

that drift into the playground which is not good for the health of the children as they could develop **asthma**, the roads are poorly maintained and cannot cope with the potential increase of traffic , it's a main road with children walking along it to four schools in close proximity so there's the increased risk of accidents.

Sample 10:

The extremely poor quality and complete Lack of detail in all of the hand outs with maps that are impossible to read. When information has been requested no response or no answer given. The habitat and wildlife that will be lost as no one with local knowledge has been asked to show national highways just what is living on some of the land they are going to use some one to come and look and listen would have been nice. I apologise for my spelling as I have migraine and find very hard to write down what I'm trying to express.

Sample 11:

I am the owner of 72 Longcross Rd. The development of area behind my house will impact the view from my house and I am very concerned that there will be noise and flashing lights which will make it difficult or impossible to live in my house. The area behind my house is currently a quiet peaceful haven for wildlife. Also I am concerned about the amount of traffic that the development will attract to the area. The traffic is already very heavy and it is almost impossible to park along Stanhope Rd, this development will virtually make the road unusable. It will be a nightmare for the residents of Stanhope Rd to get to and from their homes with the amount of traffic that will be created during the development and when the resort opens.

Sample 12:

I live in Herne Bay directly under the extreme east to west proposed flight path. I object to the application because:- The applicants intentions regarding night flights is not clear, worst case scenario is said to be eight flights a night, so why is the night noise quota count so big? Why is there no numerical cap on night flights? This would severely affect the sleep quality in my household. Will the Inspector get clarity on those matters please? The applicants estimate of additional HGV movements generated seem very low (64,906 by year 2020). Compare that with East Midlands Airport which currently generates 182,500 HGV movements, yet by year 2020 Manston is forecast to exceed East Midlands freight tonnage. Indeed Sir James Moore stated on the BBC in July 2015 that Manston's location and roads were unsuitable for a possible relief of operation stack and the idea was "completely insane". What has changed in the last 3 years to suggest the roads are now suitable for HGVs? This would cause untold extra pollution travelling down the A299 past my house. Affecting my asthma and quality of life. Will the Inspector please probe the accuracy of the applicants forecast, as the implications for the local road network are significant? Also there is the question of fuel tanker movements per day. The