

Date: 06 December 2021

Countryside and Rights of Way Panel - Friday 10th December 2021

Dear Sir/Madam,

I have recently forwarded to you a copy of the agenda for the next meeting of the Countryside and Rights of Way Panel.

I am now able to enclose, for consideration at next Friday 10th December 2021 meeting of the Countryside and Rights of Way Panel, the following reports that were unavailable when the agenda was printed.

- Wildlife and Countryside Act 1981 - Application for an alleged Public Bridleway between Trent Walk and Fiddlers lodge
- Wildlife and Countryside Act 1981 - Application for the addition of a Public Bridleway from Byway No 3 North of Stable Farm to Trent Walk, Ingestre
- Wildlife and Countryside Act 1981 - Application for the addition of a Public Bridleway from Hanyards Lane to Ingestre and to upgrade Public Footpath 0.1630(b) to a Public Bridleway

John Tradewell
Director of Corporate Services

Enc



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John Tradewell
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Enc



County Buildings, Stafford
DDI CommitteeTel
Please ask for Zach Simister
Email:

zachary.simister@staffordshire.gov.uk

Date: 06 December 2021

Countryside and Rights of Way Panel - Friday 10th December 2021

Dear Sir/Madam,

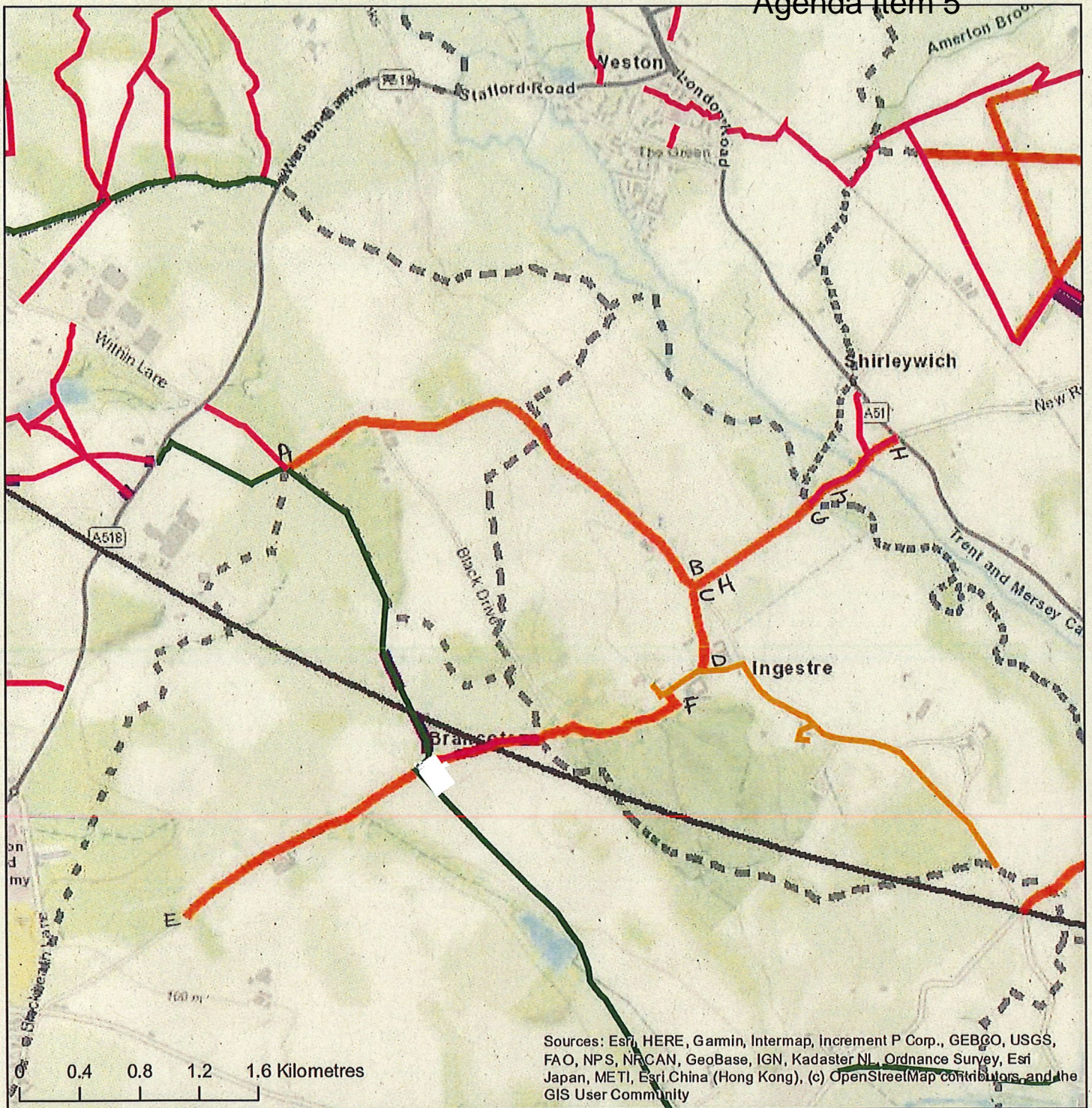
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John Tradewell
Director of Corporate Services

Enc








Public Rights of Way

-  Footpath
-  Bridleway
-  BOAT
-  Section 53

Public Rights of Way Legal Orders

-  may alter the course of a right of way shown on the Definitive Map
-  High Speed Rail (HS2)

 Parishes



Staffordshire County Council

Staffordshire County Council

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Ref. 008112.

Application for a alleged
Public Brideway between
Trent Walk and Fiddlers Lodge.Mr G.T. TAVERNOR
Birch Hall Farm,
Incestre
Stafford
ST18 0RE.

Dear Hannah Tichener

Thanks for your correspondence, as is evident from address, the alleged route crosses through my property, Birch Hall Farm.

I have the following comments:-

- 1, The application from Mr Martin Reay is to my mind now quite historic 1997, but I also think so are all the other submitted letters, and very strangely all are dated within a narrow time frame 1997-1999, illustrating a concerted effort of drumming up support, rather than an a more real and organic body of evidence collected over a long time period
- 2, Can I also draw your attention to a letter from Colton & Hopton Parish Council (21 Nov 2005 Appendix H) which sums up my thoughts precisely. I quote the last paragraph.
"I have to say that on the information provided it is very difficult to accurately determine precisely what occurred under the 1801 ORDER"
- 3, In your letter at 19 you say the following.

4. The combination of the Order and the attached plan provides a fairly accurate description of the path intend to be diverted and the new bridle path"

I feel the resulting disruption to the land owners affected really deserves evidence that is very accurate and without any shred of doubt, and a description of the evidence presented as being Fairly Accurate, is simply not very clear or without a shred of doubt

5. I propose that the documents relating to Quarter session Order 1801 are obviously very old, and even with the transcripts, are open to interpretation, and the accompanying maps are very crude and not clear.

6. In point 27. you highlight a letter from Dr Fowkes @ Appendix I, he only states that there is no doubt that the length of the bridleway stopped is 739 yards in front of the Hall, he doesn't offer any insight into the ~~alternative~~ routes exact location at all, only saying that it runs through the Earl's own land, which could have been anywhere on the vast Ingestre Estate.

7. If the 1801 document is absolutely reliable, and I'm not convinced, that it is.

It's quite clear that the ~~Alleged~~ alternative route was never used as a route to Stafford.

It's a fact that the closed Bridle Way in front of Ingestre Hall, was already out of use, as by 1801 the current road between Great Haywood and Stafford

was the actual road that residents of Ingestre would use to reach Stafford. The Alleged alternative route was, and is, just an old estate route. From 1801 to the sale of the estate in the 60^s to the present day the Alleged route has always been private, with at various times signs saying PRIVATE ROAD, and for many years gated and locked. When I was in my teens my family farmed at Weston, but we had one field in Ingestre, and to access the field we had to travel down Trent Lane, and there was a gate house (it is still occupied, its called Trent Lane Lodge) with double gates (also still in place). A lady called Mrs Rowbottom would ask who you were, and then open the gates using a wheel in the bay window of her house.

Also up to the present day any Walkers - Cyclists - Trespassers encountered by land owners or their staff have been vigorously challenged, the relatively small number of the supporting letters in Appendix A. in the user evidence section, given the years of duration since 1801, must just be the ones that were not challenged.

8. The map (Appendix F. Ingestre Estate Division Plan) On the reverse front page titled Sketch of the roads about Ingestre Intended to be Diverted is very crude and not to scale

8. therefore very difficult to decipher, ⁴/₄
and when strategically placed in this context
could on brief inspection be assumed to
be referring to the 1801 diversion Order, but
because I have known Ingestre all my life
(born 1948) I have knowledge of the historical
geography of Ingestre, I can clearly see that
in actual fact the road, hatched with lines
is in fact a road starting from the entrance
to the village from the Gt Haywood to Tixall Rd
it then heads in a Westerly direction through
where Lion Lodges are now, and is in fact
what was the Main Drive to Ingestre Hall
going between Lion Lodges across what is
now the golf course to the Hall, if you
pay particular attention you can clearly
see that the section of road directly in front
of the Hall is significantly not hatched.
It clearly demonstrates on this map that
many roads were intended to be diverted.
Also on this map you can see that
at the entrance to the village from Tixall
at Hoom, the road I've just described
is the left side of a fork in the road,
to the right the road forks to the
right and follows the road which is
now the main entrance road into
Ingestre, to use an expression you
yourself use at point 38 "Upon the
balance of probabilities" This very same
section of road could easily have been the
route offered by the Earl as the
diversion/alternative route.

- s. It meets the following ^{sighted in evidence}
 - a. It takes people away from walking in front of the Hall.
 - b. It's more commodious to the public ^{point 20}
 - c. It commences from the end of Trent Walk.

^{point 29.}
 d. The route is some Two Thousand and six hundred and Twenty Six Yards in length. ^{point 5}
 e. It is through the ^{or thereabouts} Lands of the Earl.

d. At point 5. you state. "The bridle way was to be diverted onto a new line which took the bridle way from the end of Dog Kennel Gate in a north-westerly direction and then ^{looping} round to terminate on the A518."

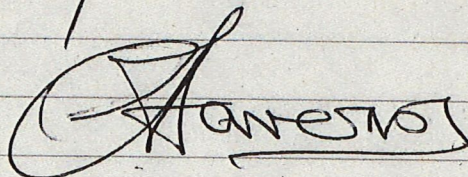
This has to be pure speculation surely there is no mention of the direction the alternative route might take, or where it would terminate, or a map to really clarify this. To use the phrase you yourself use at point 38, once again. "Upon the balance of probabilities it's highly likely that the alternative route did in fact travel in a southerly direction and follow what is now, and has been for more than one hundred years the main route/road into Ingestre. There is no evidence that categorically disproves this. There is not a own infabric map - sketch - plan of the alleged alternative route, absolutely nothing to without a shadow of doubt actually identify the Alleged alternative route.

6/
9, I go on to observe that, if as has obviously been done in this case, a body presents as evidence, when that same body has a certain objective at the core of its argument, a collection of copies and transcripts of 220 year old manuscripts and very crude - not to scale - hard to decipher, maps, in this case to attempt to support the claim of an alleged route.

With only a cursory perusal of these documents having the overall overarching title of proof to substantiate an Alleged Route one might be convinced - but with closer scrutiny of the disparate collection of purported evidence it becomes clear that just because the paper thin evidences are bundled together under the heading proof of an alternative route doesn't mean that they were all originally regarding the same purpose, or actually prove anything very much, and certainly don't categorically site and identify the Alleged. Bridle Way mentioned as the Diversion in the 1801 ORDER.

Thanks and Kind Regards.

Geoffrey Thomas Taveornol.



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RESTRICTED

Mr G T Tavernor
Birch Hall Farm
Ingestre
Stafford
ST18 0RE

Ann-Marie Davidson
County Solicitor
Staffordshire Legal Services
Staffordshire County Council
1 Staffordshire Place
Tipping Street
Stafford, ST16 2DH

DX 712320 Stafford 5
Fax No. (01785) 276179
Please ask for: Hannah Titchener
Telephone: 01785 854190
e-mail: hannah.titchener1@staffordshire.gov.uk

My Ref: 008112

Your Ref:

Date: 01 December 2021

Dear Mr Tavernor,

**Re: s53 Public Bridleway between Trent Walk & Fiddlers Lodge Ingestre -
Alleged Public Bridleway (Previous File LE624G)**

Thank you for your correspondence providing comments on the above draft report.

We note your opinion that it is difficult to accurately determine precisely what occurred under the 1801 Order and it is open to interpretation. We also note your opinion that the route is private and always has been.

Whilst we note that reviewing historical documents can be open to interpretation we are of the opinion that the interpretation of the 1801 Order is accurate and therefore when using the relevant legal test, which is whether the evidence on the balance of probabilities shows the existence of a public right of way, the 1801 order does show the existence of a public bridleway along the line of the alleged route and no evidence has been put forward to show that this route has ever been legally extinguished.

Also, Quarter Session Orders are legal documents and therefore are considered by the courts to be strong evidence of the existence of public rights of way, particularly if no contrary legal documents are found showing the legal extinguishment of a route. Even if a route has since fallen into disuse, the maxim remains, "Once a highway, always a highway".

As already stated, the legal tests to prove the existence of a public right of way, in this case is on the balance of probabilities and whether it can reasonably be alleged that a public right of way exists. It does not have to be proven beyond all doubt that the public right of way exists.

Therefore, whilst your comments have been noted officers' recommendation remains unchanged. Your comments will be put before the Countryside and Rights of Way Panel when it is heard and determined. The next Panel date is the 10 December, and we anticipate that the report in relation to the application for an alleged bridleway between Trent Walk and Fiddlers Lodge will be heard and determined at this Panel. The application in relation to a public bridleway from Trent Walk bridge to the public road SE corner of Home Farm will be heard at a sperate panel meeting and we will respond separately in relation to this.

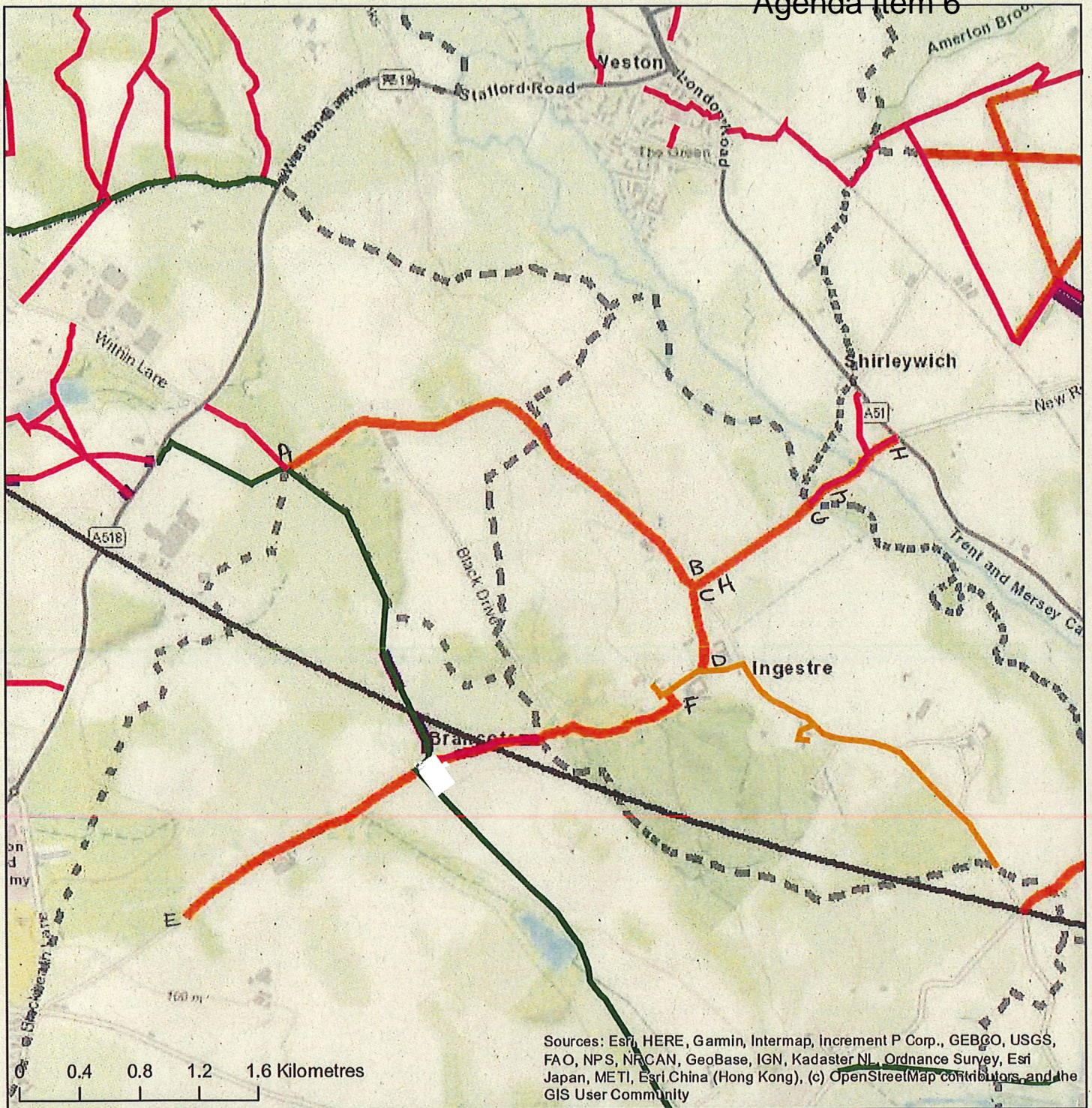
We will notify you again once there is a further update.

Yours sincerely

H.J.Titchener

Hannah Titchener
on behalf of Ann-Marie Davidson, County Solicitor.

HT2 / 008112



Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Public Rights of Way

■ ■ ■ Parishes

- Footpath
- Bridleway
- BOAT
- Section 53

Public Rights of Way Legal Orders

- may alter the course of a right of way shown on the Definitive Map
- High Speed Rail (HS2)

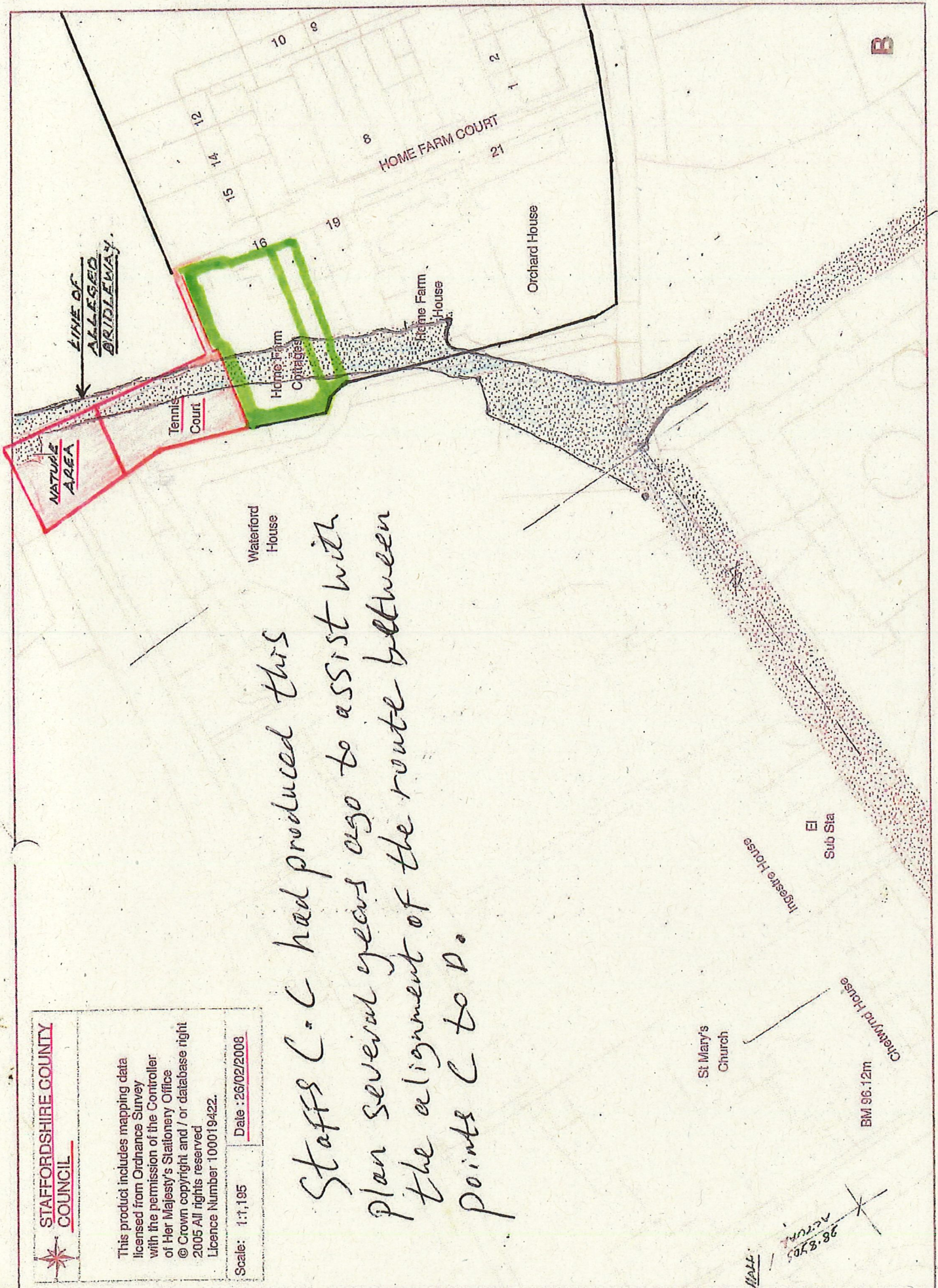


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Council Map**

Staffordshire County Council

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Staffs C.C had produced this plan several years ago to assist with the alignment of the route between points C to P.

STAFFORDSHIRE COUNTY COUNCIL

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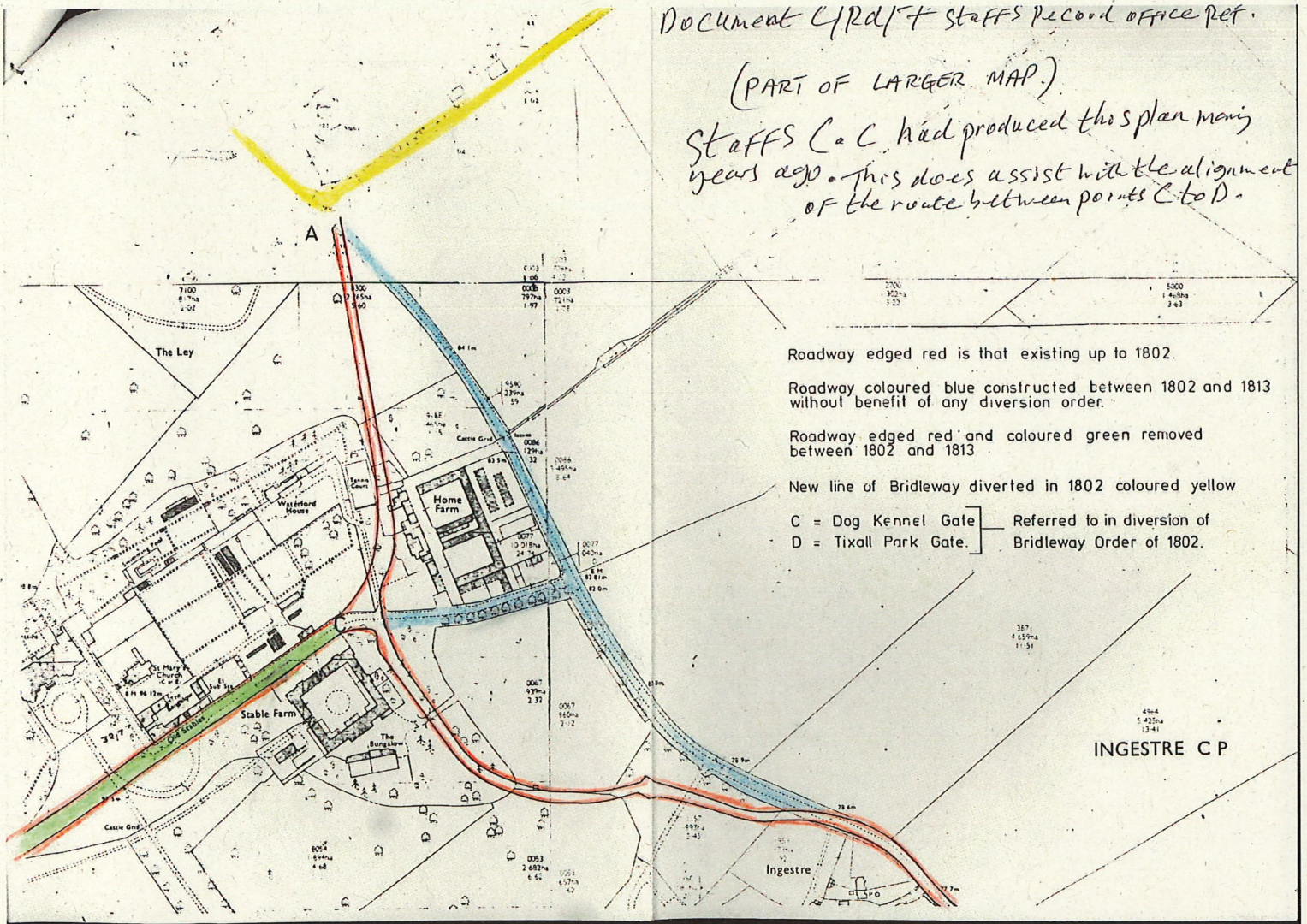
Scale: 1:1,195 Date: 26/02/2008

*11/11/08
28.8.98
2078.98*

Document C/RD/T STAFFS RECORD OFFICE REF.

(PART OF LARGER MAP.)

STAFFS C.C. had produced this plan many years ago. This does assist with the alignment of the route between points C to D.



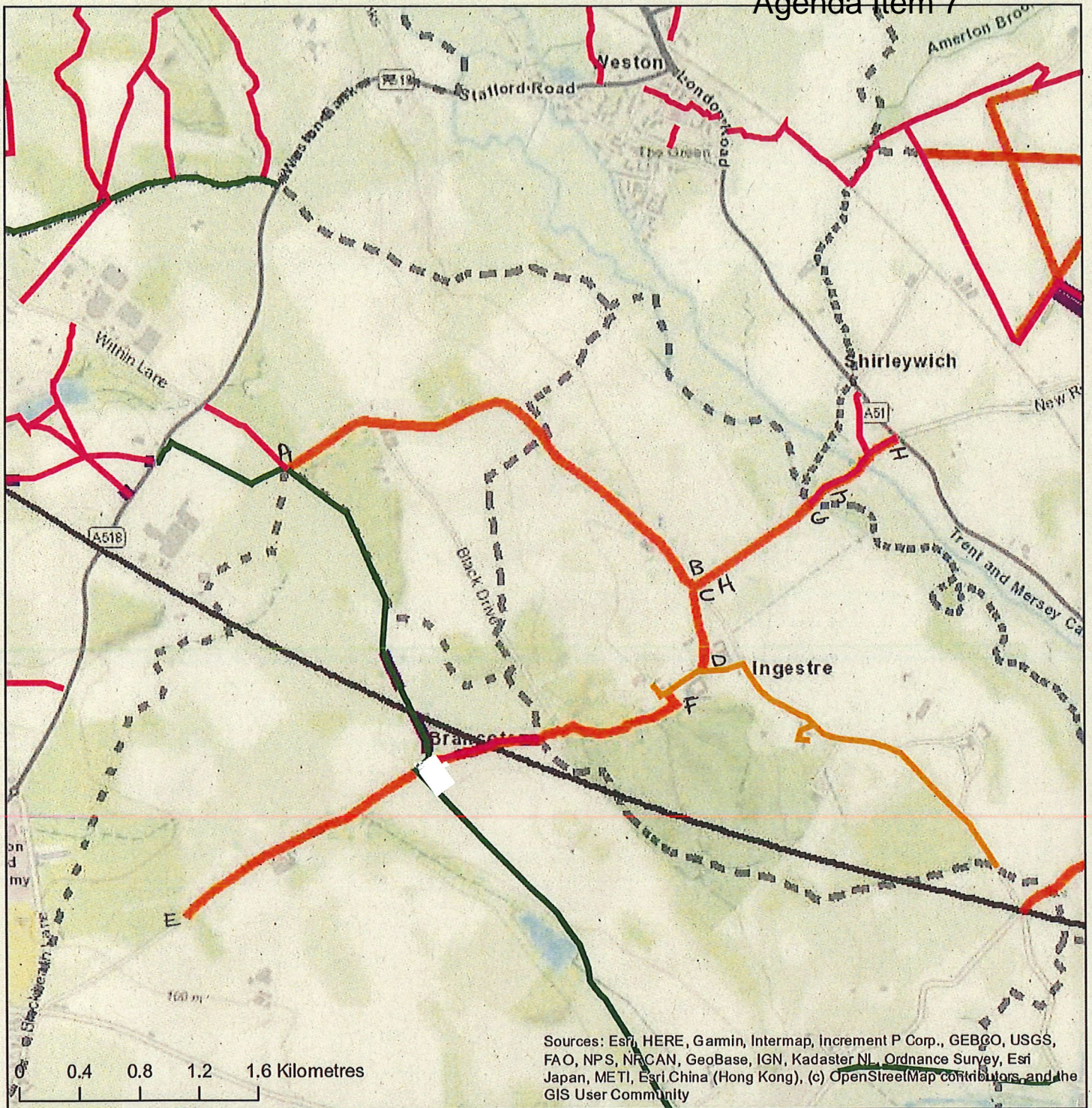
Roadway edged red is that existing up to 1802.

Roadway coloured blue constructed between 1802 and 1813 without benefit of any diversion order.

Roadway edged red and coloured green removed between 1802 and 1813

New line of Bridleway diverted in 1802 coloured yellow

C = Dog Kennel Gate } Referred to in diversion of
D = Tixall Park Gate. } Bridleway Order of 1802.



Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Titchener, Hannah (Corporate)

From: Bob Hunt <chairman@internationaldesigngroup.co.uk>
Sent: 19 October 2021 20:23
To: Titchener, Hannah (Corporate)
Cc: Geoff Matthews; mel jones; Jon Hunt
Subject: FW: Ingestre Bridleway draft for comment / approval
Attachments: bridleway.JPG

CAUTION: This email originated from outside of Staffordshire County Council. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Titchener

We act for Ingestre Park Golf Club as golf course architects and Project managers for the reconfiguration of the golf club necessitated by the proposed route of HS2 through the golf course. The Club has asked us to review the proposed bridleway as set out in your letter to the Club dated 18th October 2021

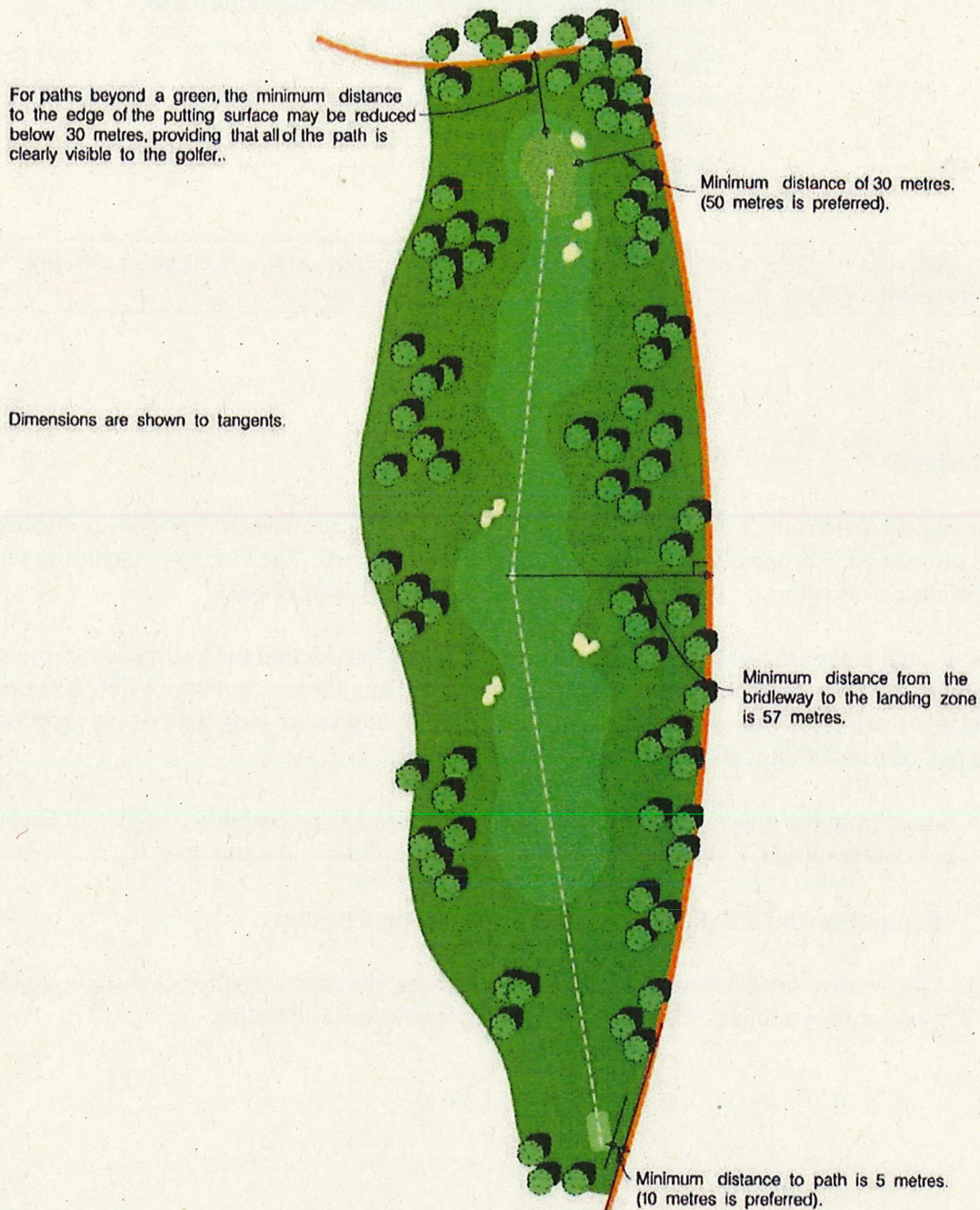
Unfortunately, the plans are highly inaccurate and we are not even sure that the bridleway is proposed to be accommodated within the remainder of Ingestre Park Golf Club but if it is a significant safety issue would arise. I have attached an overlay of your plan on to Google earth which appears to indicate that the proposed bridleway is within the golf course and thus within the safety cage on hole 3.

I attach an extract from the only published Safety Guidance (originally prepared for the PGA of Great Britain and Ireland) on golf course design. This shows the offset from the centreline of a golf hole.

Footpaths and Public Rights of Way Crossing Courses

Where there are bridleways on or near boundaries, the recommended dimensions apply to avoid scaring animals. [See Diagram. 5 – Bridleways and Footpaths]

BRIDLEWAYS and FOOTPATHS.



Where a hole runs parallel to a bridleway, footpath, BOAT or RUPP, the minimum distance from the perpendicular of the path to the landing zone should be a minimum of 50 metres.

Notes

'BOATs' are Byways Open to All Traffic and RUPPs are Roads Used as Public Paths.

Diagram 5.

There is seldom a conflict where people cross a golf course. Safety standards are normally applied to footpaths that run parallel to holes. Footpaths can cross-holes at an angle so long as golfers are able to see people well before they enter the danger zone. For instance, it would be dangerous for walkers to appear out of bushes just in front of a tee position.

Where such routes cross fairways on the course, they should be at right angles to the line of play. Footpaths should be more than 30 metres from the prescribed landing zone.

Vegetation should be not be allowed within 10m either side of the extent of the semi rough. [See Diagram. 6 – Crossing Footpaths].

Where there is a likelihood that walkers or riders may be in danger from golfers playing from a tee or fairway, then warning posts or signs should be erected at suitable locations before the walkers or riders enter the sensitive area. For blind spots warning bells or similar should be installed to ensure that golfers, walkers or riders are aware of one another and can warn of potential danger.

The edge of any tee should be at least 5 metres and preferably 10 metres away from any part of a footpath.

The centre line of the fairway should run at an angle of 15° away from any part of the footpath to a minimum of 57 metres from the centreline. In excess of 60 metres is regarded as safe. [See Diagram. 1- The 15° Rule]

No part of a footpath should be nearer than 30 metres to the edge of a green. For footpaths beyond the green this could be less provided that the whole of the footpath is clearly visible from all areas of the fairway, tee or other position from which shots are likely to be played.

The British Horse Society is able to provide guidance about the proximity of bridleways. Also be aware that there is a movement to split horse and pedestrian traffic. Horses should be regarded as extremely sensitive, so the greatest separation should be provided.

Unfortunately the distance from the centreline of hole 3 to the boundary, along which you appear to be proposing the bridleway, varies but on average is only approximately 40-52m. At present the line of play poses no safety issues for owners of nearby property but placing a bridleway between the boundary of the course and the fairway would result in high risk of injury, damage or death.

You will understand that whilst the club has no problem with the concept of the bridleway, if the proposal is implemented, you will breach guidance which has been used in many UK court cases to establish reasonable safety criteria.

The Club cannot therefore support such a proposal in the knowledge that stray golf balls could cause serious harm or injury to users of the bridleway. Could you please confirm whether or not it is your proposal to locate the proposed bridleway within the golf course.

If you do proceed we presume that having been put on warning of the safety issues you will hold the Club harmless in the case of an accident involving a horse or rider.

Yours faithfully

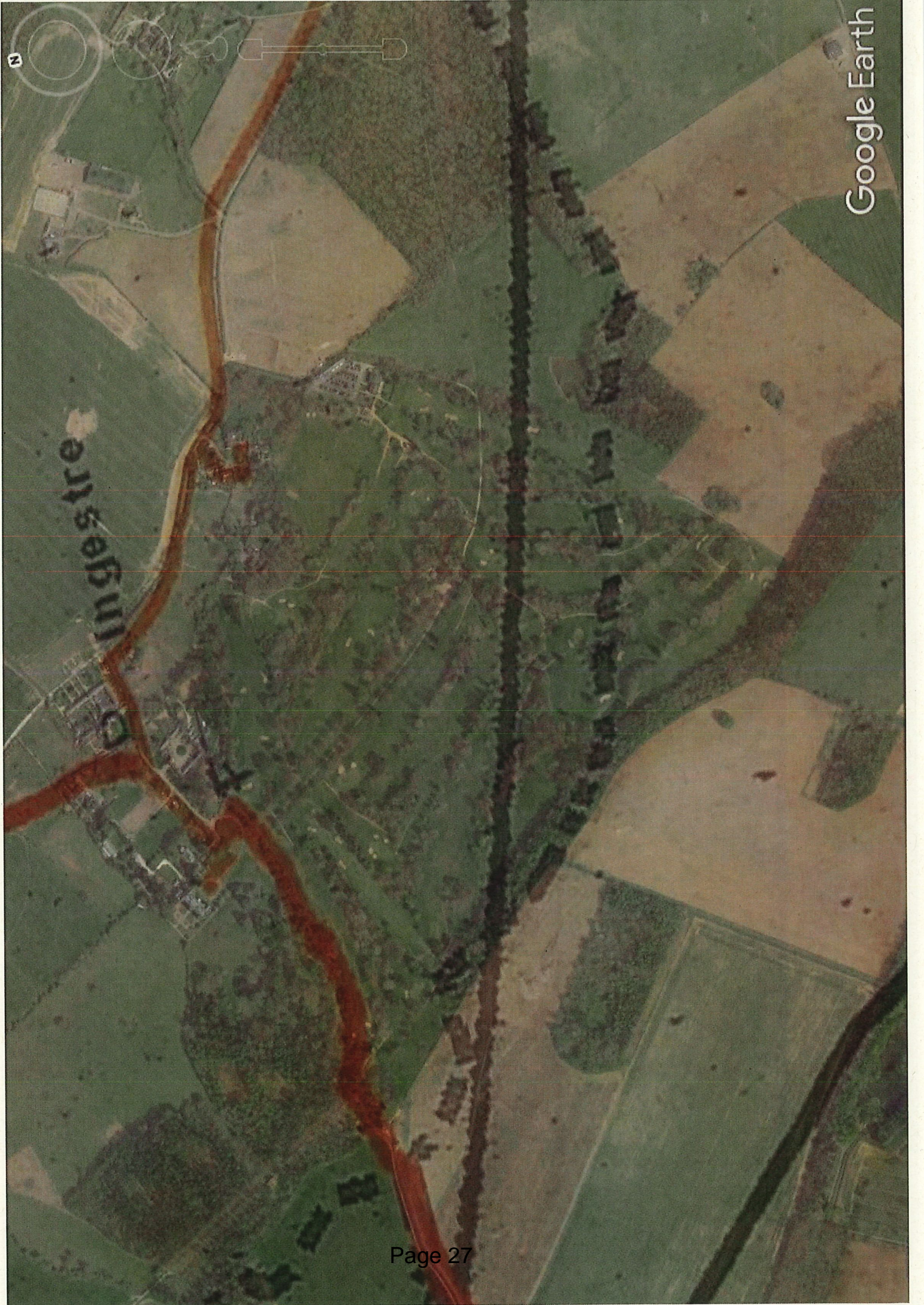
Robert Hunt

Chairman

International Design Group Ltd

chairman@internationaldesigngroup.co.uk

07836 593708



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Robert Hunt
Chairman
International Design Group Ltd
Via e-mail
chairman@internationaldesigngroup.co.uk

Ann-Marie Davidson
County Solicitor
Staffordshire Legal Services
Staffordshire County Council
1 Staffordshire Place
Tipping Street
Stafford, ST16 2DH

DX 712320 Stafford 5
Fax No. (01785) 276179
Please ask for: Hannah Titchener
Telephone: 01785 854190
e-mail: hannah.titchener1@staffordshire.gov.uk

My Ref: 008112

Your Ref:

Date: 01 December 2021

Dear Sirs,

Re: s.53- Applications for alleged bridleways in Ingestre

We write in relation to your e-mail providing comments in relation to the above matter.

We note that you act for Ingestre Golf Park Golf Club as golf course architects and Project Managers for the reconfiguration of the golf club necessitated by the proposed route of HS2 through the golf course.

On review of maps, it does appear that the proposed bridleway would run through part of the golf club's land.

We note your concerns that if the proposal is implemented, it will breach safety guidance, which could result in injury due to stray golf balls.

Whilst it is not our intention to belittle any legitimate concerns that you may have, the courts have confirmed that issues that are raised relating to concerns or questions as to safety, suitability, privacy, maintenance or anything other than material relating to existence or otherwise of a public right of way or the route's status have to be disregarded under the law as it currently stands. The only information we can take into consideration at this stage is anything that relates to the physical existence or not of the alleged route.

Therefore, whilst your comments have been noted and taken into consideration, unfortunately at this stage we are unable to change our recommendation.

We anticipate that the matter will be heard and determined at the Countryside Rights of Way Panel on 10th December. As soon as a decision has been made we will contact you again.

Yours sincerely

H.J.Titchener

Hannah Titchener
on behalf of Ann-Marie Davidson, County Solicitor.

HT2 / 008112

HANNAH'S LANE APPLICATION.

Hannah
Letter to Titchener

Hannah Titchener
Legal Services
Staffs County Council
Tipping St
Stafford

53 Tithe Barn Rd
Stafford
ST163PL

25th October 2021

Your Ref: 008112

Dear Hannah,

Many thanks for compiling and sending me the 5 Reports on my applications.

Three of the reports are accurate and I am completely happy with these, therefore I have no comments to make.

However, 2 of the reports are not completely accurate, and I wish to make some comments on these 2 reports.

1/ Hanyards Lane application

I have included some plans highlighting the corrections that need to be made.

I had applied to add a bridleway along the entire length of Hanyards Lane from Tixall Rd to Ingestre Parish boundary.

However, you have placed the route at the wrong location. I have shown the correct line on

the enclosed plans. I have indicated points E to F at the correct location.

You have placed point E at Upper Hanyards and point F at Ingestre which is not correct. You have incorrectly included the stopped up section closed on the 1801 order (739 yards).

The correct application route passes along the existing roadway from Tixall Rd to Ingestre parish boundary so there can be no argument regarding its course.

Please can you correct the report to reflect the comments I have made.

2/ Treat Walk Bridge to public Road at S.E Corner of Home Farm

I have included some plans highlighting the corrections that need to be made.

You have incorrectly shown Martin Beddall's application passing from points C to D. His application based on user evidence passes along the existing roadway as highlighted in green on my enclosed plans.

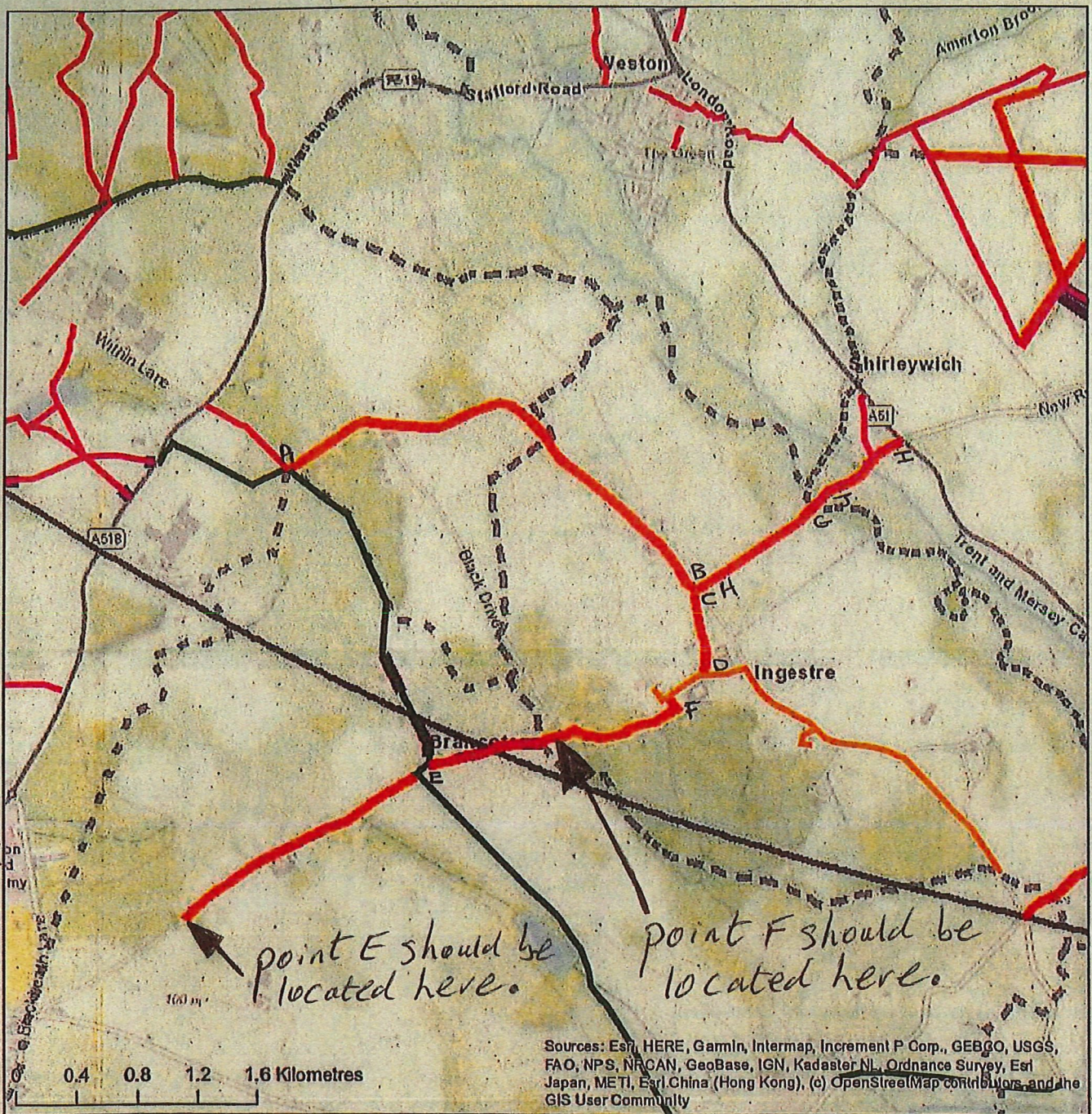
My application from points C to D is correct and is based on the 1801 order. I have included 2 plans produced by Staffs C.C to assist with the alignment of the route between points C to D.

Please can you correct the report to reflect the comments I have made.

Many thanks. Yours sincerely

Martin Reay.

Appendix B



point E should be located here.

point F should be located here.

- Public Rights of Way
 - Footpath
 - Bridleway
 - BOAT
 - Section 53
- Public Rights of Way Legal Orders
 - may alter the course of a right of way shown on the Definitive Map
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HANYARDS LANE

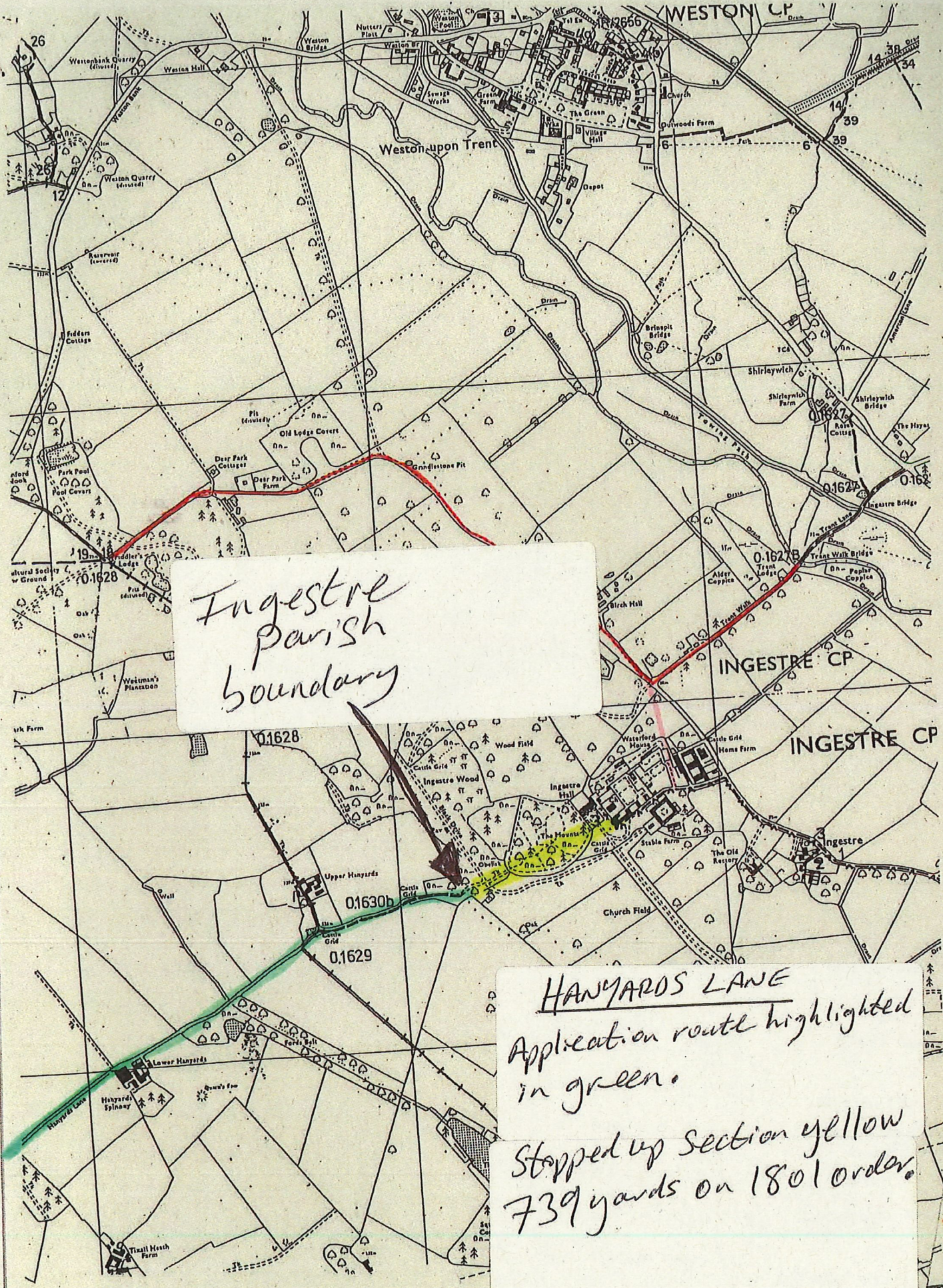
You have placed points E+F at the wrong locations. I have shown points E+F at the correct locations. This is the application route I had applied for to add the Bridleway.

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Staffordshire County Council Map

Staffordshire County Council

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The section from the parish boundary at the correct point F through to your point F Page 35 stopped up on the 1801 order - 739 yards



Ingestre
parish
boundary

HANYARDS LANE
Application route highlighted
in green.

Stopped up section yellow
739 yards on 1801 order.

DR. D.V. FOWKES, FSA

CONSULTANT ARCHIVIST
HISTORICAL RESEARCHER

Sarah Fraser,
Resources Directorate,
Staffordshire County Council

29th October 2005

Yr.ref: 4/SF/LE624G

Dear Miss Fraser,

**WILDLIFE AND COUNTRYSIDE ACT 1981: ALLEGED PUBLIC
BRIDLEWAY BETWEEN TRENT WALK AND FIDDLERS LODGE,
INGESTRE, AND ALLEGED PUBLIC BRIDLEWAY BETWEEN
HANYARDS LANE AND INGESTRE PARISH BOUNDARY**

Thank you for your letter of 25 October.

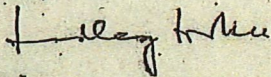
I can see no reason why this stopping-up order is not as straightforward as it appears. Presumably Earl Talbot was fed up with the general public passing in front of Ingestre Hall so persuaded his fellow justices to stop up the section of the Stafford-Ingestre bridleway in front of the house and substitute a much longer section of route through his own land but away from the Hall. The substitution of a greater length of route may have been presented as a magnanimous gesture but it of course resulted in a substantially longer route from Ingestre to Stafford via Hopton, rather than the shorter Hanyards route.

There is no doubt to me that the length of bridleway stopped up is only the 739 yards in front of the Hall from Dog Kennel Gate to Tixall Park Gate. The length fits in very well with the accurate modern maps if you relate it to the scale. The residue of the bridleway from Littleworth to Hanyards is not affected by the Order and presumably continued as a bridleway serving Hanyards but of no use as a through route.

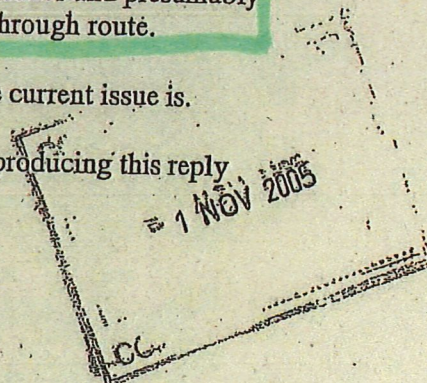
I hope these remarks are helpful and help to solve whatever the current issue is.

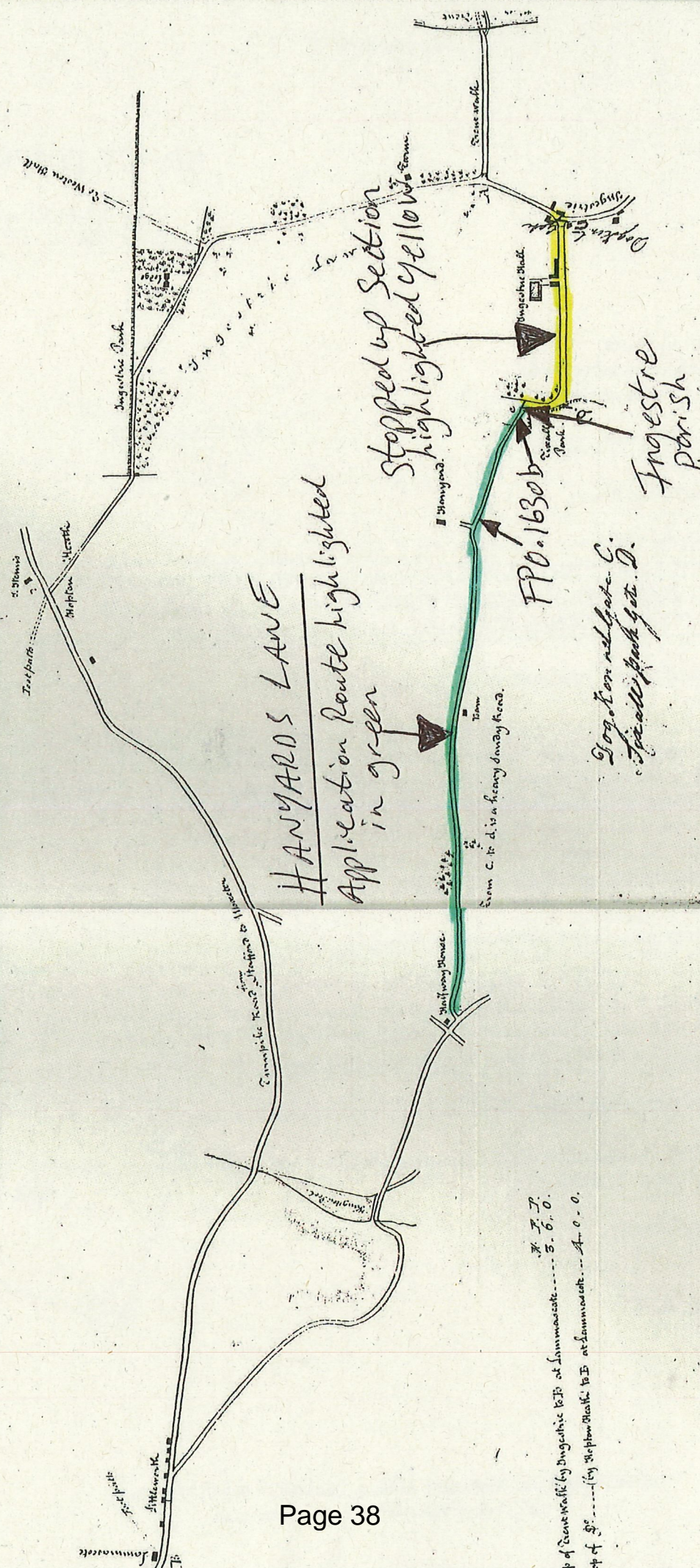
I enclose an invoice for £20.00 for considering the matter and producing this reply which I hope is acceptable.

Yours sincerely



Dudley Fowkes





HANWARDS LANE
 Application Route highlighted
 in green

Stopped up Section
 highlighted yellow

FP0.1630b
 Location relative to
 Ingestre Parish boundary

Top of East Walk by Ingestre to B at Lammacote... S. 6. 0.
 Top of S. 1... (by West Walk to B at Lammacote... A. 0. 0.

Protective Marking Scheme Level 3
RESTRICTED

Mr Martin Reay
53 Tithe Barn Road
Stafford
ST16 3PL

Ann-Marie Davidson
County Solicitor
Staffordshire Legal Services
Staffordshire County Council
1 Staffordshire Place
Tipping Street
Stafford, ST16 2DH

DX 712320 Stafford 5
Fax No. (01785) 276179
Please ask for: Hannah Titchener
Telephone: 01785 854190
e-mail: hannah.titchener1@staffordshire.gov.uk

My Ref: 008112

Your Ref:

Date: 01 December 2021

Dear Mr Reay,

**Re: s.53 application for the addition of an alleged Public Bridleway from
Byway No 3 north of Stable Farm to Trent Walk, Ingestre
s.53 application for the addition of an alleged Public Bridleway from
Hanyards Lane to Ingestre
s.53 application for the addition of an alleged Public Bridleway from Trent
Walk Bridge to public road SE corner of Home Farm**

Further to your letter in response to the above draft reports we can confirm that the application for the addition of an alleged Public Bridleway from Trent Walk Bridge to public road SE corner of Home Farm has been amended to reflect the full application route applied for by Mr Martin Beddall and the route marked C to D has been taken out of this report, as this part of the alleged route is dealt with in the report for the addition of an alleged Public Bridleway from Byway No 3 north of Stable Farm to Trent Walk, Ingestre.

We have included in the report for the addition of an alleged Public Bridleway from Byway No 3 north of Stable Farm to Trent Walk, Ingestre, the documents you have provided that were produced by Staffordshire County Council showing the alignment of the route between points C to D.

In relation to the Hanyards Lane application, the part of the route by Ingestre Parish Boundary, connecting to FP 0.1630b we have included in the report that it should be added as a public bridleway, because although the 1801 Quarter

Session Order refers to this part of the route being stopped up, on review of the evidence it is officer's opinion that the evidence does not conclusively show that this section was actually stopped up and therefore it has been included as part of the application to be added as a public bridleway, along with the remaining route.

Appendix B has been amended to reflect the whole of the route you have applied for, including Hanyards Lane. It has also been included in the report that there is no evidence from the Quarter Session Order that Hanyards Lane was stopped up and therefore it is likely that it remained a public bridleway and should therefore be added to the Definitive Map and Statement as a Public Bridleway, along the rest of the alleged route.

We anticipate that the first two reports, along with the application to add a public bridleway from Trent Walk to Fiddlers Lodge will be heard and determined at the Countryside Rights of Way Panel on 10th December.

Yours sincerely

H.J.Titchener

Hannah Titchener
on behalf of Ann-Marie Davidson, County Solicitor.

HT2 / 008112