

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport DCO
Date: 01 July 2021 16:06:18
Attachments: [Ramsgate Freeport Combined Regional Development.pdf](#)

Attn Manston Airport Case Team

Why Manston?

Why would anyone think the defunct and closed Manston Airport in the back-end of the country would be an ideal location for a profitable airfreight hub?

According to RiverOak Strategic Partners Ltd

Manston Airport is a unique and important transport infrastructure asset in the UK. An illustrious history as a Battle of Britain airfield and, with the right commercial appetite, investment and operation, a promising future as a vibrant hub for international airfreight – one which delivers economic prosperity and employment across Kent and protects a strategic aviation resource for the nation. (<https://rsp.co.uk/reopening-manston/>)

Firstly, the illustrious history played by Manston in the Battle of Britain is now irrelevant to the application for a DCO. Equally, the claims “With the right commercial appetite, investment and operation”, “a promising future as a vibrant hub for international airfreight” could be achieved. These claims rely on a commercial appetite and necessary investment being available. No evidence of commercial interest has been shown. The chance of “delivering economic prosperity and employment across Kent” is dependant on a commercial appetite by the airfreight industry to relocate business to Manston. Protecting a strategic aviation resource for the nation is nonsense. There are hundreds of now defunct airfields up and down the country. Are we to wrap them in aspic like Miss Havisham's wedding dress in Dickens Great Expectations?

Ramsgate was previously considered as a location to base ferries following Brexit, and Chris Grayling awarded a contract to Seabourne Freight, a company without any ferries. Ramsgate Port has had no ferries operating since Transeuropa Ferries went into administration in 2013. Thanet council was left with an unpaid debt of £3.4 million accrued by the ferry firm in port fees. The Port of Ramsgate has made losses of £20million since 2010, according to Thanet council’s statement of accounts for each financial year from 2010/11 to 2017/18. Ramsgate Port is now largely silted up and would require extensive dredging for ferries to return.

That did not deter Ormes Temple Bright from submitting a bid for Ramsgate to be considered as a Freeport. Their plans envisaged using Manston Airport to generate additional port capacity and secure bonded storage. Their objectives shown as;

In line with central government policy we propose to create a Freeport in the southeast of England at Ramsgate. This site has been chosen for development for its ability to perform a dual role as a facility for cross channel Ro-Ro business, post exit from the European Union, in support of Dover which currently works at capacity. The commercial port at Ramsgate is presently used for some aggregates, a wind farm facility base and as a car park and storage for newly imported cars. It has had little traffic for more than a decade and has lost £20m between the years 2010 and 2018. In its existing form Ramsgate port does not have the capacity and land area needed for a Freeport and our proposal is to incorporate Manston Airfield, physically linked to the port.

Unsurprisingly the bid was not accepted by government, presumably due to the same shortcomings that face RiverOak's claim of an ideal location for a freight hub.

Meanwhile East Midlands Airport did gain Freeport Status.

East Midlands Airport consortium gains UK Freeport status

An East Midlands consortium, including the airport, was one of eight companies selected for Freeport status in England.

The East Midlands bid for Freeport status was submitted by a consortium led by the two local enterprise partnerships, including East Midlands Airport.

The proposition is based around the East Midlands Airport Gateway Industrial Cluster as well as two other industrial sites in the region.

The consortium said it will now work with the government to develop the proposals into an Outline Business Case providing further information on how the Freeport will be delivered.

Clare James, East Midlands Airport managing director, said: "I'm delighted that the Government has recognised enormous potential in the East Midlands and how it will be enhanced by a Freeport in the region. Today's news will shine a spotlight on a part of the country which has so much to offer investors, existing

businesses that wish to grow, and the supply chains that are linked to them.

“The global connectivity that East Midlands Airport brings to the bid is more important than ever as the UK looks to strike trade deals around the world. Furthermore, as the region’s international gateway for people and products, it will continue to play a significant role in the Government’s ambition for a ‘global Britain’.”

Companies using Freeports will be able to import goods without paying tariffs, process them into a final good and then either pay a tariff on goods sold into the domestic market, or export the final goods without paying UK tariffs.

Areas given Freeport status will also benefit from a wide package of tax reliefs, including on purchasing land, constructing or renovating buildings, investing in new plant and machinery assets and on Employer National Insurance Contributions.

The launch of the scheme follows the UK’s exit from the European Union and comes as the government looks to create new trade links. (Air Cargo News https://www.aircargonews.net/cargo-airport/east-midlands-airport-consortium-gains-uk-freeport-status/?fbclid=IwAR0NPjmI3MQgGIXkxvPcwGwUSN9krCoT0GxjD3kh_gbe4YkCwf66fJacEz0)

The future of Manston Airport remains in the balance. With the emphasis now on climate change and carbon reduction, any plans too utilise Manston should be carefully balanced against the negative climate impact that would cause.

“No council should be contemplating airport expansion”

Councils’ declarations of climate emergency will be mere weasel words unless they lead to painful but necessary decisions being made, writes LGC editor Nick Golding in the leader article for June’s ‘Local Government Chronicle magazine’. (15 June 2021)

The declarations of a climate emergency now made by three-quarters of UK councils need to be followed by urgent and significant action. It is an ‘emergency’, after all – the clue’s in the name. If councils’ promises in relation to the gravest crisis facing the world are to be honoured, a complete rethink of many spheres of life, work and economic activity is required. It may therefore surprise many that a number of councils that have declared climate emergencies own airports, and some still plan to expand them.

While growth in aviation has previously had a positive impact on economic growth, and facilitates the cultural enrichment and personal vitality that results from foreign travel, it comes at a terrible cost to the climate. Any increase in aviation will make it harder for the UK to honour its commitment to net zero

emissions by 2050. Committee on Climate Change chairman Lord Deben (Con) has warned that zero carbon aviation is “unlikely to be feasible” by then, with aviation becoming the “largest emitting sector in the UK”, even allowing for improvements to fuel efficiency and the limiting of demand growth. In a 2019 letter to transport secretary Grant Shapps, Lord Deben said of airports: “Investments will need to be demonstrated to make economic sense in a net-zero world and the transition towards it.”

Local government has sought to justify its expansion of airports. Greater Manchester mayor Andy Burnham (Lab) has previously insisted the growth of his city’s airport from 25 million to 45 million passengers annually by 2045 will be the result of “taking passengers from other places”, not extra journeys overall. Meanwhile, Graham Olver, chief executive of the Luton BC-owned London Luton Airport Ltd, told LGC increasing passenger numbers from 18 million to 32 million annually was compatible with the council’s “completely reinvigorated” approach to sustainability, and that a “regulatory structure” would ensure “managed green growth”. Sadly, such claims are unconvincing.

There is no impending technological breakthrough sufficiently profound to allow a growth in aviation without contributing to global warming (at least without heaping even more of the burden of transitioning to net zero onto other sectors). And even if levelling up might legitimately mean a bigger proportion of UK flights from airports outside the south-east, this surely should mean other regions’ airports contract less, rather than grow more.

LGC this month examines [the impact of Covid-19 on council-owned airports](#), with the five biggest seeing drops in passenger numbers of 70-85%. This has had a disastrous impact on their staff and the broader local economy, as well as upon council coffers: authorities such as Luton and Greater Manchester’s 10 metropolitan boroughs have been heavily hit, with Luton so badly affected it required a £35m government bailout. (Since increased by a further £140 million by Luton BC).

Luton BC is to borrow heavily to loan Luton Airport up to £139m to avoid having to sell it due to the impact of the pandemic. (LGC 29 June 2021)

As painful as it might be for the places and the workers involved, the restoration of passenger numbers to previous levels is not desirable. Indeed, with the rise of the video meeting in the past year, one might expect business travel in particular to dramatically decline. It is hard to see airports again offering councils the commercial returns to which they have grown accustomed and, when it comes to jobs, a sustainable local economy is more likely to be one that isn’t dependent on pumping CO2 into the atmosphere.

If the government is serious about greening the economy and ensuring local government is financially sustainable it should offer support to help the most

airport-reliant councils wean themselves off aviation. No council should be contemplating airport expansion and all councils should be rethinking their economic plans to reduce dependency on aviation. While the environmental credentials of HS2 are doubtful, its construction needs to open the way to rail's replacement of flight for short-haul journeys and councils would be better advised to focus on this, rather than air travel. A climate emergency declaration amounts to nothing more than weasel words unless bold action is taken to prevent environmental catastrophe.

Submitted by

James Hose



Orms

temple **bright** 
Tony Gee

Project

Ramsgate Royal Freeport

Title

Combined Regional Development

Client

Information for Contracts Ltd

Date

June 2020



Executive Summary

Why a Freeport?

Why Ramsgate?

Setting the scene

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Ramsgate Royal Freeport

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Ramsgate Royal Freeport

In line with central government policy we propose to create a Freeport in the southeast of England at Ramsgate. This site has been chosen for development for its ability to perform a dual role as a facility for cross channel Ro-Ro business, post exit from the European Union, in support of Dover which currently works at capacity. The commercial port at Ramsgate is presently used for some aggregates, a wind farm facility base and as a car park and storage for newly imported cars. It has had little traffic for more than a decade and has lost £20m between the years 2010 and 2018. In its existing form Ramsgate port does not have the capacity and land area needed for a Freeport and our proposal is to incorporate Manston Airfield, physically linked to the port.

Our plan develops the Port of Ramsgate in three key phases that are outlined in detail within the document:

- Year 1 – Refurbish and upgrade the Port linking Manston
- Year 5 – Expand the Offer
- Year 10 – The Ramsgate Renaissance

Within these phases it is proposed that the port is also extended seawards in addition to the inclusion of Manston to which it will be joined via new highways. Manston Airfield is currently owned by the Ministry of Defence. It is proposed that area will become the commercial Free Zone and commercial vehicle terminal with customs control. No planning permission has been granted for the airfield and surrounding enabling land and although some proposals have been tabled and rejected, no decision has been made as yet to its use. A lease for various existing activities issued by the MOD terminates on 31st December 2020. There is a considerable housing development planned in around the airfield. It is proposed that Information for Contracts Ltd be the Developer and Project Manager to see this combined port and Freeport project through to completion. This document, prepared in collaboration with leading UK Architect, ORMS, outlines the concept and forms a directional discussion document, a precursor to the feasibility study.

Currently Dover deals with a throughput of around 300 commercial vehicles per hour. However the final EU exit negotiations conclude, there will be some friction at ports due to elongated procedures in customs clearance for European imports. If there is an average delay of even 30 seconds for each vehicle that would mean 150 minutes in each hour to be found along with the need for large areas of the port and/or highways to accommodate the vehicles delayed through the port. Additionally, the assumption is post 31st December 2020, traffic through south coast ports will increase with the probability of more time-consuming customs procedures with goods being imported from countries outside of the EU bloc. It is logical to spread the congestion risk by using neighbouring Ramsgate port to its prosperity, regaining business lost in the last decades through under investment.

Central government has allocated funding to further the regions 'Stack' parking by using Manston Airfield. Our proposal takes the specific reason for this funding/development into consideration to satisfy the post 31st December need for additional port capacity, avoiding a possible catastrophic venturi effect of problems at Dover/Calais. It seems unreasonable that the whole of the county should be used and inconvenienced by 'Stacking' just to accommodate the geographical and topographical constraints at this one port.

It is proposed that part of the central government allocation is made available to recalibrate this solution to include a feasibility study for this more comprehensive project, the first construction phase being the upgrade of the port which will include securing the perimeter of the airfield.

In terms of the Gross Value Added (GVA) factor, the southeast region trails the national average by some 30%, fairing only marginally better than the lowest regions of Humberside and the South West. Our vision of Manston's technology based commercial Freezone, closely, physically and easily coupled Ramsgate port, represents a considerable and much needed regeneration project for the region. Developing the airfield site will provide some 2500 acres of commercial facilities for modern businesses resulting in many thousands of permanent jobs across all employment sectors. The port expansion and development will ensure new employment opportunities in the town: the overall construction phase will create employment over the next 10 years of its development.

Britain is a united kingdom of island nations steeped in marine and shipping history.

Surrounded by sea, the development of ports, marine terminals, boat and shipyards and the industry generally for thousands of years have been a necessity. Without them, Britain would be isolated, never to have developed the reach and trading ability into the rest of the world for which Great Britain is renowned. Today, its importance is reflected in that 90% of world trade of goods is still delivered by sea. Even so, this represents only 3% of global carbon emissions. Importantly, less than 1% of that of air cargo per kilo for the same distance travelled. An inherent environmental awareness is permanently built into our Ramsgate and region vision.

The marine industry has spawned laws, courtesies and values, words and sayings that we use in everyday life. This proposal for Ramsgate is brings together technology and the finest of British history and tradition, respecting its important past and providing a facility for 21st Century demands. We believe the following plan uses the challenges created by our exit from the European Union and leverage this opportunity to regain the commercial prosperity of Ramsgate, Thanet and Kent....the garden county. A true 'Ramsgate Renaissance'.

Stan Vines - Director

Information for Contracts Ltd

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Why a Freeport?

Examples from across the world

Freeports in Europe

The European Union's 82 freeports tend to be hubs for the logistics industry as streamlined customs procedures and trade agreements negate advantages of the Freeport. Largely they maintain Freeport status as a legacy.

The EU is looking to revoke freeport status to prevent "high incidence of corruption, tax evasion, criminal activity".

Freeports in the USA

In the US, where there are around 230 "foreign trade zones", Freeports are often used to cope with an anomaly in the customs regime: parts can face a higher tariff than finished goods. Freeports allow for components to be brought in tariff free and used to assemble products which then only have to pay the lower duty when they are exported to the US. Without the Freeport the associated manufacturing jobs may not be in the US at all.

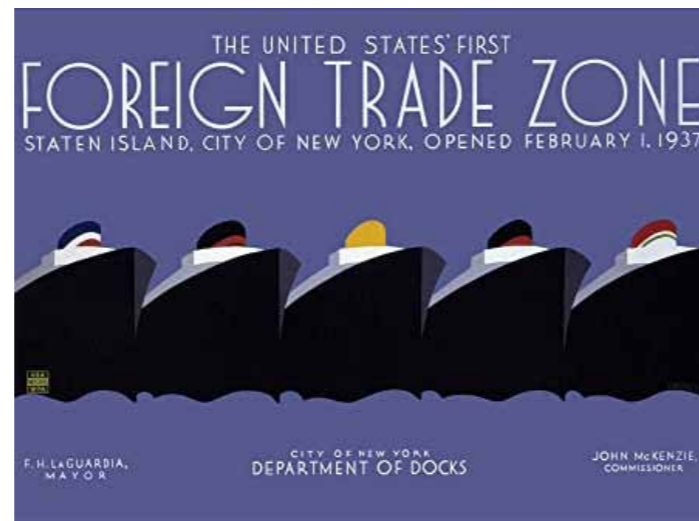
Freeports as Depositories

Geneva Freeport is the preferred storage facility for the international elite where users "come for the security and stay for the tax treatment." Similar facilities have been constructed in Luxemburg and Singapore in an effort to boost the wealth management industry and become a regional hub for luxury collectables and bullion trading.

Geneva Freeport holds about 1.2 million works of art, allegedly including around 1000 works by Pablo Picasso.

Freeports in the UK

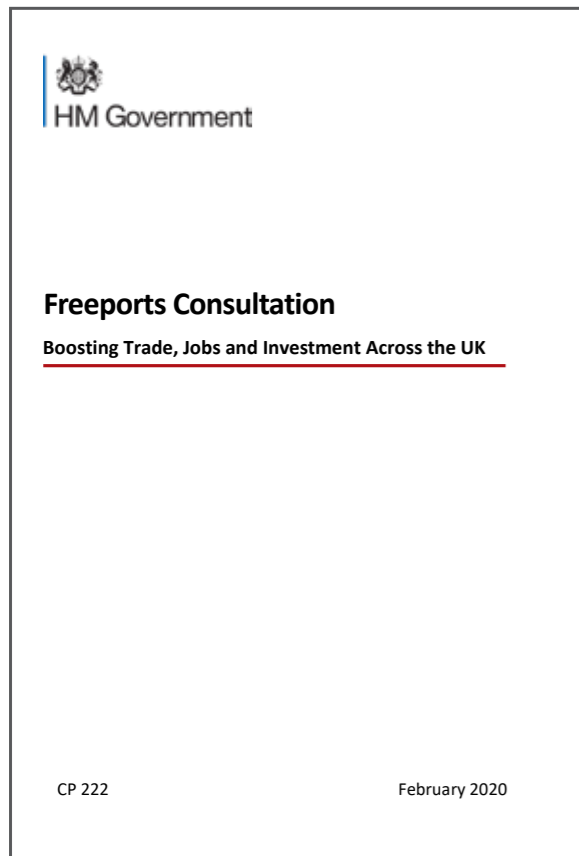
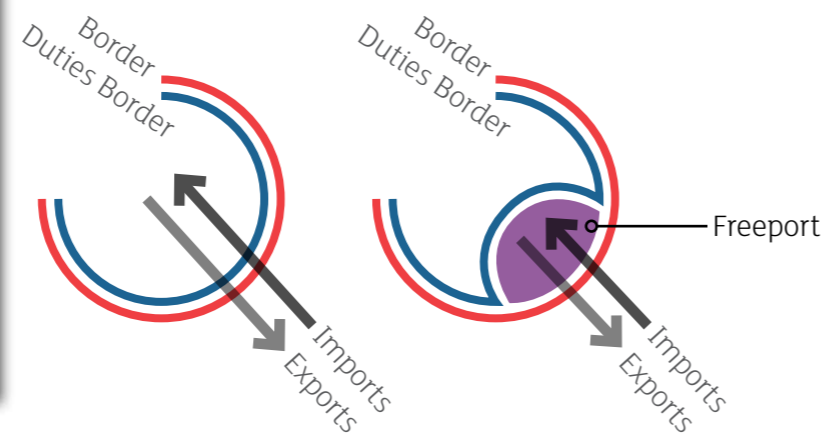
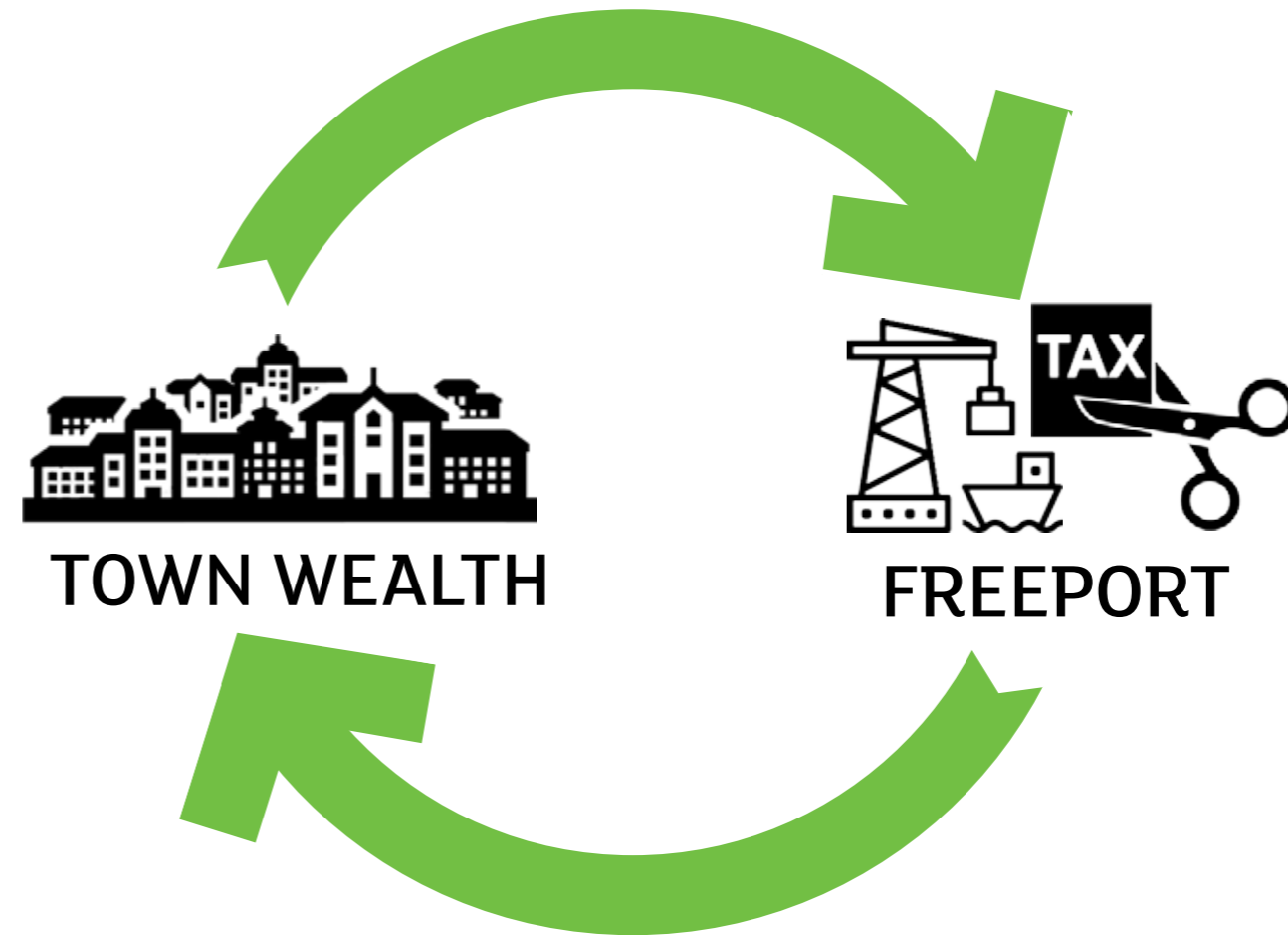
The proposal from the British government, however, appears to mix these areas with "special economic zones" where companies are offered tax advantages and the kind of urban development corporations that, through a more streamlined planning process, created the financial centre Canary Wharf in a former industrial part of London during the 1980s. The Isle of Man, a British crown dependency that is neither part of the EU nor the UK, operates a Freeport



Why a Freeport?

The UK Government's Vision

- UK to develop 10 freeports.
- Located in port regions, *particularly those situated in or near deprived areas.*
- Freeports will:
 - Attract businesses and innovation.
 - Create high-skills jobs.
 - Bring wealth to towns where allocated.



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Why a Freeport?

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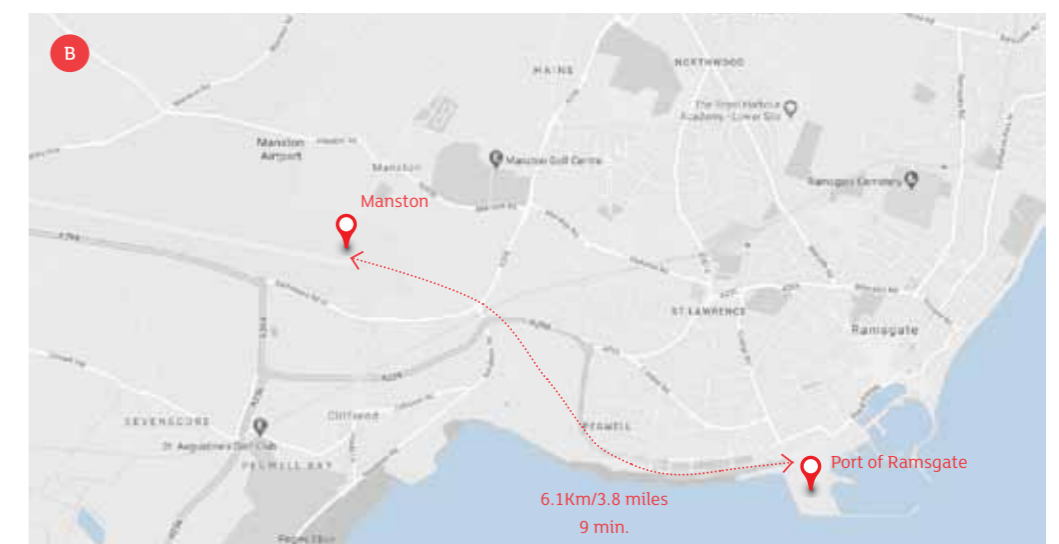
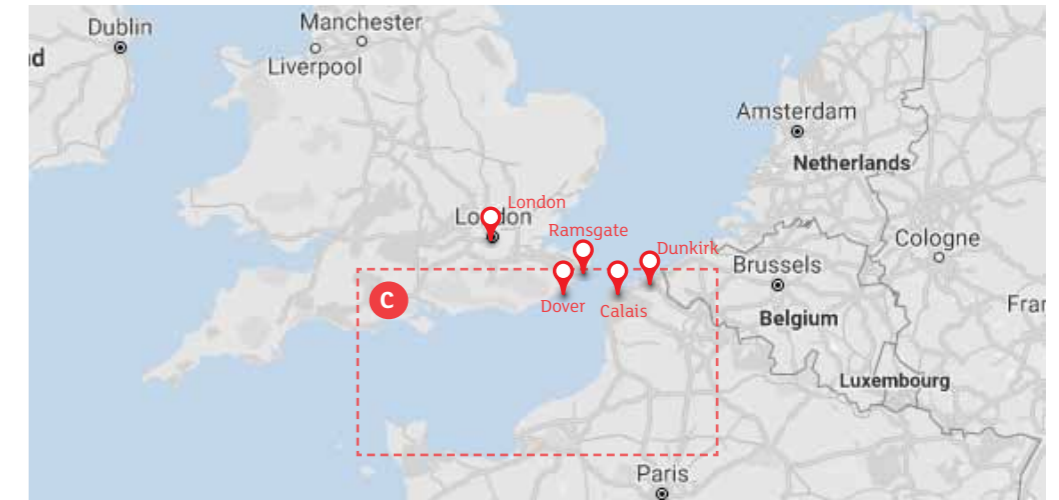
Ramsgate Royal Freeport

Precedents

Why Ramsgate?

Key Link to Dover and Europe

- Close proximity to Dover
 - Overspill easily provided preventing post Brexit delays.
- Existing infrastructure can be easily upgraded with minimal capital investment.
- Opportunity to cross channel 'duty-free' services post Brexit.
- Existing Harbour is currently under utilised.
- Requirement for additional housing in Ramsgate area.
- Ability to regenerate Ramsgate by reinventing its significant and rich maritime and naval past.
- Potential to adapt land at former Manston airfield.



Why Ramsgate?

Established Infrastructure

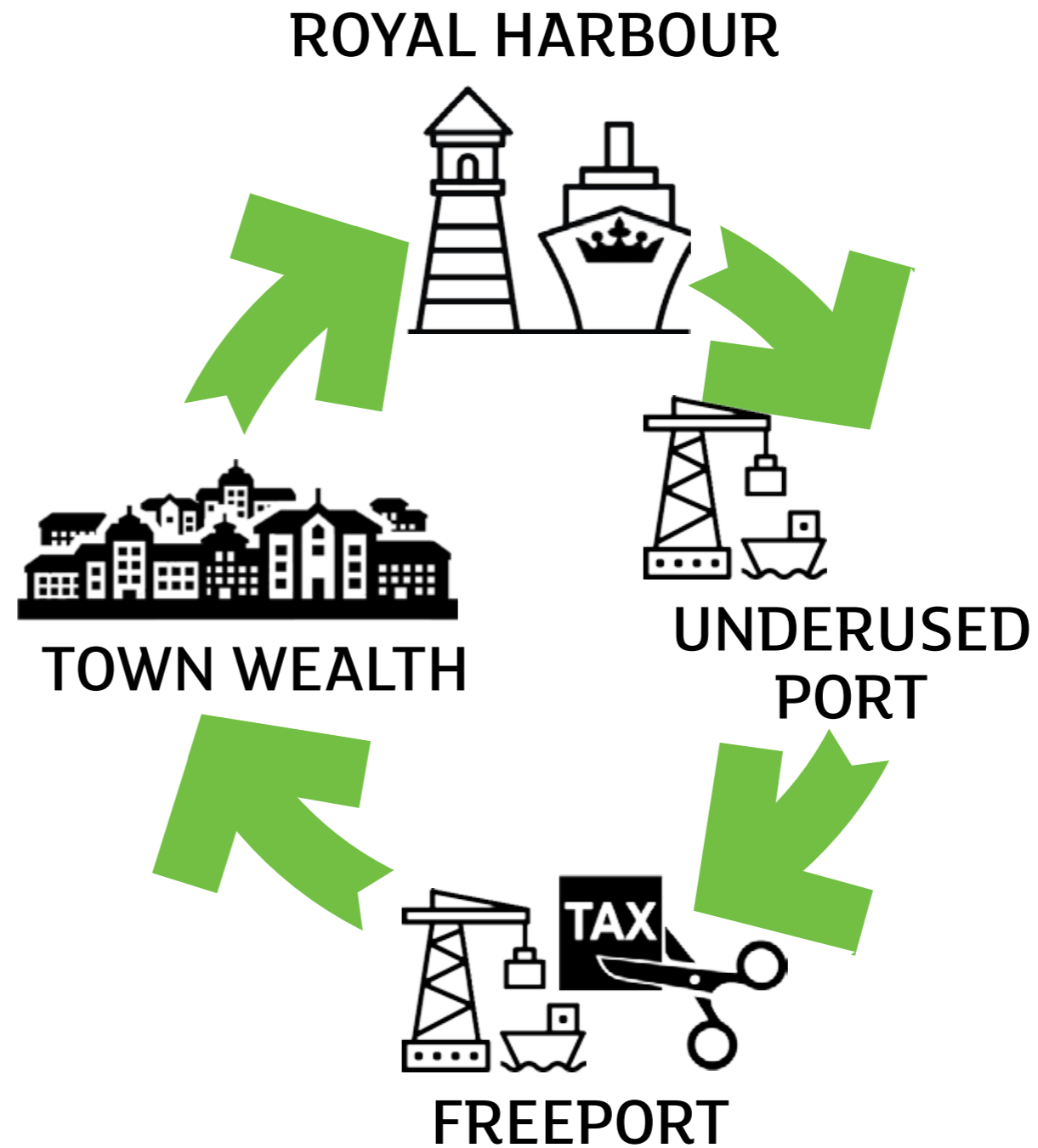
1. Port of Ramsgate
2. Royal Harbour
3. RoRo Ferry
4. Brett Aggregates
5. South Breakwater
6. Turning Basin
7. Windfarm Operators
8. Car Parking
9. Lorry Parking
10. Slipways
11. Lighthouse
12. Smack Boys Building
13. West Cliff Lift
14. Jacobs Ladder
15. Royal Esplanade Gardens
16. Ramsgate Main Sands
17. Ramsgate Tunnels
18. A299 Tunnel



Why Ramsgate?

Realise its potential

- Close proximity to Dover
- Overspill easily provided preventing post Brexit delays.
- Existing infrastructure can be easily upgraded with minimal capital investment.
- Opportunity to cross channel 'duty-free' services post Brexit.
- Royal Harbour is currently under utilised.
- Requirement for additional housing in Ramsgate area.
- Ability to regenerate Ramsgate by reinventing its maritime past.
- Potential to adapt and repurpose land at former Manston airfield.



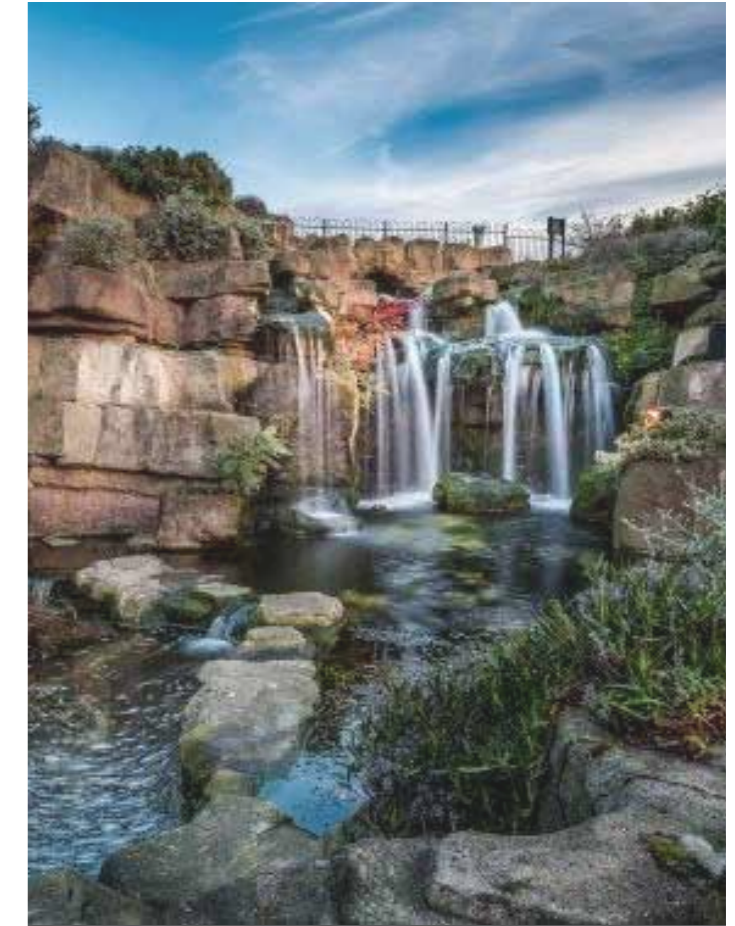
Why Ramsgate?

The Ramsgate Renaissance

- Reinforce the royal history of Ramsgate.
- Maritime Connections: Maximise the potential of being Ramsgate's location.
- Residential: Refurbishment and new build houses.
- Commercial development: creation of new workplaces.
- Leisure: Harness Cultural Tourism - be part of the Creative Coast.
- Curation of the 900 listed buildings in Ramsgate (200 in the Harbour) - Showcase Ramsgate's abundance of Regency, Georgian and Victorian buildings and squares.



Ramsgate Marina



Albion Place Gardens



Ramsgate East Cliff Beach



Royal Victoria Pavilion

Executive Summary

Why a Freeport?

Why Ramsgate?

Setting the scene

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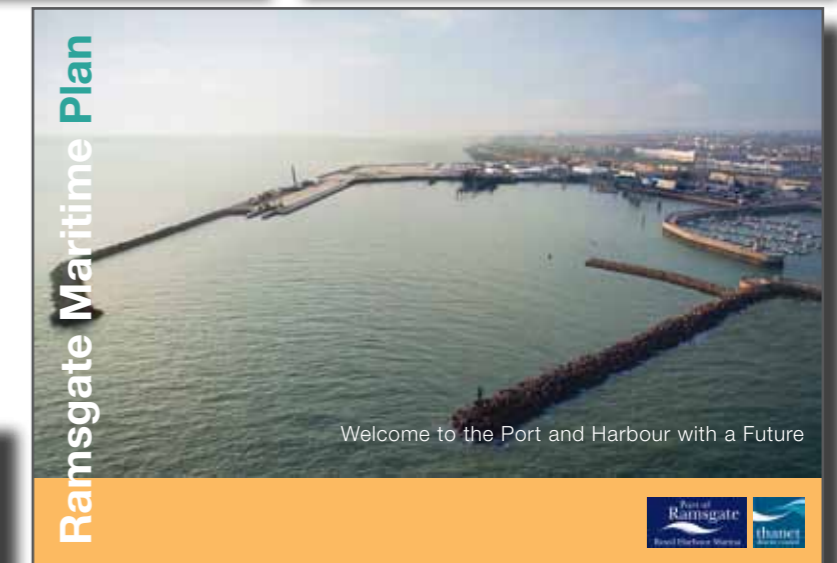
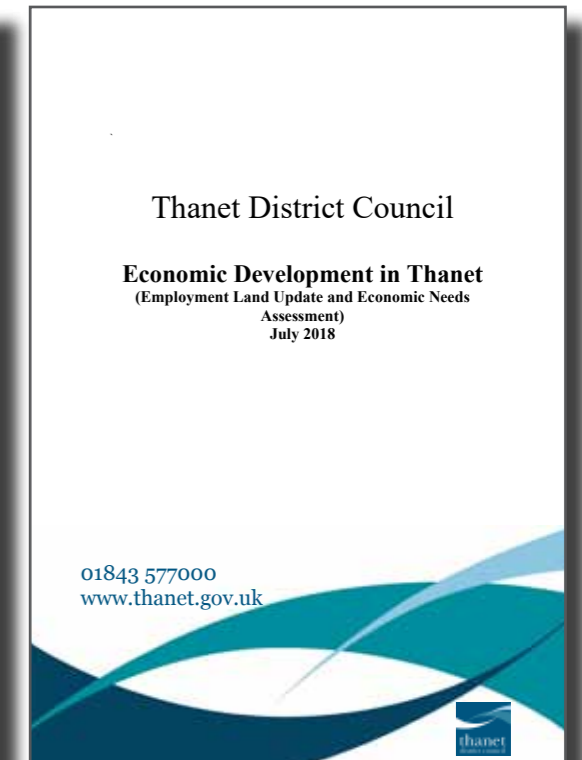
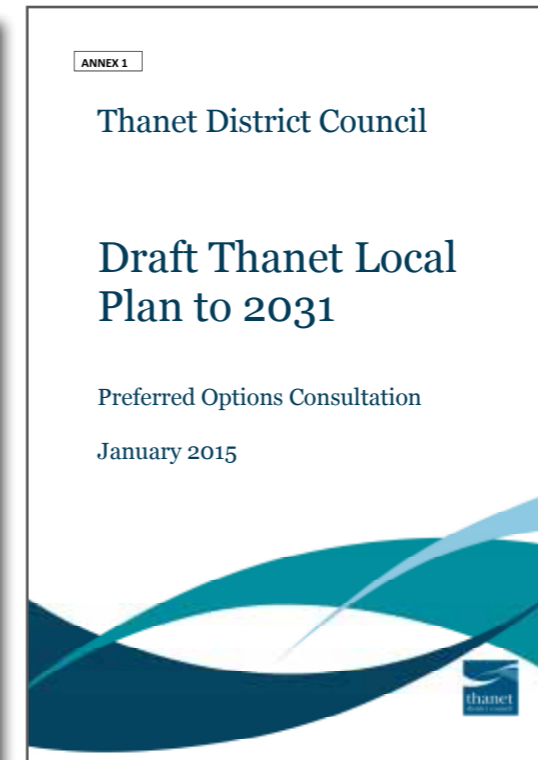
Ramsgate Royal Freeport

Precedents

Setting the scene

Planning and Policies

In order to understand the context and parameters within which redevelopment of the Port of Ramsgate should be undertaken within, a review of several local policy documents has been undertaken. Conclusions from the most current and relevant document are overleaf. Additionally a review of alternative plans for the port and surrounding key infrastructure developments have also been undertaken. These have also been summarised on the following pages.



Setting the scene

Thanet District Council / WSP proposal

Concept

Create a Maritime Village combining the following uses:

- Residential
- Commercial
- Industrial

This aims to:

- Deliver commercial success for the port site.
- Deploy limited capital resources as catalyst for private sector investment.
- Not negatively impact on local environment and high street funding work.

Priorities

- Retain commercial / industrial port uses on a streamlined basis with a view to attracting a regular RoRo service.
- Leverage land closest to the marina site for residential and leisure purposes.
- Retain and add to employment opportunities on site with a particular emphasis on lower skilled jobs.

Programme

- New residential zone with potential to reclaim land.
- RoRo terminal - condensed footprint with single berth.
- Convert Smack Boys building into Boutique hotel.
- East Marina - upgrade to achieve '5 Anchor Status'.
- Brett Aggregates remain on site - lease runs until 2054.
- Light manufacturing to compliment port uses.
- Victorian slipways replaced to create maintenance facilities.

Timeline

Briefing	4 Months
Concept Design	3 Months
Developed Design	6-9 Months
Technical Design	6-12 Months
Construction	18-24 Months

3-5 years estimated

Potential Issues

- Long term lease obligations to Brett Aggregates, Renewable Operators and Dry Boat yard.
- Executive Homes are specifically included in the Thanet Local Plan.



Setting the scene

Thanet District Council / WSP proposal

Zone 1 – Industrial/Commercial Developments

Creating an industrial part of the Ramsgate site would create jobs and opportunities in the area. The options selected have the possibility to bring a diverse range of employment opportunities which can expand to new areas benefitting wider area, both economically and socially.

Zone 2 – Commercial Port Developments

The prioritization of RoRo as the sole commercial port target user requires the least CAPEX and builds on an already established business. Other cargo types would be reliant on opportunistic trade volumes and require CAPEX for necessary port infrastructure including; alongside quay, mobile cranes, and storage/warehousing. The latter requires further space on the site which will necessarily detract from other suggested options Primary port operations are to increase through added services and investment, this will have some consequence for alternative facilities but will not overwhelm planned residential and industrial activity.

Zone 3 – Renewable O&M / Education Facility Developments

The established renewable O&M section of the port is a consistent and low maintenance source of revenue for the port. While currently operating under a fixed sum agreement, the sector is evolving, thus offering the potential for Thanet District Council work closely with its tenants to capitalise on developments and deliver further value added services to its incumbent customers. It is anticipated that any educational facilities would operate under similar conditions, in a nearby area of the site, potentially co-locating under circumstances which necessitate the relocation of existing Renewable O&M facilities.

Zone 4 – Residential, Retail & Food & Beverage Developments

Residential developments satisfies the local housing market by increasing supply and contributing to a healthier supply demand balance. As per the

councils plans to build 500 homes per year, it is valuable to contribute space and living area on the Ramsgate port site. Creating executive homes can also bring new demand for higher market retailing and marine activities, thus providing stimulus to the local economy.

Zones 5-9 – Marina Developments

The options available for the various zones will provide better utilisation to the port site as well as provide diversification of offerings at Ramsgate that can increase local economic and social benefits



Setting the scene

Thanet Parkway

Concept

The creation of a new 'parkway' railway station south of the Manston Airport site served by both Mainline and High Speed trains.

The station will offer good transport links to the surrounding highway network via the A299 Hengist Way, and provide local connections for pedestrians and cyclists.

Priorities

- Encourage park and ride to London and Ramsgate.
- Introduction of high speed trains via Ashford to London reducing journey times by 40% to under 1 hour.
- Unlock the potential to create local jobs for local people through the inward investment of businesses.
- Reduce congestion and parking demands at Ramsgate station.

Programme

- The two platform station built on existing Ashford International to Ramsgate line.
- 300 Space Car park and Taxi rank.
- Connections to bus network.

Timeline

Planning Approval	2020
Construction Begins	2021
Completion	2022

Potential Issues

- Cost escalation has caused funding review by SE England Local Enterprise Partnership.
- Lack of local support.
- Safety issues caused by unmanned station.

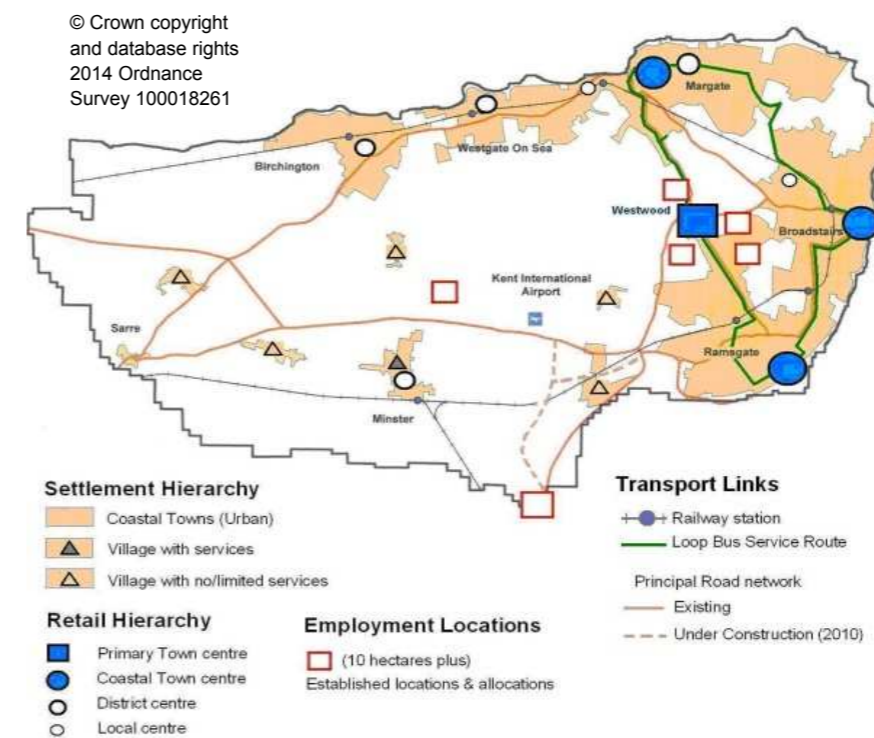


Setting the scene

Draft Thanet Local Plan to 2031

- The Plan’s housing strategy sets out how the Local Plan seeks to meet the housing needs by identifying sufficient and suitable land for expected population growth.*
- Further in-migration will be needed to provide an adequate labour supply to deliver the economic strategy.
- The Council’s Housing Strategy seeks to create sustainable communities.
- Housing provision is made for 12,000 additional homes over the 20 year period to 2031.
- **Manston Green** identified as Strategic Housing Sites. Applications to develop such sites shall be accompanied by a detailed development brief including an illustrative site masterplan.
- Land is allocated for up to 700 new dwellings at a maximum density of 35 dwellings per hectare net at land known as Manston Green.
- Built development will be focused at the northern part of the site.

Map 11 - Settlement Hierarchy



*) Thanet Local Plan to 2031 is not taking into account what this document is considering: Ramsgate Royal Freeport which will require further housing development .

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Connecting with the past

Ramsgate Royal Freeport

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Connecting with the past

Ramsgate

1749 - onwards

Following the storm, Ramsgate largely developed as a Harbour of Refuge, to the form we know today.



Mercenaries Hengest and Horsa landed in the 5th century to herald the pagan Anglo-Saxon age in England.

5th Century



Ramsgate join the Confederation of Cinque Ports, a Royal Charter established the ports to maintain ships ready for The Crown in case of need.

15th Century



Construction of Ramsgate Harbour intended as a Harbour of Refuge, following a violent storm (completed in about 1850).

1749



Jacob's Ladder Steps

1826

597

The Christian missionary St. Augustine landed in Ramsgate which re-established the link between England and the Christian church in Rome.

1748

Violent Storm

1817

4_ The Clock House was built in - currently: maritime museum.



1820

King George IV set off from Ramsgate with the Royal Squadron en route to Hanover. He was so impressed by the hospitality he received at the Kent port that he decreed it be declared a 'Royal Harbour' – a status that's unique in mainland Britain.*



*) This 1821 cartoon by George Cruikshank may reveal why King George liked Ramsgate so much. The cartoon called Nosing the Nob at Ramsgate, shows the King having coffee with Lady Curtis. The King stayed at Cliff House, home of the Curtis family. Gossip of the time suggested the King may well have received rather more than coffee, on his stays in Ramsgate. On the right of the picture is Lord Curtis the husband.

1842

Lighthouse



Connecting with the past

Ramsgate

1850
Completion of Ramsgate Harbour.

1863
Ramsgate Harbour railway station.

1875
1876
1878
Artist Vincent Van Gogh lived in Ramsgate for a year from April 1876
1_ Sailor's Church.

1900
5_ The West Cliff lift. Designed by Basil Charlton, inspired by the Art Deco. (Decommissioned in 1993)

1926
1929
2020
Ramsgate Sands or Harbour Station, abandoned in 1926.

1945
Plans for the Ramsgate Blitz Experience. 1988



Connecting with the past

Ramsgate - Golden Age



1



2



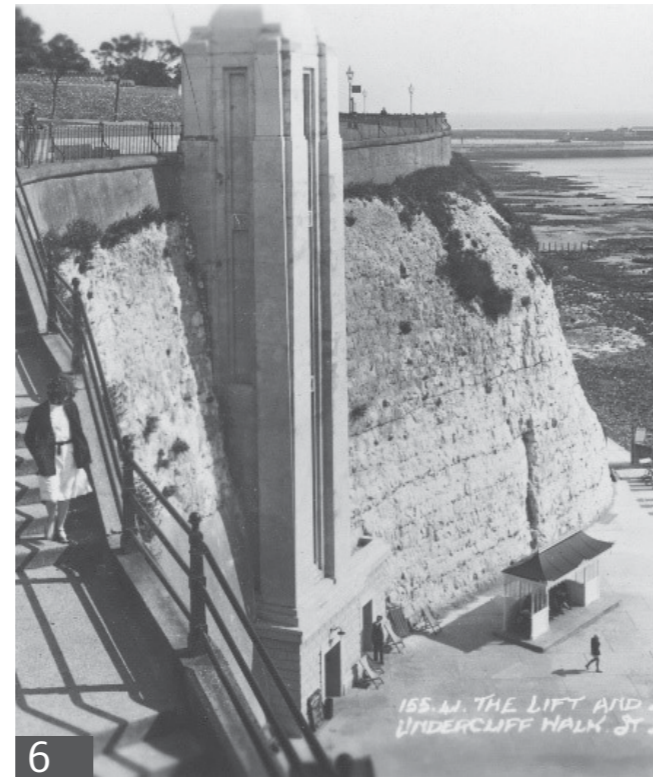
3



4



5



6

1.Sailor's Church

2.Jacob's Ladder

3.Royal Harbour Marina

4.Royal Crescent

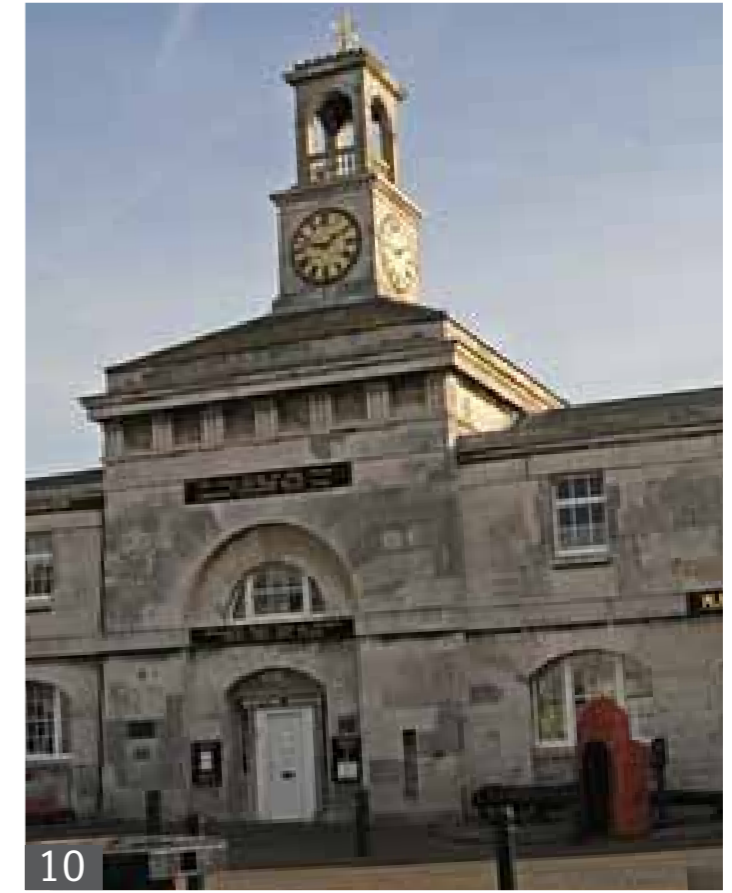
5.West Cliff Arches

6.West Cliff Lift



Connecting with the past

Ramsgate - Golden Age



7. Albion Place Garden 9. The Galley 11. Royal Victoria Pavilion
 8. West Pier Lighthouse 10. The Clock House 12. Obelisk



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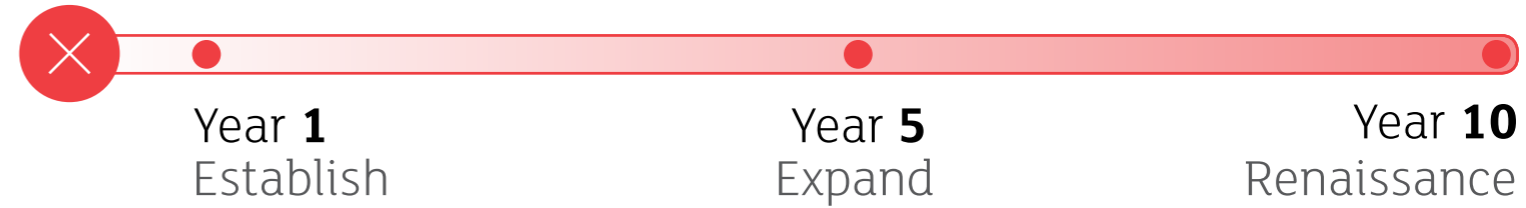
Connecting with the past

Ramsgate Royal Freeport

Precedents

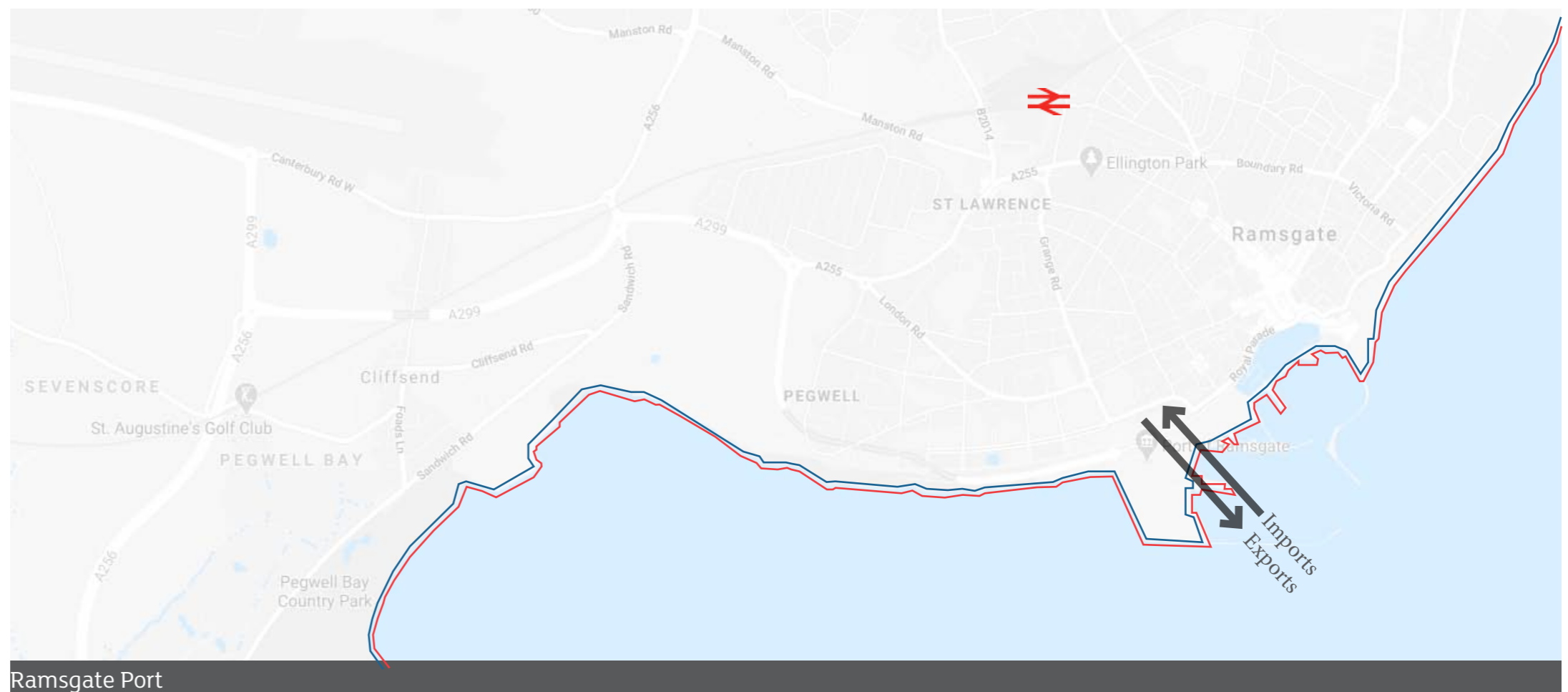
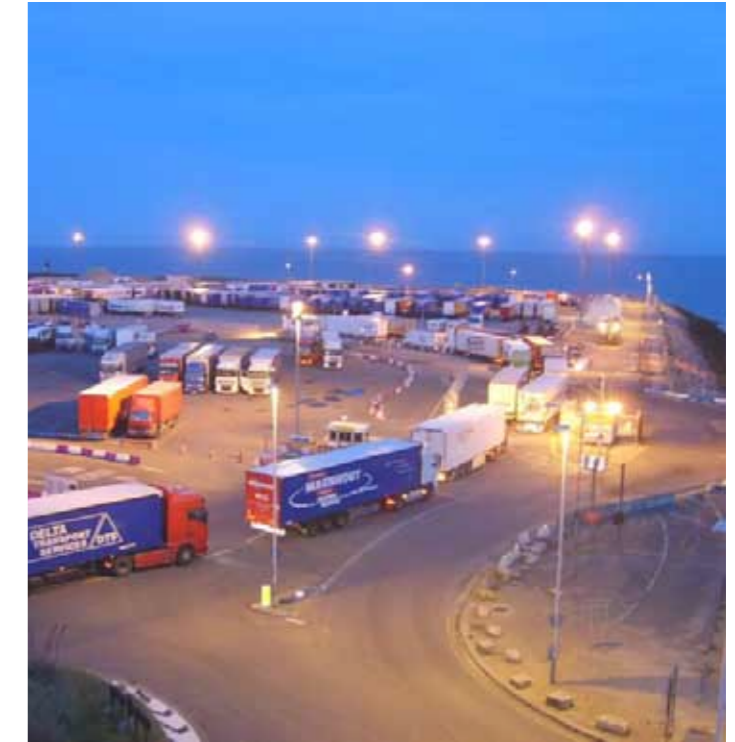
Ramsgate Royal Freeport

As things stand



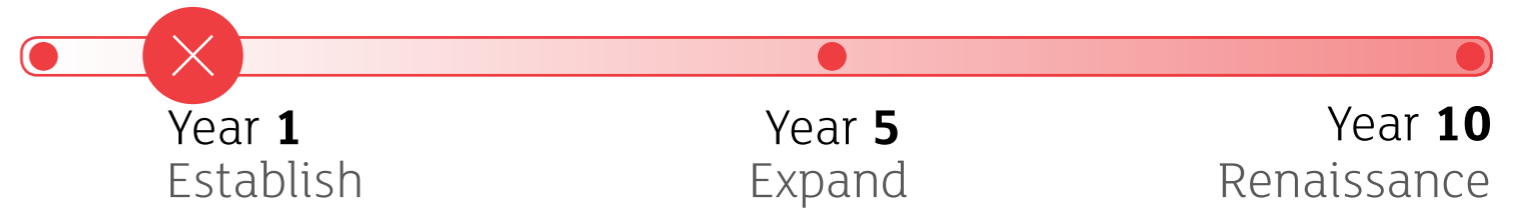
Existing Facilities:

- 3no. RoRo berths accommodating 1no 140m vessel and 2no 160m vessels.
- Passenger and customs facilities.
- Dedicated warehousing for transhipment and storage.
- Existing aggregate facility accommodates 60m long cargo vessels.
- Windfarm Operatives maintenance depots.
- Lorry and car parking.
- Under utilised Royal Harbour.
- Potential capacity of up to 500,000 freight units and five million passengers each year.

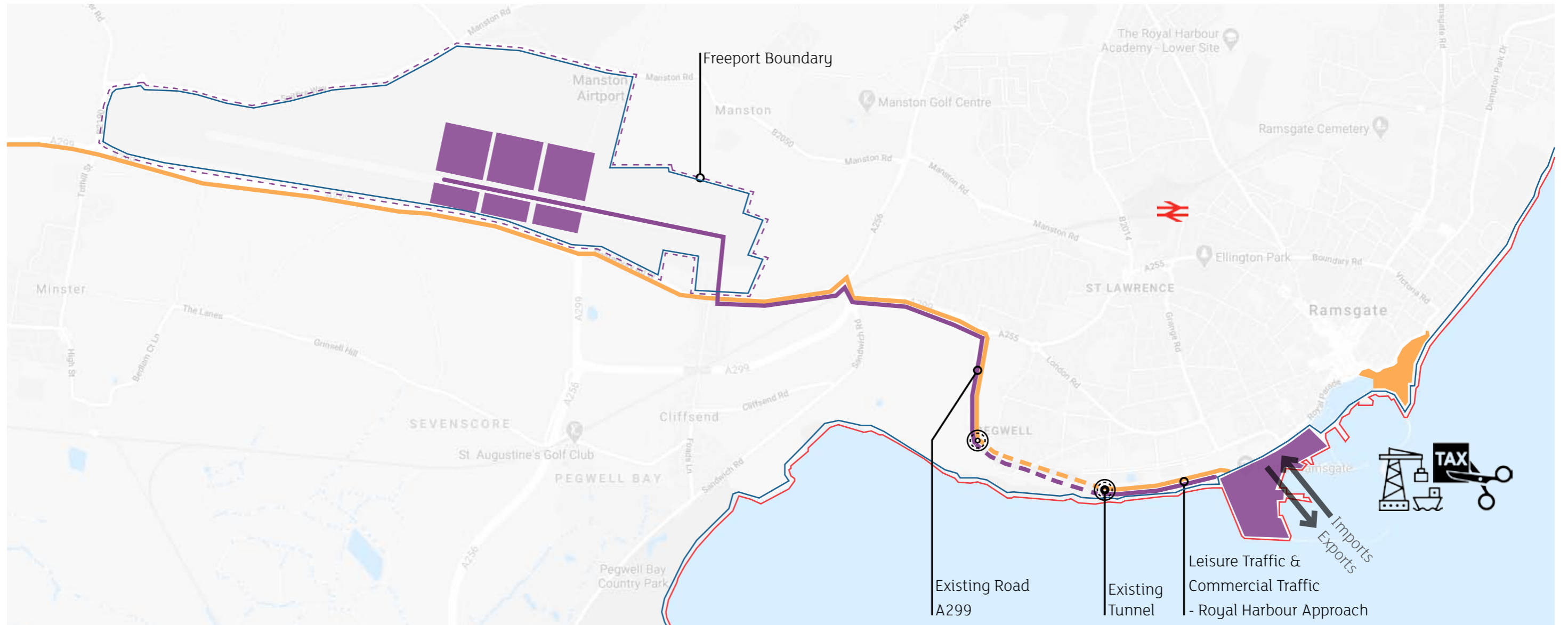


Ramsgate Royal Freeport

Year 1 - Establishing the Freeport



- Border
- Duties Border
- Freeport Zone 2
- Benefits of the reactivation of the Port of Ramsgate
- Ramsgate Marina
- Freeport Zone 1



Ramsgate Port and Manston - Year 1

Ramsgate Royal Freeport

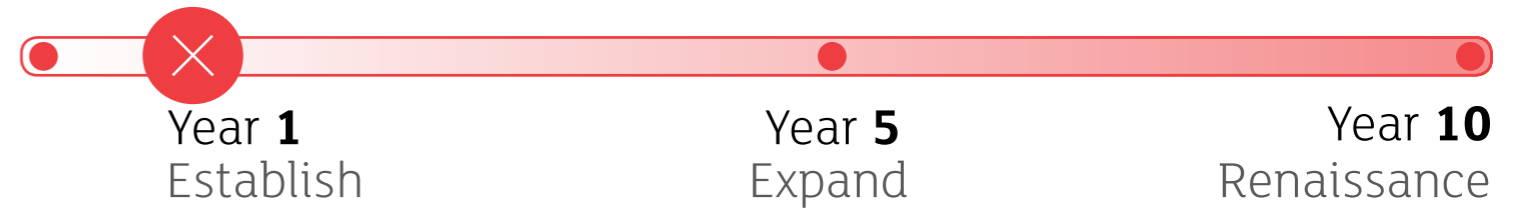
Year 1 - Establishing the Freeport

Zone 1 - Port of Ramsgate

- Upgrade of RoRo ramps and ancillary equipment, maximising the existing potential of the port.
- Berths to be assessed to accommodate of larger RoRo vessels within new infrastructure.
- Renovation of port and customs buildings.
- Construction of additional stevedore and parking areas including security and signage.
- Construction of secure perimeter around freeport area.
- Create clear segregation of existing Port activities, such as renewables and aggregates.

Zone 2 - Manston

- Unlocks the potential to repurpose the underused former airfield site at Manston as a Freeport.
- Creates space required for Freeport, leveraging the potential of Ramsgate Port.
- Demolition of terminal buildings.
- Construction of required Customs facilities.
- Renovation of existing hanger and cargo facilities for use as storage facilities.
- Construction of secure perimeter and security facilities.
- Establishment of logistics and storage hub that compliments Port of Ramsgate in order to facilitate Freeport.
- Potential for introduction of light industry.

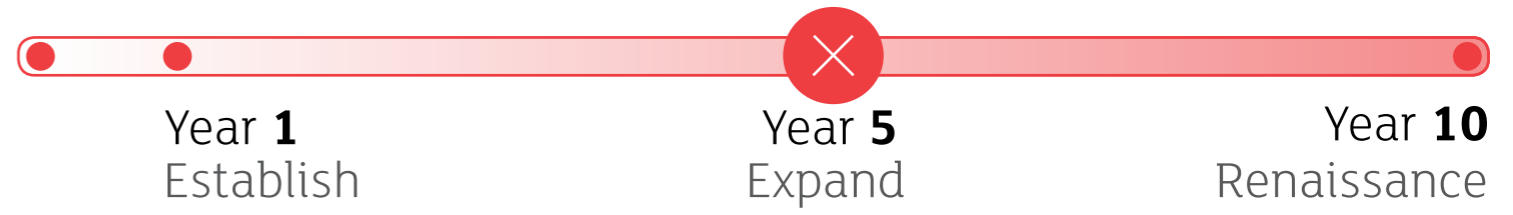


Linking Infrastructure

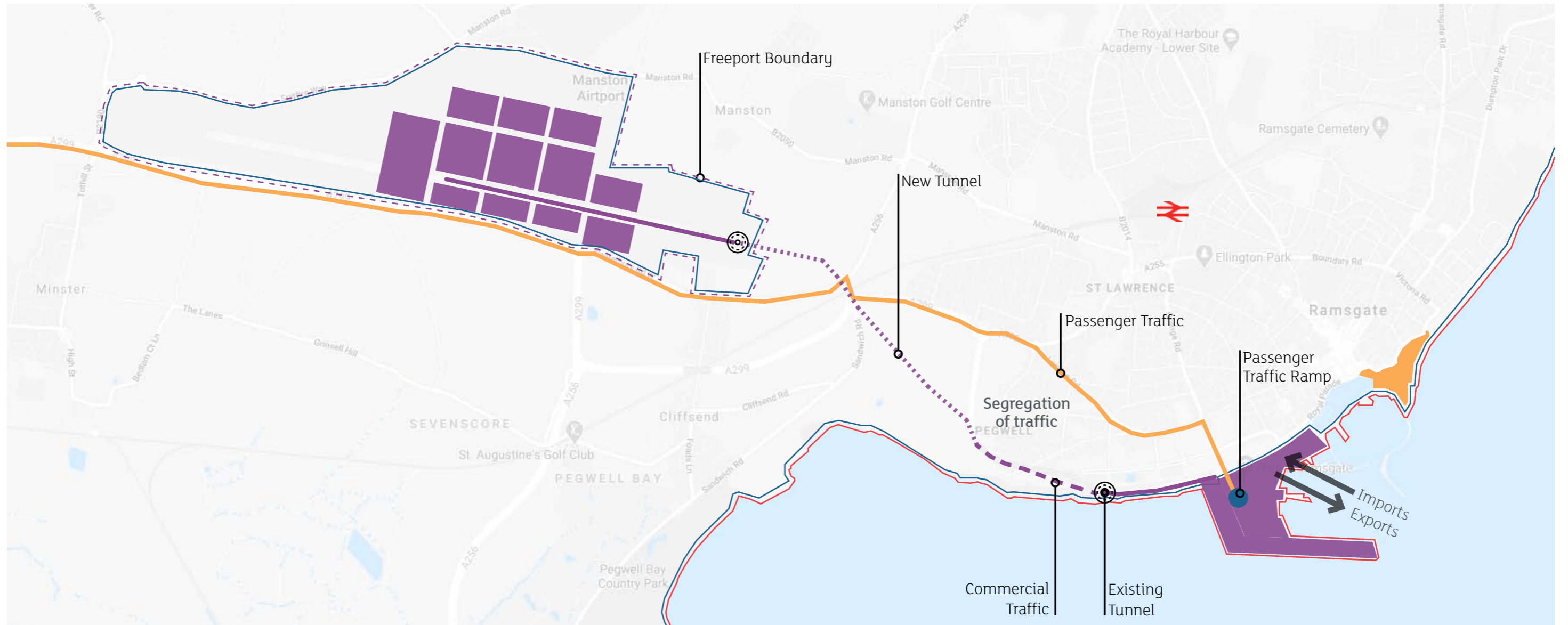
- Utilisation of existing road network between Port and Manston.
- Use of the tunnel between A299 and Royal Harbour approach.
- Technology utilised to ensure secure link between two operating zones.

Ramsgate Royal Freeport

Year 5 - Expanding the Offer



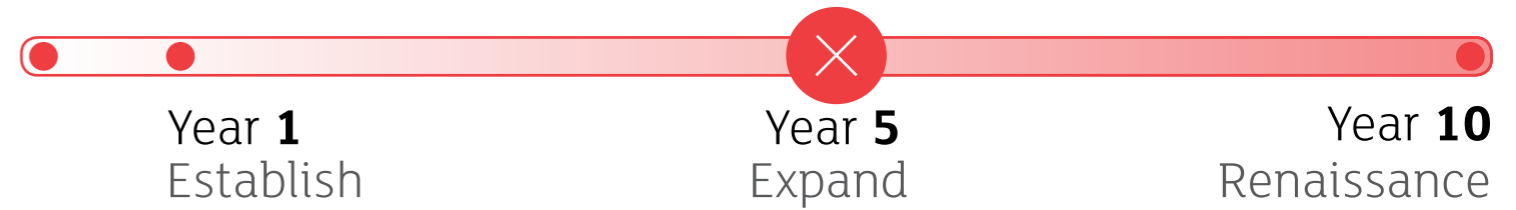
- Border
- Duties Border
- Freeport Zone 2
- Benefits of the reactivation of the Port of Ramsgate
- Ramsgate Marina
- Freeport Zone 1



Ramsgate Port and Manston - Year 5

Ramsgate Royal Freeport

Year 5 - Expanding the Offer



Zone 1 - Port of Ramsgate

- Extension of the Pier to the West to create further capacity. Reclaim area of unusable water. Relocation of aggregates as required.
- Extension of the pier to the South - Conversion of the Ports southern breakwater into harbour to provide new cargo berth.
- Construction of additional crane and infrastructure, such as additional stevedore and storage facilities.
- Construction of ramp in order to create new passenger traffic route that bypasses the town centre, linking to the A299.
- Relocation of renewable industry facilities to Western extension.

Zone 2 - Manston

- Sustainable development of storage and logistics hub.
- Creation of UK's high value storage depository.
- Construction of manufacturing facilities.
- Promotion of area as Research and Development hub. Emphasis on Innovation.
- Integration of new technology to increase efficiency.

Linking Infrastructure

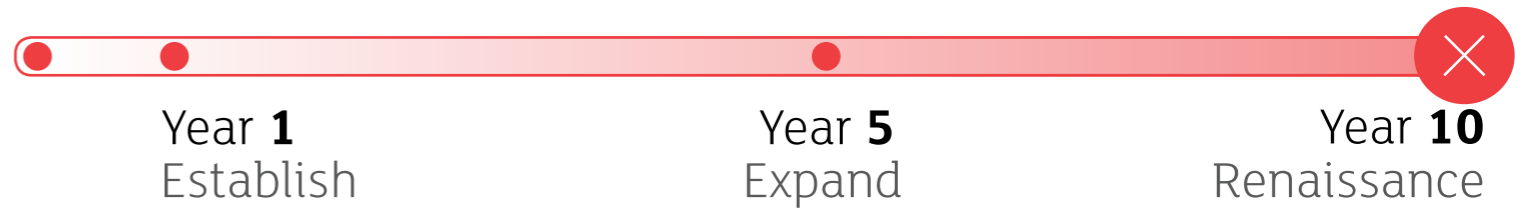
- Segregation of commercial freeport traffic and passenger traffic into two distinct routes.
- Construction of tunnel or deep cut highway to link existing A299 tunnel and Manston site.
- Upgrade of road infrastructure at Grange Road, connecting to new ramp.







Connecting to the Town

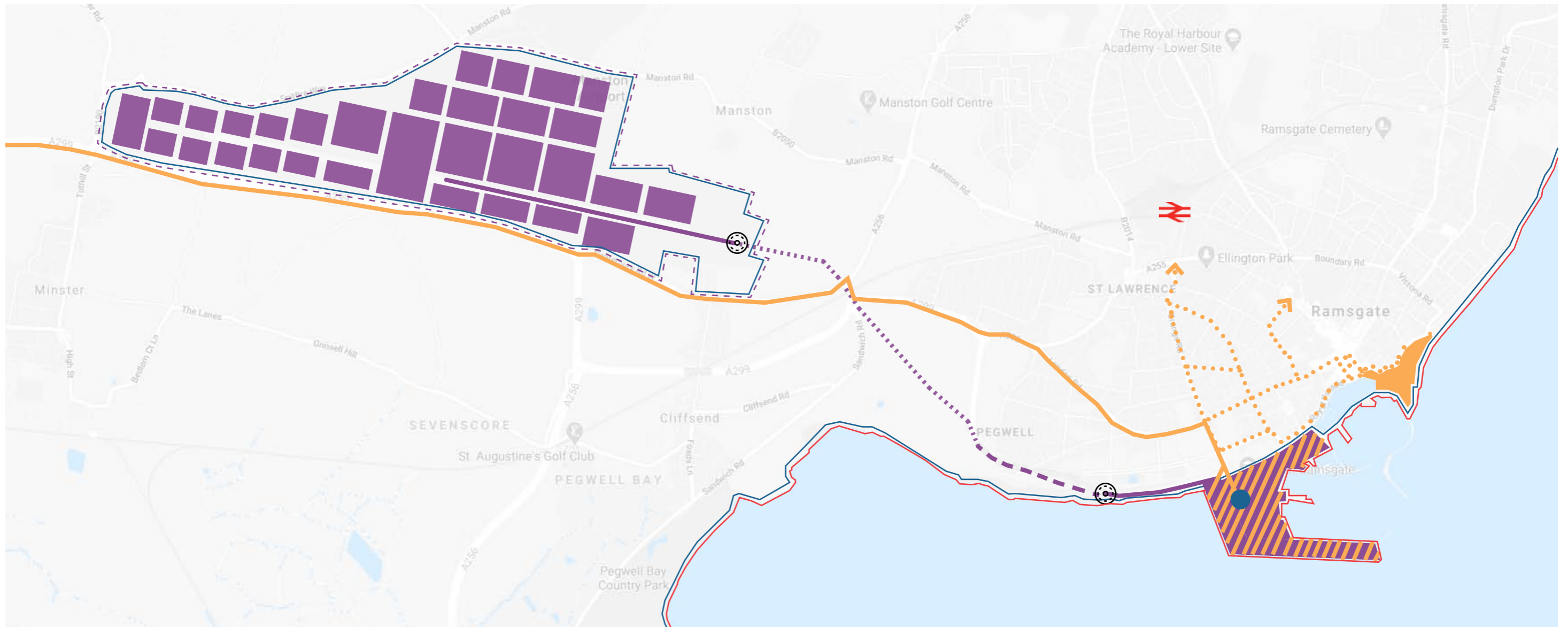
- Town improvements to accommodate an agreed programme from the 2011 Master Plan for Ramsgate Port. These include:
- Refurbishment of Harbour arches for commercial uses.
 - Improved public realm.
 - Development along the cross wall.
 - Landmark commercial redevelopment.
 - Refurbish harbour arm restaurant.
 - New facilities for offshore windfarm servicing.

Ramsgate Royal Freeport

Year 10 - Ramsgate Renaissance



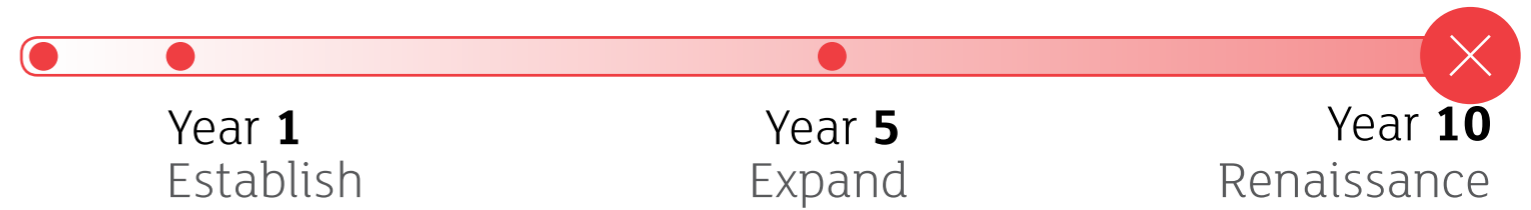
-  Border
-  Duties Border
-  Freeport Zone 2
-  Benefits of the reactivation of the Port of Ramsgate
-  Ramsgate Marina
-  Freeport Zone 1



Ramsgate Port and Manston - Year 10

Ramsgate Royal Freeport

Year 10 - Ramsgate Renaissance



Zone 1 - Port of Ramsgate

- Development Maritime Village combining residential, commercial and industrial uses.
- Construction of deck over existing facilities allowing for creation of leisure facilities, creating new public space and promoting seafront regeneration.
- Construction of residential buildings adjacent to Marina.
- Construction of additional car parking and storage facilities under deck.
- Upgrade Passenger facilities to maximise RoRo capacity.
- Maximise cargo capacity.

Zone 2 - Manston

- Continued sustainable development of storage and logistics hub.
- Further development of manufacturing facilities.
- Construction of commercial premises as part of Research and Development hub.

Linking Infrastructure

- Upgrade of existing roads as required.
- Construction of new pedestrian and cycle route connecting Manston with Thanet Parkway Train Station.

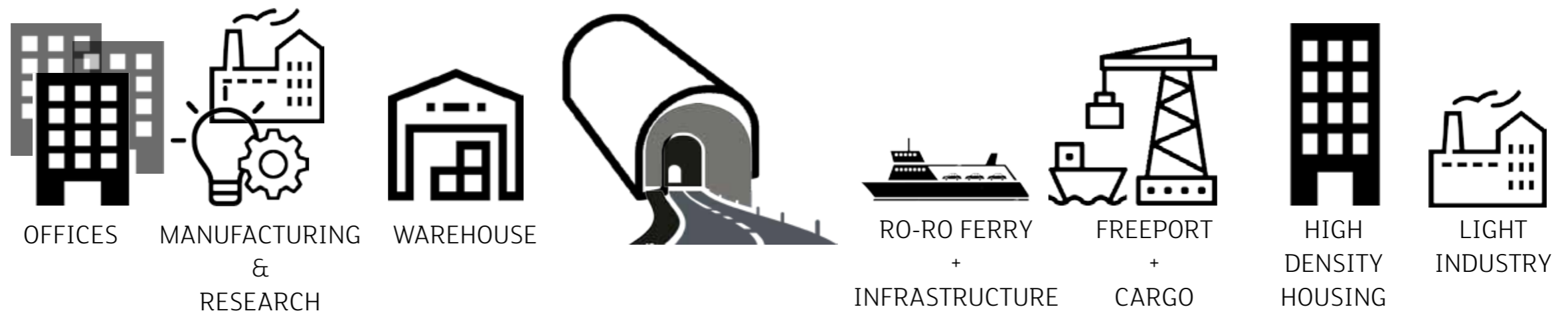
Connecting to the Town

- Development of Smack Boys Building for leisure use.
- Continued investment in restoration of Ramsgate's existing maritime history.
- Upgrade of Royal Marina facilities to achieve '5 anchor status'.

Ramsgate Royal Freeport

The Concept

RAMSGATE ROYAL FREEPORT



UK

Manston

Link Tunnel

Port of Ramsgate

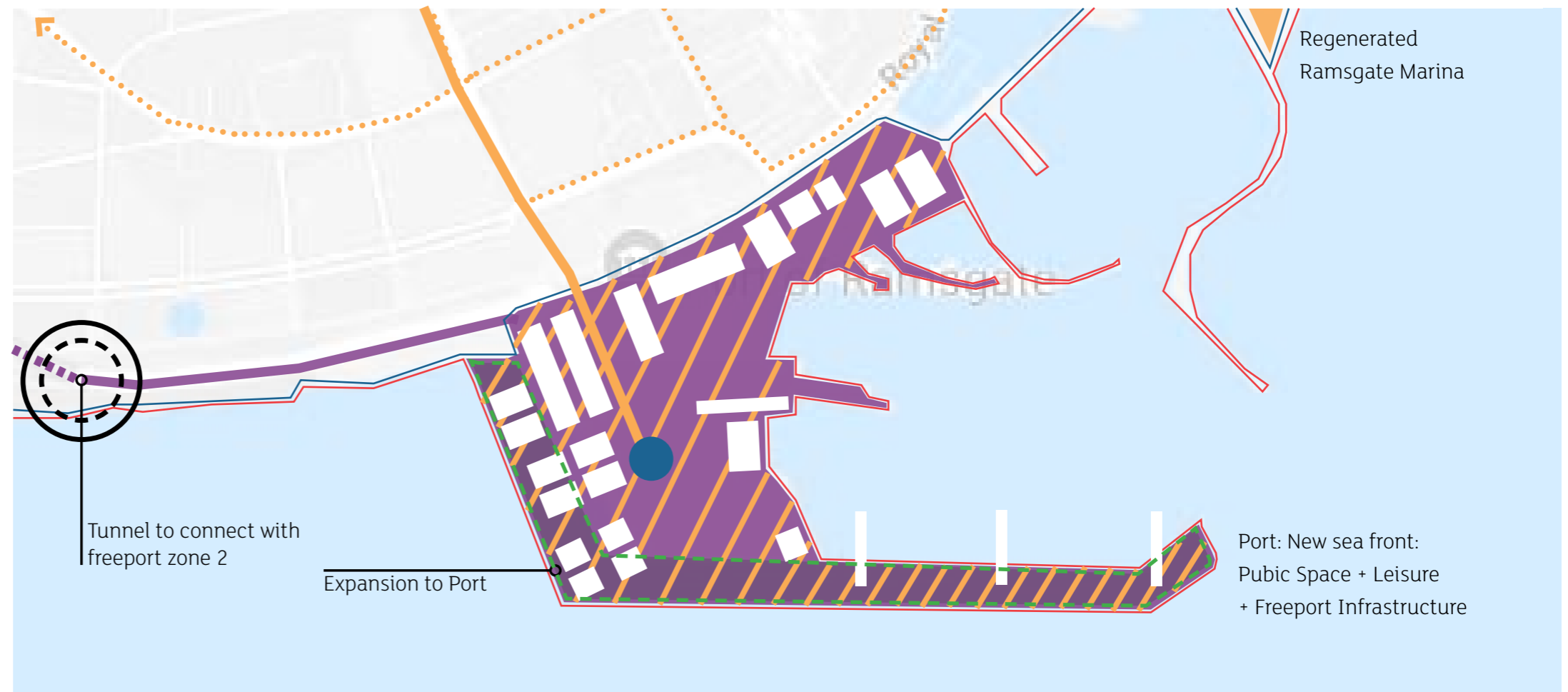
WORLD

Ramsgate Royal Freeport

Port of Ramsgate

Aspirations for a new Ramsgate Port:

- Create cargo landing area for Freeport.
- Reintroduce and increase RoRo Ferry activities.
- Revitalise Facilities.
- Connect the port to the town.
- Build on Ramsgate's historic maritime history.
- Add leisure and residential offers.
- Boost light industry.
- Create jobs and enhance the local economy.

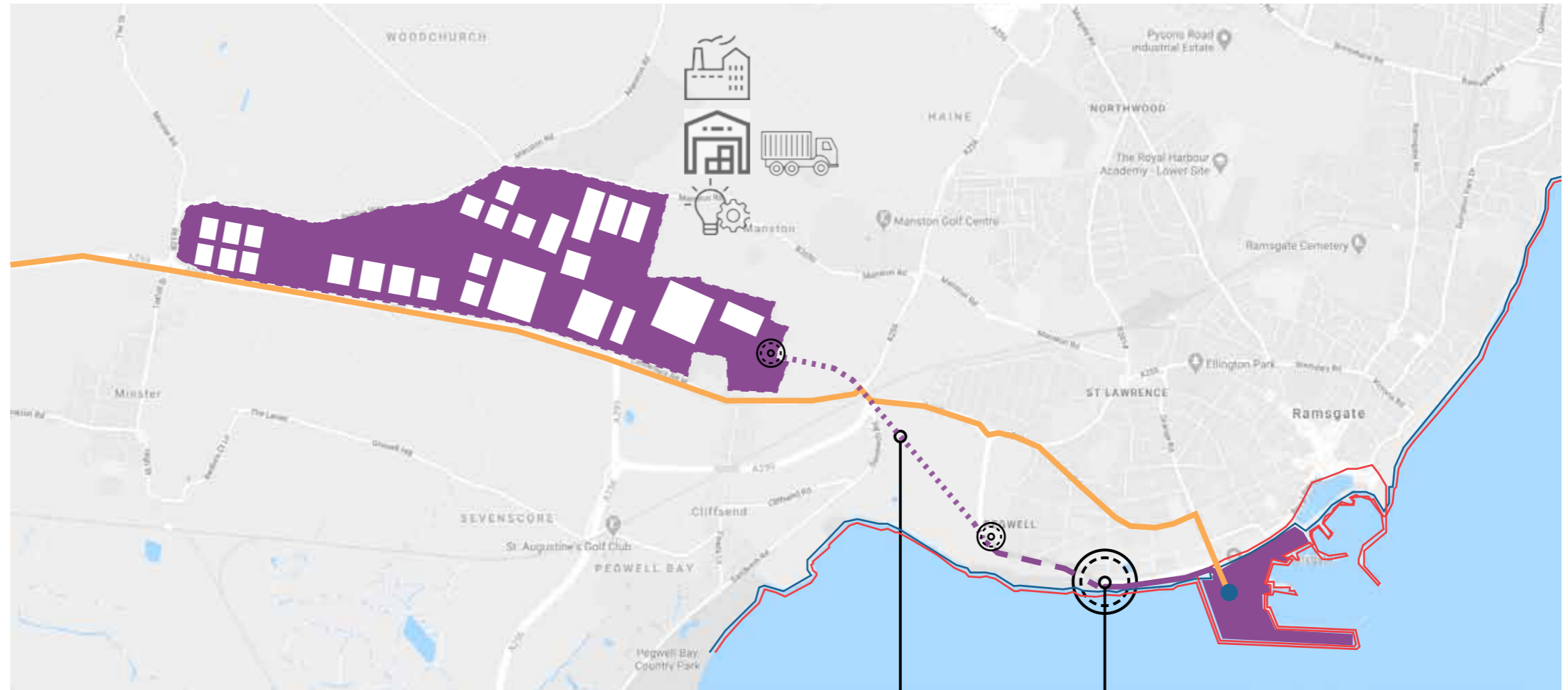


Ramsgate Royal Freeport

Manston

Aspirations for a new Manston:

- Create warehouses and storage for Freeport – a new logistics hub.
- Create high skilled jobs centred around manufacturing.
- Take advantage of tax advantages of Freeport.
- Promote research and development.
- Build homes for workers that will boost the population and economy.
- A sustainable and innovative development.
- Utilise existing transport infrastructure where possible.
- Link directly to port through extended tunnel.



Automated Warehousing Facility



BingDing Wood Kiln Factory Renovation



Copenhagen's First All Timber Neighbourhood

Tunnel extension

Tunnel to connect with freeport area at Manston Airport

Ramsgate Royal Freeport

Scale Comparison with Port of Dover



- Utilise Freeport status to diversify Harbour offer.
- Create competitor to Dover.
- Utilise Ramsgate as Dover overspill.
- Maximise assets of site.



Port of Dover

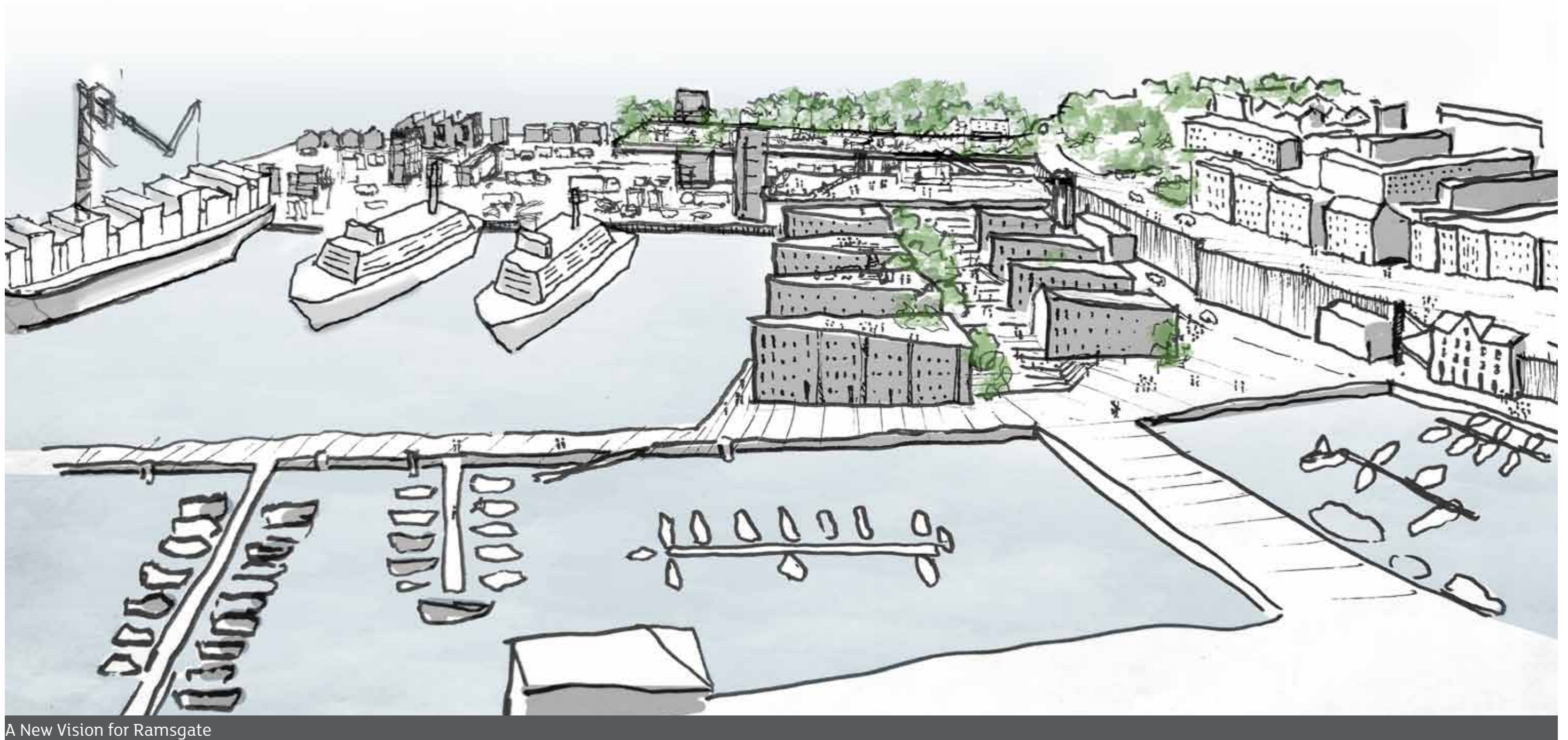


Ramsgate Port - Scale comparison with Port of Dover

	Port of Dover 	Port of Ramsgate 
<i>Opened</i>	1606	1850
<i>Available Berths</i>	8	3 + 700 berths in marina
<i>Piers</i>	2	1
<i>Passenger Traffic Capacity</i>	13 M/year	2M/year
<i>Area</i>	1050 acres/4,249,200 sq. metres	32 acres/132,000 sq. metres
<i>RoRo Bridges</i>	5	3 - max. vessel length: 1 = 140m; 2&3 = 180m

Ramsgate Royal Freeport

The Vision



A New Vision for Ramsgate

Executive Summary

Why a Freeport?

Why Ramsgate?

Setting the scene

Connecting with the past

Ramsgate Royal Freeport

Precedents

Precedents

Ramsgate and Manston

