

**“CHANNEL 7 SITE”
PROPOSED
RESIDENTIAL DEVELOPMENT
61 MOBBS LANE, EPPING**

***Assessment of Traffic and
Transport Implications***

December 2010

Reference 10138

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1. INTRODUCTION

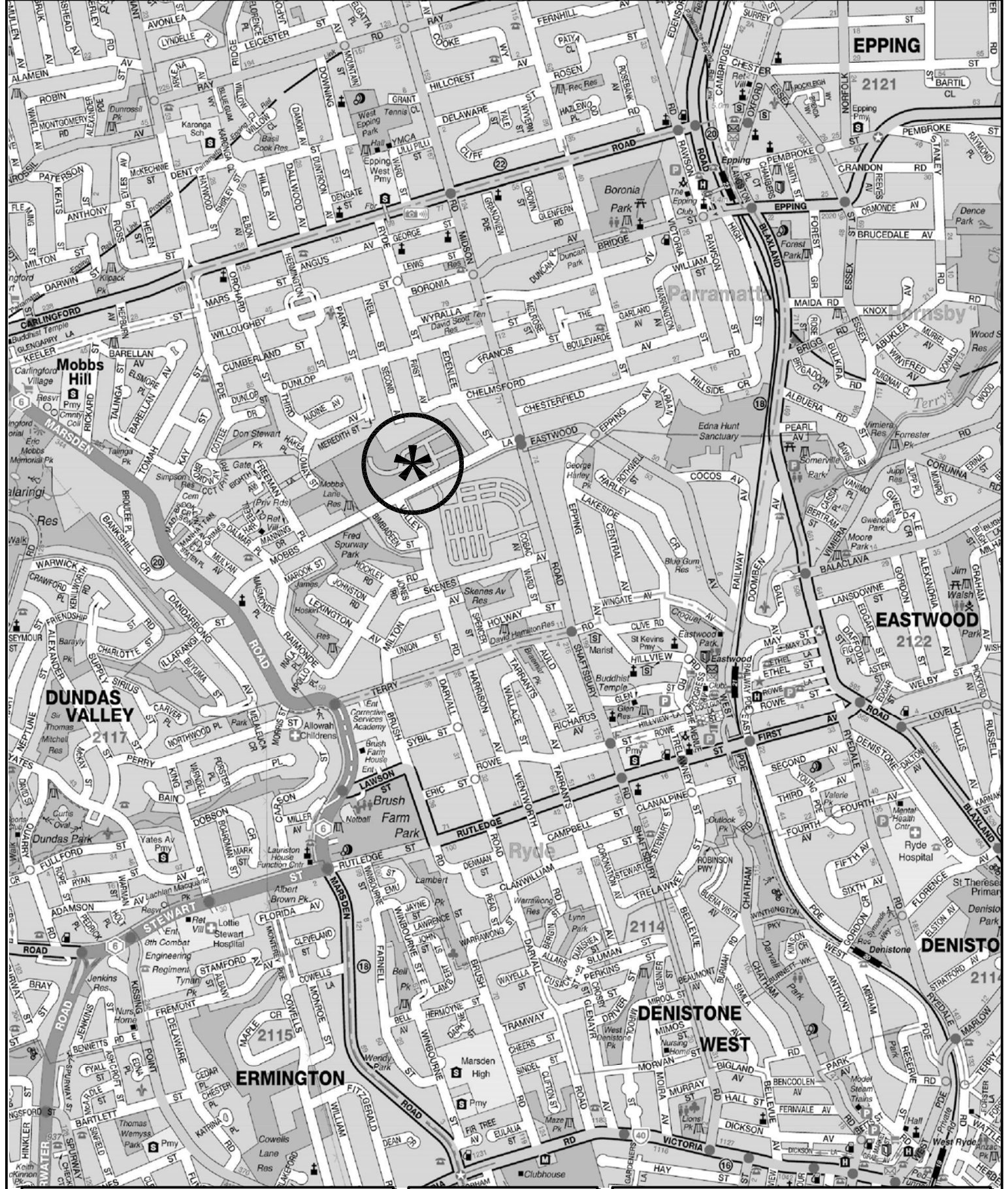
This report has been prepared for Meriton Apartments to accompany a Section 75W Planning Report Submission to the Department of Planning seeking to amend conditions of consent for residential development on the Channel 7 site in Mobbs Lane at Epping (Figure 1).

Approval of Concept Plan MP05_0086 provided for the construction of up to 650 dwellings together with a Child Care Centre and a new access road system. Some 45% of the dwelling were envisaged to be three-bedroom+ within the total allowable GFA of 80,000m².

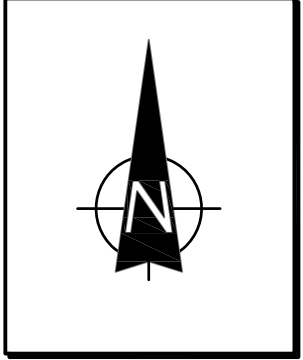
The site has convenient access to public transport services and in accordance with contemporary Metropolitan Planning Policies it is desirable for a higher development yield is achieved. The proposed amendment would permit a maximum of 800 dwellings (only some 17% being three-bedroom+) within the maximum floorarea of 80,000m². The proposal would retain the Child Care Centre whilst also incorporating a small neighbourhood convenience shop.

The purpose of this report is to:

- * describe the site, the approved Concept Plan and the proposed amendment
- * describe the road network serving the site and the prevailing traffic conditions
- * assess the potential traffic generation of development under the amendment as compared to that of the approved scheme
- * assess the potential traffic implications
- * assess the potential transport implications
- * identify any potential traffic related environmental implications.



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE AND CONTEXT

The development site (Figure 2), which occupies an area of some 89,190m², is situated some 1.4 kms to the west of both Epping and Eastwood Railway Stations with a frontage to Mobbs Lane midway between Marsden Road and Midson Road.

The site has been occupied by Channel 7 for some 50 years and is currently utilised as its broadcast facility. Previously there were some 540 permanent employees engaged at the facility, and this increased significantly at times of heightened production activity. The number of staff on the site has reduced significantly in recent years as a result of the cessation of production activity.

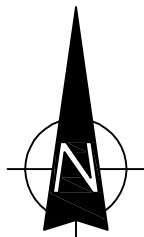
The only vehicle access is via Mobbs Lane and the site is generally surrounded by detached dwellings, medium density and small lot housing with the notable exceptions being:

- * the Eastwood Brickworks site located opposite the site on the southern side of Mobbs Lane which is currently being redeveloped to comprise 241 dwellings with detached dwellings and townhouses
- * the Fred Spurway Reserve located a short walk to the west of the site which has frontages to both Valley Road and Mobbs Lane
- * the small neighbourhood shopping centre on Mobbs Lane in the vicinity of Mulyan Avenue to the west of the site
- * the Eastwood commercial centre and railway station, both located approximately 800 metres to the south-east.



SITE

LEGEND



SITE

FIG 2

The site is located within the catchment of the Eastwood Primary and Epping West Primary Schools whilst secondary schooling opportunities are immediately available at the Carlingford, Epping and Marsden High Schools as well as a number of denominational and private high schools.

2.2 APPROVED CONCEPT PLAN

The approved Concept Plan MP05-0086 permitted:

- * 650 (maximum) residential dwellings
- * a density of 73 dwellings per ha (maximum 80,000m² GFA)
- * building heights of 2 – 6 levels
- * a dwelling mix of:
 - 1 bed – 5%
 - 2 bed – 55%
 - 3 bed – 40%
- * a child care centre
- * 1,032 parking spaces
- * Access road system, parks and open space areas.

The projected traffic generation of the scheme was 3,550 vpd with 360 vtph in the morning and afternoon peak periods. The consent conditions required the widening of Mobbs Lane, the provision of traffic signals at the Marsden Road/Mobbs Lane intersection and the modification of traffic signals at the Mobbs Lane/Midson Road intersection.

2.3 PROPOSED DEVELOPMENT

The principal modification sought is to increase the maximum development yield to 800 residential dwellings with the following envisaged mix:

One-bedroom	38 (5%)
Two-bedroom	627 (78%)
Three-bedroom	107 (13%)
Three-bedroom + study	16 (2%)
Four-bedroom	12 (2%)
Total	800 dwellings

The proposed carparking provision is as follows:

38 x one-bedroom apartments	38
627 x two-bedroom apartments	783
123 x three-bedroom apartments	184
12 x four-bedroom apartments	18
Visitor @ 1 space per 7 apartments	115 (85 on-street)
Total	1,138 spaces

The proposal would retain the envisaged Child Care Centre and there will be small neighbourhood convenience shop located next to the centre.

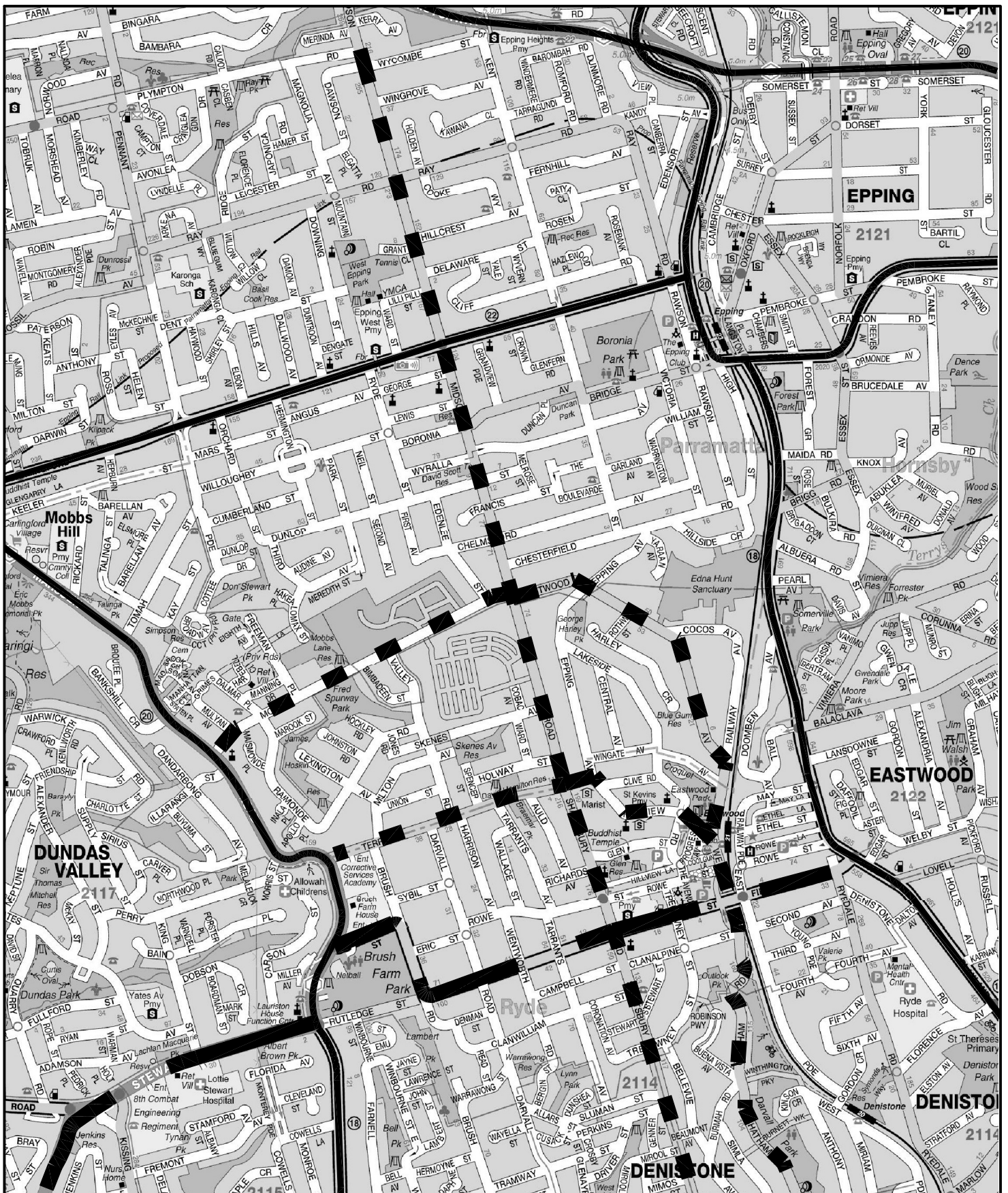
Details of the proposed development concept are provided on the architectural plans prepared by Architectus.

3. ROAD NETWORK AND TRAFFIC CONDITIONS




3.1 ROAD NETWORK

The road network serving the site (Figure 3) comprises:

- * *Pennant Hills Road* – part of the Cumberland Highway arterial system linking between Hornsby and Liverpool
- * *Carlingford Road* – an east/west State Road and arterial route connecting Pennant Hills Road at Carlingford with Beecroft Road at Epping
- * *Blaxland Road* – a State Road and arterial route linking between Epping and Ryde
- * *Rutledge Street/Lawson Street* – a Regional Road and sub-arterial route connecting between Blaxland Road in the east with Marsden Road to the west via Eastwood
- * *Midson Road/Shafsbury Road* – a major north/south collector route which functions between Victoria Road at Denistone West and Beecroft Road at Cheltenham
- * *Mobbs Lane/Eastwood Avenue* – a minor east/west collector route connecting Marsden Road with the Eastwood commercial centre
- * *Terry Road/Hillview Road* – a minor east/west collector route to the south of the Mobbs Lane corridor which also functions between Marsden Road and the Eastwood commercial centre.



LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



ROAD NETWORK

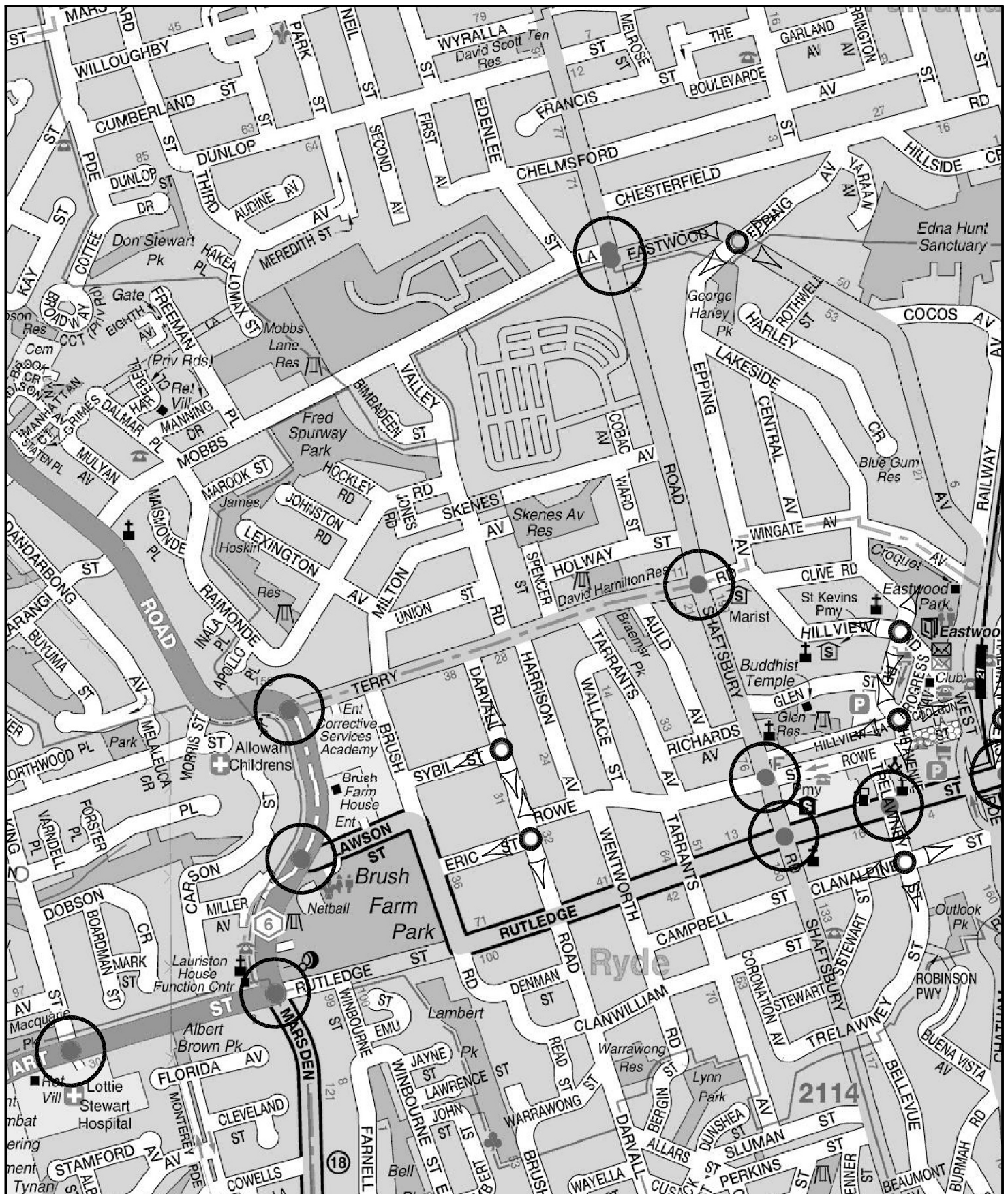
FIG 3

Mobbs Lane has a variable carriageway width with kerb and gutter provided between Midson Road and the main entrance to the Channel 7 studios. A narrow 6.6 metre wide carriageway (with no kerb and gutter) is provided between the television studio entrance and Valley Road.




3.2 TRAFFIC CONTROLS

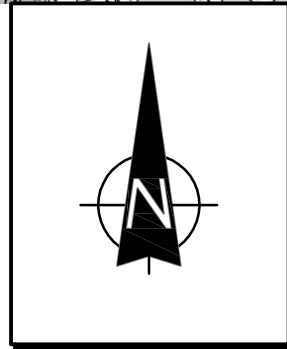
The existing traffic controls which have been applied to the street system in the vicinity of the site (Figure 4) comprise:

- * the 50 kmph speed limit on the local access roads and 60 kmph restriction on Midson Road and Marsden Road
- * the 3 tonne load limit restriction on Mobbs Lane
- * the traffic control signals at the intersection of Midson Road/Mobbs Lane and Eastwood Avenue with NO RIGHT TURN restrictions from Midson Road to Eastwood Avenue
- * the traffic control signals at:
 - Terry Road and Marsden Road
 - Terry Road and Midson Road
 - Midson Road and Carlingford Road
- * the roundabout control at:
 - Eastwood Avenue and Epping Avenue
 - Midson Road and Boronia Avenue
- * the GIVE WAY control on Mobbs Lane at Marsden Road.



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

3.3 TRAFFIC CONDITIONS

An indication of the traffic conditions on the arterial roads in the vicinity of the site are provided by data published by the RTA¹ and surveys undertaken in June 2010 for this study. The data is expressed in terms of Annual Average Daily Traffic (AADT) and details of the latest data is provided in the following:

Location	AADT
Marsden Road north of Stewart Street	46,299
Marsden Road south of Pennant Hills Road	26,469
Carlingford Road east of Midson Road	21,123
Rutledge Street east of Trelawney Street	37,777

The traffic surveys were undertaken in the vicinity of the site at the intersection of Mobbs Lane/Midson Road and Marsden Road/Mobbs Lane during both the morning and afternoon peak periods. Details of the results of these surveys are provided in Appendix A and summarised as follows:.

		AM	PM
Midson Road	Northbound	157	464
	Left-turn	7	48
	Southbound through	443	256
	Right-turn	54	74
	Left-turn	113	51
Mobbs Lane	Through	132	45
	Right-turn	60	33
	Left-turn	119	92
Eastwood Avenue	Through	16	49
	Right-turn	43	143
	Left-turn	6	9

¹ *Traffic Volume Data for Sydney Region
Roads and Traffic Authority of NSW*

		AM	PM
Marsden Road	Northbound	698	1315
	Right-turn	179	148
	Southbound	1292	866
	Left-turn	78	74
Mobbs Lane	Right-turn	12	29
	Left-turn	108	96

Comparison with previous traffic surveys reveals a reduction in traffic movements along Mobbs Lane (a factor also recognised in a 2005 assessment for the site). It is apparent that this circumstance is largely due to the reduction in staff working at the Channel 7 site as compared to earlier years.

The operational performance of these intersections has been assessed with SIDRA. The results of that assessment are summarised in the following:

	AM		PM	
	LOS	AVD	LOS	AVD
Marsden/Mobbs (GW)	C	33.4	B	21.4
Midson/Mobbs (TCS)	C	28.3	C	31.8

3.4 TRANSPORT SERVICES

Rail

The site is approximately 1.4 kms from Eastwood from Epping Railway Stations and is therefore within the accepted 1.5 kms walking catchment of both stations. Access to these stations also provides links to the metropolitan rail network which connects to Parramatta CBD and Sydney CBD. The opening of the Epping to Chatswood rail link improved services at these stations providing a link to the Chatswood CBD.

Bus

Mobbs Lane is a Sydney Buses route which links Eastwood and Epping Stations. Sydney Buses operate the following routes in the vicinity of the site:

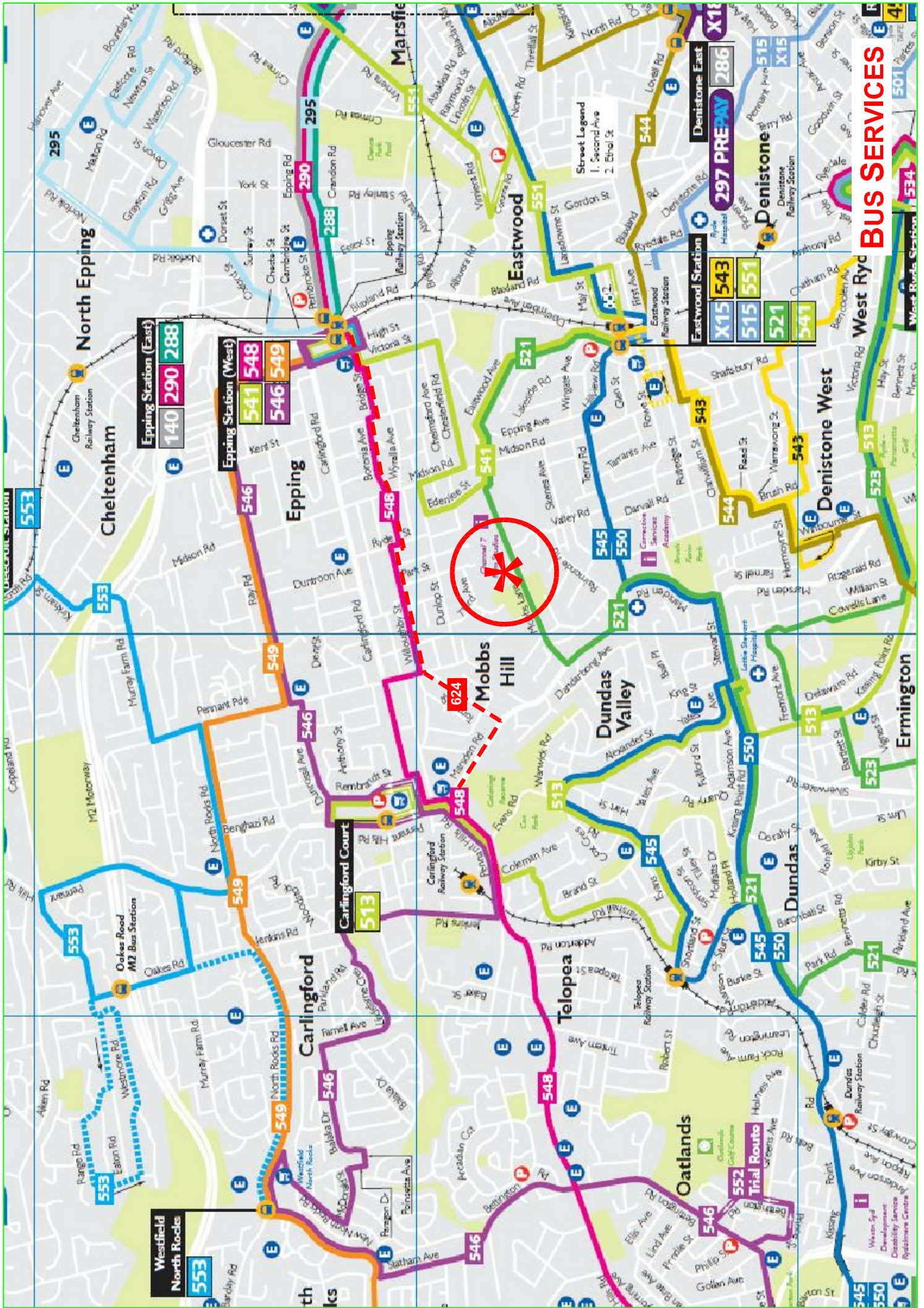
- * *Route 521 Parramatta – Eastwood Station.* These buses travel along Mobbs Lane and Eastwood Avenue. The service operates Monday to Saturday
- * *Route 541 Epping Station – Eastwood Station.* These buses travel along Chesterfield Road, Midson Road, Dunlop Street, Edenlee Street, Mobbs Lane and Eastwood Avenue. The service operates Monday to Saturday
- * *Route 545 Parramatta Station – Eastwood – Macquarie Centre – Chatswood.* These buses travel along Terry Road and Hillview Road. The service operates Monday to Saturday
- * *Route 550 Parramatta – Macquarie Park.* These buses operate along Terry Road and Hillview Road. The service operates seven days per week

There are numerous bus stops for these routes close to the site. On Mobbs Lane, there are bus stops near Edenlee Street, at the entrance to Channel 7, and just west of Valley Road, for Routes 521 and 541. There are bus stops on Eastwood Avenue near its intersection with Midson Road, for Routes 521 and 541.

There are also bus stops in Edenlee Street near Mobbs Lane for Route 541 buses. For Routes 545 and 550, there are bus stops on Hillview Road near Midson Road, and on Terry Road near Shaftsbury Road, Tarrants Avenue, and near Valley Road. These stops are all within reasonable walking distance of the site. The frequency of buses on the various routes are summarised in the following:

	BUSES STOPPING IN VICINITY OF THE SITE							
	To Parramatta or Epping				From Parramatta or Epping			
	521	541	545	550	521	541	545	550
7.00am – 9.00am	0	2	2	4	1	2	2	4
10.00am – 2.00pm	4	4	4	0	4	4	4	0
4.00pm – 6.00pm	2	3	3	3	1	3	3	4
Daily total	9	15	17	11	10	15	18	12

Note: Route 541 to/from Epping, all other routes to/from Parramatta



BUS SERVICES



Epping Station (East)
 140 290 288

Epping Station (West)
 541 548
 546 549

Eastwood Station
 X15 543
 515 551
 521 541

Denistone East
 297 PREPAY 286
 515 X15
 501

Denistone West
 543
 523 513
 521

624

Westfield North Rocks
 553

Trial Route
 552

545
550

3.5 PEDESTRIANS AND CYCLISTS

Pedestrians

A network of local streets provides relatively direct walking access to Epping and Eastwood railway stations and commercial centres.

There are sealed footpaths on each side of Midson Road that connect the site to the adjoining neighbourhood. At present there are no paved footpaths on either side of Mobbs Lane along the frontage of the site.

Pedestrians are able to cross Mobbs Lane/Midson Road or Midson Road/Terry Road at the traffic signals.

Cyclists

A regional cycleway between Parramatta and Eastwood passes near the site along Terry Road and Hillview Road. Parramatta Council proposes a link from this route to Epping via Midson Road (directly past the site) then Boronia Avenue, Kent Street, Bridge Street into Epping. Council's Transport Management and Accessibility Plan includes the proposal for shared pedestrian and cyclist paths along Mobbs Lane.

4. TRAFFIC ASSESSMENT

The previous traffic assessment for development of the site relied on the 'medium density residential' criteria contained in the RTA Development Guidelines to establish the potential traffic generation.

The RTA traffic generation criteria for 'medium density' is:

Two-bedroom and smaller	0.4 – 0.5 vtp/dwelling
Three-bedroom + larger units and townhouses	0.5 – 0.65 vtp/dwelling

The projected traffic generation of development under the approved Concept Plan of 650 apartments was 360 vtp. Application of that criteria to the proposed 800 apartments would indicate the following:

665	1 and 2 bedroom apartments @ 0.45 *	299 vtp
1,353 +	bedroom apartments @ 0.575*	78 vtp
	Total	377 vtp

* average of RTA range

Thus, on this basis the development outcome would only be an additional 17 vtp and these movements would be quite imperceptible when distributed between IN/OUT and east/west movements on Mobbs Lane.

The RTA definition for Medium Density Residential is 'a building containing between 2 and 20 dwellings including villas, townhouses, semi-detached, terrace and row houses'. The definition for High Density Residential is 'a building containing more than 20 dwellings and usually more than 5 levels with basement carparking and access to public transport'.

Thus, the great majority of dwellings in the proposed development will fall into the High Density category with a peak traffic generation criteria of 0.29 vtp.

It is quite apparent on this basis, that in reality the total traffic generation of development of the 800 apartments as now proposed will be somewhat less than that assessed for the approved Concept Plan.

Therefore, the traffic implications in terms of road/intersection capacity and traffic related environmental implications will be satisfactory (given the considerations during the approval of the existing Concept Plan). The proposed addition of a small neighbourhood shop in the development scheme will not act to increase traffic as there will be no external attraction other than from adjacent development. In fact the provision will act to reduce external trips by avoiding the need for residents to drive out of the site to make convenience retail purchases.

Recent traffic surveys have demonstrated that traffic movements along Mobbs Lane and on the connecting access road system have not increased since the assessment undertaken for the approved Concept Plan. In fact the volumes have decreased despite development on the Brickworks site. Accordingly, the conclusions of the previous assessment remain valid (although the traffic generation outcome for site development will most likely be lower).

It is accepted that the required road upgrade works of the existing consent will be maintained.

5. TRANSPORT ASSESSMENT

The existing public transport services available to residents on the site will comprise:

- * 4 bus routes with a multitude of destinations including Epping and Eastwood Railway Stations and the major centres of Parramatta, Chatswood and Macquarie
- * Epping and Eastwood Railway Stations which are within reasonable walking distance.

Existing bus services in the area include:

- * Route 541 – travels via Edenlee Street to key destinations of Epping and Eastwood Train Stations. The bus route has 32 weekday between 6.00am and 7.00pm. The existing route frequencies for Route 541 have 40 minute intervals during the peak.
- * Route 521 – travels via Mobbs Lane to key destinations of Eastwood, Dundas and Parramatta. The bus route has 22 weekday services between 8.00am and 6.00pm and 12 Saturday services between 9.00am and 6.00pm. The existing route frequencies for Route 521 have 45 minute intervals during the peak and 180 minute intervals on the weekend.
- * Route 545 / 550 – travels via Terry Road to key destinations of Chatswood, Macquarie University, Eastwood and Parramatta. Route 545 detours via Dundas. The bus route has 68 services weekday between 4.30am and 11.30pm and 39 Saturday services between 6.30am and 9.30pm. The existing route frequencies for Route 545/550 have 10 minute intervals during the peak and 20 minute intervals on the weekend.

- * Route 624 – travels via Willoughby Road to key destinations of Parramatta, Carlingford and Epping. The bus route has some 60 services weekday between 6.00am and 9.00pm and 27 Saturday services between 6.00am and 7.00pm. The existing route frequencies for Route 624 have 30 minute intervals during the peak and 60 minute intervals on the weekend.

The potential additional bus patronage resultant to development under the proposed amendment is assessed in the following:

	Approved Concept			Amendment	
	PPD*	Dwellings	People	Dwellings	People
One-bed	1.1	33	37	38	42
Two-bed	2.2	97	214	627	1,379
Two+-bed	2.2	260	572	-	-
Three-bed	2.8	163	457	123	344
Three+-bed	2.8	97	272	12	34
Total		650	1,552	800	1,799
		Additional residents		247	

* Persons per dwelling

Previous studies² have established the ‘distribution’ of daily trips (employment, education and other) and the ‘participation’ rate for bus travel (based on existing mode split for the area). A comparison of the bus user outcomes for the approved (1) and amended (2) schemes is provided in the following:

Distribution		(1)	(2)	Bus#	(1)	(2)
Employment	43%	667	773	6%	40	46
Education	25%	338	450	12%	41	54
Other	32%	497	476	6%	30	35
Total	100%	1,552	1,799		111	135

Includes Multiple modes

² Residential Concept Plan
Mobbs Lane, Epping – Bus Servicing Report
Masson Wilson Twiney – June 2005

Thus, there is the potential for an additional 24 persons per day wanting to travel by bus or bus/rail as a result of the amendment permitting 800 dwellings.

It is apparent that the existing multiple choice, frequency and convenience of the available bus services will be quite adequate to provide for the movement of 24 additional passengers spread throughout the peak travel periods. Previous assessments have foreseen that completion of residential development on the Channel 7 and Brickwork sites will result in the demand for, and economic feasibility, of increasing the frequency of bus services in the area.

Development under the proposed amendment would result in some 250 additional residents who will support the viability of the existing services and encourage the provision of additional services.

It is apparent that because of the convenience, capacity and availability of the existing public transport services there will be no adverse transport implications as a result of the amendment.

6. PARKING

The parking provision outcome of the approved Concept Plan is compared with that of the proposed amendment in the following:

Type	Approved Concept		Proposed Amendment
One-bed @ 1.0	33 spaces	@ 1.0	38 spaces
Two-bed @ 1.50 }	780 spaces	@ 1.25	783 spaces
Three-bed @ 1.50 }		@ 1.50	160 spaces
Three-bed + @ 1.50	145 spaces	@ 1.50	42 spaces
Visitor @ 0.25	163 spaces	@ 1 per 7	115 spaces
Total	1,121 spaces		1,138 spaces

The proposed provision for residents will be equivalent to the Council DCP criteria (ie more than 400 metres from railway station), however the provision of spaces for visitors will be in line with the recommendations in the RTA Guidelines for High Density Residential (ie 1 space per 5 – 7 dwellings).

7. CONCLUSION

This assessment has considered the proposed amendment to the existing Consent to provide a development outcome of up to 800 dwellings (in lieu of the 650 dwellings approved). It is concluded that:

- * there will be no adverse traffic implications as the potential traffic generation will be no greater than that under the existing consent
- * there will be no adverse implications for transport services due to the existing convenience, capacity and frequency of bus and rail services
- * there will be an appropriate parking provision
- * pedestrians, cyclists and bus patrons will be suitably encouraged and facilitated with the provisions proposed under the approved Concept Plan.

APPENDIX A

TRAFFIC SURVEYS



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : T.T.P.A

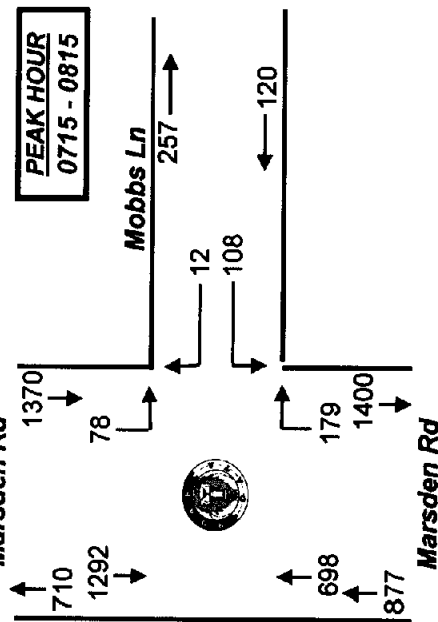
Job No/Name : 3194 EPPING Mobbs Lane

Day/Date : Thursday 10th June 2010

All Vehicles	NORTH		EAST		SOUTH		
	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	
Time Per	I	L	R	L	R	I	TOTAL
0700 - 0715	319	14	2	20	20	165	540
0715 - 0730	320	23	1	22	44	172	582
0730 - 0745	353	23	0	22	36	173	607
0745 - 0800	296	16	4	23	52	190	581
0800 - 0815	323	16	7	41	47	163	597
0815 - 0830	300	15	6	29	54	164	568
0830 - 0845	299	28	4	28	35	164	558
0845 - 0900	234	16	7	20	42	143	462
Period End	2444	151	31	205	330	1334	4495

Peak Per	NORTH		EAST		SOUTH		
	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	
0700 - 0800	1288	76	7	87	152	700	2310
0715 - 0815	1292	78	12	108	179	698	2367
0730 - 0830	1272	70	17	115	189	690	2353
0745 - 0845	1218	75	21	121	188	681	2304
0800 - 0900	1156	75	24	118	178	634	2185

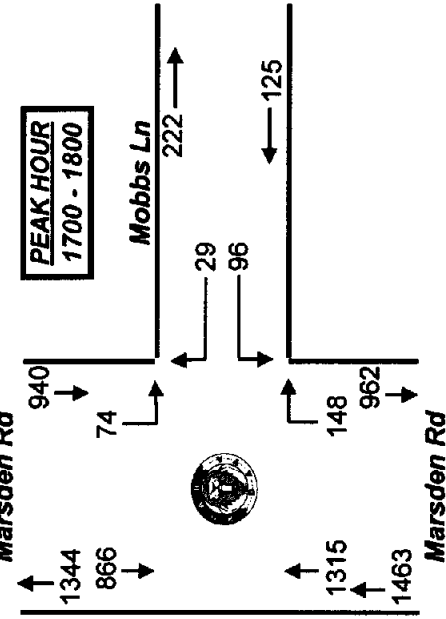
PEAK HR	1292	78	12	108	179	698	2367
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All Vehicles	NORTH		EAST		SOUTH		
	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	
Time Per	I	L	R	L	R	I	TOTAL
1600 - 1615	172	10	5	18	25	267	497
1615 - 1630	202	15	11	21	21	296	566
1630 - 1645	207	19	8	24	21	305	584
1645 - 1700	176	13	9	25	30	288	541
1700 - 1715	211	19	9	21	33	324	617
1715 - 1730	203	17	4	23	34	339	620
1730 - 1745	244	19	7	24	39	353	686
1745 - 1800	208	19	9	28	42	299	605
Period End	1623	131	62	184	245	2471	4716

Peak Per	NORTH		EAST		SOUTH		
	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	Marsden Rd	Mobbs Ln	
1600 - 1700	757	57	33	88	97	1156	2188
1615 - 1715	796	66	37	91	105	1213	2308
1630 - 1730	797	68	30	93	118	1256	2362
1645 - 1745	834	68	29	93	136	1304	2464
Period End	866	74	29	96	148	1315	2528

PEAK HR	866	74	29	96	148	1315	2528
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© Copyright ROAR DATA



R.O.A.R. DATA

Reliable, Original & Authentic Results

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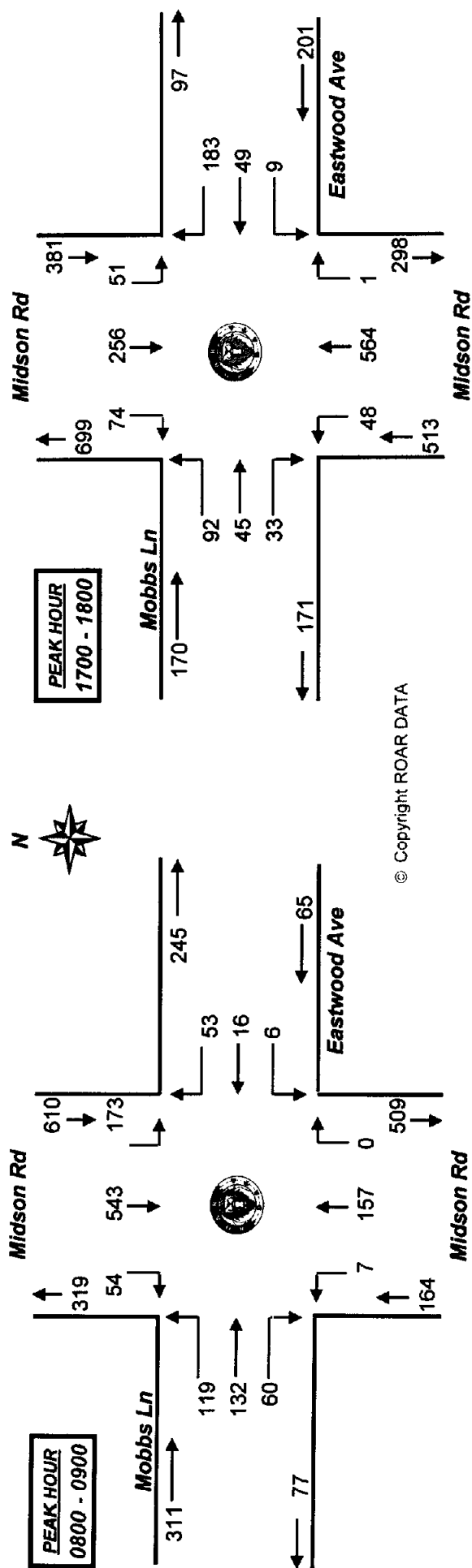
Client : T.T.P.A

Job No/Name : 3194 EPPING Mobbs Lane

Day/Date : Thursday 10th June 2010

All Vehicles	NORTH		WEST		SOUTH		WEST		SOUTH		EAST	
	Midson Rd		Mobbs Ln		Midson Rd		Mobbs Ln		Midson Rd		Eastwood Ave	
	L	R	L	R	L	R	L	R	L	R	L	R
Time Per	9	81	20	28	10	6	8	106	0	6	7	31
1600 - 1615	11	69	19	23	5	4	17	118	0	2	7	42
1615 - 1630	11	71	20	21	12	2	9	104	0	3	8	40
1630 - 1645	12	55	14	20	7	3	9	130	0	2	5	38
1645 - 1700	12	63	14	21	19	15	10	126	0	5	12	40
1700 - 1715	10	74	26	23	12	5	13	147	0	1	11	44
1715 - 1730	14	61	16	22	8	6	15	147	0	3	13	60
1730 - 1745	15	58	18	26	6	7	10	124	1	0	13	39
1745 - 1800	94	532	147	184	79	48	91	1002	1	22	76	334
Period End												
TOT	220	220	220	220	220	220	220	220	220	220	220	220
TOT	250	250	250	250	250	250	250	250	250	250	250	250
TOT	272	272	272	272	272	272	272	272	272	272	272	272
TOT	319	319	319	319	319	319	319	319	319	319	319	319
TOT	328	328	328	328	328	328	328	328	328	328	328	328
TOT	319	319	319	319	319	319	319	319	319	319	319	319
TOT	327	327	327	327	327	327	327	327	327	327	327	327
TOT	336	336	336	336	336	336	336	336	336	336	336	336
TOT	2371	2371	2371	2371	2371	2371	2371	2371	2371	2371	2371	2371

All Vehicles	NORTH		WEST		SOUTH		WEST		SOUTH		EAST	
	Midson Rd		Mobbs Ln		Midson Rd		Mobbs Ln		Midson Rd		Eastwood Ave	
	L	R	L	R	L	R	L	R	L	R	L	R
Peak Time	43	276	73	92	34	15	43	458	0	13	27	151
1600 - 1700	46	258	67	85	43	24	45	478	0	12	32	160
1615 - 1715	45	263	74	85	50	25	41	507	0	11	36	162
1630 - 1730	48	253	70	86	46	29	47	550	0	11	41	182
1645 - 1745	51	256	74	92	45	33	48	544	1	9	49	183
Period End												
PEAK HOUR	51	256	74	92	45	33	48	464	1	9	49	143
TOT	113	443	54	119	132	60	7	157	0	6	16	43
TOT	113	443	54	119	132	60	7	157	0	6	16	43
TOT	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150



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