



Technical Note

Elm Tree Farm, Sellindge

22-029-005 Rev -

Transport Assessment Addendum

December 2024

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Planning	CG	SW	SW	SW	20/12/24

1 Introduction

- 1.1.1 C&A Consulting Engineers have prepared this Transport Assessment Addendum (TAA) on behalf of Quinn Estates for the proposed development of land at Elm Tree Farm in Sellindge, Kent. The local planning authority is Folkestone & Hythe District Council (FHDC) and the local highway authority is Kent County Council (KCC).
- 1.1.2 The development of the site is subject to an ongoing planning application¹ for which C&A provided a Transport Assessment (TA).² The applicant has since engaged further with FHDC in relation to the site layout and C&A have provided supporting information in this TAA, which should be read in conjunction with the original TA.

¹ FHDC ref 23/1413/FH

² C&A ref 20-029-003 Rev A

2 Proposed Site Layout

2.1 Overview

- 2.1.1 The indicative site layout is shown in **Appendix A**, with a street hierarchy as set out in the Design & Access Statement Addendum by Milton Studio.
- 2.1.2 There are three broad street types, reflecting a transition from the movement function to the place function as people move further into the site. Example street scenes are shown below and correlated with the Kent Design Guide (KDG).

2.2 Primary Street

Figure 2.1: Illustration of Primary Street



- 2.2.1 This would be the principle all-modes access to the site from Ashford Road, initially running alongside the local centre and then through the residential component to the eastern edge of the site.
- 2.2.2 This street would serve the entire site of 105 dwellings, including direct frontage access to some of the dwellings, so it accords with the KDG 'Major Access Road' which is appropriate to serve 50 - 300 dwellings. The street would have a carriageway width of 5.5m and a footway width of 1.8m.

2.3 Secondary Street

Figure 2.2: Illustration of Primary Street



- 2.3.1 There would be around five secondary streets connecting with the primary street, each serving no more than 25 dwellings. These streets would have a shared surface of 4.8m width and incorporate visitor parking bays, according with the KDG 'Minor Access Way' road type which is appropriate to serve up to 25 dwellings in a cul-de-sac.

2.4 Private Lane

Figure 2.3: Illustration of Private Lanes



- 2.4.1 Finally a series of private lanes would connect with the other roads, typically providing direct access to around 5 dwellings each. These would have a shared surface of 3.6m and incorporate visitor parking, according with the KDG 'Shared Private Drive' type.

3 Site Access

- 3.1.1 The access proposals have been amended since the original submission as follows.

- 3.1.2 The previous layout retained the existing access to the farm dwellings on the site alongside the proposed site access road. This has now been rationalised so that a single access road would serve the farm dwellings and the proposed wider development.
- 3.1.3 Following earlier comments from KCC Highways, the existing parking bays on Ashford Road, which are used for school drop-off activity, would be removed and replaced with new bays alongside the site access road.
- 3.1.4 As in the previous layout, the existing zebra crossing on Ashford Road would be upgraded to a puffin crossing.
- 3.1.5 C&A commissioned a Stage 1 Road Safety Audit for the latest site access proposals and have subsequently provided a Designer's Response as shown in **Appendix B**.
- 3.1.6 The finalised access proposals and appropriate swept paths for fire and refuse vehicles are shown in **Appendix C**.

4 Summary and Conclusions

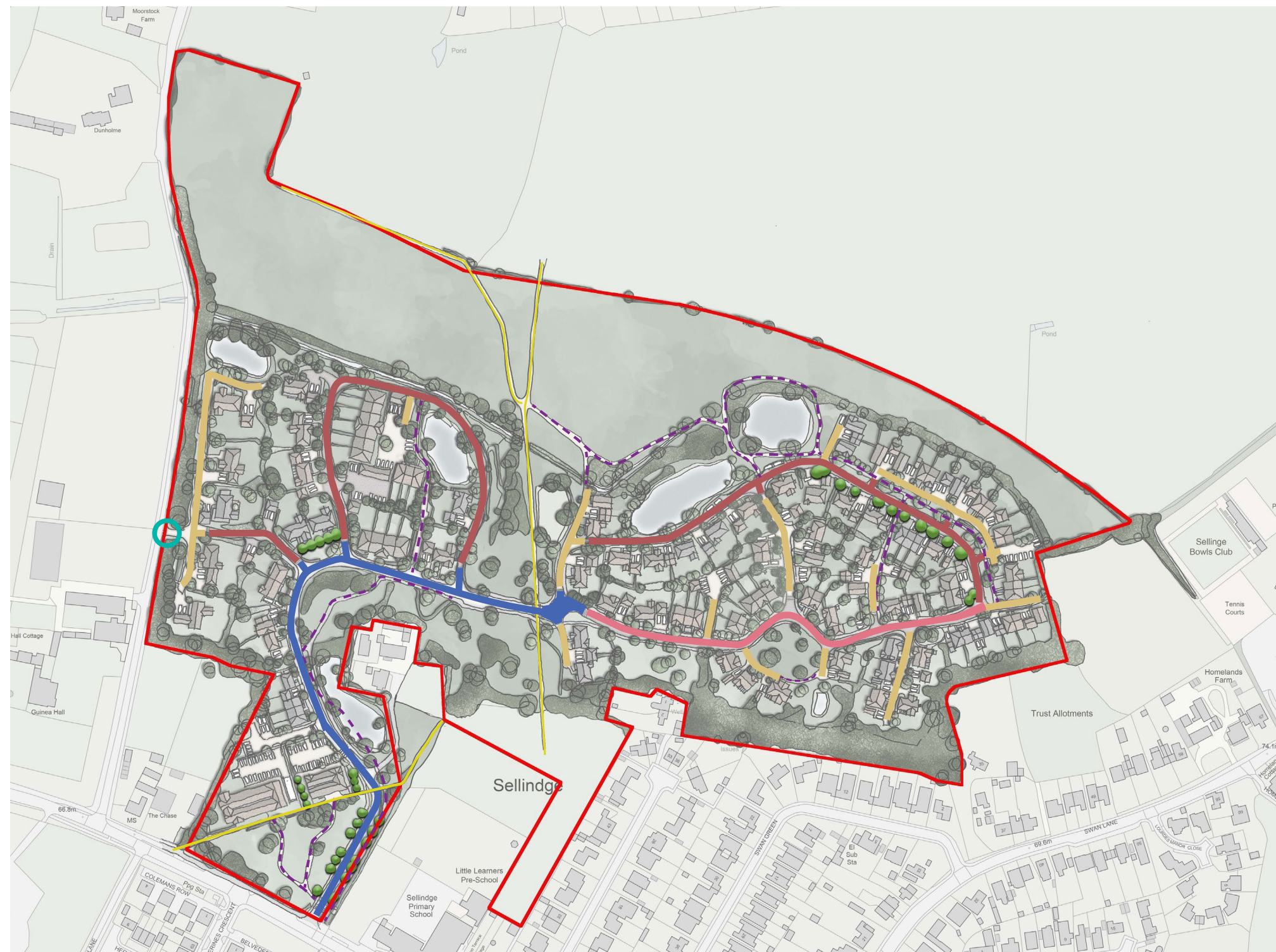
- 4.1.1 This TAA presents a revised access arrangement and internal highway layout for the site. The internal highway layout complies with relevant design guidance, and the proposals would include safe and suitable access to the development site for all users.
- 4.1.2 The proposed quantum of development on the site is unchanged, so the traffic assessment set out in the original Transport Assessment still applies with the same conclusions.
- 4.1.3 It is therefore concluded that there are no sound reasons to refuse the application on the grounds of highways and transport.

Appendix A Indicative Site Layout

KEY FEATURES: CHARACTER

ACCESS AND MOVEMENT PLAN

The Illustrative Access and Movement Plan provides further design guidance to inform the approach to the development of the streetscape and street hierarchy, and outlines how a range of widths and characteristics could contribute to differentiate character areas.



Legend

- Private Drives - 3.6m with parking spaces & visitor parking (Grass verges no kerbs)
- Shared Surface - 4.8m with visitor parking and a 1.8m footpath and a 0.5m service strip
- Carriage way - 5.5m with 1.8m footpath adjacent to the road or separate on one side with 1.8m service strip
- Carriage way - 5.5m with 1.8m footpath on both sides with 1.8m service strip
- Avenue of trees
- Emergency access
- Public footpath
- Footpaths min 2.0m permeable surface

Notes: All units have parking on the plot

MASTERPLAN DESIGN GUIDANCE

Appendix B Road Safety Audit and Designer's Response



Road Safety Audit Stage 1

Proposed Site Access Arrangements

Ashford Road

Sellindge

Kent

Date: 6th December 2024

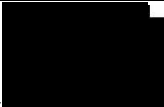
Report produced for: Charles & Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Charles & Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Elm Tree Farm, Sellindge Road Safety Audit Stage 1
Date:	6 th December 2024
Document reference:	CA/24/20-029/1/BS
Prepared by:	M & S Traffic
On behalf of:	Kent County Council

Issue	Status	Author	Checked	Approved by (Signature)	Date Approved
1	Final	Bryan Shawyer	Martin Morris		4 th April 2023
2	Final	Bryan Shawyer	Martin Morris		6 th December 2024

Distribution

Organisation	Contact	Copies
Charles & Associates	Dipendra Awasthi	-

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4 Issues identified during the road safety audit that are outside the terms of reference	10
5 Auditors Statement	11

Appendix A..... List of drawings

Appendix B..... Comment location drawing

1 INTRODUCTION

1.1 This report describes a revised Stage 1 Road Safety Audit carried on proposed access arrangements associated with a mixed-use development off the A20 Ashford Road, Sellindge, as detailed below:

- The access will serve 105 dwellings, a convenience store, GP surgery, open-ended business space and a drop-off area for the Primary School which will replace the existing A20 laybys.
- Priority access on the northern side of the carriageway with a right turn lane facility.
- Proposed Puffin Crossing to replace existing zebra crossing.
- Relocated bus stops.
- An emergency access on Moorstock Lane.
- *Raised table crossing with pedestrian / cycle crossing to be provided, where the position will be confirmed at Reserved Matters stage. However, as no details were provided for assessment, and Auditors were unable to comment.*

The Audit was requested by the design organisation, Charles & Associates, Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford, Kent ME20 6SN on behalf of Kent County Council as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was carried out following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during December 2024 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 6th December 2024 between 09:00 and 09:30 hours. Weather conditions at the time were fine and the road surfaces were damp. Traffic flows on Ashford Road were low and free flow speeds were high. Traffic flows and free flow speeds on Moorstock Lane were low. There were low-level pedestrian flows, and no cycle movements observed.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 2.1 The safety aspects of this scheme were subject to comment in April 2023 in a Stage 1 Road Safety Audit that was undertaken by M&S Traffic.
- 2.2 The Stage 1 report was supplied as part of the audit, where items 3.1.1 and 3.1.2 remain a concern, these items are referred to again in this report in paragraphs 3.1.1 and 3.1.2.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed junction.

Summary: Inappropriate surfacing could lead to loss of control collisions.

It is also noted that is proposed to widen the carriageway to accommodate the proposed right turn lane at the access, where vehicles may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.

RECOMMENDATION

It is recommended that materials used in the carriageway construction be of a consistent PSV to those used throughout the junction.

3.1.2 PROBLEM

Location: Proposed junction.

Summary: Ponding of surface water could lead to loss of control collisions.

It is proposed to widen sections of the carriageway to accommodate the right turn lane junction, where no details have been provided regarding the carriageway drainage at this early stage. Inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.

RECOMMENDATION

It is recommended that drainage details and carriageway profiles be such that surface water is shed to an appropriate surface water system, where details should be supplied for assessment at Stage 2 Road Safety Audit.

3.1.3 PROBLEM

Location: Proposed Puffin crossing.

Summary: Excessive speed on approaches to signals could lead to vehicle to pedestrian collisions or rear end shunt collisions.

No traffic survey information was provided for assessment and although this section of Ashford Road has a 30mph speed restriction the road has a straight alignment and observed free flow speeds were high. Excessive speeds on the approaches to the crossing may affect the safe

operation of the crossing and could lead to vehicles not being able to stop, increasing the risk of vehicle to pedestrian collisions or rear end shunts, in the event of sudden braking.

RECOMMENDATION

It is recommended that the 85th percentile speeds be checked to see if speed discrimination or speed assessment equipment is required.

3.1.4 PROBLEM

Location: Proposed Puffin crossing.

Summary: Lack of maintenance provision could lead to side swipe collisions, rear end shunt or vehicle to pedestrian / cycle collisions.

No vehicle maintenance bay has been shown on the plan provided, where a lack of provision may result in operatives parking in unsafe locations. This could lead to restricted intervisibility increasing the risk of vehicle to pedestrian collisions or rear end shunts, in the event of sudden braking.

RECOMMENDATION

It is recommended that a vehicle maintenance bay should be provided at a location, which does not interfere with the visibility splays.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed emergency access.

Summary: Restricted visibility could increase the risk of side impact collisions.

No details relating to the visibility splays at the access have been provided for assessment. There is concern that hedgerows could restrict visibility where a lack of visibility could increase the risk of side impact collisions.

RECOMMENDATION

It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.

3.4 **Non-Motorised User (NMU) Provision**

3.4.1 **PROBLEM**

Location: Proposed junction.

Summary: Insufficient pedestrian / traffic intervisibility could lead to vehicle to pedestrian collisions.

There is concern that the parking bays on the eastern side of carriageway of the access road may restrict pedestrian / traffic intervisibility at the eastern corner of the junction. A parked vehicle in the bay could mask a child pedestrian at the crossing, where restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that parking bays should not impede upon the pedestrian / traffic intervisibility splays at the crossing point.

3.5 **Road Signs, Carriageway Markings and Lighting**

3.5.1 **PROBLEM**

Location: Proposed junction.

Summary: Insufficient road markings on approach to junction could lead to overshoot collisions.

At the junction with Ashford Road only three warning lines to diagram 1004 are proposed on the approach to the junction. Insufficient warning of the junction approach could lead overshoot collisions.

RECOMMENDATION

It is recommended that the additional longitudinal markings should be installed in accordance with Table 5-1 of Traffic Signs Manual, Chapter 5, Road Markings.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:



Date: 06/12/2024

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:



Date: 06/12/2024

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APPENDIX A

List of drawings and documentation submitted for auditing:

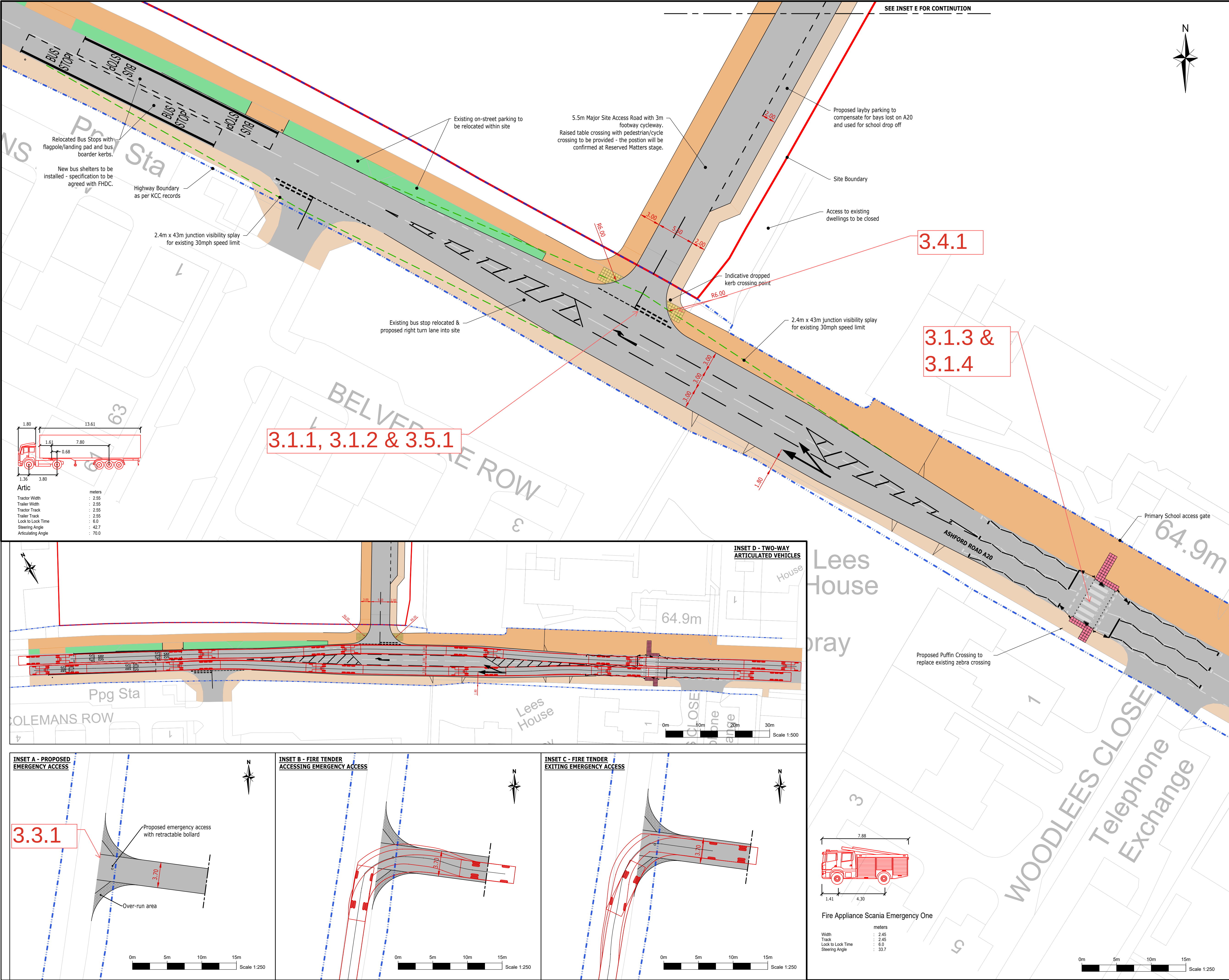
Drawing Number	Title
20-029-001 F	Preliminary Site Access

Supporting documentation:

- Stage 1 Road Safety Audit, M&S Traffic, April 2023.
- Covering emails Charles & Associates

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



NOTES

OVERALL SITE - NTS

KEY

- Carriageway
- Shared Footway/Cycleway
- Footway
- Verge
- Tactile Paving Signalised Crossing (Blister Type)
- Tactile Paving Uncontrolled Crossing (Blister Type)

INSET E - EXTENT OF LAYBY PARKING & ACCESS TO FARMHOUSE

F	ACCESS MOVED EAST & EXTENDED NORTH. LAYBY PARKING ADDED.	DH	CC	JW	Nov 2024
E	PLAN COLOURISED & ACCESS CROSSING AMENDED. SIGNAGE REMOVED	DH	CC	JW	Nov 2023
D	PUFFIN CROSSING ADDED	MG	CC	JW	Jul 2023
C	SIGNAGE ADDED. SCALE CHANGED & HIGHWAY BOUNDARY AMENDED	DH	CC	JW	Apr 2023
B	VISIBILITY SPLAYS AMENDED	DH	CC	JW	Mar 2023
A	RIGHT TURN LANE ADDED & BUS STOP RELOCATED	DH	CC	JW	Mar 2023

Rev Amendments Dm Chk Appr Date

Charles & Associates

Issued by

Landmark House
Station Road
Alton
Hampshire
RG27 9HA
01256 636420
www.c-a.co.uk

Park Farm
East Malling Trail Estate
Broadstone Lane
Aylshford
Kent
ME20 6SN
01732 448120

Job Title

Elm Tree Farm, Sellingle

Drawing Title

Proposed Site Access

Client

Quinn Homes

Scale	Date	Designed
As Shown @ A1	Sept 2023	DH
Drawn	Checked	Approved
DH	JW	JW
Job No	Drawing No	Rev
20-029	20-029-001	F



Charles & Associates

ELM TREE FARM, SELLINDGE

Designer's Response to the Stage 1 Safety Audit

Project No. 20-029

December 2024

ELM TREE FARM, SELLINDGE

Designer's Response to the Stage 1 Safety Audit

**C & A Consulting Engineers
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East Malling Trust Estate
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Aylesford
Tel: 01732448 120
Fax: 01256 324943
enquiries@c-a.uk.com**

**Project No. 20-029
December 2024**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Approval	DH	CG	CG		Dec 2024

DESIGNER'S STATEMENT

C & A Consulting Engineers have prepared an access proposal for a development on land at Elm Tree Farm, Sellindge, Kent. The Stage 1 Road Safety Audit was carried out on the design shown on drawing 20-029-001_Rev F.

The audit was undertaken by M&S Traffic and the Auditor Team identified a few issues. I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes.

Signed: Daniel Hughes

Date: December 2024

SAFETY ISSUES RAISED AT PREVIOUS AUDITS

The safety aspects of this scheme were subject to comment in April 2023 in a Stage 1 Road Safety Audit that was undertaken by M&S Traffic.

The Stage 1 report was supplied as part of the audit, where items 3.1.1 and 3.1.2 remain a concern, these items are referred to again in this report in paragraphs 3.1.1 and 3.1.2.

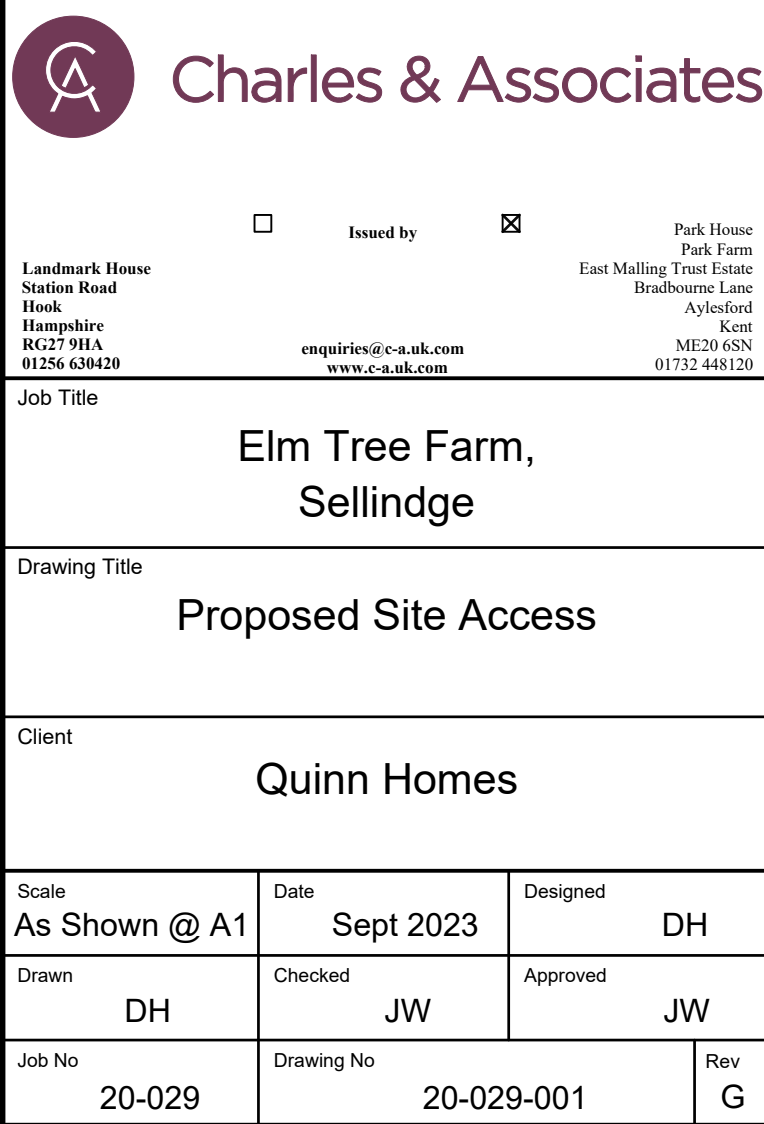
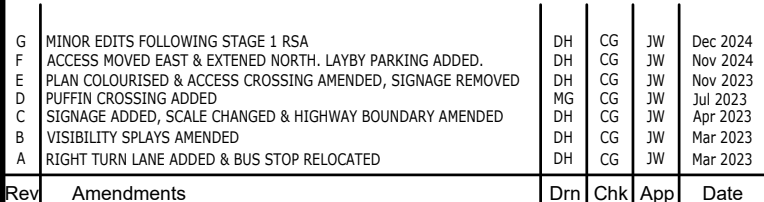
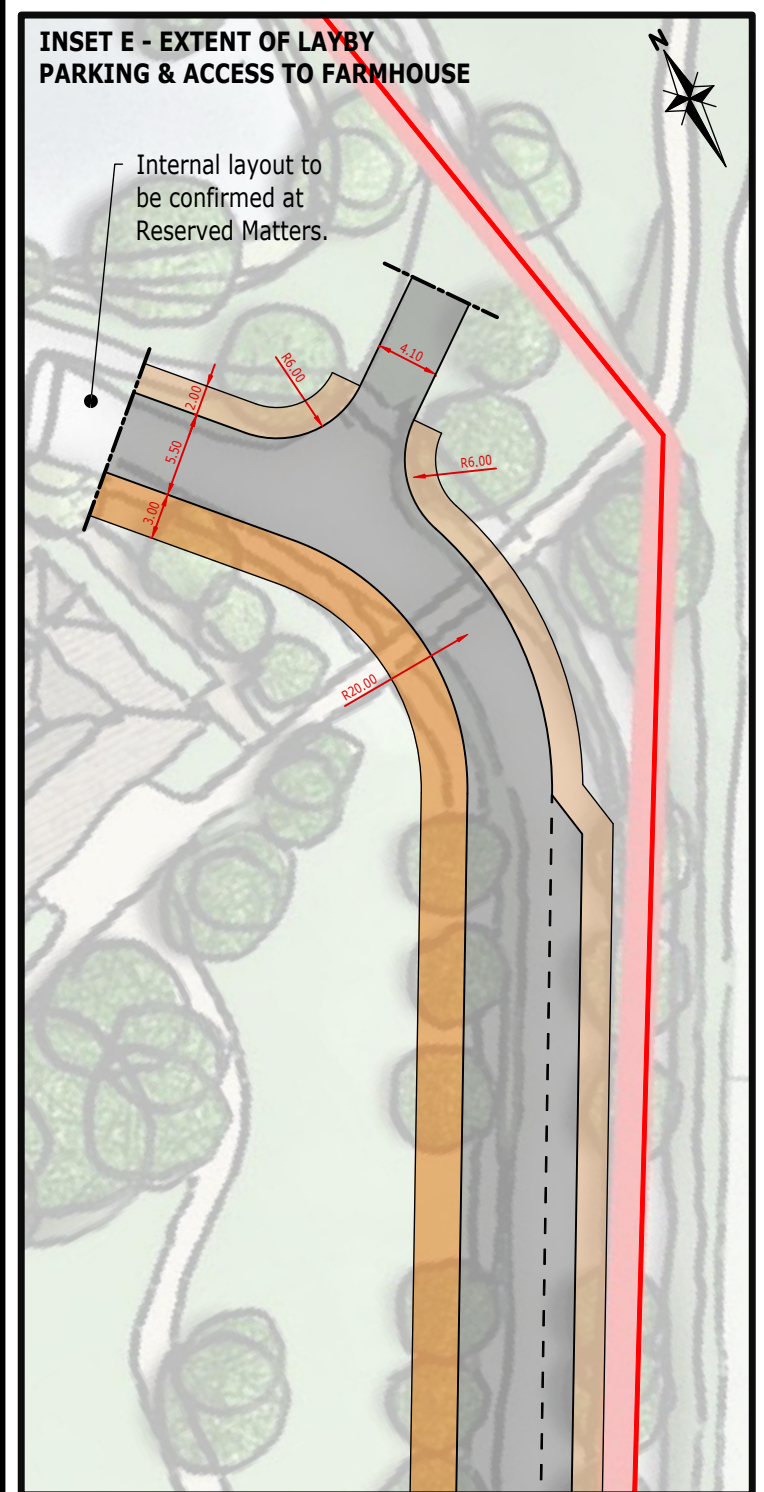
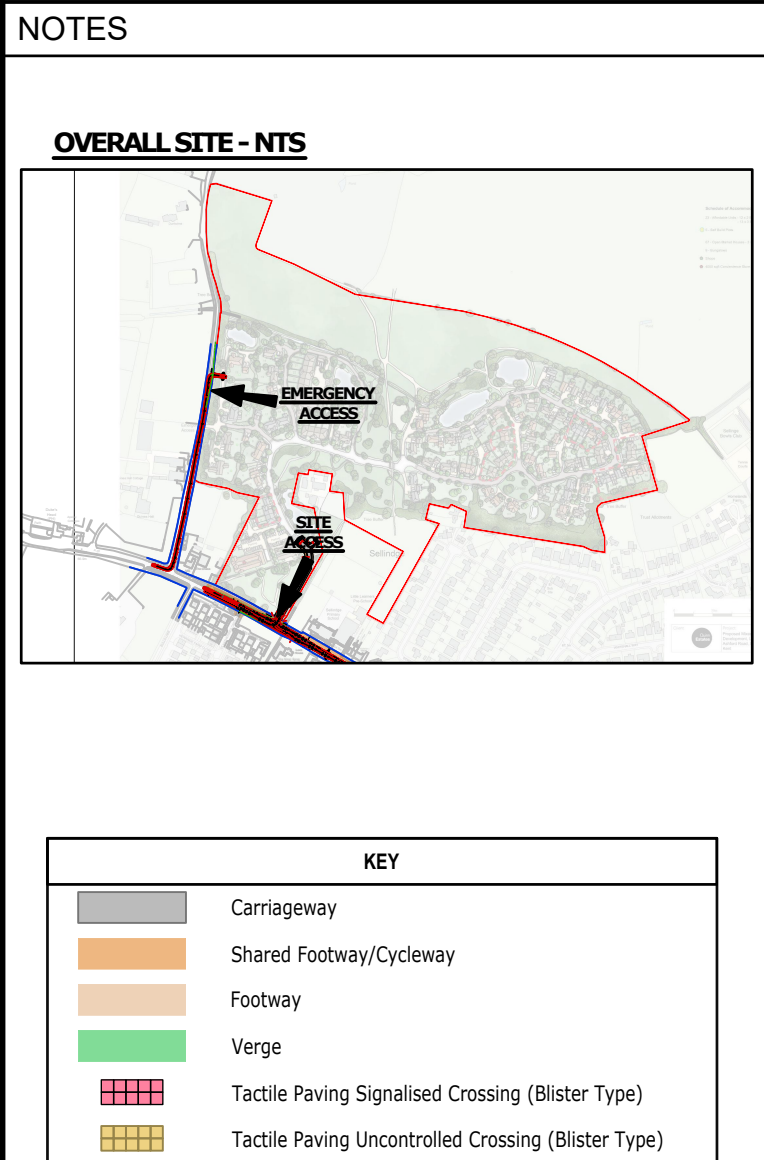
Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
3.1 - General				
3.1.1	Location: Proposed junction. Summary: Inappropriate surfacing could lead to loss of control collisions. It is also noted that is proposed to widen the carriageway to accommodate the proposed right turn lane at the access, where vehicles may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.	Recommendation: It is recommended that materials used in the carriageway construction should be of a consistent PSV to those used throughout the junction.	Agree: Appropriate surfaces to be used.	
3.1.2	Location: Proposed junction. Summary: Ponding of surface water could lead to loss of control collisions. It is proposed to widen sections of the carriageway to accommodate the right turn lane junction, where no details have been provided regarding the carriageway drainage at this early stage. Inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.	Recommendation: It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system, where details should be supplied for assessment at Stage 2 Road Safety Audit.	Agree: Drainage details to be provided at stage 2.	

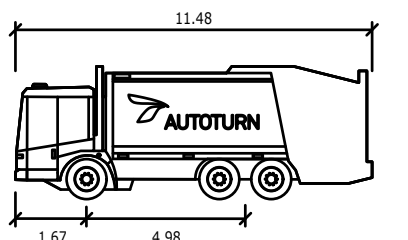
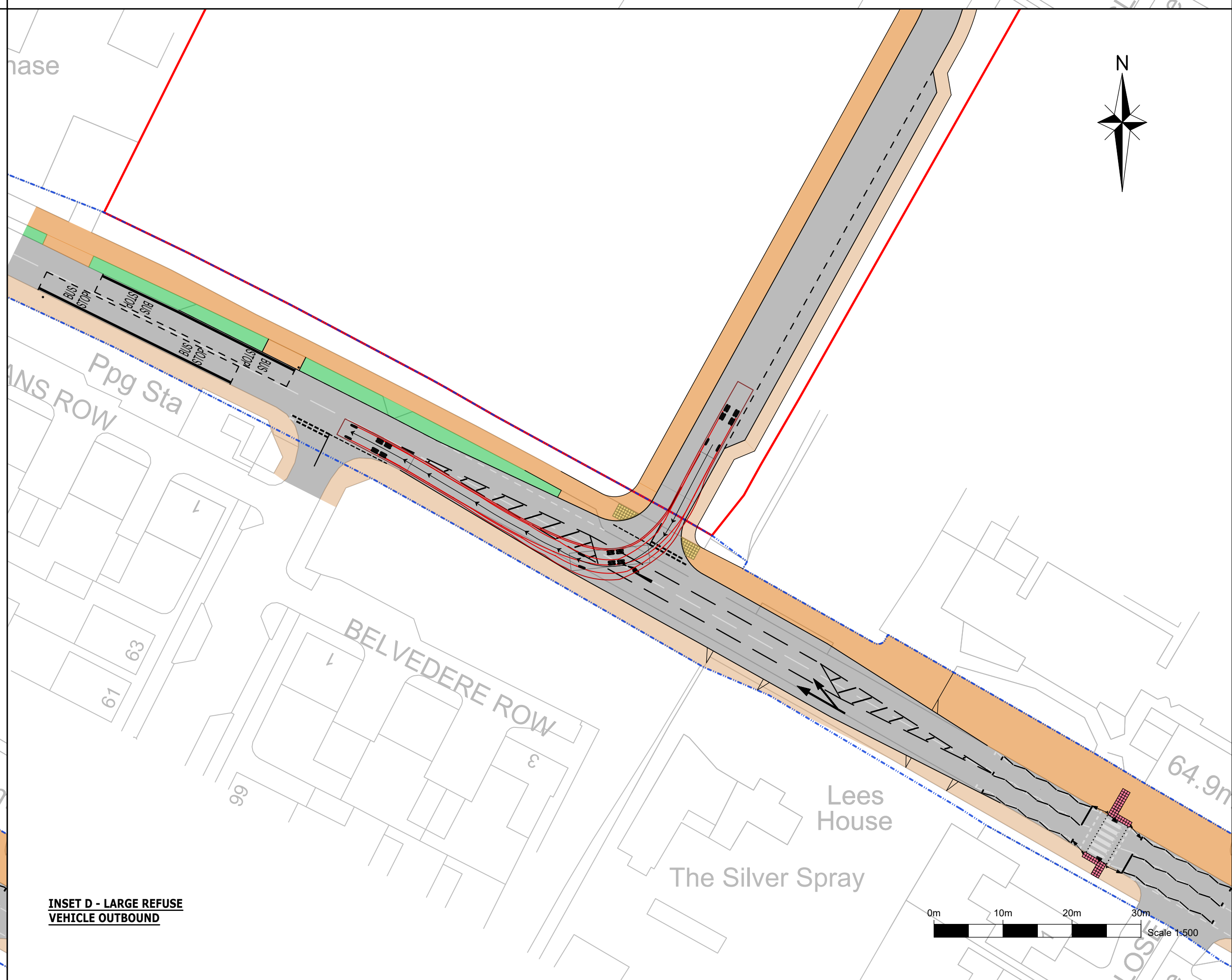
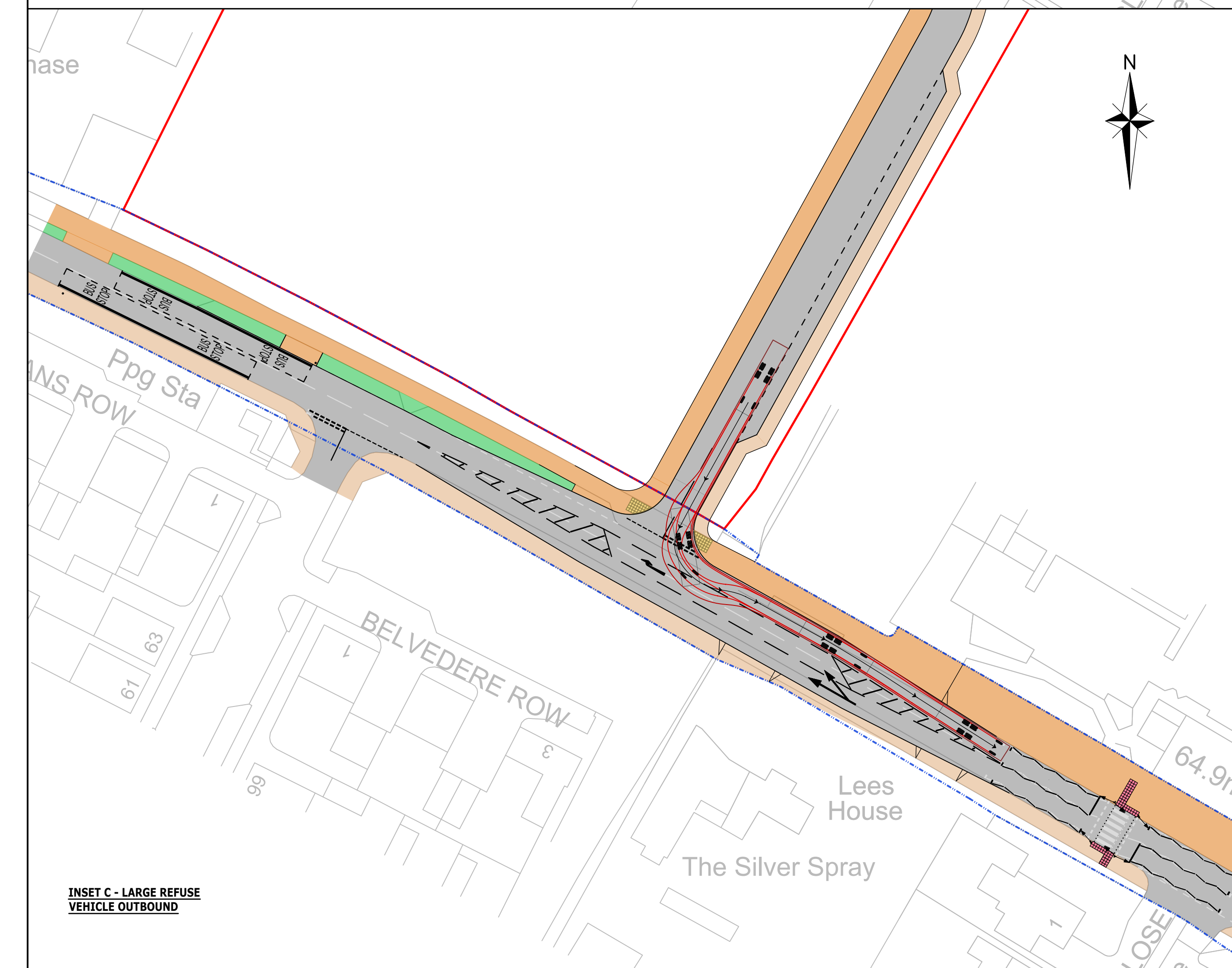
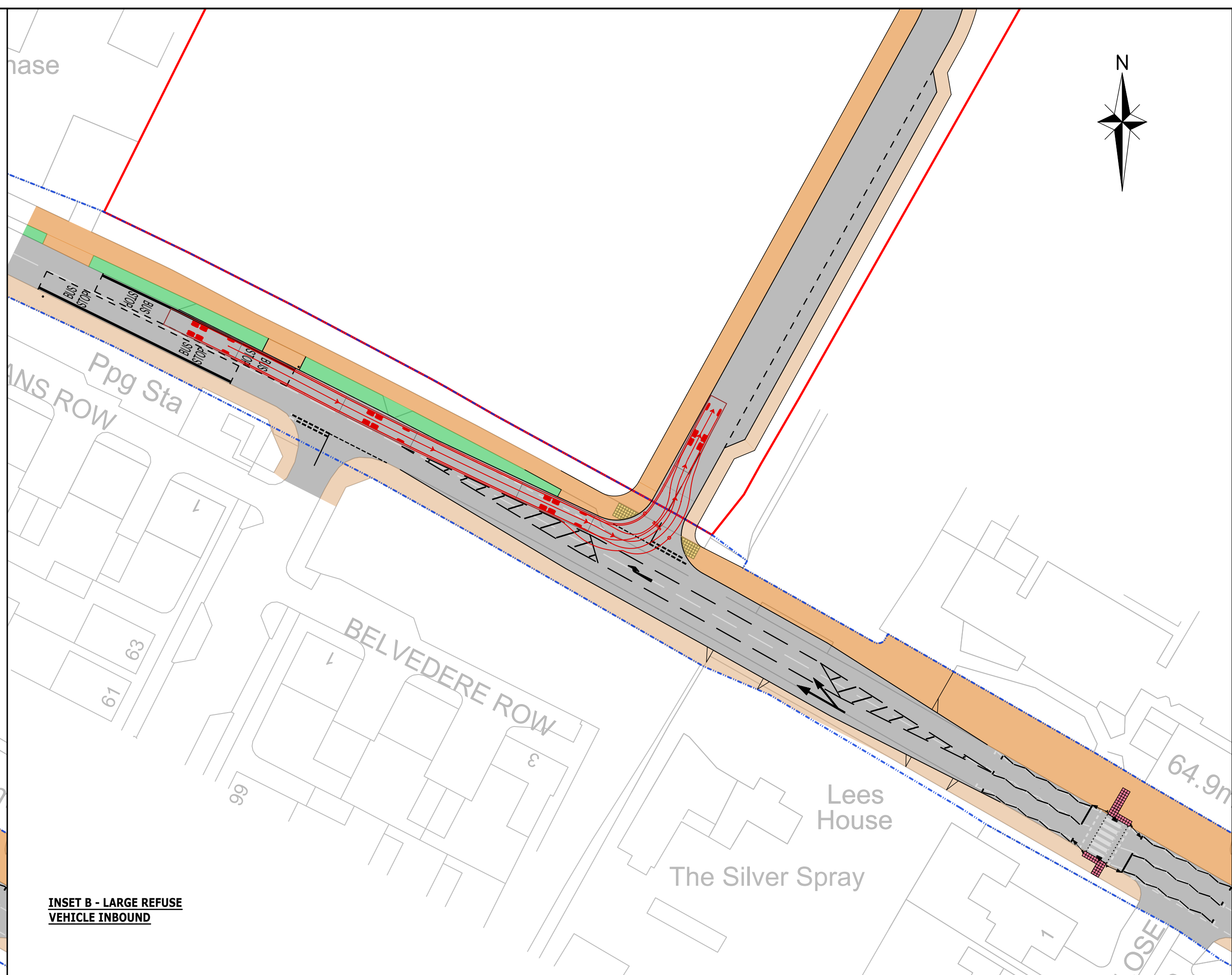
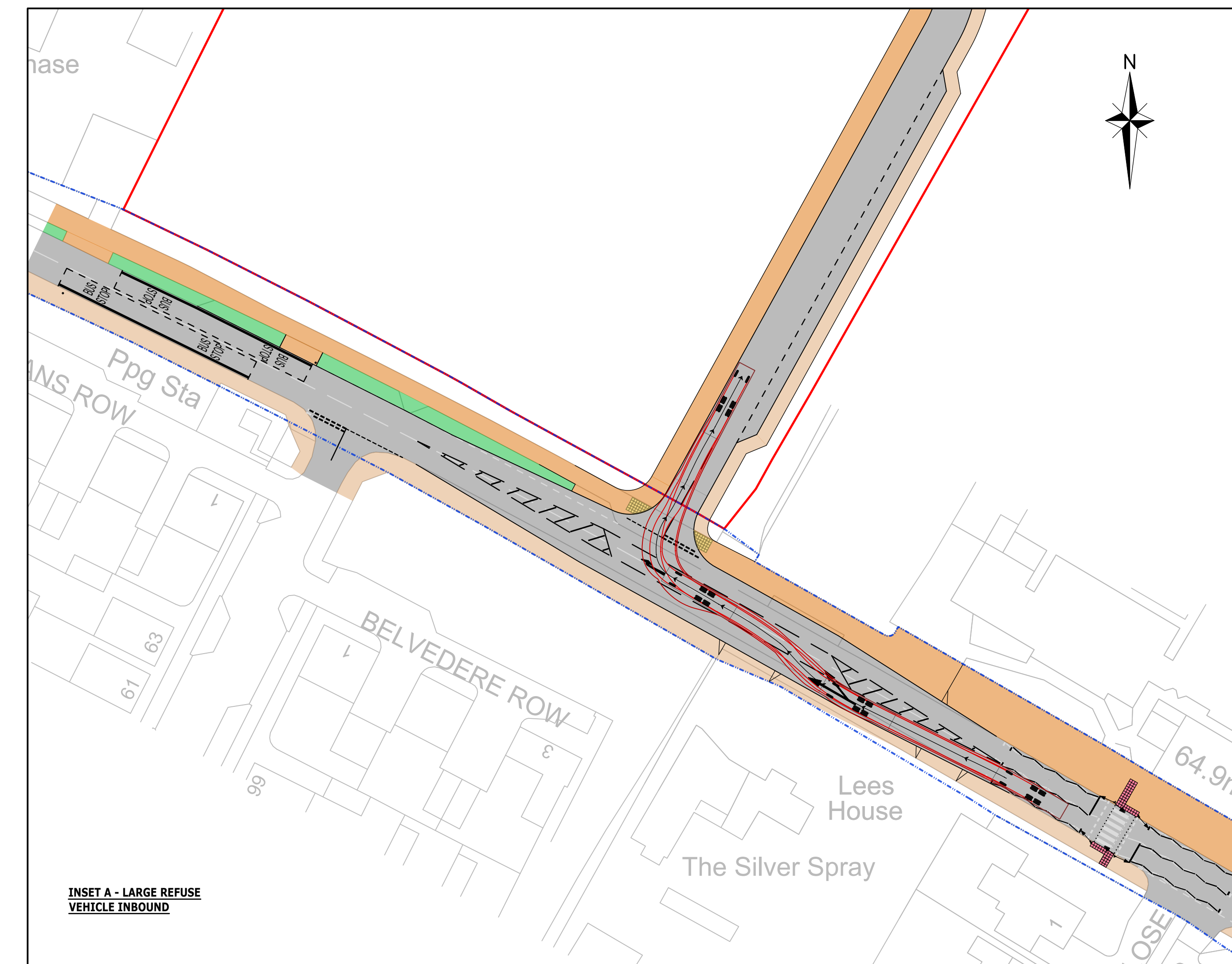
3.1.3	Location: Proposed Puffin crossing. Summary: Excessive speed on approaches to signals could lead to vehicle to pedestrian collisions or rear end shunt collisions. No traffic survey information was provided for assessment and although this section of Ashford Road has a 30mph speed restriction the road has a straight alignment and observed free flow speeds were high. Excessive speeds on the approaches to the crossing may affect the safe operation of the crossing and could lead to vehicles not being able to stop, increasing the risk of vehicle to pedestrian collisions or rear end shunts, in the event of sudden braking.	Recommendation: It is recommended that the 85th percentile speeds be checked to see if speed discrimination or speed assessment equipment is required.	Disagree: Vehicles approaching the crossing have clear visibility of the proposed crossing. The surrounding area is a residential area with zebra crossings and an existing speed limit of 30mph - it is not expected that vehicles will be exceeding the speed limit in this location. The existing zebra crossing has anti-skid surfacing, this could be extended as a precaution.	
3.1.4	Location: Proposed Puffin crossing. Summary: Lack of maintenance provision could lead to side swipe collisions, rear end shunt or vehicle to pedestrian / cycle collisions. No vehicle maintenance bay has been shown on the plan provided, where a lack of provision may result in operatives parking in unsafe locations. This could lead to restricted intervisibility increasing the risk of vehicle to pedestrian collisions or rear end shunts, in the event of sudden braking.	Recommendation: It is recommended that a vehicle maintenance bay should be provided at a location, which does not interfere with the visibility splays.	Agree: Maintenance vehicles to utilise parallel parking bays when carrying out maintenance to signals.	
3.2 – <u>Local Alignment</u>				
3.2.1	No comments			
3.3 - <u>Junctions</u>				

3.3.1	Location: Proposed emergency access. Summary: Restricted visibility could increase the risk of side impact collisions. No details relating to the visibility splays at the access have been provided for assessment. There is concern that hedgerows could restrict visibility where a lack of visibility could increase the risk of side impact collisions.	Recommendation: It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.	Agree: 43m Visibility splays added for existing speed limit of 30mph. Land within visibility splays to be kept clear and maintained. See revised drawing 20-029-001_Rev G for details	
3.4 - Non-Motorised User (NMU) Provision				
3.4.1	Location: Proposed junction. Summary: Insufficient pedestrian / traffic intervisibility could lead to vehicle to pedestrian collisions. There is concern that the parking bays on the eastern side of carriageway of the access road may restrict pedestrian / traffic intervisibility at the eastern corner of the junction. A parked vehicle in the bay could mask a child pedestrian at the crossing, where restricted intervisibility could lead to vehicle to pedestrian collisions.	Recommendation: It is recommended that parking bays should not impede upon the pedestrian / traffic intervisibility splays at the crossing point.	Agree: Parallel parking bays shifted further to avoid potential interaction with pedestrian crossing. drawing 20-029-001_Rev G.	
3.5 – Road Signs, Carriageway, Markings and Lighting				
3.5.1	Location: Proposed junction. Summary: Insufficient road markings on approach to junction could lead to overshoot collisions.	Recommendation: It is recommended that the additional longitudinal markings should be installed in accordance with Table 5-1 of Traffic Signs Manual, Chapter 5, Road Markings.	Agree: Centreline markings extended as per TSM Chapter 5 Table 5-1 for vehicle speeds <30mph. drawing 20-029-001_Rev G	

	At the junction with Ashford Road only three warning lines to diagram 1004 are proposed on the approach to the junction. Insufficient warning of the junction approach could lead overshoot collisions.			
4	<u>ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE.</u> Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned. The Audit Team had no issues to raise within this section.			

Appendix C Revised Site Access





KCC Pantechicon 32T	
	meters
Width	: 2.55
Track	: 2.15
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

A	Swept paths amended following amendments to access	DH	CG	JW	Dec 24
Rev	Amendments	Drn	Chk	App	Date



☐ Issued by ☐ Park House
 Landmark House Park Farm
 Station Road East Malling Trust Estate
 Hook Bradbourne Lane
 Hampshire Aylesford
 RG27 9HA Kent
 01256 630420 ME20 6SN
 enquires@c-a-uk.com 01732 448120
 www.c-a-uk.com

Job Title

Elm Tree Farm,
Sellindge

Drawing Title

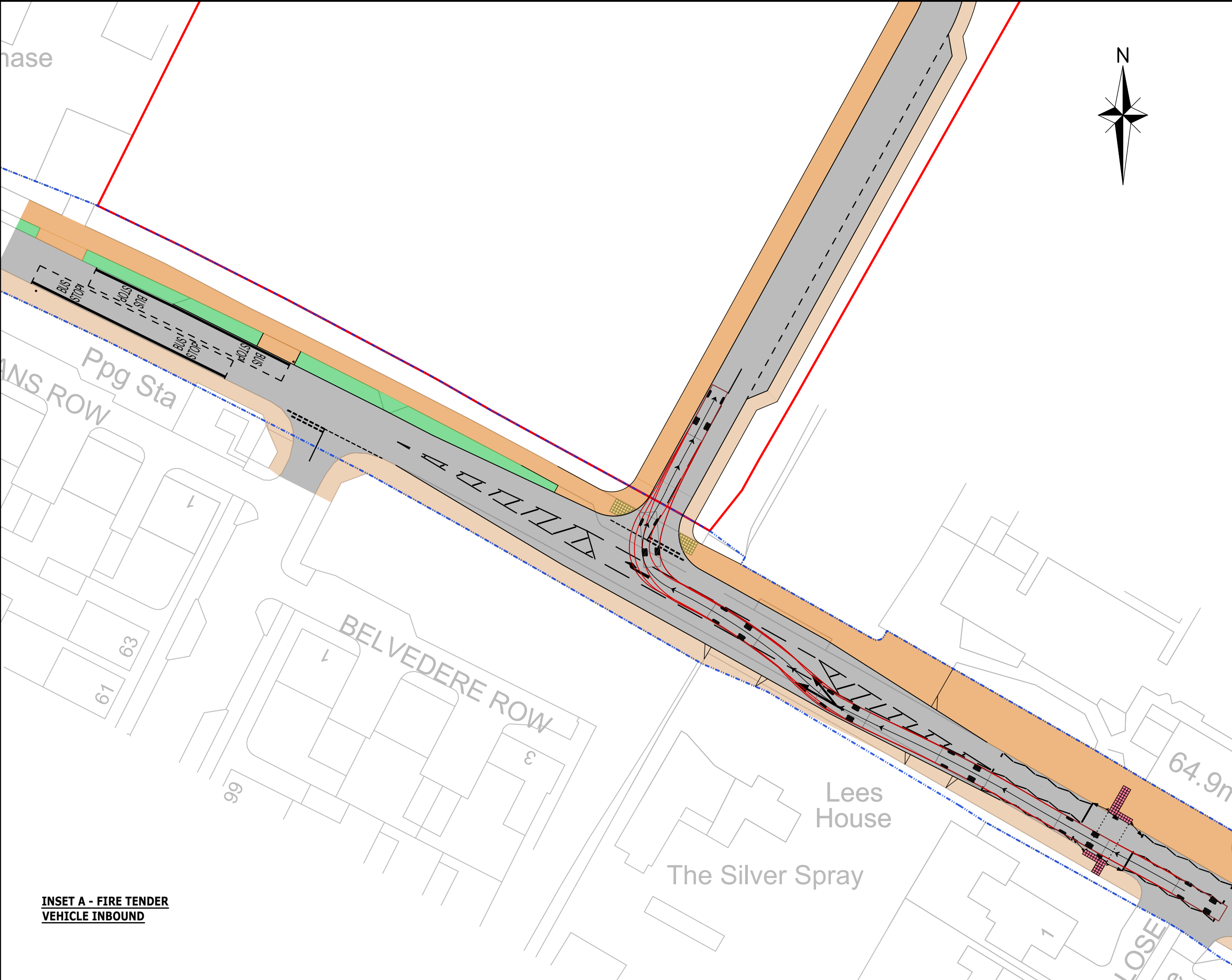
Proposed Site Access
Swept Paths

Client **Quinn Estates**

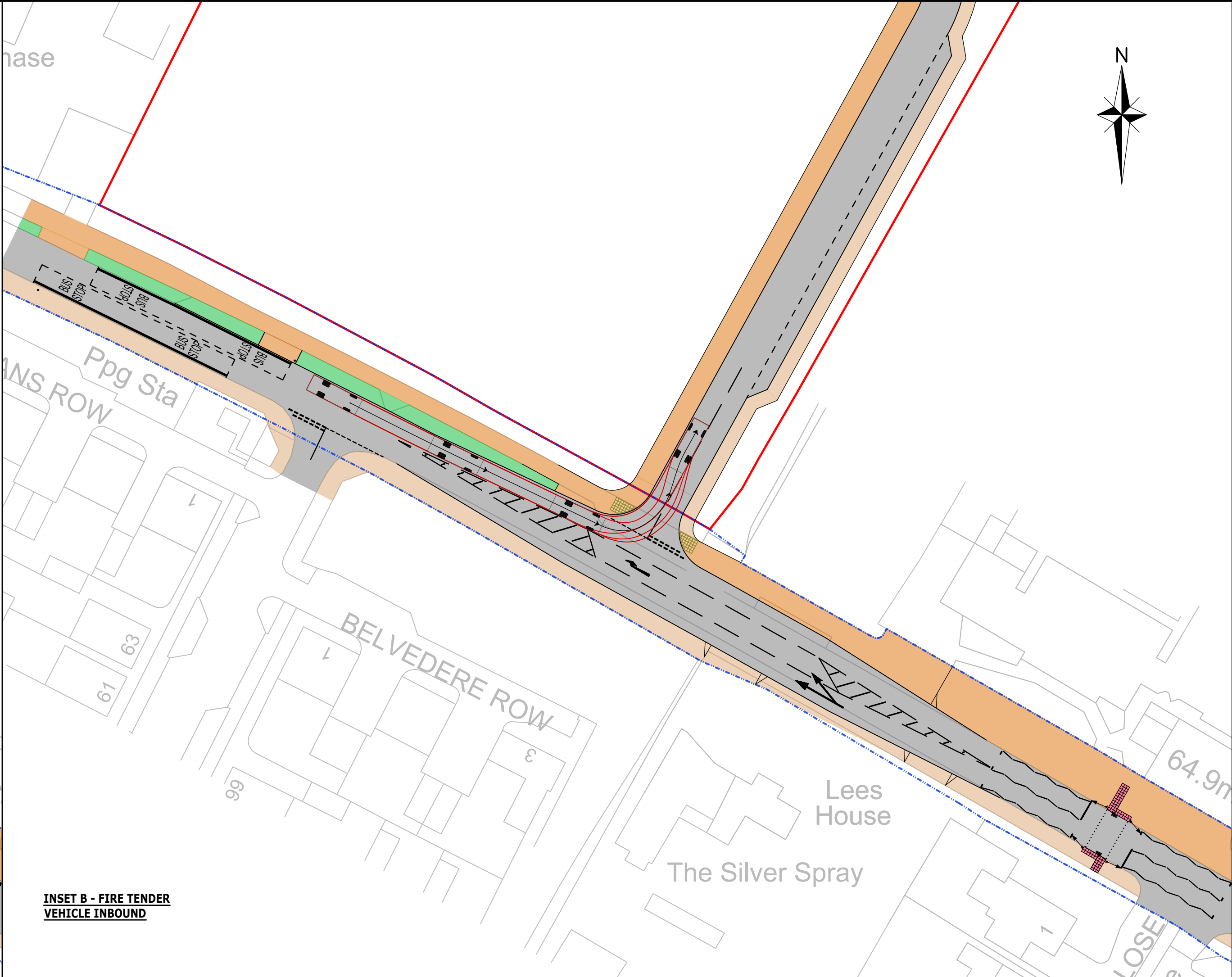
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Drawn DH	Checked CG	Approved JW
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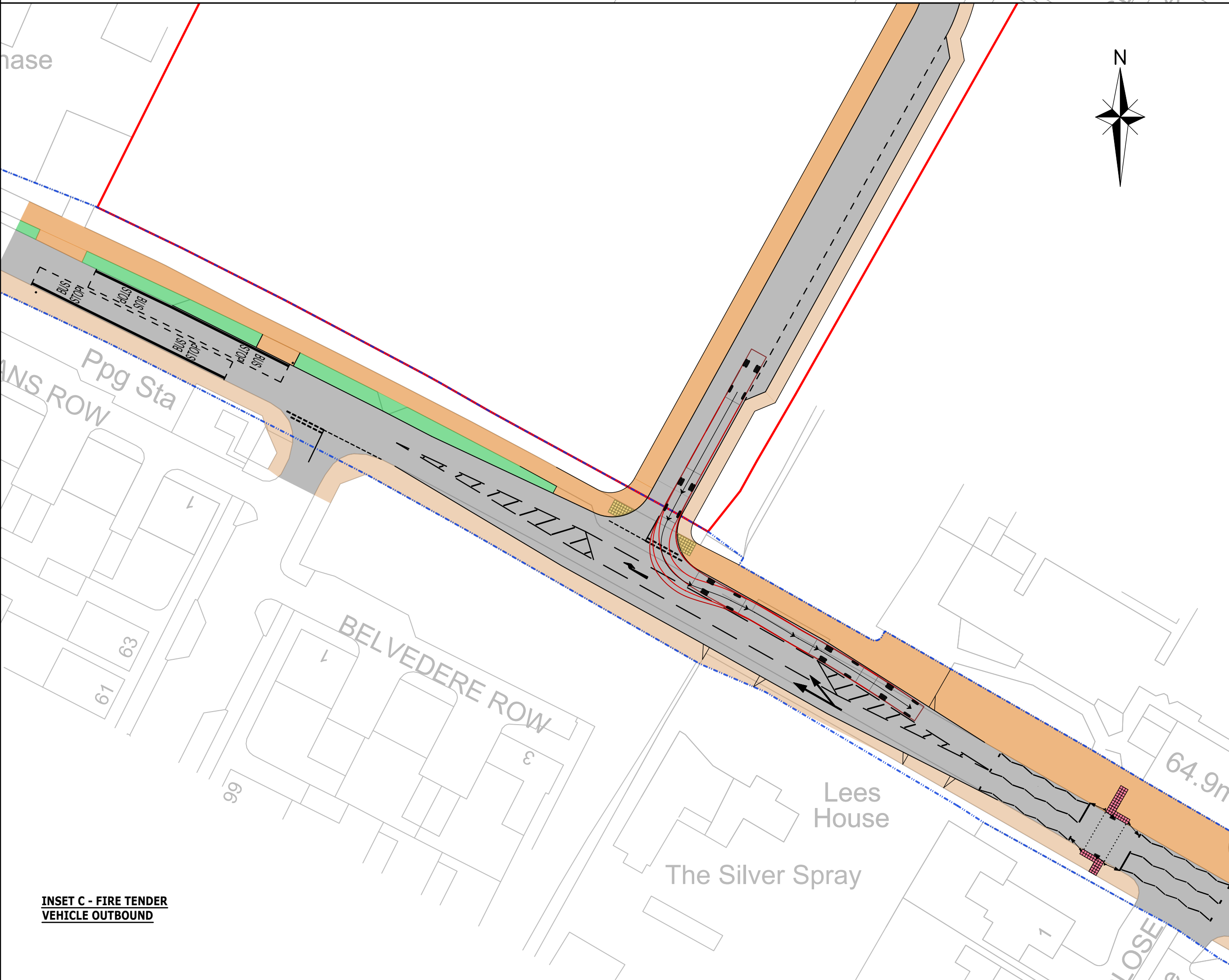
Job No 20-029	Drawing No 20-029-007	Rev A
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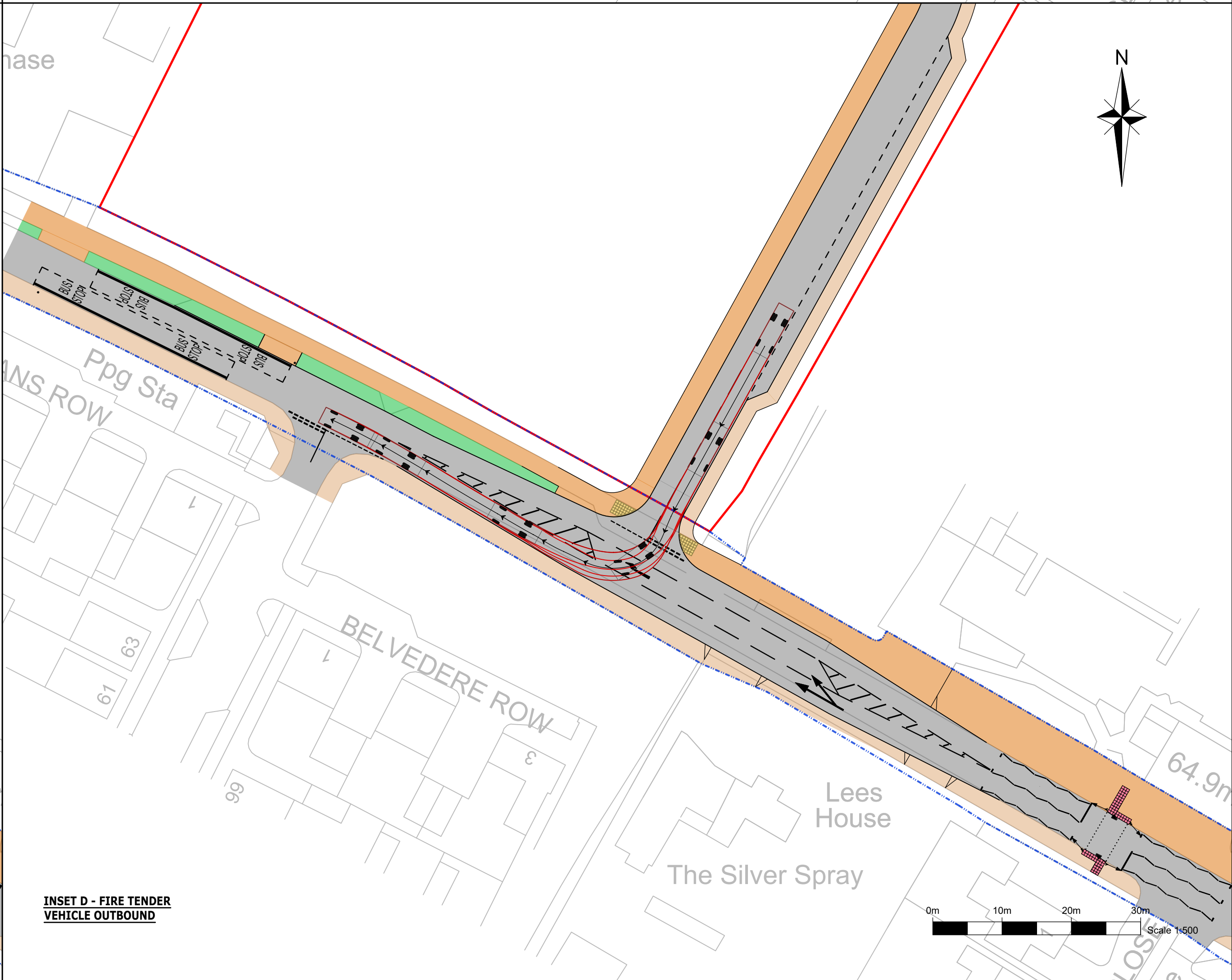
INSET A - FIRE TENDER
VEHICLE INBOUND



INSET B - FIRE TENDER
VEHICLE INBOUND



INSET C - FIRE TENDER
VEHICLE OUTBOUND



INSET D - FIRE TENDER
VEHICLE OUTBOUND

NOTES

Fire Appliance Scania Emergency One

Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

Rev	Amendments	Drm	Chk	App	Date

Charles & Associates

Landmark House
Station Road
Hock
Hampshire
RG27 9HA
01256 630420

Issued by

enquiries@c-a.co.uk
www.c-a.co.uk

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6BN
01732 448120

Job Title

Elm Tree Farm,
Sellindge

Drawing Title

Preliminary Site Access
Swept Paths

Client

Quinn Estates

Scale	Date	Designed
As Shown @ A1	June 2020	DH
Drawn	Checked	Approved
DH	JW	JW
Job No	Drawing No	Rev
20-029	20-029-008	A