highest bidder. There is no need for housing to be included in any plan for the harbour. Why have a £10m+ tunnel built to a derelict port? Why charge such excessive berth fees to companies thus rendering port Ramsgate non viable for business? You need to actually listen to what Thanet residents want.

Your age old theory of leaving something derelict and ruined for long enough so any development becomes better than nothing is getting boring after 30 odd years. The only Royal harbour in this country needs to be kept as a harbour not a pompous marina(a load of flats overlooking a bit of water) people don't want their harbour filled with houses they want leisure facilities and businesses to be developed so the town can improve its business and tourism prospects. DO NOT BUILD HOUSES HERE

A Maritime Village will only provide for weekenders and there will be nothing for local people as the price will be out of reach for most of us. What is needed to regenerate Ramsgate and Thanet generally are jobs, proper jobs not serving coffee in seasonal shops along with other mostly seasonal activities. As do most local people I support any project that will provide sustainable work for local people. The argument that a Maritime Village will provide jobs doesn't hold water as once built the people who build it will move onto the next project.

The opportunity isn't to develop Brett industries, it is to develop the town. I would much prefer to see a mix of residential and leisure facilities that champion Ramsgate's heritage and positions Ramsgate as one of the UK's top seaside towns.

To be reassessed in light of Brexit impact on Dover imports/exports, viability of duty free trips etc. Include possibility of expanded Customs facilities. Avoid adopting too narrow a set of choices as being less flexible when assumptions change. Limited land space so dedicate it to supporting Ramsgate's USPs.

We have a beautiful Royal Harbour and it should not have industrial development.

The future of Ramsgate and the surrounding area is dependent on well thought out developments, such as the maritime village. Mixed use developments like this bring jobs, investment and sustainable initiatives for our future generations. No other alternative proposal matches the value that maritime village will bring.

Ramsgate Royal Harbour is the most historically significant, and beautiful harbours in the south east. To increase its industrial use would destroy it. To get the right answers to the solution of the Port and Harbour study you have to ask the right questions and I found some of the questions difficult to answer because of the way they were worded.

I suffer from COPD and I am convinced that my condition has worsened since Brett Aggregates arrived. There is also the issue of dust on cars - it doesn't always come from the Sahara! A maritime village covered in dust does not sound particularly inviting for the investor, either.

The port is a fantastic asset for the town and needs to be developed as a village like Brighton Marina

It is quite shameful that the UK's only Royal Harbour is so moribund and it's political custodians so lacking in vision and confidence that it is not yet a brighter jewel in the Crown of Thanet's many tourist attractions. The Brett works have always been a blot on that landscape while the more traditional and modern maritime industries (boat building & repair, wind turbines, pilotage, cross Channel Ferries etc) could be supported instead in a far more creative and blended way to nurture the local economy.

All commercial/industry move to Ricborough Ramsgate purely for Maritime Village/ leisure to save money

It would be great to see better use made of the port, however this must not be detrimental to the Royal Harbour or the rest of Ramsgate. Any industrial use of the port such as ro-ro ferries, cargo or aggregate use must be financially sustainable. If there is no viable business case to retain the port, it should be converted to alternative use that complements the Royal Harbour (including associated businesses, restaurants etc) and sea front. Perhaps some tourist attractions would be appropriate, for example: an aquarium; an arts venue; a museum to complement the Ramsgate Tunnels. I think it would also be a great place for cheap long-stay parking for tourists as it has easy access from the A299, in fact I would say this is an essential part of the port re-development. Need any more idea? Drop me an e-mail!

Improving the leisure side of Ramsgate can only improve the whole area for everyone. I still frequently recall in the early 1970's when the car park was developed opposite the harbour, they demolished the walkway at bottom of West cliff Arcade, a major route to the beach for holiday makers from B&B's, the foot fall fell overnight, our little family business never recovered. It took a year to rebuild the bottom of our walk, which was diverted so the new road could go through. The moral of my story, be careful what you wish for, Ramsgate is on the up, look after the little people and don't ruin it again.

Covid is changing demographics, people are discovering great places for "Staycation"; take advantage!

Only take on something that is financial viable and that is not damaging to the local environment.

Brett's Aggregates cause significant air pollution affecting the health of many residents including myself. Their presence has never been validated by any environmental assessment and furthermore the amount that they pay to Ramsgate and TDC is negligible. They should be removed.

Ideally I think the Brett and the cement should go completely! Keep the wind farm. The old port should stay with the new maritime village should compliment and grow through the industrial area to focus on ecological regeneration of the area. Including sustainability, solar power, trees, nature etc. An area to attract tourism and sensible parking for new residents. Pedestrian zones

Focus on daytime sport and leisure. Consider the visual arts and a gallery to rival Turner. Turn it into a nature reserve with aquarium. No night life. I feel that Ramsgate Port is an integral part of the development of Ramsgate and the surrounding areas. I have grown up living in Ramsgate and the Port was a big part of that. Moving forward I feel that it has to be an integral part of any development of the area, as a functional port preferably with passenger ferry facilities

I think a boat building apprenticeship, area should be developed, the tall ships, should be invited back, and the harbour should be prepared for them. Any development must include proper infrastructure, including separate cycle tracks everywhere. Car use should be discouraged by giving pedestrians and cyclists priority on junctions.

I own a business locally which is supported by locals and tourism . I live above the port and see the negative impact of it environmentally and know that the numbers do not add up

Outcome should not be based on Bretts. Absolute eyesore as well

Bretts is an eyesore already for what could be a beautiful prime location and fantastic draw for people coming to the area. The brets lorries are noisy and speed along the harbour promenade which not only is unsafe but also ruins the beauty of the west cliff beaches. Seeing hundreds and hundreds of cars being unloaded and parked for an age makes it look so industrial along with the dilapidated buildings and the brets sandpit is so disappointing to a community that is trying to bring ramsgate back to its former beauty. I wonder if brets workers/councillors etc would appreciate such an industrial monstrosity in front of their own homes. Brighton turned their largely unused and forgotten marina back in the 80s/90s into a lucrative and sought after maritime village, surely it's common sense to use the natural beauty of our

town to do exactly that!

The harbour is beautiful, lets include the port and make it a go to place for locals and tourists alike. Make the road where bars are in the archers by the harbour pedestrianised.

It is time to look at other options, we are too close to Dover for a Ferry and further industrialisation will adversely affect people and places.

Craft learning and teaching centre, a recycling centre like find it fix it flog it, or repair shop to teach kids a skill.

The port of Ramsgate should have a market for small business and pop up. A surf wave like in Bristol

Ferry for our local people like it was years ago wot a waste its been a dumping ground for rusty relics. Iv been to many ports ! Ours is a disgrace. Making the Port of Ramsgate a Leisure Destination would provide more jobs for local residents and bring visitors into the town. Any other use would be foolish. We have an opportunity to make TDC listen to residents and act for the good of the community.

The heart of Ramsgate is that it is a working harbour not just a marina or leisure complex for the sailing fraternity. The mix of seaside and real working port is the train I moved to Ramsgate that is its heritage and should be it's future. This will allow Ramsgate and the wider Thanet to offer is going people two jobs offering real careers not just more seasonal lie paid leisure industry Jobs.

Mixed use has to be the way forward, retail,homes,leisure,bars and restaurants,invite local businesses/artists to invest in the area with start up grants etc. By spreading the uses it spreads the risk and attract different types of people to the area.

I do not think there should be any houses, flats or shops (as in Westwood Cross) on the port at all.

I cannot answer question 9 because I do not approve of this maritime village idea at all. The port should be a site for several types of industry because it is the right site for industry, away from residences but easy to reach by Ramsgate residents, who could have all-year-round jobs there without having to leave their home town.

No housing. No shops. No fairground -type attraction. Serious industry only, the cleaner the better

My answer to question 9 is neither. Tacky over-priced housing is not what the port needs. A variety of industry conforming to environmental and safety rules is.

The mixed maritime village development seems the most sensible option, especially given the failure to attract ferry business in the past. Why put all our eggs in one basket. However, if Ramsgate is to become a highly attractive destination for tourists and additional residents it can't afford to have low flying aeroplanes landing at Manston every 14 minutes. Who wants to work, live or holiday under a flight path?

This survey only offers local people the opportunity to get rid of an aggregate and concrete batching area. The port area is vast, and there is a lot of opportunity for development, including the necessity for car parking to accommodate visitors to a new and exciting range of businesses. Thanet needs to have a better identity, the 'Island of Sustainability'. Each village needs to set themselves up where everything is available, such as council services so people have to travel less (sustainability) and which also accommodates the changes to high streets brought by shifts in retail. We have the technology park at Sandwich, and sustainable industries can be set up at the port. See Granville Island, Vancouver. There needs to be much more engagement with the community. This is my first survey.

Sustainability, tourism, history, outdoor activities, creative industries will bring more long-term employment. Thanet might be a blueprint for the future. A new hospital at Manston?

No further expansion of Bretts or similar industry. Increase in Maritime Village development for the residents and for tourists

Develop tourism. Take a look at other developed ports. Huge opportunity totally wasted at the moment.

The harbour fees are far too expensive, so much so that boat owners anchor at Gravelines in France or elsewhere. If the docking fees for boat owners were reduced it would encourage more visitors into Ramsgate not only here in the UK but from the Continent. Surely a busy full harbour bringing revenue into the port is more profitable than a half empty unused one? The same goes for parking charges in the town, how can small local businesses, shops and restaurants have any chance of competing with the Westwood Shopping area where parking is free? We live in uncertain times, if Ramsgate wants to regenerate it must embrace its local people and the holidaymakers who are struggling financially due to COVID-19. Ramsgate must adapt to the rapid changes we are going through now, it may become a permanent "normal"□. Hiking up prices and attracting only the rich is the wrong direction to move forward!!

It would be good to see Ramsgate again with a seaport with ships, and an airport with planes. But with most areas of growth the emphasis should be on creating sustainable jobs. Having more residential homes on the harbour will only benefit those living there (not forgetting the developers). Houses can be built anywhere, the harbour is unique and should attract unique industries that are enhanced by a harbour location. Leisure activities at the seaside have been a main attraction for many years and are seasonal - but should be by the beach, not in the harbour. The harbour acts like a pier does, it provides

safe docking, bringing in goods and people, and since there's no probability of Ramsgate's pier being rebuilt, then reserving the harbour for long term job potential should be a vital criteria, not housing people when other areas exist or providing seasonal seaside rides that could easily be provisioned along Sands beach.

I don't see the economic or environmental benefit of having Brett aggregates uncovered and constantly blowing into the sea. If it's not to be exported or industry directly involved with the process of exporting then surely there must be a better place for that particular brand of business to be located. Unless it's purely because the port is the cheapest place for Brett to be

Ramsgate desperately needs investment. It's a wonderful place with huge potential that has been allowed to become rundown.

Make it one of the Chancellor's Freeport's

The port should be a passenger & freight service only like it was made for in the first place, taking aggregates is not a nice sight to see piled up on the port. As for live animal transport this should stop asap. So should the idea of giving a home to outdated and offensive statues be scrapped, how can you attract business to a place that will have endless demonstrations over the statues? You are against animal exports but are for homing statues of slave traders? Get your priorities right! The port needs to be a working port not some nice maritime garden or attraction, this MP will no doubt change at the next election, so don't get too excited about this lame duck we have at the moment.

Ramsgate will be held back from flourishing as long as it is blighted by industrial garbage at its harbor. Look at the horrible view from the West cliff. Who ever thought that was a good idea?

Less of Bretts please. More on tourism & green living. We need greenery & trees. A maritime park. Small boat yards & sailing schools, kayaking, sail boarding. Spaces for small local businesses to rent & provide more employment & local income into the area. Royal Harbour...let's celebrate it.

I think its important that Ramsgate residents become more connected to what happens in and around the port area to encourage them to use it more. So many residents don't venture to the West Cliff at all as there is nothing for them to visit. Encouraging sustainable businesses such as those described in the maritime village option would bring the whole area back to life and do more for employment, especially for our wasted youth, than anything currently provided by Brett's or the rare RoRo ferries. Every time I look over the cliff tops from the promenade I wonder why TDC decision makers would want to encourage the dirty, ugly, loss-making industrial uses and even invest further in their expansion. This will impact on the potential increase in tourism that the maritime village will inevitably bring, as the WSP report itself

suggests. Give us Ramsgateonians something that will give us hope and pride and showcase what the real Thanet has to offer. A soft-fronted maritime village!

There should be more money spent on our town and infrastructure rather than encouraging ugly structures that dominate the sky line and appearance of the port. In particular, discouraging road side camping. In particular, in the middle of the harbour pavement camping where tourists have their first impressions of the town.

If this goes ahead it would boost the economy of the town and hopefully discourage the untidy way this part of the port has become with roadside camping and pavement camping in the middle of town where tourists have their first impressions of the town. My only concern is parking for these people.

We must think about the environment and public health impacts of any industry activities in Ramsgate. The more industry, the more this adversely affects our wellbeing and that of our children and wildlife. Any tourism the town has will be negatively affected and small businesses will most likely fade away. We have a beautiful town rich in heritage, architecture, culture and beaches that we just protect and nurture.

A plan that does not integrate the needs of the residents of Ramsgate for meaningful work and enhanced quality of life is not something I would support. Ideally, I would like the area to be used to enhance our town's maritime heritage, include workshops and craft enterprises, offer leisure activities and engage young people as well as being respectful to the environment both seashore and land based.

The port should be completely redeveloped into a mixed use of housing, shops and leisure facilities.

The ferries that used to use Ramsgate are out of date and uneconomical. Car boats will only use the port when they can't use elsewhere as double touch. It's much better to take large commercial harbour fees than yachtsmen and not sell off our assets for housing. Also houses are unlikely to survive a good SW gale or NW flood.

Having Brett's remaining on the port is completely unacceptable. At less than £3000/year in rent, TDC has basically been subsidising their existence & purchasing the new pontoon is madness, they employ only one local, drop aggregate from their lorries, drive along the military road & spread cement constituent dust in the air (I live close to the harbour & it's filthy). Question 8 is wrong- please do have light industry associated with the wind farms, but a Brett's cement dust, eyesore isn't.

Ramsgate is a beautiful town with great potential for tourism and leisure activities. The town has suffered greatly in recent years by its designation as an industrial area. The beaches, the architecture, the topography, the sea front, the port, these assets give Ramsgate advantages to attract visitors who will benefit the local economy to a greater degree than the present industrialisation. The port area, with its potential for a maritime village such as Sovereign Harbour in Easbourne or Brighton Marina, if used imaginatively, could have an enormous positive effect on a town whose potential seems not to have been recognised by the local council. As a resident, I sincerely hope that the poor judgements made regarding Ramsgate's future and its inherent assets will be rectified by using the port constructively, for pleasure activities and seaside housing rather than its present industrial uses.

Your maritime village illustration looks too intensive but I am presuming this to be for indicative purposes only.

Would love to see some more green energy industry to add to our wind generation. Sea power perhaps. Some marine village development would be in line with the original use of Ramsgate as both a fishing port and then a leisure based resort. Sailing, diving, water sports and chandler retail and skills.

I deeply believe that Ramsgate is not making the most of the natural assets granted to it, and, as a business this disadvantages us because it limits our access to talent. The vision presented in the TaylorHare document is one which is very appealing

The use of Brett's appears to have left much of the harbour area, used for car storage looking dreadful. If Brett's must be part of the harbour facility, then the maintenance of all areas is crucial ,otherwise no other users will commit to the harbour

Please make Ramsgate a place where people can enjoy leisure activities by the sea rather than an industrial dump!

The questions are loaded so preclude a meaningful response. Any development must consider the protected sea shore as the current aggregate works and new pontoons don't. A ferry service would be great but why not also attract sailing ships as cargo carriers? Marine engineering services should be retained or expanded. Residential is ok but it is vital that this is not a "luxury" project that avoids social housing. Manston DCO will severely impact on its attractiveness. Public land must not be privatised, the harbour should be opened up further. Developments need to enhance the town and facilitate the community to do more of what it does now, look at Margate's success. Large residential and marine projects to attract tourists are unlikely to succeed except as offshore investments. Smaller projects to upgrade existing sites makes more sense, like the Granville Theatre, Smack Boys, High Street.

I would like the our historical royal harbour to be kept and preserved in perpetuity, inter mixed with sustainable fishing, marine leisure, educational, retail, general leisure activity and quality housing, Pubs, hotels and quality restaurants. The area should become The Monaco of the SE. With NO Brett industrial base what so ever!

Brett has no business at the port. An envoronmental study has never been undertaken. I understand that they pay a very to rent to TDC, yet add nothing to Ramsgate. I hate the industrialisation o the port, which demeans the wonderful qualities of Ramsgate.

The future prosperity for Ramsgate is using its beautiful location - not polluting it.

I love the Sovereign harbour in Eastbourne, I think something similar could happen in Ramsgate. Breathing life back into the area.

Ramsgate is a wonderful but neglected town. A Maritime Village would automatically bring plenty of business to improve everyone's quality of life. Brett offer nothing for improved quality of life for the people of Ramsgate. Some days, when the tunnel is closed, endless big lorries from Brett Aggregates go past my window. This is after they have navigated the small road out of the port, past small cafes & businesses, the wonderful Royal Harbour and up along Wellington Crescent. There is no respect for the people of Ramsgate and nothing offered to the people of Ramsgate from Brett Aggregates. On the contrary, a Maritime Village invests in the community. The wasted potential of Ramsgate High Street is a tragedy. The sorely neglected day time pedestrian area in town (High Street / Harbour Street / Queen Street lies) is a perfect site for a healthy community area, Brett Aggregates does not help that, whereas a Maritime Village, due to the obvious increase in visitors, most certainly would.

This is exactly right: There should be a mixed Maritime Village development of the whole port with marine services and leisure facilities for the community

Bretts is an eyesore already for what could be a beautiful prime location and fantastic draw for people coming to the area. The bretts lorries are noisy and speed along the harbour promenade which not only is unsafe but also ruins the beauty of the west cliff beaches. Seeing hundreds and hundreds of cars being unloaded and parked for an age makes it look so industrial along with the dilapidated buildings and the bretts sandpit is so disappointing to a community that is trying to bring ramsgate back to its former beauty. I wonder if bretts workers/councillors etc would appreciate such an industrial monstrosity in front of their own homes. Brighton turned their largely unused and forgotten marina back in the 80s/90s into a lucrative and sought after maritime village, surely it's common sense to use the natural beauty of our town to do exactly that!

Ramsgate has so much to offer residents and tourists and is a peaceful seaside retreat for so many of us. With staycations on the up and the property

market booming post Covid it seems very shortsighted to further industrialise the town. A mixed maritime village that offered year round attractions for residents and tourists would be a welcome boost to an already beautiful town. With Brexit and the pandemic forcing more people to move to the coast and holiday within the shores of the United Kingdom, culture, leisure and tourism present a greater business opportunity than industrialisation. Thanet has a legacy of pre-package tour tourism and stands to see a boom over the coming years. It would be short-sighted to bolster industrial business at its expense.

Expanded marina activity. Marina usage is very price elastic as the costs of the existing marina have increased over the last 10 years it has provided a disincentive for yacht-keeping, despite the high supply of yachts on the market (Polyester Yachts have an almost indefinite life). Marinas provide a high level of ambience for those who cannot afford a yacht and attract people to that ambience. This is because Yachting is a high cost leisure activity & is associated with success and increases attractiveness in the leisure market. Caravan park for leisure activity. Facilities to promote tourism use for camping/ caravanning. The attractions of adjoining sandy beach and town and limited accommodation is a strong case for expansion. Landscaping of area in line with improved ambience for leisure use Any such policy has a low capital cost and is flexible for future adaptation - if the ambience of the area attracts users and demand for more permanent development the market can decide.

Ramsgate is a jewel. Its architecture, history and natural beauty should be capitalised on - both to enhance tourism and create jobs, and for the local residents to enjoy. The port should not be industrialised, it should be turned into a must visit place - and not just in the summer. People must open their eyes to the potential we have here that will bring the whole community wealth.

This is a great opportunity to use the space to have visitors have something to look at bringing jobs to the area and having an attraction such as aquarium commercial space not residential would benefit the area. Allowing for cruise boats to visit a good idea again this would help the restaurant bars and regenerate the high street.

That it stops wasting money , is properly managed with full transparency & any current business is scrutinized to check compliance with Natural England. Make it a maritime village & some ferry services - if ferries can still bring in cars why not passenger ones?

There is nothing for older kids/teens to do in Ramsgate apart from cause trouble & disruption if they are so inclined. Please factor this in to any maritime village development - cool, physical activities - climbing walls, bike track etc. They deserve more than they currently have - which is nothing!

We need a mixed maritime village with leisure facilities. We do not need Bretts or car imports. I have lived on Ramsgate all my life and would like

to see the town prosper again as it did in the fifties and sixties.

No more live exports. These should be totally banned. Leisure and residential needed, but above all marine conservation should be at the heart of Ramsgate harbour. No theme park, ridiculous idea, look at Margate. Dunkirk Little ships theme. Conservation. Preserve and promote marine conservation. Insist Prince Charles donates funds. Goodwin sands to be protected. Wildlife at the forefront of any development.

Stop wrecking our beautiful town!

Something that will provide jobs for the local community and bring tourists to Ramsgate

The port loses money on the Brett contract and it discourages other Maritime businesses.

Ramsgate in my opinion should resist the impulse to chase industrial development which may bring limited employment but on the whole will be largely polluting, offer limited employment and generally not enhance the environment in this area. Whereas a maritime village, although cannot be reversed, will have a large and sustained and sustainable tourist impact. There will be a short term boom for construction and subsequently increased local spend and taxation benefits. This would offer an expansion to existing tourist services all year round.

It would be lovely to see the maritime village with new restaurants and shops and maybe lots of sailing yachts using the harbour!

Don't waste the opportunity to develop Ramsgate into a beautiful place to live and to attract more visitors. We do not want or need anything industrial. I remember when Ramsgate was a great place to be but the 'powers that be' have contributed towards it being a run down, sad place to be. The potential for turning this around and making it once again, a place to be proud of is there. No more excuses - do something about it.

Why does such a busy harbour fail to generate income for Ramsgate council.?

Surprised that the Wind farm ships, Pilot boats and the large number of boats tendered within the inner and outer harbours are not contributing enough income to sustain the maintenance of the harbour.

Anybody who is involved must be passionate about the future of the port area and our Royal Harbour and really want to see both of these parts of our waterfront prosper. Our young and unemployed of Thanet are desperate for a real regeneration of the port as well as other areas of Thanet.

The marina should be developed and the facilities for marina users improved to encourage more boat people to visit Ramsgate.

I fully support the proposals for a maritime village as set out in the document published in July 2020: Ramsgate Commercial Port & Harbour - Concept Proposals & Future Vision. An essential characteristic of the port and harbour is that it is a working, living facility that generates income for the town, but heavy industry is no longer compatible with Ramsgate's now established position as a locality of national (and growing global) historic and heritage value and increasing reputation as an area of natural beauty that enables healthier lifestyles for residents and visitors alike. Achieving a sustainable long-term return on investment from re-industrialisation in Ramsgate has been unlikely for many years, but the impact of the 2020 pandemic arguably now mean this is close to zero. "Ramsgate has a breathtaking setting, a stunning historic built environment and a highly engaging back story" (Historic England). So much to build on, so much to love, but so hard to get right.

Bretts should never have been allowed to operate as they do without an environmental impact assessment. I believe TDC failed to do this as they knew it would not pass the test. If Bretts are to remain a retrospective environmental impact assessment should take place. If, as expected, it proves harmful to residents, wildlife and the environment, then Bretts should be asked to leave the port asap.

At the moment the port isn't viable and a massive financial drain. It provides very few jobs for people. If it is developed with a good mix of leisure and marine services it would boost the local economy massively.

Ramsgate is the most important port for leisure sailing in the U.K. being so close to The marina is poorly run, very expensive and seems to be filling up with houseboats and all the unsightly clutter associated with such things. I dare say not all are connected to mains services which must affect water quality in the locked basin. There is immense potential for Marina development and the running of the leisure side should be hived off to an established and experienced operator thus not being a cash cow for TDC which it seems to be at this time. No more houseboats should be permitted and those already in situ encouraged to go elsewhere, leaving room for a move up market. A cross channel ferry operation would be most welcome, the infrastructure is there it just needs to be put into working order. Basically Ramsgate needs to be a good mix of leisure, maritime related industries, and high end residential development similar to Gun Wharf Portsmouth. My great fear is that further industrialisation of the port and harbour will roll ahead without proper planning application and without proper regard to environmental impact. For a seaside and tourist town the preservation and development of the local natural environment is not a nice add on but is vital to the local economy. To destroy our economic future for a short term, nineteenth century industry is beyond short sighted. I can't understand what is the driving force behind these moves.

The Port of Ramsgate should be fully reinstated, to bring prosperity back to Thanet. Since the flood gates opened and let all and sundry illegals in, the Isle of Thanet has gone seriously downhill. We need to encourage strong

employment and bring quality back to our towns, so that we can be proud of where we live and have a busy airport hub as well as a bustling port and possible passenger ferries running again. We need strong people who will make this happen. There has been too much say and not enough do as far as the regeneration of Thanet is concerned. YES bring back our Port. Thank you.

Bretts have blighted the Port of Ramsgate for long enough. The ruling cabale at TDC are essentially reacting to their beck and call. Ramsgate is the only Royal Harbour in England and should therefore be regarded as being of historical importance. There is no need for a secret, fancy and expensive feasibility study to be financed by TDC for their own self aggrandisement when a professional team like MDL have already offered to perform this task free of charge. The plight of Ramsgate Harbour should be in the hands of an independant body and not fall into the hands of the corrupt and dishonest members of the TDC Management Committee whose record will show they have no love for any of Ramsgates heritage and will do their utmost to destroy one of the nations jewels.

Expand yachting facilities to include repairs and small marine industries

In my view the architects vision for the port of Ramsgate, as it stands, is far too industrial to attract future residential and leisure investments. How many people would really want to live and spend their leisure time next to, on, or as part of an industrial estate? Having said that it seems to me that the financial case for the residential/leisure option is not justifiable either as this option really is "a blue sky" ideal with no precedents or comparisons made with other similar projects around our coastal towns or ports. There is though another option which would be to locate the industrial estate further away from the proposed leisure/residential area. This could be done by utilising the under used beach area along western undercliff from the present GEFCO site to the tunnel access portal. In this way the industrial facilities would be largely out of sight or at least annexed from the port, leaving the present port area exclusively for residential/leisure facilities. We must stop the development of the cargo hub airport as this will have a detrimental impact on any maritime village development.

The port area is ugly and does not merit a place on this part of coastline. Hotel, quality housing not flats would be a benefit to the area, generating homes, work and tourist interest. Pegwell has the old hoverport already in existence why not regenerate that as a larger port area. Ramsgate does not have the roads to have more commercial traffic. The area will already suffer with Manston reopening. Stop using Thanet as the poor sister who has to tolerate everything that no one else wants.

It would be a real shame for the port to become an industrial storage sight especially next to a Royal Harbour. It needs to be kept a port & include leisure facilities for the community.

I strongly believe that there should be no Ro Ro ferry in light of the Brexit

disaster looming at the port of Dover and the roads in Kent.

Trying to get small cruise ships to stop at Port Ramsgate, like the ones that cruise around Great Britain would be nice! Ramsgate has such potential for a stop over and a visit.

I think a mix of light industrial and some residential units together with a RORO facility would be most beneficial. Brett have an existing long term lease that would require significant compensation to be paid if TDC were to cancel the lease. I don't see the Smack Boys home being a logical place to turn into a hotel conference facility as I don't think it has a big enough footprint, especially when you take car parking into consideration. A Marina Village, similar to Portsmouth, with F&B outlets and retail units would take business away from the Hight St and also from WWX. The High St has many vacant units and WWX has some too so I don't see how a retail/leisure complex can be justified. Thanet needs jobs, and in a post brexit world a RORO facility could be profitable if correctly administered. Expansion of port facilities to enable larger vessels to dock, i.e. cruise ships, could also be beneficial, especially with a redeveloped Airport at Manston.

A mix with, light industry, yachting related businesses, maritime training centre, fish dock, pop up trucks, night market, residential.

As Ramsgate will suffer from increased air pollution due to Manston air traffic overflying us, it is vital that the Port does not make this pollution worse.

The problem with the noise and pollution generated by Brett's is that it could affect the success of the hotel/residential development of the site.

I think leisure and tourism should be the dominant themes.

We are crying out for maritime sports and recreation facilities. Proper facilities, not just bars for people to sit outside and parade their motors. I support mixed use, including industrial operations, as long as they pay their way, including the *full costs* of any 'externalities' in clearing up their waste and ensuring that they make both port land and waters at least as safe, clean, quiet (within reasonable limits) and life-supporting as they would be without them being there.

Leisure facilities should include kite surfing and paddle board centres to attract more tourists interested in these popular activities. Recently the port hosted a cruise ship with tourists alighting to continue their itinerary. We should be welcoming more cruise tourists and provide a visit to Ramsgate's/Thanet's historic architecture as part of this process. Aggregates processing in the harbour is an activity that is not compatible with the location. On windy days the dust from the material piled there can be easily seen blowing over the port car park (and what ever happens to be parked there) and over to the SSSI nature reserve at Pegwell. That is without considering the impact on the health of residents who live very close to this industrial area right in the town centre.

Include some passenger services such as local short cruises around our coast. Possibly stopping at other ports along the way.

The port was built for ferry and freight operation, and has always been used as a working port, and should remain as a working port. Not some overpriced housing development for Londoners.

Move all Windfarm Vessel operations to west port. Free up quality berthing for larger yachts in tidal basin. Move all commercial fishing to west port. Smack building regeneration is a great idea. Small boat repairs to west port. Forget RO/RO and small cruise ships. Use RO/RO facility for Windfarm and smaller flexible/specialist operation. Forget village - will just become rentals for investors and a horrible mix. Ramsgate is a day trip destination. Just look at the walkers around the harbour and piers. Keep to artisan/quirky outlets. Allocate space for parking west port for day trip access to harbour and east beach. Over industrialisation will ruin character of port. There are enough attractions without dreaming up new schemes for sake of investors. Keep it simple, the area does require investment, but not silly money and disruption. Great example of attraction = boat & front building Xmas lights

Hi, though I do not live in the area, I am part of KALE working towards the abolishment of "LIVE EXPORT" and wonder if this is to be taken into consideration along with the above I look forward to hearing from you, many thanks

It would be good to have somewhere more upmarket to spend time. However, whilst industry is a good thing, I cannot trust that noise, spillages (nearly always left - for others to clean!!), increased traffic and its obligatory right to inconsiderate parking, and a few other misdemeanours, will be monitored to a satisfactory level and outcome. The fear is that these infringements could ultimately have a blighting affect on the surrounding area. That would be a shame because the idea is good and welcome but in practice unless everyone respects everyone else then I can see problems ahead.

As a fishing town we should capitalise on that fishing and maritime heritage. Businesses such as; Fish Market Restaurants along the waters edge with heavy sea food offering Ramsgate Maritime Musuem celebrating Ramsgate maritime history from 1600's onwards. It is crazy that the nations heroes and villains (Wellington and Napoleons Standard), Caesar, smugglers, Nazis, Kings, Queens, Princesses and Princes, Prime Ministers, Victorian Illuminaries (Dickens, Pugin, Austin, Townley, Luck, Darwin), globally renowned philanthropist Montefiore et al have such a presence within this historically rich town that goes unharnessed. Ramsgate Marine Centre to celebrate the marine life and conservation work Within our immediate area. One of the few British seahorses, the seals, the lobsters. Water Sports and Marine Hire - Too many Locals cannot afford a boat thus have little connection to this part of our heritage Any res. property dev. should be weighted to Ramsgate Residents 1st too wide questions. Need more detail. Overall development should be for benefit of Ramsgate.

I believe the port should be a place of education and enjoyment it's not an industrial site

Definitely a first class marina and visitors centre

I think small cruise liners should be Encouraged. This will bring increased prosperity to the town and an uplift for the retail and entertainment industries.

Please please think for future generations not just instant gains.

Please take into consideration the roads around the ports = that any developments have the correct levels of parking attached & the heavy lorries are restricted to set routes out & into the ports. Outside of this we welcome a well designed port that brings a mix to support the community with leisure activities but that it brings jobs to the area.

Having said I don't want Brett in the Port in any shape or form, what's the point of Q9 when neither 'outcome' is likely to be satisfactory?

Remove control from TDC, they've made enough of a mess over the last few years. How can RRA be a non-political forum when it is chaired by McKinley? Building residences at the harbour will not achieve anything other than attracting people in from out of the area and restricting access to local residents. No existing houses will be freed up as a result and the new builds will be well out of the reach of the needy people in the area. Use the area for leisure and small retail to benefit EVERYONE, not just a select handful of that can cough up enough money to keep residents out.

Ramsgate port is an asset. Ramsgate town is still viable The coffee bars restaurant s and pubs need the port to have tourists. Please let's not let our lovely town and beautiful harbour turn into an industrial eye saw . Driving please away . There was talk of a Fred Ulsan ship using our harbour. Let's fight to get Ramsgate the tourist back . Historically the port has been a working harbour, I agree with the regeneration of leisure facilities as this would generate much needed tourism and income, but should be alongside the industrial part, eg boat building repairs and of course the pilot boats and wind farm vessels which have financially contributed up to now, it would be wrong to bypass these companies in my opinion.

No to ferry no tomatoes yes to holiday village

Consider jobs and opinions of local people.

Ramsgate deserves To be so much more ! Despite all of the horrific decisions to keep Ramsgate a industrial tip for the rest of Thanet The people of Ramsgate deserve much more ! This could be an outstanding tourist attraction for all staycation visitors ! With the best restaurants by far in the Thanet area and the gem that is the royal harbour , and our growing creative

industry literary and artistic, film, and musical combined ! We have so much to offer !

I heartily dislike Brett's activities but I have listened to arguments for a maritime village and I am not convinced that is a good option either. I don't have the answer but aside from some vast amounts of money dropping from the sky to bring back ferries, I don't think there's much else I could support. Brighton had great ideas for their marina but it just ended up being a hugely expensive housing estate with "exclusive" shops normal people could only look in, not buy in. There has to be demand, whatever use it is put to has to be filling a hole in people's lives. The only unique points in Ramsgate are its location so close to the continent and its superb architecture. Other places have equally lovely beaches. Other places have superb restaurants. Only Ramsgate has the Royal harbour, wonderful history in its architecture and close proximity to Belgium and France. Sorry, I know you have invested a great deal of time and thought, but I cannot support.

A maritime village will add to the charm of Ramsgate and will be in keeping with the town's character. The village can in time be extended into a floating village, similar to developments in the Netherlands. This type of development can place Ramsgate on the map of places that you must visit.

Brett does nothing for the ambiance of Port Ramsgate, it looks out of place and will be best located elsewhere. A maritime village community could add character to a part of Ramsgate that looks very neglected and out of place. It could eventually include floating houses and floating buildings similar to those being developed in the Netherlands. That would be something not be missed.

I think more thought should go into getting the port up to service with liners for use by the public, as it was originally built for, perhaps if the harbour and port are probably looked after with dredging and maintained.

Ramsgate has the only Royal Harbour in the country, but is a drab and boring place when compared to a lot of other harbours and their towns. I have lived in Ramsgate for 22 years and seen how the town and harbour have changed in that time, most of it getting worse rather than better. It is a tired and jaded town and harbour that needs the good injection that the Maritime Village would give it. At present I avoid both town and harbour as much as possible and if the harbour is turned into a more industrial area I will have even less incentive to go there. Regenerate the harbour to a people friendly place and maybe the town centre will follow suit. (At present the town is dirty, run down and full of not very nice, unpleasant people, begging and swearing.)

The port has always been an integral part of Ramsgate's history and heritage and should remain so for future generations. I would agree with our MP that Live exports should stop from a publicly owned port and that the port can provide a real focus for future growth and investment in our fantastic town of Ramsgate. We need to keep the deep water berths available so that we can

encourage the ferry companies back to the port, especially if we can find a real business person with some real acumen to run a commercial facility and also back up Dover should the need arise due to Brexit. Any investment in the port and town must go hand in hand, with any regeneration of the port / maritime village scheme a driver for better prospects and better paid jobs for local people.

What about parking if Maritime Village goes ahead, as only one large smelly multi-storey car park at present to serve the harbour area. Also Ramsgate Town centre is a total disgrace, filthy. I am a Ramsgate born resident of 64 years, and I am totally ashamed of our town. I will not enter the Town unless it's really necessary anymore, which is a sadness for me. I remember what it used to be, and isn't anymore. We need regeneration and Maritime Village seems the best option.

A museum of past history would be an advantage and an aquarium

The port development would ideally include a major leisure feature such as an aquarium.

If Bretts stays on the port with the additional conveyer belt paid for by hard pressed council tax payers expect secret negotiations between Tdc Director of Operational Services and a Waste import company this will turn the port into a fetid waste dump.

For too long TDC has held out for the coming financial saviour to no avail and all the tax payer does is financially support developers at great public expense. The Royal Harbour has been left to rot to support the above and it's time to halt this ongoing problem. We need a Harbour Management team much like London's Docklands and until TDC releases control the area will be dragged down. We also need a proper Royal Harbour management plan so it listing status equates to something other than an add on to safeguard Port Ramsgate. In fact the Royal Harbour listing status is not only inadequate its wrong!

Generally I don't think the village plan and the industrial activities, such as Bretts' operation, are compatible. My opposition to the ro-ro terminal is based on realism more than anything else. I don't think there is enough demand for another ferry port to justify the serious investment that would be needed to make it viable at Ramsgate. I think the village has real possibilities though in view of the likelihood of rising sea levels in the next two decades I'm not sure of the wisdom of building a new community at sea level.

It would be nice to see a passenger ferry Service return to Ramsgate with more of Europe being accessible

Ramsgate Port must be privatised and work with Manston Airport. Global Freight arriving at Manston can then be distributed to Europe via the Port. The Brett facility does not need any barges with conveyor belt system, the larger aggregate ships have their own conveyor belt system built in. If the Council cannot make a profit out of the Marina, that to should be franchised

out to a proven operator. Everything is held together with sticky tape and superglue, and never done to a professional standard.

Whatever is decided should take into consideration more local employment, developing the leisure facilities ,boating, paddle boarding windsurfing marina. If any housing is built it should be affordable and primarily for local residents, and not for the wealthy out of towners buying holiday homes or buy to let which is of no benefit to Thanet in any way shape or form. Developing the port for small cruise ships is an option and of benefit to Thanet though Ramsgate will have to up its game considerably. We need good solid employment here in Thanet and that should be the primary consideration ,what is going to attract the spending public to come here and spend their money

Yes. I am greatly opposed to the increased industrialisation of the port. We are too near a town which is home to thousands of people, adjacent to SSSI sites and nature/wildlife in Pegwell Bay and the pollution caused by aggregates blowing in the wind and the other materials going into the sea should not be allowed. The industrialisation is already an eyesore and should not be made any worse. The town has developed so much over the last few years and is on the way to becoming a popular tourist destination alongside the other Thanet towns such as Margate, Broadstairs etc. It is unfair to the residents to scupper the chances of Ramsgate with its Royal Harbour, becoming a truly attractive and thriving tourist destination by increasing the levels of industrialisation. Give this great town a chance and focus instead on some of the outstanding and unique aspects connected to this town that make it a national treasure e.g. Pugin, Van Gogh, Julius Caesar, Little Ships history etc.

Brett activity is dirty, bad for health and the environment and it must go.

In my opinion it should be an area for relaxation with no industrial filth.

Ramsgate could be a holiday destination and part of the port could be used as a park and ride site into the town. Brett's is an eye saw and creates pollution across the town, and should be closed along with the live exports being stopped. We live in a particular beautiful part of Kent that could be so improved with the right management that seems to be lacking at present. This is an opportunity for the council to put it's spin on the history of the town and make it a wonderful place in future instead of a carbuncle on the Kent coast.

This is an opportunity to expand Ramsgate's already growing tourist capability (these coastal towns were built on tourism by the Victorians). There are many examples around the world of light industry and mixed maritime developments co-existing and flourishing, but having an aggregate plant and waste recycling centre is so polluting on every level that it destroys the possibility of leisure facilities. Let's not waste this port (this precious resource) any longer.

Ferry services would-be great, I would definitely use minimum of several

times a year, either by driving or foot passenger. Have lots of friends that feel the same way.

Stop initialising Ramsgate..we need to be promoting staycations and as Ramsgate as a main destination, the arts and tourism.

Link the regeneration of the harbour with the reopening of Manston airport ,for connecting sea/air transport of goods for the UK and Export .

I would prefer to avoid any entertainment or residential development in Port Ramsgate to avoid further polluting the local beaches and ecosystem.

Ramsgate Main Sands contains a significant amount of litter because of the adjacent entertainment and residential developments. I would not want the same polluting effect to occur in the West Cliff area, which is adjacent to Port Ramsgate.

The harbour has always been a visual treat - the backdrop of Georgian architecture and the RTYC buildings etc. The port operations have all been historically mishandled by TDC. Get rid of it and go back to the maritime themes in a constructive and measured way that will please residents and visitors, and that includes marina visitors. The Maritime Village looks an interesting and well thought out option.

I am opposed to the further industrialisation of the Port and cannot see any future in a traditional passenger / freight ferry service operating out of Ramsgate. However, there has been talk of RSP transporting some freight from Ramsgate to the Port of London but there is a lack of detail on this at present. It is for that reason that I have selected undecided on the RoRo option.

Since KCC started the arrangement with Bretts, NO Integrity of nature conservation interests within the adjacent SSSI, SPA, SAC, Ramsar, Thanet MCZ site has ever been adhered to by TDC that I know of. Bretts should NOT be on Port Ramsgate at all in mine and a lot of others' pov! That "business" arrangement loses Thanet £2 Million per annum! How can that be an arrangement worth keeping? Why was it set up in the first place not to make TDC any money? I OBJECT MOST STRONGLY TO BRETTS BEING ON PORT RAMSGATE!

is it a good idea to build homes so close to the water - flood risk?

This shouldn't just be for people wanting to do water sports or for rich people to buy housing in their marine village, this needs to be something to help bring in tourists like the old ferry used to, bring back the Sally ferry like we used to have as this will boost business and tourism and allow for an extra entry to Europe for freight that get stuck getting in to France via Dover.

Don't think Bretts should stay in the Harbour, Ramsgate would do so much better as a Marina and leisure site, I can't see why the council can't see this is the way to go.

The history and appearance of Bretts at the port is dubious and without due process and desperately needs investigating. A marine village has been suggested for some time and is an ideal way forward but TDC seem to want to block any investigation or progress? In the meantime why is there not a desperately needed all day visitors car park, generating considerable funds and accessed via the tunnel, on the corner of the port?

This is the wrong time to be altering our port. With the advent of Brexit and all the uncertainty attached, we should retain the port at least for the foreseeable future. The re-opening of the airport at Manston might also provide work for the port. In any case, the port/harbour will still need to be dredged if it is to be used as a maritime leisure centre, and that will be a considerable continuing expense. Which, incidentally, is a major factor in the port's current losses.

I think brets will be a high asset to Ramsgate and should be strongly considered

I prefer the option of enough commercial activity to bring sufficient income as to allow Ramsgate to keep the main features it currently portrays as a mixed marina with something to offer residents as well as visitors. I am strongly disappointed at the fact that the tall ships no longer visit Ramsgate and would soundly support away plan that would enable them to return.

No noisy or environmentally detrimental activity please!

Ramsgate will strongly benefit from leisure sector being a big part of whatever may come. Be it ferries or an attraction ie sealife centre (nearest one is Brighton) or water park (nearest, I believe is Blackpool) something to make people want to visit the area. No reason there can't be both which would bring in an even bigger demographic of visitors. Maybe a reduction in entry fees for the immediate residents like dreamland do for their locals

The wind direction and location make it unstable for industrial activity

The Royal Harbour of Ramsgate --- the only Royal Harbour in the UK --- is Thanet's greatest asset and should never be spoilt with any business that does not support our heritage.

I ran out of space in the other listing. Much more Tourism can be gained by highlighting our amazing Heritage. The Maritime Museum and Historic Ships should also be added --as recommended in the 1990 VOM project that never happened. We do not want Bret there at all

Conservation for wildlife is very important as is becoming as green as possible.

It is clear that Brett is not operating within the agreed capacity of the port and I fear there will be a significant impact on the natural environment if this is allowed to continue. They routinely bring in more than they are allowed and

have little regard for the surrounding area with BRETT lorries routinely traveling down Military Rd where local business and harbor users are. Numerous local small businesses have opened around the harbor and the focus (and support) should be invested in them and bringing more small local businesses to the area rather than this potentially environmentally damaging operation with BRETT.

Expansion of Bretts will only benefit Bretts in this area. Our town is thriving on tourism and especially in the current era, our coastal and historical assets should be preserved with leisure and recreation in mind. This will bring local jobs and prosperity.

I live over looking the Royal Harbour. It is of great historical significance and beauty and should remain functioning in both a private and commercial capacity as it is now. I do agree that something has to be done in the Port, however, because the the Harbour must be maintained adequately for all concerned and to do this money must be generated, obviously. If Ramsgate wants to encourage people to move here then a commercial port with huge industrial facilities is not going to do that. A Maritime Village has a much stronger appeal, but will require more investment to generate the high returns required, I think. Aesthetically a Maritime Village far outways a commercial and industrial site, and hopefully it will encourage people to come and live and work here. Ramsgate Harbour made a profit in 2018/19 and it can do so again but it must be maintained, and if extra revenue from the Port will do this, then let's go for the most community minded option, a maritime village.

Ensure that it doesn't lead to an increase of council tax! Tax payers in this area are overburdened due to disastrous council spending decisions. Tax payer money should NOT be used to subsidise failing businesses.

Just wondering who is going to want to live/invest in a property on the harbour when you have four cargo aircraft an hour coming in low and noisy right over head when landing and taking off from Manston cargo hub.

Housing and landscaped public gardens similar to Southend on Sea, Gillingham and Folkestone's Leas area. I object to any retail development at the port as it will be of poor quality like Westwood cross and will take footfall from the Ramsgate high street which needs independent traders. Restoration is needed so Ramsgate High street could be considered a vintage seaside town again. Themed period retail spaces are much more profitable than contemporary developments at the moment. Ramsgate is the only town with a Royal Harbour so a respectable complementary structure should be considered far more than the business of storing Aggregates which is not attractive and pollutes our town. Ramsgate has an amazing sandy beach but not the most practical place to build a home, the port site offers a better alternative. In Gillingham the Orbit shared ownership developments have made great use of their once water-side derelict areas by building apartments.

We don't agree with either choices of question 9 as we agreed with question 7

I look back to when we had a ferry to the continent in the port, LETS HOPE WE HAVE THAT SERVICE AGAIN.

There are many home developments and a hotel complex in progress. This is a residential and holiday area with no possible connection with the cement industry! A blight on the landscape.

Question number 9 is crazy. This should not be used for either businesses.

Brett have been a scruffy eyesore for years. They were once a thriving facility but no longer. Port could be a thriving leisure facility, expanding the marina and the outer harbour for leisure purposes. Port Ramsgate needs to be returned to the leisure sector. Sadly, all previous attempts to operate a large cruising sector have failed. Such a development requires expert management (not TDC tinkering!! (I refer you to The Fake Sheikh debacle!!!). Ramsgate is such a wonderful place. It deserves better!! In my humble opinion.....!!

A mixed housing, marina, shops cafes and small business opportunities would be the best to fully develop Ramsgate as a tourist and small business centre. Please don't wreck our beautiful harbour with lorries and concrete

While I would like to see a range of maritime and high tech renewable companies, plus leisure and cultural facilities, including a museum of fishing, the sea and Ramsgate history, I feel there should also be an area of open space for concerts, markets and open air entertainment. Don't fill it all up with buildings. Car parking for visitors to Ramsgate is also important.

Any plan surely must include some secure easily affordable rented properties for people like me who are on a very low income, and live under the constant threat of rent increases and/or 2 months notice to quit.

I COMPLETELY DISSAGREE WITH ANY SORT OF MARITIME VILLAGE DEVELOPMENT AROUND OUR HARBOUR OF ANY SORT. I FULLY THINK THAT A NEW FERRY SHOULD BE STARTED EVEN WITH HELP FROM TDC, SUCH AS A TIME ALLOWED WITH FREE RENTAL FOR ,SAY. ONE YEAR OR SOMETHING AGREED WITH A NEW SHIPING COMPANY IN ORDER FOR THEM TO GET STARTED BEFORE THEY HAVE ANY EXPENSES TO WORRY ABOUT. THAT WOULD BE A GOOD INSENTIVE, TO ANY FERRY COMPANY.

Please think of community in Ramsgate. We have a lovely Royal harbour...lets expand that into a community Maritime village so we can further enjoy and relax at what could be a beautiful spot looking out to sea and our coastline.

Having read the WSP report I am very concerned regarding the lack of consideration and detail given to preserving and safeguarding the environment. Pegwell Bay is SSI and there for any development should place this high on the agenda. Heavy industry, building of any kind should have the environment at its heart, aggregates do not contribute to sustainability or green future. I am concerned that more building of any kind will bring further issues with refuse and affecting the local flora and fauna in Pegwell Bay. I am also concerned that the report appears to favour existing contracts with Brett which do not appear to have any impact on changing the ongoing drain on funds of Thanet District Council. If anything the contract is costing the council as the aggregates appear to foul up the outer harbour. The council has to hire a dredger to keep the entrance clear for other users of the harbour. I would expect that Brett should be penalised for fouling up the harbour.

Brett has ruined Whitstable Harbour. Ramsgate is beautiful and the development would bring in high end shops: leisure boats and increase value of property. Ramsgate Margate and Broadstairs are beautiful coastal towns with their own identity and compliment each other. Don't turn Ramsgate into a dump.

The port is an eyesore it's needs funding to make the area usable

Only light industry relating to boating needed. The additional traffic is a worry as the undercliff tunnel is often closed and Military Road needs to be protected from traffic. Heavy industries surely better placed near Manston industrial park which is close to main roads. The harbour is Ramsgate's main asset, let's embrace it and enhance it. Instead of ferry's perhaps introduce more pleasure trips. Steamers along the coast /to London. More trips to Godwin sands, Deal etc. Giving visitors plenty to enjoy.

Certainly NOT any commercial activity.

To bring the vital shore line back into community use with mixed affordable housing

We do not need anymore housing - we are gridlocked - we need employment -Thanet is an unemployment black spot. We already have a harbour full of ships. We have a golden opportunity under Brexit to build opportunities, industry and use of the ferries and port facilities. Nor do I believe since the coronavirus pandemic jobs will be in decline for a long long time Leisure retail and housing is the future for Ramsgate bring us into the 21st century. Improved pontoons in the marina to cater for larger vessels

Utilising the space for the community, tourism and leisure activities would be a much better use of the space than at present. There is huge potential to develop the vast space as a unique and attractive tourist and local friendly community hub and cultural development that adds value to the community through jobs, cultural cohesion and puts Ramsgate on the map as a destination. Capitalising on the towns rich history, unique harbour and

stunning beaches seems like a no brainer this would ignite popularity, commerce and culture to the area rather than the continued and jarring false economy of the industrial model that sits at odds with the towns present population.

Let's put the environment top of the list, making space for local culture to develop and nourishing the community supported by tourism and leisure pursuits.

To bring the vital shore line back into community use with mixed affordable housing

The port is a port... it is an industrial area... that is it's sole purpose from the past, this will increase employment in the area which many people think there isn't much of in the area, housing could be increased for PRIVATE PAYING RESIDENTS!! A nice community area would be brilliant down the there!!

The port has good existing road connections away from the towns to accommodate traffic. Freight and tourism is key to employment for Thanet, Manston Airport could use it for cargo freight, tourism is also a neglected bespoke business option that's been neglected by TDC. If you always do what you do you will always get what you always got, that's why change is good.

Return Ramsgate to the seaside resort it was in the 1940s and early 1950s. Once this is abandoned, it will never return.

Will there be space available for leisure anglers to use the outer areas for fishing.

Why don't we buy back the Brett lease and include the cost in the sale of a new lease

This was a very busy port when sally line and Ostend lines operated out of here as I worked as a security supervisor. Not sure what has changed and why it can't succeed again in a post brexit scenario , taking some of the pressure off of Dover. I do also like the idea of a maritime village with lots of things put in place for residents and tourists alike. I would like to see the residential portion kept to a minimum and see Brett's gone altogether, it's not a suitable location, from a residents perspective and is not conducive to attracting visitors to the area. I look forward to seeing the project develop , the sooner the better

Please consider the health of the local people first and foremost

All these efforts maybe in vain with cargo planes flying over. If we want to attract tourists we need it to be peaceful and not blighted by noise and pollution from the planes.

More industry, roll on roll off shipping plus anything that will give regular employment for Ramsgate residents and income for the port. Any residential development will not bring any long term employment to the port and will only encourage 'weekend homes/holiday homes' and not help with

housing for local people.

Brett operations in the port have never been properly authorised. There has never been any kind of environmental impact report. Brett operations have been clouded in mystery and obfuscation. The current fiasco over barges and extension to Brett is typical. TDC oversight on this had been either incompetent or corrupt. We cannot know which, as everything is either "commercially confidential" or done by special orders, or in "emergency matters" which are never discussed or voted on. Worst of all, TDC throw a blanket over everything by handing out our money as bribes to people to cover it all up with non disclosure orders! The sooner TDC is put into special measures and this nest of incompetents (or worse) are removed, the better. The attempt to foist industrialisation on Ramsgate by TDC is misguided. Clearly the best way forward for Ramsgate (and Thanet) is to redevelop the port as a Maritime Village, with extensive housing and maritime related activities and facilities.

Get rid of Brett Aggregates. They don't make money for the Port, they cost us money. Why on earth do TDC keep wanting to throw money at them?

Keep it clean in the water and on the shoreline. Ban ALL jet skiers.

The marina needs updating and facilities maybe sub contacted or leased to enhance value for money, the old museum needs revamping into a Restaurant and harbour office, the bridge needs to be manned to enable people to be able to walk right round harbour, harbour haul out and marina boat park needs to be looked at for summer parking for yachtsman and crew.

A Maritime Village is a good solution in that it is diverse and offers a lot of potential for local employment. Activities that promote employment and encourage tourism should be prioritised. Encouraging renewables industries in the port while opening up the space with creative workspaces/studios, leisure activities, including water sports, and offering culture/hospitality to encourage people in. The vocational training college is a wonderful idea. Local employment is a huge concern, so the more activities the better.

Large, open air, salt water swimming pool

Contrary to popular belief the port does make money a ferry would be fantastic we certainly don't want housing there .we don't have long enough summers to turn it into a centre for water sports.

As the ox woman it was sailed round the British isles for many years there is something beautiful marine developments springing up all over the UK why are we left behind with a dirty industrial site the old port is perfect photo marine development faces self as a relief tunnel road madness not to grab this opportunity

The Multi storey car-park should be demolished and be included as part of the development as it is an eyesore, encourages anti-social behaviour and is a "no go" area at dusk. This could "open up" access into the town and encourage development to expand into the much needed regeneration of the town centre. Car-parking within the town needs to be moved out of the immediate town with more reliance on the "Link".....introduction of a tramline or alternative public transport system. The harbour itself should expand its berths and encourage the use and ownership of the harbour possibly subsidising berths to levels similar on the continent. Harbour Parade should be fully pedestrianised and possibly an expansion on this to Military Road/Madeira Walk or restricted access Hours

My answer to 9) is neither.

I read in today's newspaper that Thanet is one of the ten poorest areas in the UK. This is not acceptable. We need businesses to flourish and to employ people at competitive salaries. This will generate more wealth and eradicate poverty. Everyone wins.

Unless Bretts contract is renegotiated to reflect proper commercial rates and the harm being done to the environment it will remain a blight on Ramsgate . Industrial activity, such as bretts or London rubbish, have no need to operate in such close quarters to a extremely high density residential port areas. Especially when the area involved contains royal charters and protected environmental statuses on the doorstep. The opportunities to promote Ramsgate's extensive heritage and rebuild community trust will only happen when TDC stop trying to force unwarranted and irreversibly damaging industrialisation on the people of Ramsgate. A new regenerative program is needed that does not involve destructive industries.

It would be preferable if Ramsgate could remain a port, although this unfortunately is economically unrealistic. Although why Ramsgate can't take some of the Dover freight traffic I don't know. The visualisation of Maritime village seems to have overload of buildings, less would be better.

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