

So far as the golf course is concerned the report runs to 55 pages, costing, we would guess between £500 and £1,000 a page. We are probably not oversimplifying its conclusions when we say that what it seems to conclude is that. 1. It is a rubbish course and 2. It is not needed. As to the second conclusion, that is correct. It is not needed, but it has that in common with literally every other golf course in the British Isles. As a single entity none of them can said to be vital.

As to the first conclusion, it may or may not be a rubbish course, but that is not the point. We are not golfers so have no axe to grind here. We do however have something in common with about 90% of people who do play. We are totally useless at the game. For us it means that we don't play. For them it means they don't care. They joke about how bad they are. They take pride in it. We visit the Windmill Club two or three times a week to use the pool. We see and speak to the golfers. They are a pleasant and happy bunch of people. They realise that the course is not the best but they see their sport as something from which they derive great pleasure, it provides friendship, companionship, social interaction and good exercise. It is immaterial that the Open Championship will never be played there, it is just a facility for good interaction between friends and acquaintances, something which cannot be quantified and which the report totally cannot say.

We believe the report also contains at least one glaring error. It says there are no lady members. If that is correct then why is there a parking space set aside specifically for the lady captain and why do the boards in the clubhouse show the names of lady club champions going back to before the turn of the century? If we find one error in a document we generally start looking for others. We trust the inspector will do the same with any document set before her. The documents she will have before her are evidence. Evidence is that which tends to prove something but it is also something which needs to be questioned severely before being accepted.

Turning to the infrastructure. We have lived on Allesley Green since almost the first day it was possible to do so. At that time it was envisaged that the estate would have a doctor's surgery, probably a pub and a social centre. A third of a century on we are still waiting!

The roads are our main concern. Firstly the plan for the golf course land appears to show a new junction direct onto the A45, allowing traffic to proceed both ways along the A45 with the proviso that the junction should be "signalled". We cannot think that any responsible planning authority would allow such a proposal, especially if the proposed raised junction slightly further along comes into being. The A45 is quite a fast and free-running road. Such a junction and a slip road in those positions are recipes for disaster.

Additionally it is only a few years ago since the junction of Oak Lane with the A45, allowing traffic-access to and from the A45 in either direction was closed after several accidents, at least one, fatal.

As to the rest of the proposed new developments there seem to be 3, perhaps 4 acceptable roads from the development into the City. Broad Lane, Allesley Old Road and Holyhead Road. Both of the latter are fed from both the A45 and Park Hill Drive. Park Hill Drive, in turn is fed by Upper Eastern Green Road. There is also Tile Hill Lane which joins with Broad Lane at around Hearsall Common. We would suggest that none of these roads is constructed to accept the level of traffic they now have let alone the extra traffic generated by the proposed development. In particular Upper Eastern Green Road is further restricted by the parking of cars and vans, and is also a bus route which mean that it is just an opportunity for jams and delay. Traffic from there will tend to drive through Park Hill Drive in order to attempt to avoid congestion. It will not be an intention of the development but it is an inevitable outcome. Park Hill Drive is the subject of traffic-calming already and is very heavily trafficked for a road of its type, having suffered from the new road junction provision at the junction of Broad Lane and the A45, plus the recent development at Banner Brook housing estate, off Banner