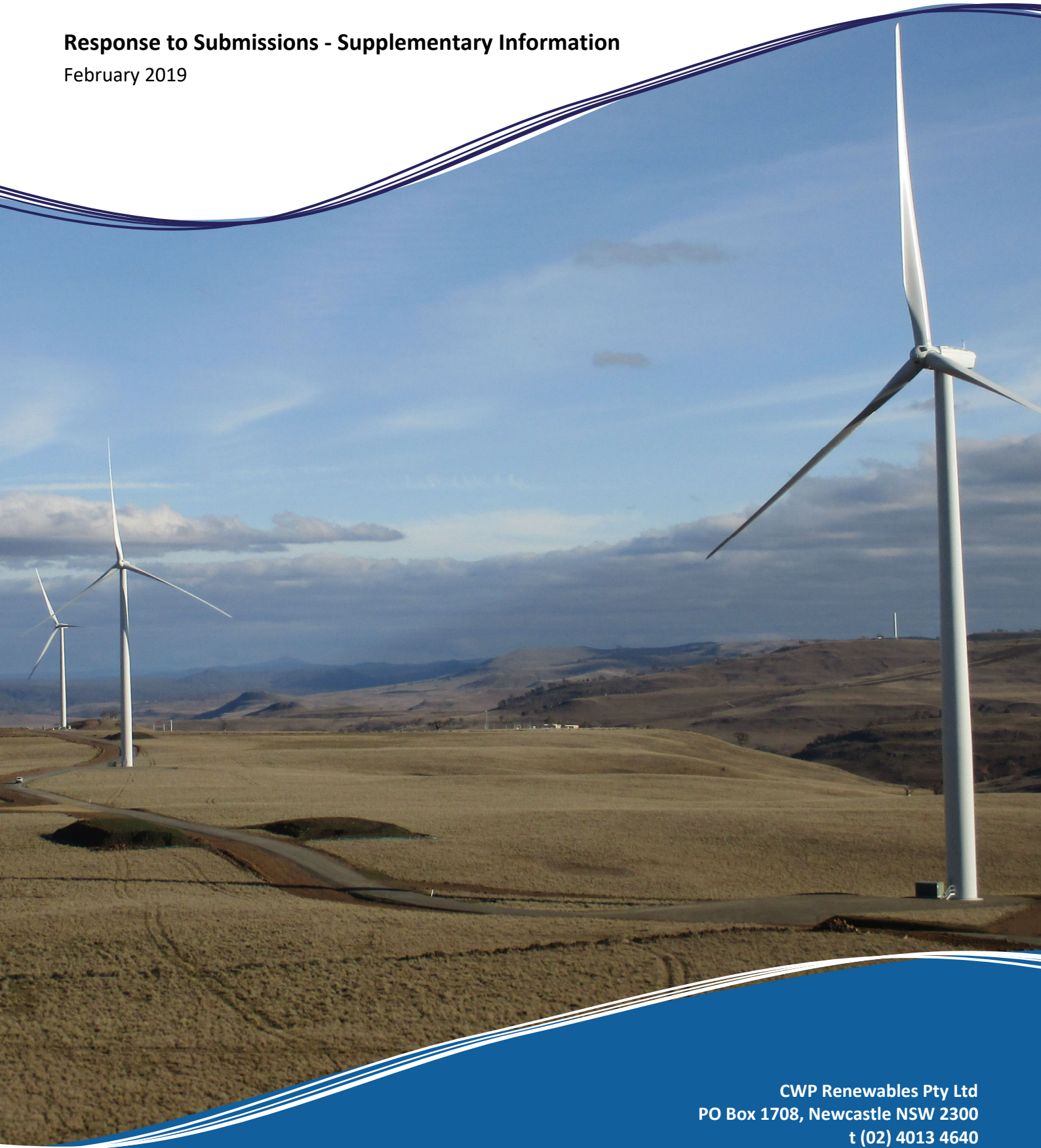


# Crudine Ridge Wind Farm

Application for Modification 1

## Response to Submissions - Supplementary Information

February 2019



14/02/2019

Phillipa Duncan  
Team Leader  
Resource and Energy Assessments  
Department of Planning & Environment  
GPO Box 39 SYDNEY NSW 2001

Dear Ms Duncan,

### **Crudine Ridge Wind Farm | SSD 6697**

Thank you for your email regarding the Response to Submissions (RTS) for Modification 1 of the Crudine Ridge Wind Farm (the Modification). Attachment A contains a set of plans containing the Revised Design for Aarons Pass Road as described in the Modification and RTS. These plans are based on the same design used to define the biodiversity impacts described in the Biodiversity Development Assessment Report (BDAR) contained in the RTS. The plans were provided to Mid-Western Regional Council (MWRC) for review on 10 February 2019, with Council confirming that they agree with the design concept. Correspondence is included as Attachment B.

On Friday February 8, 2018, we were advised by the Office of Environment and Heritage (OEH) that the plant species recorded on Aarons Pass Road which had been formally identified as *Pomaderris reperta* (Critically Endangered) is in fact the species *Pomaderris cotoneaster* (Endangered). We have received somewhat conflicting advice on this species to date, including three sets of advice from Royal Botanic Gardens Sydney. However, the confirmation provided by OEH is based on a review by the leading authority on the Pomaderris genus and is therefore considered conclusive. Accordingly, the BDAR has been updated to reflect this change and is included as Attachment C.

Below is a response to each of the items raised in your email dated 11 February 2019.

- 1. Please confirm the breakdown for the additional revised road design impacts (excluding the approved 1.54 ha of approved clearing). The BDAR currently describes: 6.47 ha of native vegetation clearing will comprise 4.98 ha of permanent clearing for the construction of the road, 1.06 ha of temporary disturbance for civil works, and 0.43 ha of disturbance for pruning in the blade swept path to allow for transportation of the WTG blades.***

The breakdown of the additional revised road design impacts are as described in Table 4.8 of the Modification, as replicated below. There was a typographical error in the executive summary of the BDAR presented in the Response to Submissions, which has been updated accordingly in the BDAR included as Attachment C.

**Table 4.8: Vegetation communities to be impacted by the Works**

PCT	Works impact area					Less approved disturbance (SSD-6697)	Impact area subject to this EIA
	Impact Area New Road	Temporary Impact Area Construction	Blade area	Cleared to date	Total Works impact area		
277	0.79	0.15	0.01	-	0.95	0.28	0.67
290	4.18	0.91	0.43	0.12	5.64	1.26	4.38
<b>Total</b>	<b>4.97</b>	<b>1.06</b>	<b>0.44</b>	<b>0.12</b>	<b>6.59</b>	<b>1.54</b>	<b>5.05</b>

**2. Could you please provide an update regarding the status of the Commonwealth liaison.**

The Proponent has formally notified the Commonwealth Department of the Environment and Energy (DOEE) of the proposed Modification, including providing a copy of the Modification for DOEE’s review on December 3, 2018. Since that time the Proponent has been in ongoing consultation with DOEE, including provision of additional advice regarding the extent of impacts and the implications for the Commonwealth approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). DOEE has also been provided with a copy of the advice from OEH confirming the identification of *P. cotoneaster* on Aarons Pass Road. The Proponent awaits formal advice from DOEE in relation to this matter.

**3. What works are proposed to be undertaken on the site and where in parallel to the proposed Aarons Pass Road works – eg. will there be any works to the substation?**

It is proposed that following approval of the Modification works will entail road upgrades as well as preparation of site entrances for construction. This will include:

- upgrades to Aarons Pass Road in accordance with the Revised Design;
- upgrades to Bombandi Road in accordance with the Development Consent;
- construction of the northern site entrance to the satisfaction of MWRC in accordance with Schedule 3, Condition 28 c); and
- pre-construction minor works as defined in the Development Consent, including construction of minor access roads and minor adjustments to services/utilities, including the site entrances from Bombandi Road and Crudine Road to the transmission line corridor.

The Works on Aarons Pass Road will be completed to the satisfaction of MWRC prior to the commencement of construction at the Project site. The works on Bombandi Road will be completed to the satisfaction of MWRC prior to the commencement construction of part of the transmission line. It is sought that Pre-construction minor works, as defined in the Development Consent, may be permitted to continue in parallel with the road works, as well as undertaking safety and environmental works which are currently continuing at the Project site.

In order to minimise disruption and traffic impacts it is proposed that personnel and equipment for these works will be mobilised to and established at the site offices accessed from Aarons Pass Road. This will enable safe storage and refuelling of equipment, will minimise traffic of heavy vehicles to and

from the roadworks sites and will ensure that works can be managed safely and in accordance with all site inductions, tests and procedures.

**4. *Could you please clarify if there any proposed amendments to condition 3.28 with respect to the Bombandi Rd upgrades as agreed with MWRC.***

We understand that your question relates to condition 3.29 (Road Upgrades – Bombandi Road).

**CRWF Transmission line construction and operation**

The CRWF external overhead transmission line runs approximately 15 km from the CRWF substation site to the existing 132kV transmission line pole assembly located east of the Project site.

Construction of the transmission line will be undertaken via three points of entry with works being approximately distributed as indicated below:

- Bombandi Road 30% of the transmission line is accessible from this point of entry
- Crudine Road 20% of the transmission line is accessible from this point of entry
- CRWF Site 50% of the transmission line is accessible from this point of entry

**Use of Bombandi Road**

The CRWF Development Consent conditions for Bombandi Road (schedule 3, condition 29, condition 32c and Appendix 6) were developed against a proposed scope of works / activities that included the construction of the external overhead transmission line, as well as a proposed Switching Station adjacent to the existing 132kV transmission line.

The network assessment and contracting arrangements with TransGrid (the transmission network service provider) determined a separate Switching Station at the point of connection was not preferred. Instead, the preferred and contracting position is to embed the switchgear for the Project into the substation site, which together with the 15 km of external transmission line is to become a TransGrid asset and part of the network. This solution was preferred on the basis of improved network security.

Consequently, Bombandi Road will only be used for construction and maintenance of part of the overhead transmission line, resulting in a significant reduction in the level traffic and activity due to the removal of the Switching Station from the plans. (A comparison of traffic volumes between the forecast traffic for the design involving the Switching Station at the point of connection with the final design is provided in Attachment D).

**Conditions:**

Condition 29a requires that road upgrades to Bombandi Road shall be undertaken in accordance with Appendix 6, to the satisfaction of MWRC. Appendix 6 requires the upgrade works to include:

- Installation of five [5] heavy duty grids with end assemblies and gates at the locations of the existing grids.
- Installation of two [2] culverts at approximately 200 metres and 500 metres from the Castlereagh Highway.

- Maintenance of the used section of Bombandi Road for the duration of the Lease.
- Establish a new access (“Eldon Court Laneway to Switching Station”) point from Bombandi Road approximately 80 metres west from the Eldon Court driveway and which is approximately 1.5 kilometres west from the Castlereagh Highway.

No change is proposed to this condition. However, it is sought that the works on Bombandi Road will be completed to the satisfaction of MWRC prior to the commencement construction of part of the transmission line, with the exception of construction of minor access roads and minor adjustments to services/utilities, under the definition of pre-construction minor works.

Condition 29b requires that the intersection of Bombandi Road and Castlereagh Highway shall be upgraded to the satisfaction of RMS.

No change is proposed to this condition. However, the omission of the Switching Station significantly reduces the volume and frequency of construction traffic entering Bombandi Road from the Castlereagh Highway. Based on this change, and considering the traffic management measures to be implemented in accordance with the Transport Management Plan, the applicant is in dialogue with RMS with regard to the need for the proposed intersection upgrade.

Condition 32c requires that all other heavy vehicle access to and from the site is via:

- the northern route using Castlereagh Highway and Aarons Pass Road; or
- the southern route using Hill End Road and the Ilford-Sofala Road or Sofala Road; or
- the minor access routes using Bombandi Road and/or Crudine Road,

unless the applicable roads authority approves otherwise.

*No change is proposed to this condition.*

### **Construction activity**

Construction would be managed through implementation of traffic control plans to be developed in consultation with the roads authorities, as defined in the Traffic Management Plan.

Traffic management at the intersection of Bombandi Road and Castlereagh Highway will consist of advanced signage indicating truck activities to be utilised on Castlereagh Highway as part of traffic management relating to northern and southern haulage routes; and

A Communication Plan will be established between the haulage contractors and MWRC during any road works or maintenance during haulage for the Project.

#### ***5. Is there a preferred mechanism for how the additional offsets credits are proposed to be retired?***

Due to the relatively small number of credits required to be retired compared to the Glen Maye offset site, it is not anticipated that a separate stewardship site would be established for this Modification. It is therefore anticipated that the additional offset credits will be retired by one, or a combination, of the following means:

- procurement of the relevant biodiversity credits from the credit market and retirement of those credits; or
- making a contribution to the Biodiversity Conservation Trust (where credits are not available).

It is also noted that the credit calculations within the BDAR have been updated to reflect the confirmed identification of *P. cotoneaster*.

**6. In regard to the identification of the threatened flora species, could you please provide some additional information about how the previously proposed road upgrade works and associated survey areas differed to the current proposal (eg. with reference to Figure 3 in the PPR). Currently the RTS states:**

*The areas of road upgrades and passing bay opportunities were identified in the Downer (2013) report based on the WTG specifications and transport engineering available at that time (Refer to PPR Appendix 4, Crudine Ridge Wind Farm Route Survey and Upgrade Assessment). Ecological surveys undertaken along APR for the PPR in 2013 focused only on “the locations identified for road upgrades and potential passing bays along Aarons Pass Rd”.*

Appendix 4 of the Preferred Project Report (PPR) contains the Downer (2013) Route Survey and Upgrade Assessment as well as the Aarons Pass Road – Passing Bay Assessment. Appendix 8 of the PPR (Ecological Assessment Addendum) prepared by Eco Logical Australia Pty Ltd (ELA; 2013) contains the ecological impact assessment of the road upgrades and passing bays identified in Downer (2013). The ecological surveys in ELA 2013 were focused on the area of works identified in Downer 2013:

*Field survey was conducted from the 2-4 July 2013 by Liz Norris (ELA senior botanist) and Siobhan Isherwood (Wind Prospect CWP) at the locations identified for road upgrades and potential passing bays along Aarons Pass Rd.*

*At each section proposed for upgrade and passing bays, the boundary of the proposed works were identified by Wind Prospect CWP, and a random meander of the impact area was undertaken. At each location, all vascular flora species, hollow bearing trees and habitat features were noted.*

*Floristic data was used to determine the likely vegetation type impacted and the locations of hollow bearing trees were recorded with a hand held GPS device (typically accurate to within 5-10 m). Some passing bays inspected during field survey were eliminated from further consideration due to poor line of site, inadequate size and proximity to more suitable sites. These include Passing Bays 1, 10, 17, 33, and 37. Incidental sightings of fauna were noted during the survey.*

In preparation of the Revised Design, extensive surveys were undertaken by ELA when preparing the BDAR for the proposed Modification. The surveys are described in detail in the BDAR:

*Vegetation surveys was undertaken within the development site by David Allworth, Rebecca Croake, Tomas Kelly, Kate Maslen and Cheryl O’Dwyer on the 17<sup>th</sup> – 21<sup>st</sup> September and the 5<sup>th</sup> and 6<sup>th</sup> November 2018 (Figure 4).*

*A total of five full-floristic / vegetation integrity plots were surveyed to identify PCTs and Threatened Ecological Communities (TECs) on the development site (Table 7 and Table 8). All five plots were altered from the standard 20 x 50 m to a 5 x 200 m plot formation to best fit within the development site in accordance with the BAM. Full floristic surveys were taken within the nested 5 x 80 m (0.04 ha). Litter cover plots were located 1 m from the 200 m midline, on alternate sides and at 20, 60, 100, 140, and 180 m from the midline start.*

Additionally the BDAR describes the targeted surveys undertaken along Aarons Pass Road in Section 1.6.1:

*Targeted surveys for flora and fauna species credit species were undertaken at the development site on the dates outlined in Table 15. Flora surveys consisted of two ecologists, one on either side of the road, meandering along the 10 m wide vegetation over the 20 km covering an area of 20 ha. Fauna surveys consisted of two ecologists undertaking diurnal bird surveys, call-playback, evening bird surveys, spotlighting and Koala Spot Assessment Techniques (SAT) over five days and five nights...*

*Twenty baited cameras were also set up along Aarons Pass Road for a period of 24 days.*

In summary, the scope of the Ecological Assessment Addendum (ELA 2013) was limited to the areas to be impacted by the proposed upgrades and passing bays identified in Downer (2013). In contrast, the BDAR contains a more extensive survey and assessment coverage based on the area to be impacted under the Revised Design, using the Biodiversity Assessment Method 2016.

***7. Could you also please confirm when the threatened flora species were listed under the State and Commonwealth legislation?***

Two threatened flora species have been recorded in the area potentially affected by the Aarons Pass Road Revised Design. It is our understanding that these were listed under the relevant legislation as follows:

- *Pomaderris cotoneaster* (referred to as *P. reperta* in the Modification and RTS).
  - Listed as Endangered under the EPBC Act when established in 2000.
  - Listed as Endangered under the *Biodiversity Conservation Act 2016* (BC Act) when established in 2016 (and listed under the previous legislation).
- *Acacia meiantha*
  - Listed as Endangered under the EPBC Act in 2018.
  - Listed as Endangered under the BC Act when established in 2016 (and listed under the previous legislation in 2015).

We trust that this information adequately addresses your questions.

*Project: Crudine Ridge Wind Farm  
Modification 1: Response to Submissions  
Supplementary Information*

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Branson', with a stylized flourish at the end.

**Mark Branson**

Senior Development Manager

**CWP Renewables**

PO Box 1708 / L6, 45 Hunter St Newcastle, NSW, 2300

M: 0402 259 580; T: 02 4013 4640

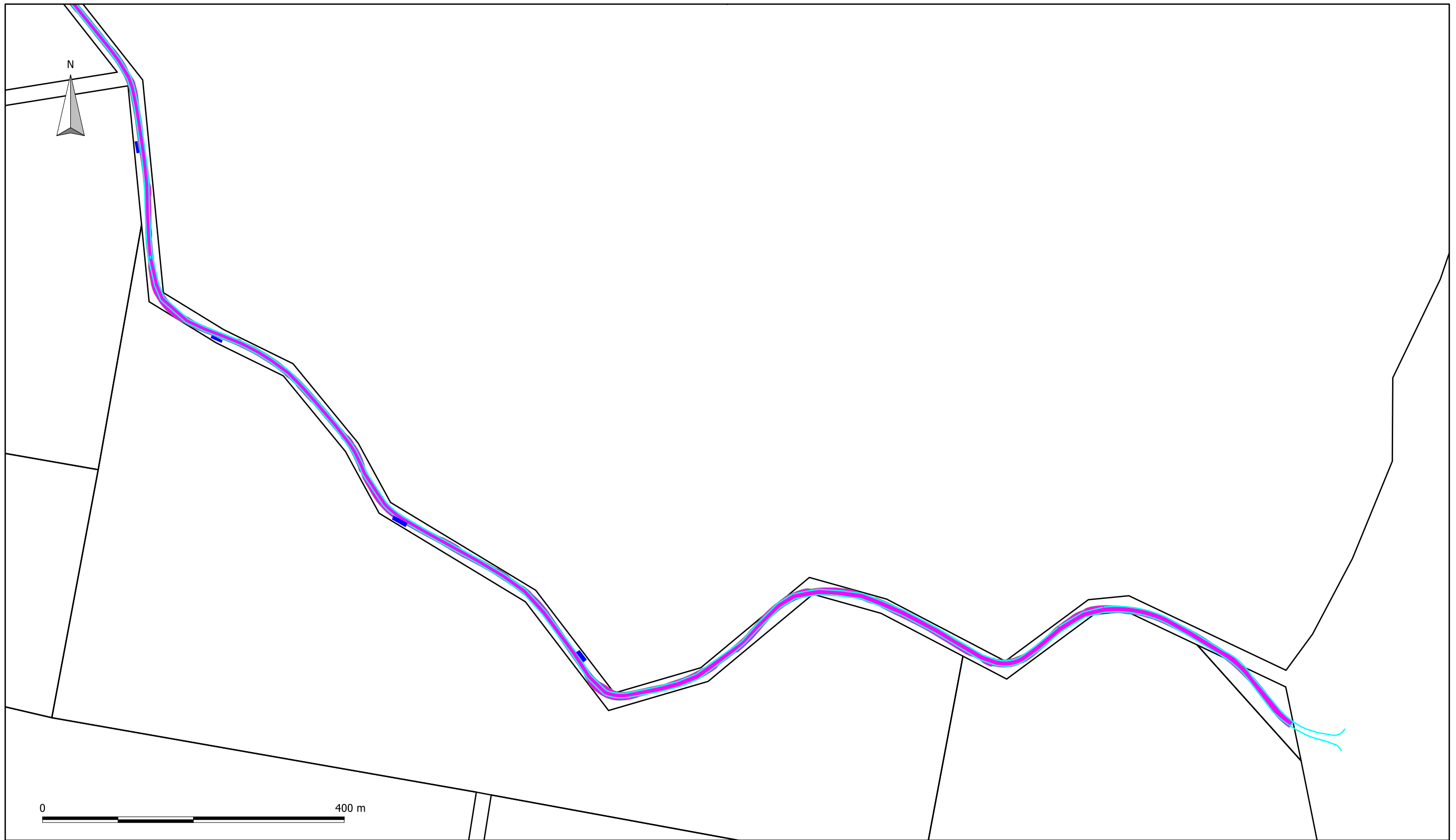
[mark.branson@cwprenewables.com](mailto:mark.branson@cwprenewables.com)



**Attachment A – Aarons Pass Road Revised Design plans**

*Prepared by:*  
CWP Renewables




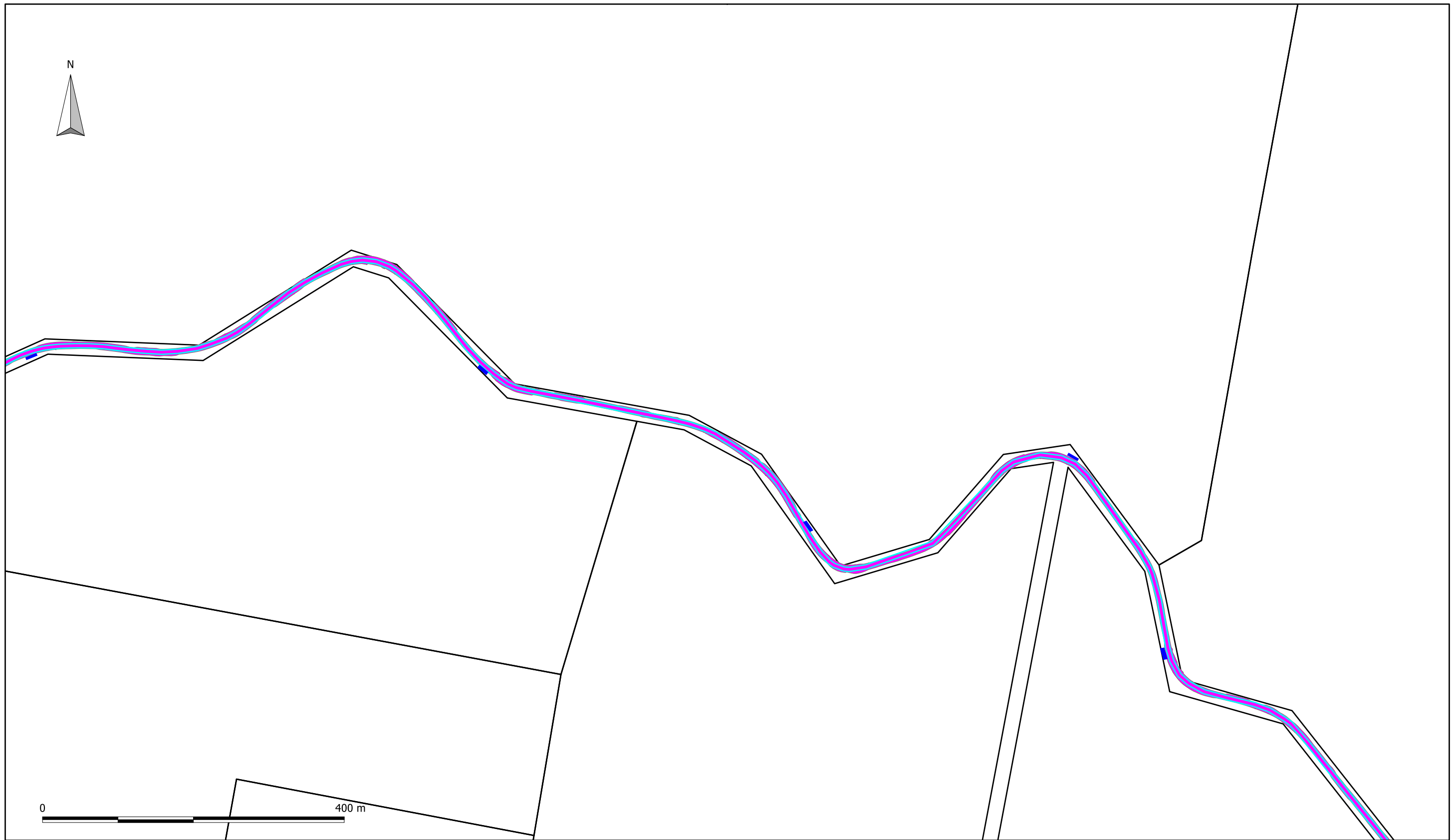


LEGEND

- Passing Bay Option
- Revised Design
- Existing Roadway
- Cadastral Boundaries

\*Passing bay locations are consistent with those approved within the Preferred Project Report (CWP 2013). Final passing bay locations are to be determined within the approval under section 138 of the Roads Act in consultation with MWRC. The final passing bay locations are to be constructed within the approved vegetation clearing limits for APR.


COMPANY			<b>CRWF NOMINEES PTY LTD</b>		
TITLE			<b>AARONS PASS ROAD REVISED DESIGN</b>		
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LEGEND

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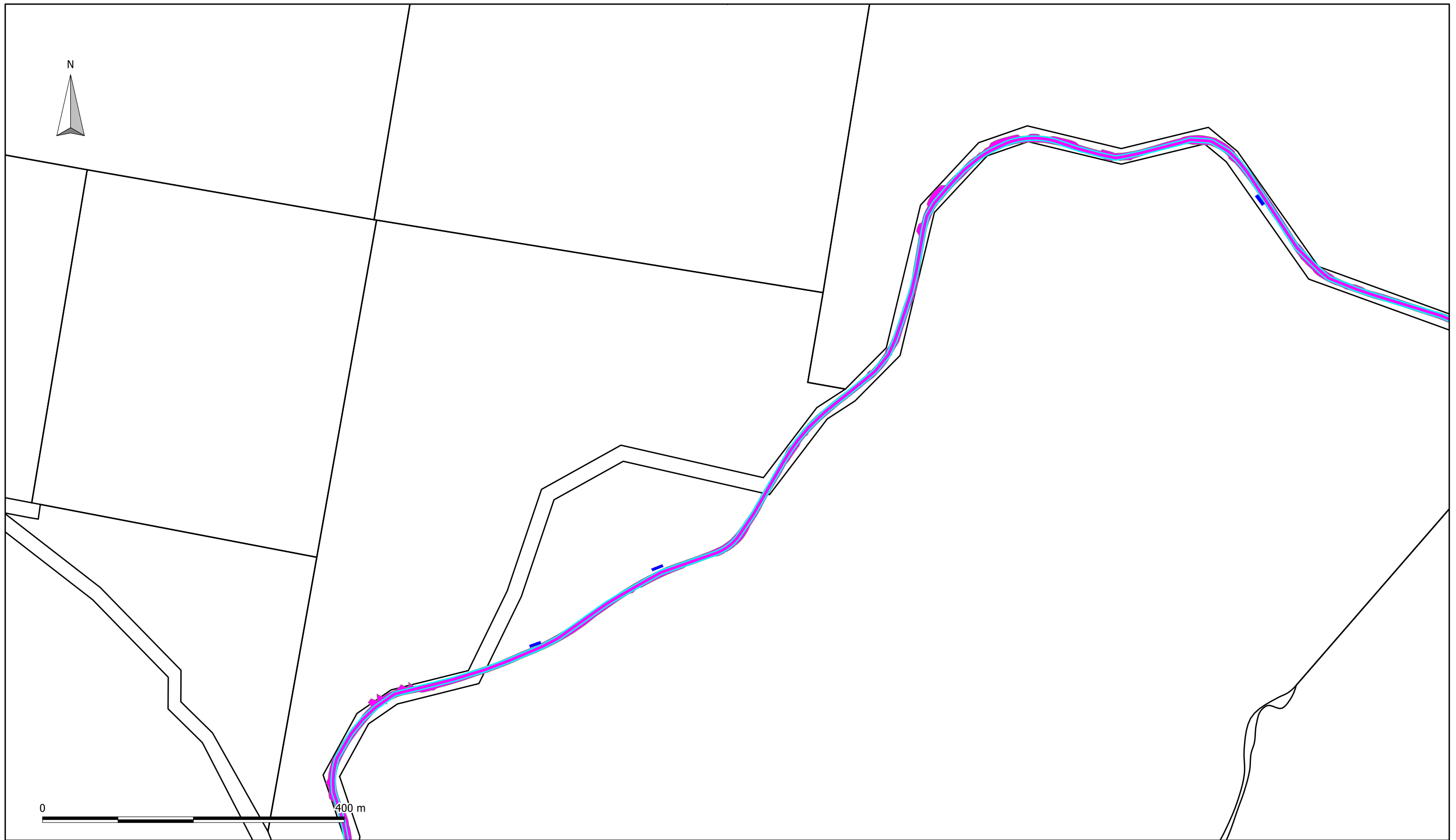


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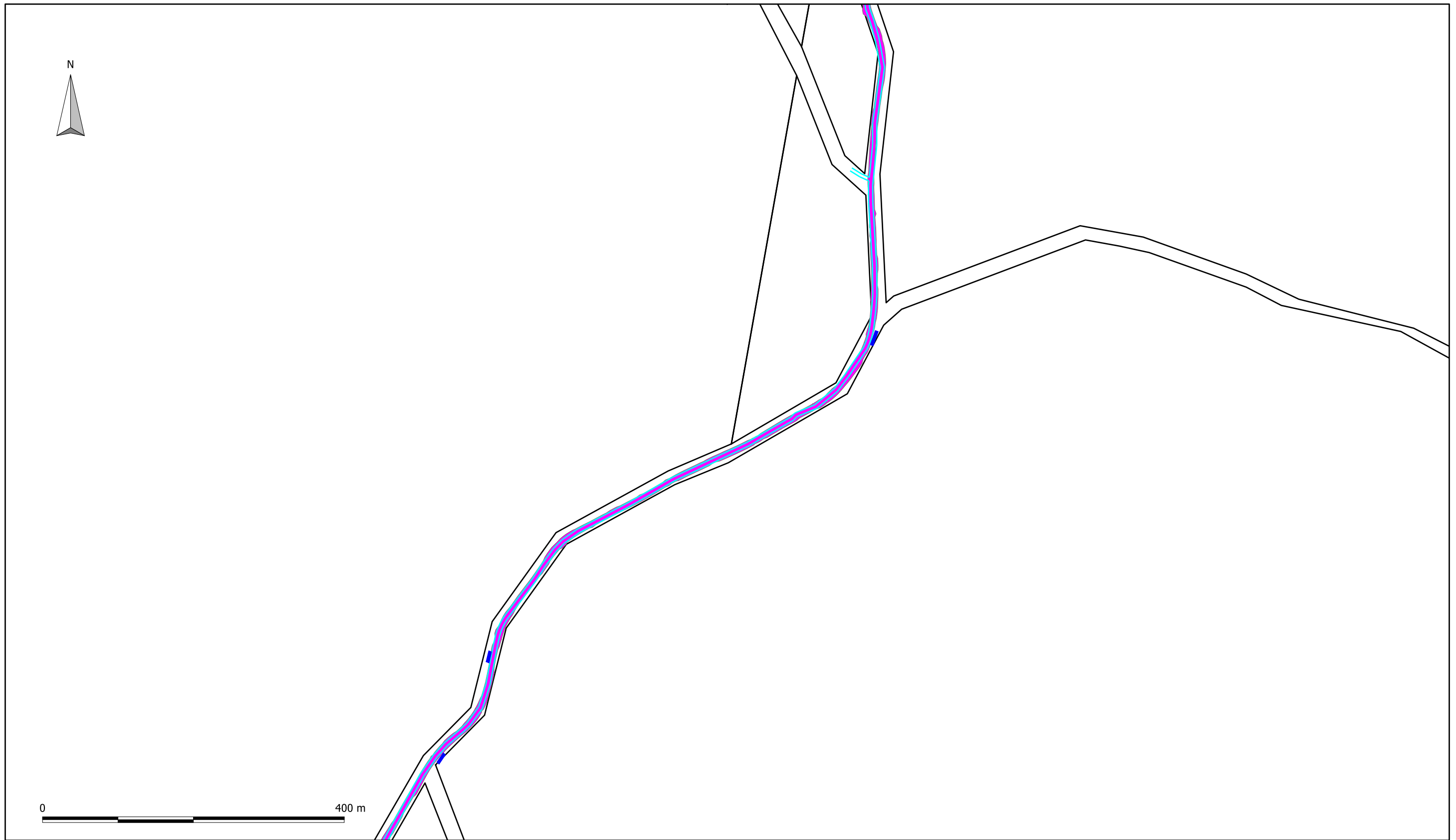


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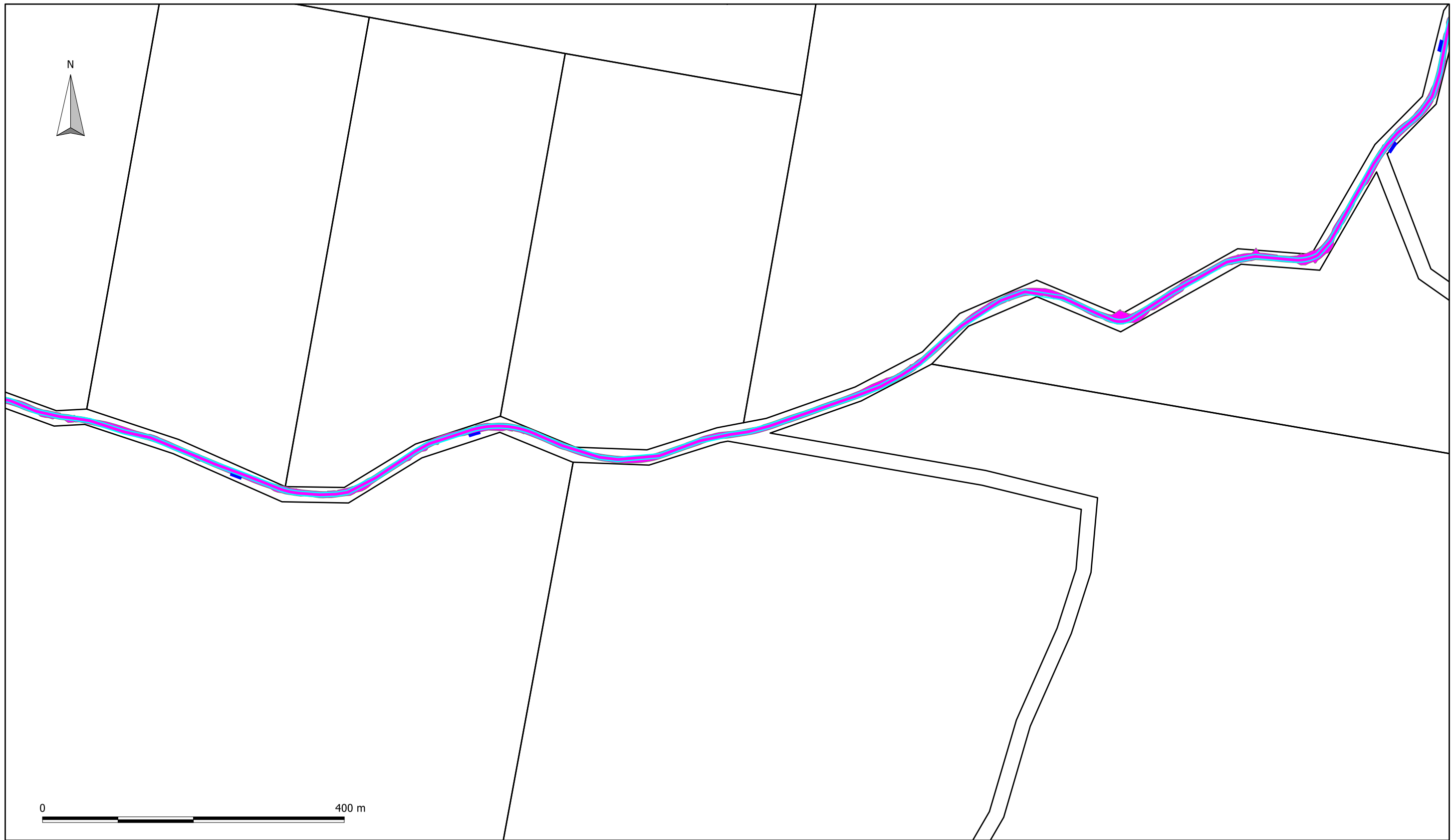


LEGEND

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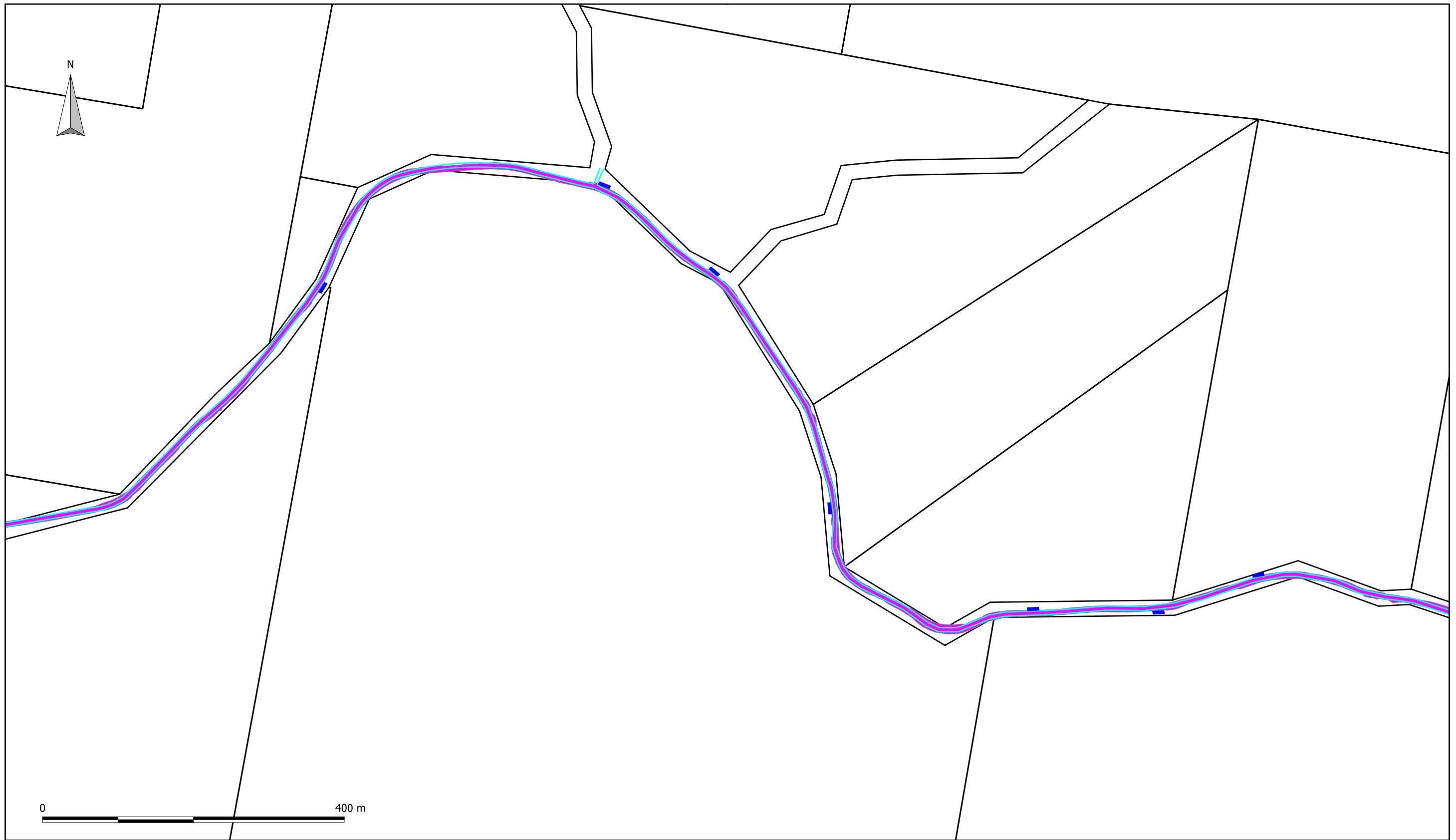
LEGEND

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
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LEGEND

-  Passing Bay Option
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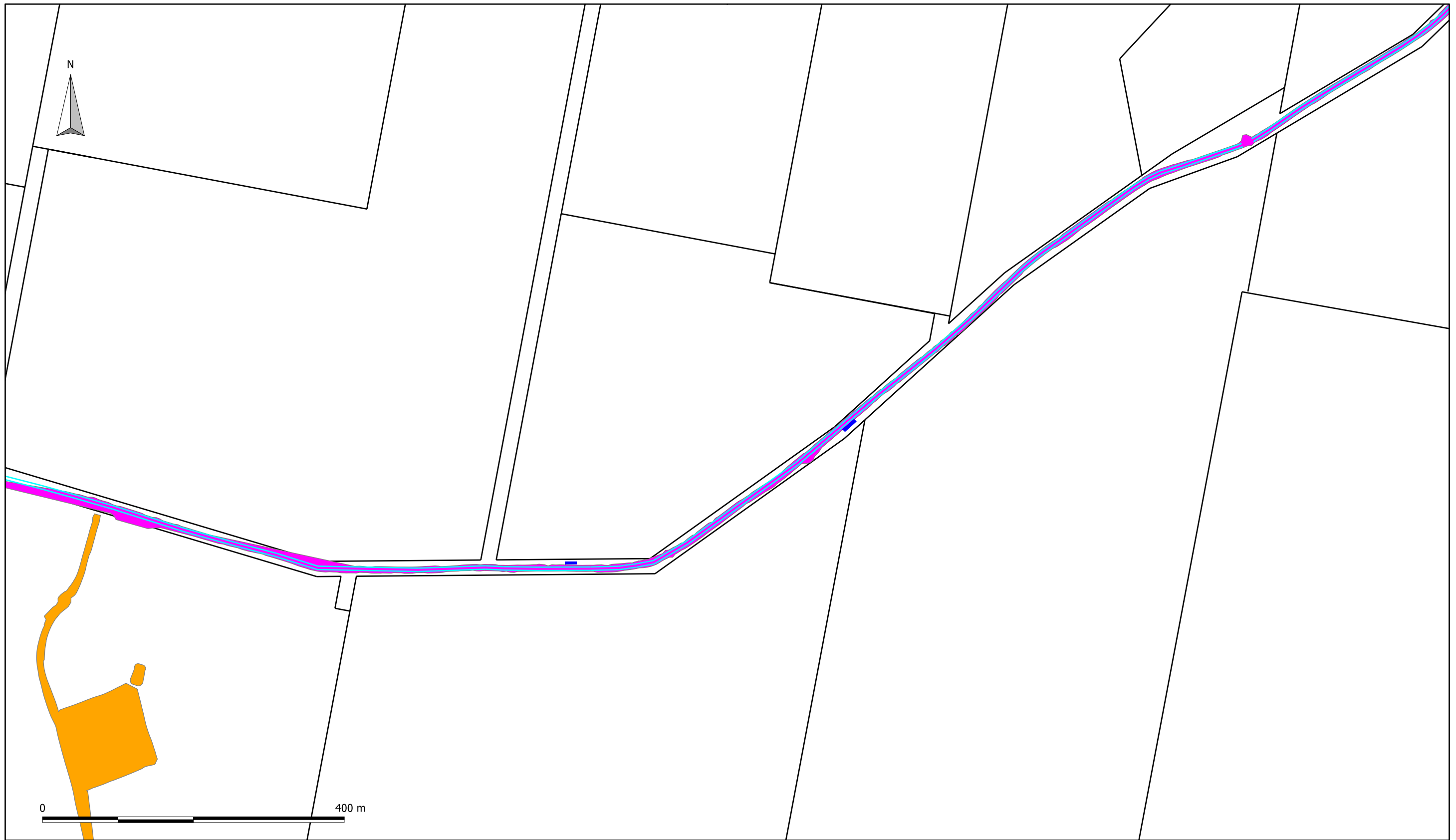


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LEGEND

- Passing Bay Option
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- Existing Roadway
- Cadastral Boundaries
- Wind Farm Design

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**Attachment B – Council correspondence**

*Prepared by:*  
CWP Renewables



**From:** [Brendan McAvoy](#)  
**To:** [Jessica Petersen](#)  
**Subject:** FW: CRWF APR mapping.  
**Date:** Thursday, 14 February 2019 2:20:01 PM

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**From:** Brad Cam <[Brad.Cam@midwestern.nsw.gov.au](mailto:Brad.Cam@midwestern.nsw.gov.au)>  
**Sent:** Wednesday, 13 February 2019 10:03 AM  
**To:** Brendan McAvoy <[Brendan.McAvoy@cwprenewables.com](mailto:Brendan.McAvoy@cwprenewables.com)>; Mette Sutton <[Mette.Sutton@midwestern.nsw.gov.au](mailto:Mette.Sutton@midwestern.nsw.gov.au)>; Garry Hemsworth <[Garry.Hemsworth@midwestern.nsw.gov.au](mailto:Garry.Hemsworth@midwestern.nsw.gov.au)>  
**Subject:** RE: CRWF APR mapping.

Hi Brendan  
Yes happy to agree approximately one KM  
Regards  
Brad

---

**From:** Brendan McAvoy [<mailto:Brendan.McAvoy@cwprenewables.com>]  
**Sent:** Wednesday, 13 February 2019 9:57 AM  
**To:** Mette Sutton <[Mette.Sutton@midwestern.nsw.gov.au](mailto:Mette.Sutton@midwestern.nsw.gov.au)>; Brad Cam <[Brad.Cam@midwestern.nsw.gov.au](mailto:Brad.Cam@midwestern.nsw.gov.au)>; Garry Hemsworth <[Garry.Hemsworth@midwestern.nsw.gov.au](mailto:Garry.Hemsworth@midwestern.nsw.gov.au)>  
**Subject:** RE: CRWF APR mapping.

Hi Brad, thank you for the confirmation.

To avoid any doubt I just want to seek your confirmation on the following matter. At the moment the largest distance between potential passing bays is 1.4km whilst all of the others fall within 1.15km distances. Given that we are trying to reduce any further clearing associated with the passing bays would you be comfortable in agreeing at this stage that the 1km spacing between passing bays is **approximate** and final spacing to be approved under the S138. The maps will be provided to the DPE and we just want to make sure that the spacing of the indicative locations is consistent with MWRC understanding and in principal agreement.

Regards,  
Brendan

---

**From:** Mette Sutton <[Mette.Sutton@midwestern.nsw.gov.au](mailto:Mette.Sutton@midwestern.nsw.gov.au)>  
**Sent:** Monday, 11 February 2019 3:36 PM  
**To:** Brendan McAvoy <[Brendan.McAvoy@cwprenewables.com](mailto:Brendan.McAvoy@cwprenewables.com)>  
**Subject:** RE: CRWF APR mapping.

Good Afternoon Brendan

This is to confirm that Council agree in principal of the design concept for Aarons Pass Road, where the passing bay will be constructed every kilometre along the route, as well as the appropriate widening along Aarons Pass to allow trucks to access the site.

I look forward to the final detailed design being submitted to Council for approval.

Regards

BRAD

Brad Cam  
GENERAL MANAGER  
Mid-Western Regional Council

t 02 6378 2820 | m 0427 431 578

f 02 6378 2815 | e <mailto:brad.cam@midwestern.nsw.gov.au>

a 86 Market Street | PO Box 156 Mudgee NSW 2850

w [www.midwestern.nsw.gov.au](http://www.midwestern.nsw.gov.au)

[facebook](#) | [twitter](#) | [youtube](#)



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**From:** Brendan McAvoy [<mailto:Brendan.McAvoy@cwprenewables.com>]

**Sent:** Sunday, 10 February 2019 5:51 PM

**To:** Brad Cam <[Brad.Cam@midwestern.nsw.gov.au](mailto:Brad.Cam@midwestern.nsw.gov.au)>

**Cc:** Garry Hemsworth <[Garry.Hemsworth@midwestern.nsw.gov.au](mailto:Garry.Hemsworth@midwestern.nsw.gov.au)>

**Subject:** CRWF APR mapping.

Hi Brad, as discussed on Thursday, the DPE have asked us to provide a letter from MWRC indicating their support to the proposed upgrade of APR so they may progress the modification.

We are quite advanced on the road design, but do not have the final design. It is aligned with the design submitted as part of the Development Consent modification and aligns to vegetation clearing limits along the route (circa 6.5Ha). This revised design is an optimised design from the one submitted for the S138 by GEZ back in August, which was developed to minimise the vegetation clearing along the road, whilst still allowing for a standard blade trailer to navigate along the road. We have undertaken several ecological studies, which were included in the modification.

We have incorporated your comments from the modification process and have attached the following drawings to give an indication of the design. You will find several maps along APR which indicate the possible locations of passing bays (42 off), it is the intention for the final design to have passing bays every 1km, however we need to ensure that we locate the passing bays in areas where no additional clearing is required. The road design is similar to the one currently approved in the S138 however we have had to reduce the width of the road in sections in order to keep the clearing to a minimum.

I will go through in more detail the design and an update on the project when we meet next Monday, however we are hoping that you could provide a simple letter indicating an in-principal agreement to the upgrade of APR based on the passing bays and road design included so that we can close out the consultation process and allow for the DPE to move forward in their review of

the modification and allow a speedy referral to the IPC for their review.

This letter and consultation is the first step in the process and ultimately the final design will be submitted for your review as part of the S138 application by GEZ, where we can be specific on passing bay locations and work with MWRC to ensure you are happy with the design.

I appreciate you and Garry are very busy, but if you could turn this around quickly it would be greatly appreciated.

Please give me a call if there are any questions,  
Regards,  
Brendan

***Brendan McAvoy***

**Project Director**

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## Attachment D - Bombandi Road comparison of traffic volumes

*Prepared by:*  
CWP Renewables



## Attachment D – Comparison of Traffic Volumes

Table 1: Anticipated weekly traffic movements when the Switching Station was to be constructed.

	Early Works Investigation								Switching Station and Transmission Line Construction													
	Week 1		Week 2		Week 3		Week 4		Week 5		Week 6		Week 7		Week 8		Week 9		Week 10		Week 11	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
<b>Sydney to Bombandi Road via Castlereagh Hway LT In RT Out (From South)</b>																						
<b>132kV Transmission Line</b>																						
Mob/Demob - 60n/40s										1												1
Prelim Survey, Testing etc. - 50/50																						
Access - 50/50									2	5	2	5										
Foundations - 50/50											2	5	5	5	5	5						
Erection - 50/50															4	1	4	1				
Stringing - 80n/20s																	7	5	7	5		
<b>Mudgee to Bombandi Road via Castlereagh Hway RT In LT Out (From North)</b>																						
<b>132kV Transmission Line</b>																						
Mob/Demob - 60n/40s																						
Prelim Survey, Testing etc. - 50/50	4	2	4	2	4		4															
Access - 50/50									2	5	2	5										
Foundations - 50/50											2	5	5	5	5	5						
Erection - 50/50															4	0	4	0				
Stringing - 80n/20s																	7	5	7	5		
<b>Total Anticipated Vehicle Movements/day (Bombandi Rd)</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>8</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>18</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>1</b>

**Table 2: Anticipated weekly traffic movements now that the Switching Station has been removed.**

	Early Works				Transmission Line Construction																												
	Week 1		Week 2		Week 3		Week 4		Week 5		Week 6		Week 7		Week 8		Week 9		Week 10		Week 11		Week 12		Week 13		Week 14		Week 15		Week 16		
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV			
<b>Bombandi Road access</b>																																	
<b>Early Works</b>																																	
Deliver of poles 50% From Nth, 50 % From Sth	10	15	10	15	10	15	10	15	10	15																							
<b>Sydney to Bombandi Road via Castlereagh Hway LT In RT Out (From South)</b>																																	
<b>132kV Transmission Line</b>																																	
Mob/Demob - 60n/40s																																	
Prelim Survey, Testing etc. - 50/50	2.0		2.0		2.0																												
Access - 50/50																																	
Foundations - 50/50																																	
Erection - 50/50																																	
Stringing - 80n/20s																																	
<b>Mudgee to Bombandi Road via Castlereagh Hway RT In LT Out (From North)</b>																																	
<b>132kV Transmission Line</b>																																	
Mob/Demob - 60n/40s																																	
Prelim Survey, Testing etc. - 50/50	2.0		2.0		2.0																									2.0	2.0		
Access - 50/50								10	18	10	18	10	18																		10	18	
Foundations - 50/50										24	30	24	30	24	30	24	30	24	30	24	30												
Erection - 50/50														18	36	18	36	18	36	18	36	18	36										
Stringing - 80n/20s																														35	35	35	35
<b>Total Anticipated Vehicle Movements/day (Bombandi Rd)</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>9</b>	

