



Crowborough Army Training Camp

Transport Statement

Revision 2
Revision 2
October 2026



Prepared for:
Home Office

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Table of Contents

1.	Introduction	1
1.1	Overview	1
1.2	Pre-Application Discussions	1
1.3	Report Structure	1
2.	Existing Conditions	2
2.1	Introduction	2
2.2	Site Location	2
2.3	Existing Use and Access Arrangements	2
2.4	Pedestrian and Cycle Access	3
2.5	Public Transport	3
2.6	Existing Vehicle Trip Generation	3
2.7	Collision Review	4
3.	Policy Review	5
3.1	Introduction	5
3.2	National Policy	5
	National Planning Policy Framework	5
	Planning Practice Guidance	6
3.3	Local Policy	6
	Wealden Core Strategy Local Plan	6
	Wealden New Local Plan	6
	East Sussex Local Transport Plan 4 (LTP4)	7
3.4	Summary	7
4.	Proposed Development	8
4.1	Overview	8
4.2	Summary	8
4.3	Operational Site Layout	8
4.4	Proposed Access and Egress	8
4.5	Servicing and Deliveries	8
5.	Proposed Vehicle Trip Generation	9
5.1	Introduction	9
5.2	Construction Phase	9
5.3	Operational Phase	9
5.4	Decommissioning Phase	9
5.5	Summary	9
6.	Summary and Conclusions	10
7.	References	11
	Appendix A Figures	

Tables

Table 2.1: Bus services	3
Table 2.2: Existing peak daily vehicle trip generation	4

1. Introduction

1.1 Overview

- 1.1.1 [REDACTED] has been appointed by the Home Office (the Applicant) to prepare a Transport Statement (TS) to accompany the submission of a planning application for an Urgent Crown Development Order (UCDO) to allow the continued use of the Crowborough Army Training Camp in East Sussex (hereafter referred to as 'the Site') as non-detained accommodation for asylum seekers for a temporary period until 22nd January 2030 (hereafter the 'Proposed Development'). Whilst the Training Camp (also known as Beacon Camp or the wider site) covers 64 hectares (ha), the Site extends to 19.68 ha and is shown on the Site Location Plan (see **Appendix A**).
- 1.1.2 In January 2026, the Applicant received planning permission under Class Q, Part 19 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 ("the 2015 Order") for works to set up a facility to accommodate 540 asylum seekers for a period of 12 months (referred to as 'the Extant Consent'). The Extant Consent expires on 22nd January 2027 and therefore the purpose of the current application is to seek approval for the Home Office to continue to operate the Site as asylum accommodation for a temporary period until 22nd January 2030.
- 1.1.3 This TS demonstrates that the Proposed Development is not expected to give rise to any significant traffic or transport impacts, including on the surrounding highway network, as the Site will continue to be operated in line with its existing use.

1.2 Pre-Application Discussions

- 1.2.1 Ahead of the submission of an application for the proposed continued use of the Site for a temporary period, the Home Office undertook targeted engagement with key statutory and non-statutory stakeholders to ensure partners were informed of the proposal and were provided with an opportunity to raise comments and operational considerations. An established programme of stakeholder engagement is already in place through the Crowborough Multi-Agency Forum (MAF), associated sub-groups and regular liaison arrangements. These forums include representatives from Wealden District Council, East Sussex County Council, Sussex Police, East Sussex Fire & Rescue Service, Sussex Integrated Care Board, the South-East Strategic Migration Partnership, local authorities, voluntary and community sector organisations, parish and town councils, and other operational partners.

1.3 Report Structure

- 1.3.1 Following this section, the remainder of this TS is structured as follows:
- **Section 2** summarises the baseline conditions, including the Site location, access/ egress arrangements and details of the surrounding highway network including a collision review. The section also provides a summary of current accessibility to the Site by non-vehicular modes, as well as the existing vehicle trip generation.
 - **Section 3** provides a summary of relevant national, regional and local planning policy;
 - **Section 4** presents an overview of the development proposals including with respect to access, car parking, cycling and walking routes, as well as servicing and deliveries;
 - **Section 5** sets out the anticipated vehicle trip generation for the Proposed Development; and
 - **Section 6** provides the summary and conclusions.

2. Existing Conditions

2.1 Introduction

- 2.1.1 This section provides an overview of the baseline conditions in relation to the Site, including a description of the local highway network.

2.2 Site Location

- 2.2.1 The Site lies in Wealden District in East Sussex. It is located 2.5 km southwest of Crowborough town centre and the urban fringe of Crowborough extends to the entrance of the Training Camp on Uckfield Road (the A26).
- 2.2.2 The Site covers an area of 19.68ha and is surrounded by a 2m high perimeter fence. The Site contains 95 individual buildings arranged within a broadly rectangular central area. Most of these buildings are used for accommodation, with other buildings used for catering, training, offices, healthcare and a gym. Some buildings are currently fenced off and not used. Internal roads and footpaths provide circulation throughout the Site, with several car parking areas distributed across the Site. Existing infrastructure present on the Site comprises generators, CCTV cameras, ablution blocks, the temporary 'PKL' kitchen and lighting towers. The areas between buildings and infrastructure are predominantly grassed, with sporadic tree planting. [REDACTED]
- 2.2.3 Most recently the Site was used by the Ministry of Defence (MoD) as transitional accommodation for the Afghan Resettlement Programme in 2024 and since January 2026 has been used to provide temporary accommodation for asylum applicants.
- 2.2.4 The Site is mostly surrounded by woodland, with agricultural land beyond. A timber suppliers and industrial units are situated to the immediate south. The nearest residential properties are Birchfield Farm which is located on The Warren adjacent to the south of the Site, Jackman's Lodge 100m to the north-west and a recent housing development 200m to the east of the Site near the A26 Uckfield Road.
- 2.2.5 The Site Location Plan is provided as **Figure 1** in **Appendix A**.

2.3 Existing Use and Access Arrangements

- 2.3.1 Use of the Site for temporary asylum accommodation commenced in January 2026. The Site currently employs a total of [REDACTED] staff members and provides asylum accommodation for up to 540 service users.
- 2.3.2 The Site is accessed via Uckfield Road (the A26) which is subject to a 50mph speed limit. The northern section of The Warren forms a priority junction with Uckfield Road, which provides the primary site access. The primary Site access [REDACTED]
[REDACTED] A secondary Site access [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
- 2.3.3 On-site security personnel ensure that all emergency vehicles have free and easy access to the Site. The [REDACTED] also serves a separate residential development to the southeast of the Site.
- 2.3.4 A plan showing the existing accesses to the Site is shown in **Figure 2** in **Appendix A**.

- 2.3.5 The Site accommodates [REDACTED] car parking spaces which are accessible via [REDACTED].
- 2.3.6 Servicing and delivery vehicles also travel along Uckfield Road [REDACTED] [REDACTED] in order to park and load/ unload within designated areas of the car park.

2.4 Pedestrian and Cycle Access

- 2.4.1 Pedestrian access to the Site is limited, with no designated footways along The Warren. To the east of the Site, Uckfield Road benefits from a footway on its northern side, providing a pedestrian connection towards the town of Crowborough. There are no designated Public Rights of Way within 200m of the Site, and the Site is not accessible to the public.
- 2.4.2 There are no designated cycle routes in the vicinity of the Site.

2.5 Public Transport

- 2.5.1 The existing public transport provision within the vicinity of the Site is shown in **Figure 3** in **Appendix A** and is subsequently summarised.

Bus

- 2.5.2 The nearest bus stops (in both directions) are located on Uckfield Road in the immediate vicinity of the primary Site access. The bus stops are both unmarked with no waiting areas but each having a pole and bus flag.
- 2.5.3 The bus stops are served by bus route 29 which operates with approximately two services per hour in each direction between Brighton and Tunbridge Wells. Bus services 29B and 29X also use these bus stops, which operate one to two services per day in each direction.
- 2.5.4 A summary of the bus services is shown below in **Table 2.1**.

Table 2.1: Bus services

Route	Direction	First Bus	Last Bus	Average Frequency
29 (including 29B and 29X)	Brighton – Tunbridge Wells	05:30	22:45	Two per hour
	Tunbridge Wells – Brighton	06:19	22:52	Two per hour

Rail

- 2.5.5 Crowborough railway station is located approximately 4km to the east of the Site. This station is served by Southern railway services with one service per hour to London Bridge northbound and one service per hour to Uckfield southbound. There are 24 cycle parking spaces and approximately 120 car parking spaces at the railway station.

2.6 Existing Vehicle Trip Generation

- 2.6.1 The existing peak daily vehicle trip generation for the Site is summarised in **Table 2.2** below. This has been informed by survey data collected for the Applicant from 1st to 20th July 2026 for the Site which identified a daily maximum of 336 vehicle movements (168 arrivals and 168 departures). This is a snapshot in time and does not represent a change to the vehicle movements associated with the Extant Consent ([REDACTED] vehicle movements).

[illegible]

- ## 2.7 Collision Review

- 4

No recorded collisions occurred either on the primary Site access road or the secondary access road during the study period. One collision was recorded in the immediate vicinity of the secondary Site access junction with Uckfield Road, which was slight in severity and involved three vehicles. Analysis of the collision data suggests that there is no apparent pattern of collisions associated with the operation of the Site.

3. Policy Review

3.1 Introduction

- 3.1.1 A summary of the key transport policies and guidance relating to the Site and the Proposed Development is set out below

3.2 National Policy

National Planning Policy Framework

- 3.2.1 The Government's National Planning Policy Framework (NPPF) ([National Planning Policy Framework - GOV.UK](https://www.gov.uk/government/publications/national-planning-policy-framework).) was originally published in March 2012 and most recently revised in August 2026, outlining the Government's planning policies and how they are expected to be applied.
- 3.2.2 The most relevant section in the context of transport is Section 15 – Promoting sustainable transport, which states “*The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places*”.
- 3.2.3 The most relevant policies in Section 15 of the NPPF in relation to the Site are set out as follows:
- TR1: Vision-led approach to planning for transport;
 - TR3: Locating development in sustainable locations;
 - TR4: Street design, access and parking; and
 - TR6: Assessing transport impacts
- 3.2.4 Paragraph 1 of TR1 states that “*Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places*”.
- 3.2.5 Paragraph 1c of TR3 states that “*Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach*”.
- 3.2.6 Paragraph 1 of TR4 states that “*To contribute to creating well-designed places, transport considerations should be integral to the design of development*” and that proposals should achieve the following (note, these are key extracts, rather than the full list covered by TR4):
- Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users;
 - Minimise the scope for conflict between pedestrians, cyclists and vehicles; and
 - Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles.
- 3.2.7 Paragraph 1a of TR6 states that development proposals that are likely to generate significant amounts of movement should be supported by “*A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and*

scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored".

- 3.2.8 Paragraph 4 of TR6 states that “Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion”.

Planning Practice Guidance

- 3.2.9 The Government’s Planning Practice Guidance on Travel Plans, Transport Assessments and Transport Statements in Decision Taking (Ref. 3) provides advice on when Transport Assessments and Transport Statements are required, and what they should contain. The most relevant paragraphs are set out as follows:
- Paragraph 002 states that Travel Plans, Transport Assessments and Transport Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements;
 - Paragraphs 004 and 005 state that Transport Assessments primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures to promote sustainable development and in order to avoid unacceptable or “severe” impacts where necessary;
 - Paragraph 006 states that Transport Assessments support national planning policy and can positively contribute to encouraging sustainable travel, reducing traffic generation and its detrimental impacts, reducing carbon emissions and climate impacts, creating accessible, connected and inclusive communities, improving health outcomes and quality of life, improving road safety and reducing the need for new development to increase existing road capacity of provide new roads;
 - Paragraph 007 states that Transport Assessments should be established at an early stage and tailored to local circumstances, as well as proportionate to the size and scope of the Proposed Development. In addition, they should be brought forward through collaborative ongoing working between the local planning authority/ transport authority, transport operators, rail network operators, as well as Highways England where there may be implications for the strategic road network and other relevant bodies; and
 - Paragraphs 013 to 015 provides further details of when Transport Assessments are required, how the need and scope of a Transport Assessment should be established and what information should be included.

3.3 Local Policy

Wealden Core Strategy Local Plan

- 3.3.1 The Wealden Core Strategy Local Plan (Ref. 4) comprises a long-term spatial vision and strategic objectives for the Wealden area for the period 2013 to 2027. With respect to transport, the Core Strategy requires development to be supported by the infrastructure needed to make it sustainable, including transport infrastructure and measures to improve accessibility.
- 3.3.2 Transport objectives are embedded in the Core Strategy Local Plan, including promoting development in locations that reduce the need to travel and supporting public transport, walking and cycling.

Wealden New Local Plan

- 3.3.3 WDC is in the process of preparing a new Local Plan to cover the period up to 2042. This is expected to be submitted formally to the Planning Inspectorate at the end of 2026.

East Sussex Local Transport Plan 4 (LTP4)

- 3.3.4 The East Sussex LTP4 (Ref. 5) provides the strategic framework for transport investment and policy across the county. Its overarching vision is to deliver a transport network that supports economic growth, improves health and wellbeing, enhances safety, promotes equality of access, and helps tackle climate change.

3.4 Summary

- 3.4.1 It is evident that WDC and ESCC have adopted policies to promote sustainable travel and that there is a requirement for transport effects associated with development proposals to be mitigated under National Policy, so that any residual effects are not severe. Therefore, this TS considers access to/ from the Site by sustainable travel modes and demonstrates that the Proposed Development is not expected to result in any severe impacts from a traffic and transport perspective.

4. Proposed Development

4.1 Overview

- 4.1.1 This section provides an overview of the Proposed Development in the context of the existing Site, including access arrangements and the Proposed Development programme.

4.2 Summary

- 4.2.1 The Applicant is intending to seek planning permission for:

'Continued use of Crowborough Army Training Camp (sui generis) as non-detained asylum accommodation for up to 540 residents together with associated site infrastructure for a temporary period until 22nd January 2030.'

- 4.2.2 The Proposed Development does not constitute any changes to the Site in terms of additional construction activities or changes to its operation.
- 4.2.3 No construction or groundworks are proposed and the existing facilities that have been installed on the Site under the Extant Consent (including ablution blocks, CCTV cameras, lighting towers, generators and the temporary 'PKL' kitchen) will be retained and continue to be used on a temporary basis.

4.3 Operational Site Layout

- 4.3.1 The Extant Consent includes use of building 19 which is located within the southern part of the Site. Following recent discussions with the MoD it has been agreed that building 19 will be returned to the MoD for use by Army Cadet training during weekday evenings. A separate point of pedestrian access to this building will be provided via The Warren. Building 19 will be fenced off and no access to the Proposed Development will be possible.
- 4.3.2 No other changes are proposed to the existing Site layout which will otherwise remain consistent with the current Site arrangements. The proposed layout of the operational area is shown on the Proposed Block Plan which is submitted as a planning drawing, and is provided as **Figure 5** in **Appendix A**.

4.4 Proposed Access and Egress

- 4.4.1 The arrangements in terms of access and egress for the Proposed Development remain unchanged from the existing arrangements (see **Section 2** for further details).

4.5 Servicing and Deliveries

- 4.5.1 Servicing and delivery vehicles [REDACTED]
[REDACTED] These vehicles will then park and load/ unload within the designated areas of the car park.

5. Proposed Vehicle Trip Generation

5.1 Introduction

- 5.1.1 This section provides a summary of the forecast vehicle trip generation for the Proposed Development during the operational and decommissioning phases.

5.2 Construction Phase

- 5.2.1 The Proposed Development comprises the continuation of the existing use of the Site. Therefore, there are no construction activities or construction trips associated with the Proposed Development.

5.3 Operational Phase

- 5.3.1 The Proposed Development comprises the continuation of the existing use of the Site as asylum accommodation until 22nd January 2030. Therefore, the proposed trip generation will be the same as that reported for the existing Site within **Section 2**, with a maximum of [REDACTED] daily vehicle movements ([REDACTED] arrivals and [REDACTED] departures) expected.
- 5.3.2 The Proposed Development will not result in changes to the vehicle trips generated by the Site during the existing operations and no impacts are therefore expected on the surrounding highway network including in terms of highway safety or capacity.

5.4 Decommissioning Phase

- 5.4.1 The forecast vehicle trip generation during the decommissioning phase of the Proposed Development is expected to be no higher than the original level of activity which was associated with the construction phase of the Extant Consent. Therefore, no impacts are expected on the surrounding highway network during the decommissioning phase as a result of associated decommissioning traffic.

5.5 Summary

- 5.5.1 The Proposed Development is not expected to result in any impacts on the surrounding highway network as a result of construction, operational or decommissioning activities.

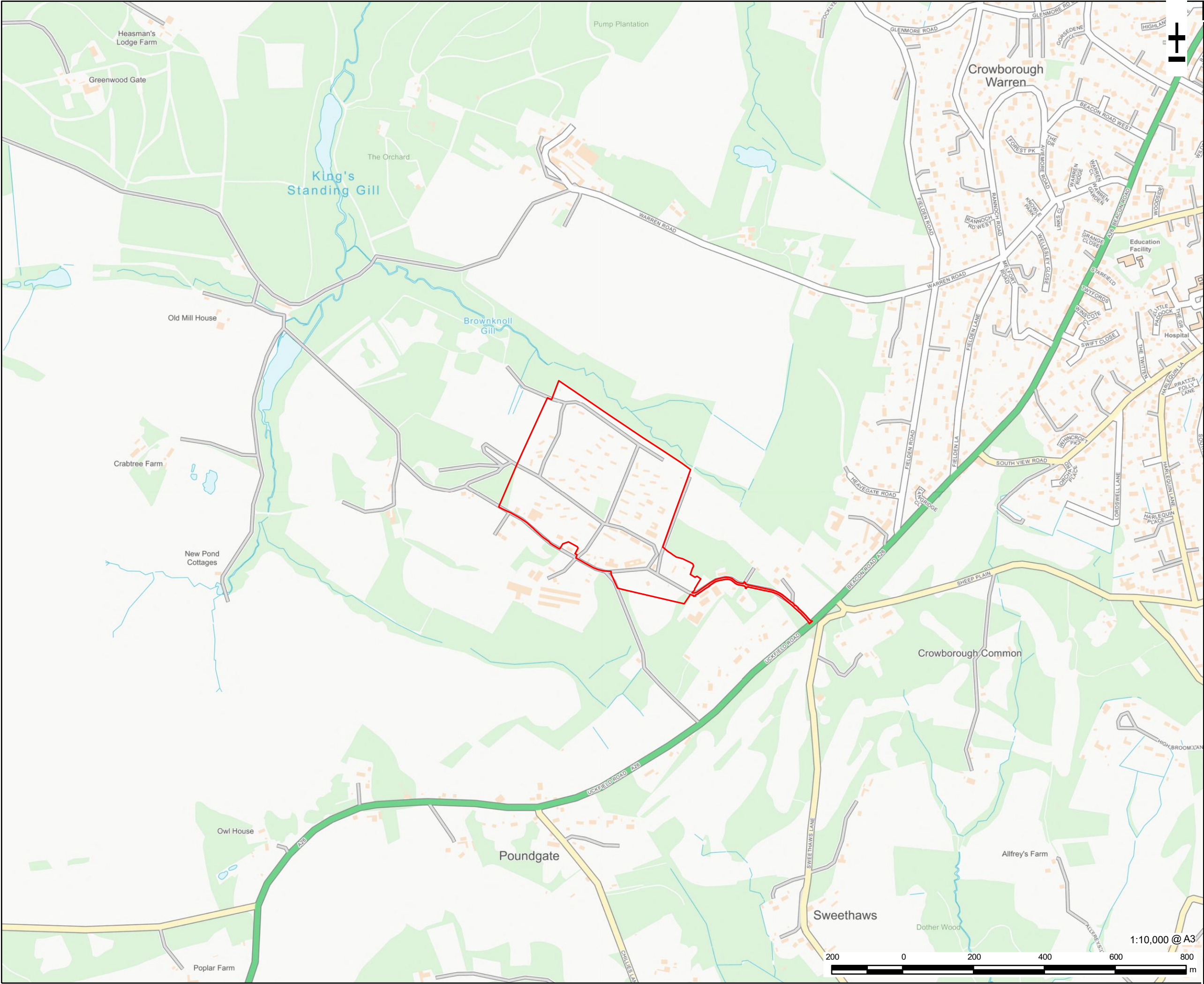
6. Summary and Conclusions

- 6.1.1 This TS has been prepared to accompany the submission of a planning application for an Urgent Crown Development Order (UCDO) for the continued use of the Site as non-detained asylum accommodation until January 2030.
- 6.1.2 In January 2026, the Applicant received planning permission under Class Q, Part 19 of Schedule 2 to the 2015 Order for works to set up a facility to accommodate 540 service users for a period of 12 months. That permission due to expire on 22nd January 2027 and the purpose of this planning application is to seek approval for the Applicant to continue to operate the site and associated site infrastructure as asylum accommodation until 22nd January 2030.
- 6.1.3 As the Proposed Development comprises the continuation of the existing use of the Site there are no construction activities or trips associated with the Proposed Development. There will also be no change to the vehicle trips generated by the Site during the operational phase of the Proposed Development, with a daily maximum of [REDACTED] vehicle trips ([REDACTED] arrivals and [REDACTED] departures) expected based on the Site's maximum capacity of 540 service users and [REDACTED] staff. The forecast vehicle trip generation during the decommissioning phase of the Proposed Development is also expected to be below the original level of activity associated with the construction and set up of the Site under the Extant Consent.
- 6.1.4 This TS demonstrates that the Proposed Development is not expected to result in any significant impacts from a traffic and transport perspective (including on the surrounding highway network), given that the Site will continue to be operated in line with its existing use.
- 6.1.5 Therefore, it is considered that the Proposed Development would not result in severe or unacceptable adverse impacts, as defined by the NPPF, and that there are no transport-related grounds on which planning permission should be withheld.

7. References

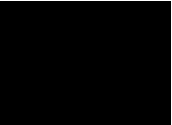
- Ref. 1 Department for Transport (2026). CrashMap - UK Road Safety Map. Available at: <https://www.crashmap.co.uk/>
- Ref. 2 Ministry of Housing, Communities and Local Government (2026) National Planning Practice Framework [online] Available at: https://assets.publishing.service.gov.uk/media/6a8334c03bd75b81e2329ac4/National_Planning_Policy_Framework.pdf
- Ref. 3 Department for Levelling Up, Housing and Communities and Ministry of Housing. (2014). National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>
- Ref. 4 Wealden District Council (2013), Wealden District (Incorporating Part of the South Downs National Park), Core Strategy Local Plan, available at: <https://www.wealden.gov.uk/planning-and-building-control/planning-policy/adopted-local-plan-documents/>
- Ref. 5 East Sussex Local Transport Plan 2024 – 2050 (2024). Available at <https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan/local-transport-plan-4>

Appendix A Figures



PROJECT
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LEGEND
 Site Boundary

NOTES
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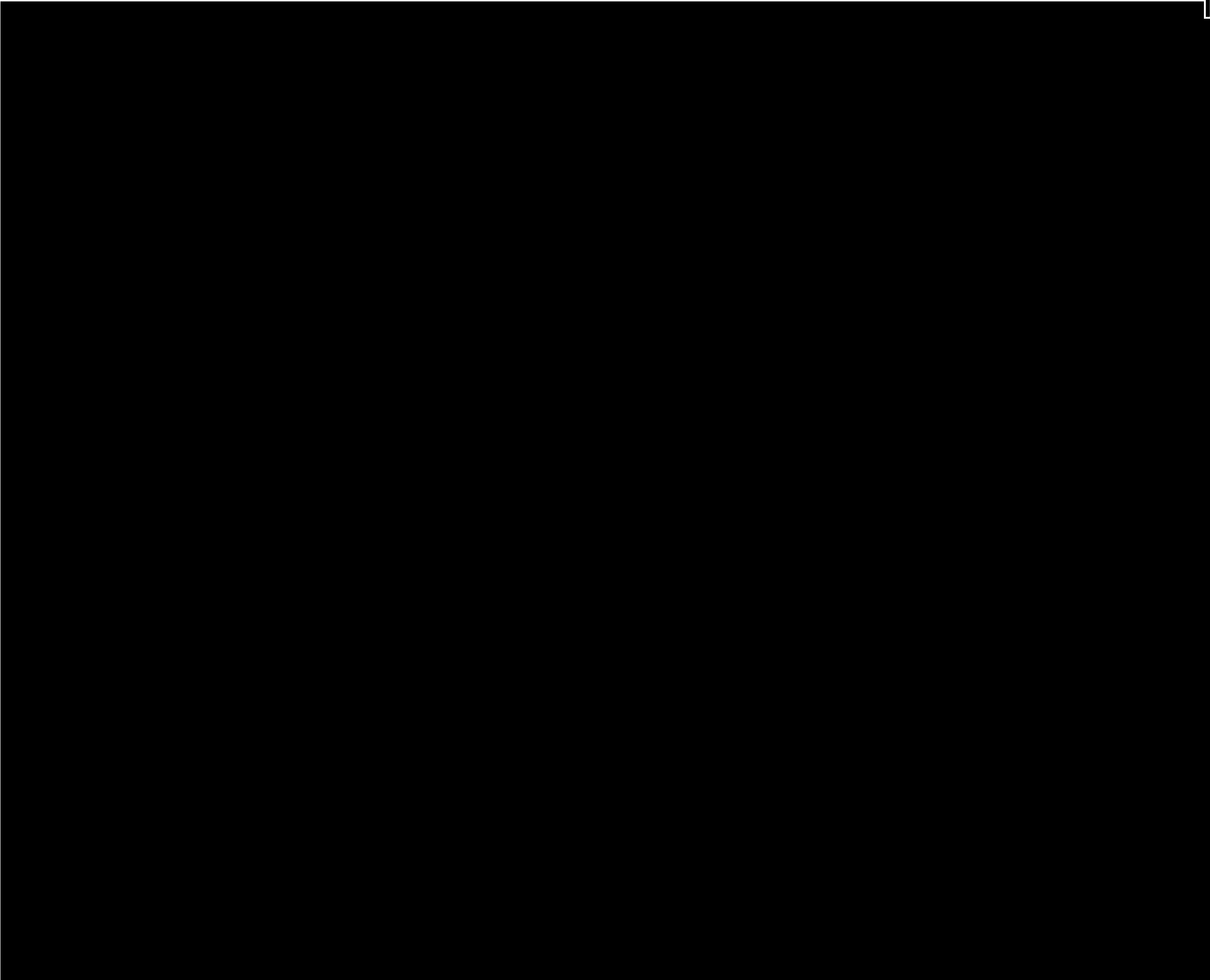
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PROJECT NUMBER
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FIGURE TITLE
Site Location Plan

FIGURE NUMBER
Figure 1



PROJECT

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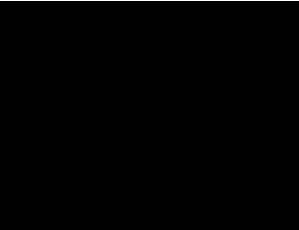
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LEGEND

[Red Box] Site Boundary



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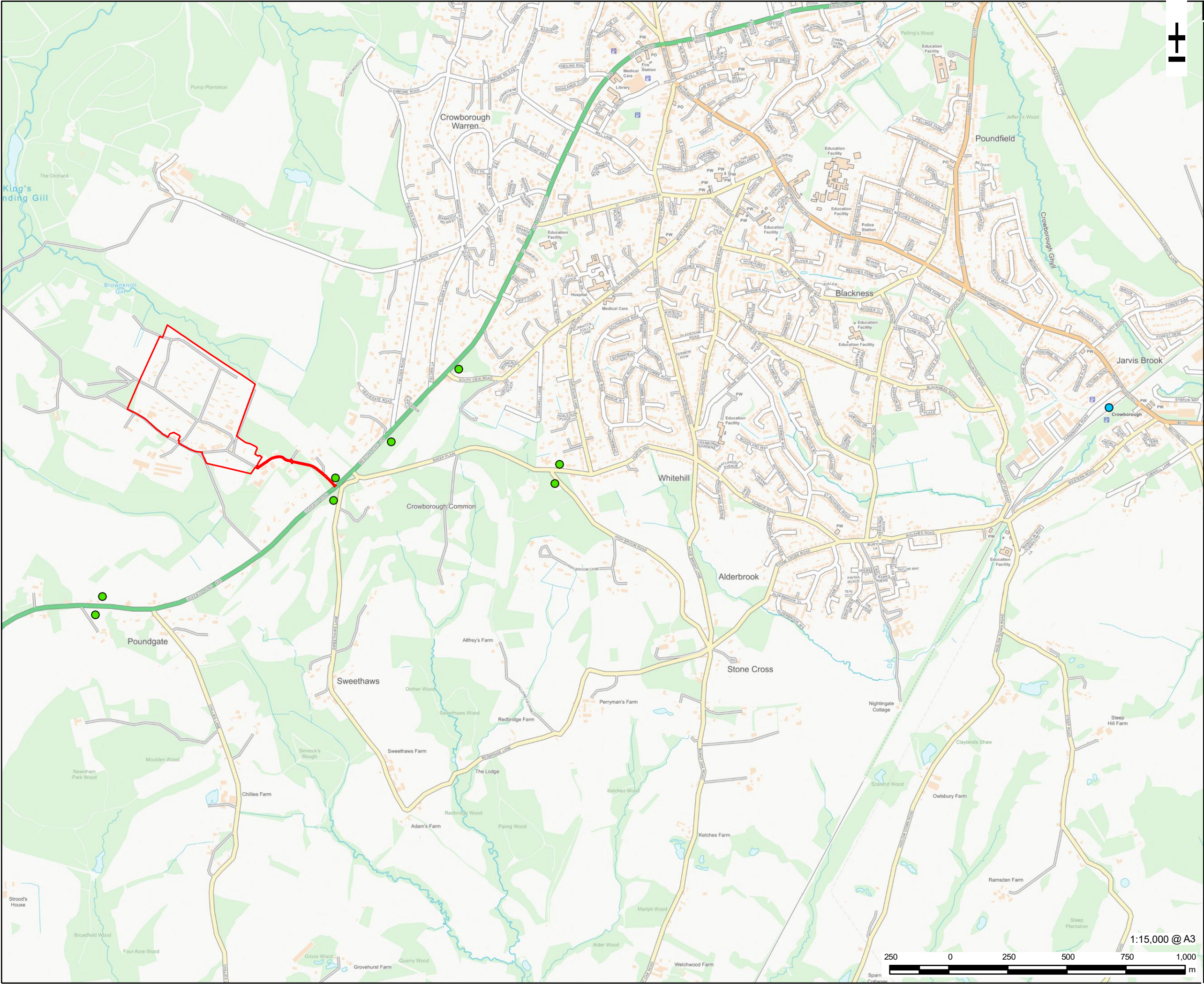
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FIGURE TITLE

Existing Vehicle Access Arrangements

FIGURE NUMBER

Figure 2



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LEGEND

Site Boundary

Bus Stop

Railway Station

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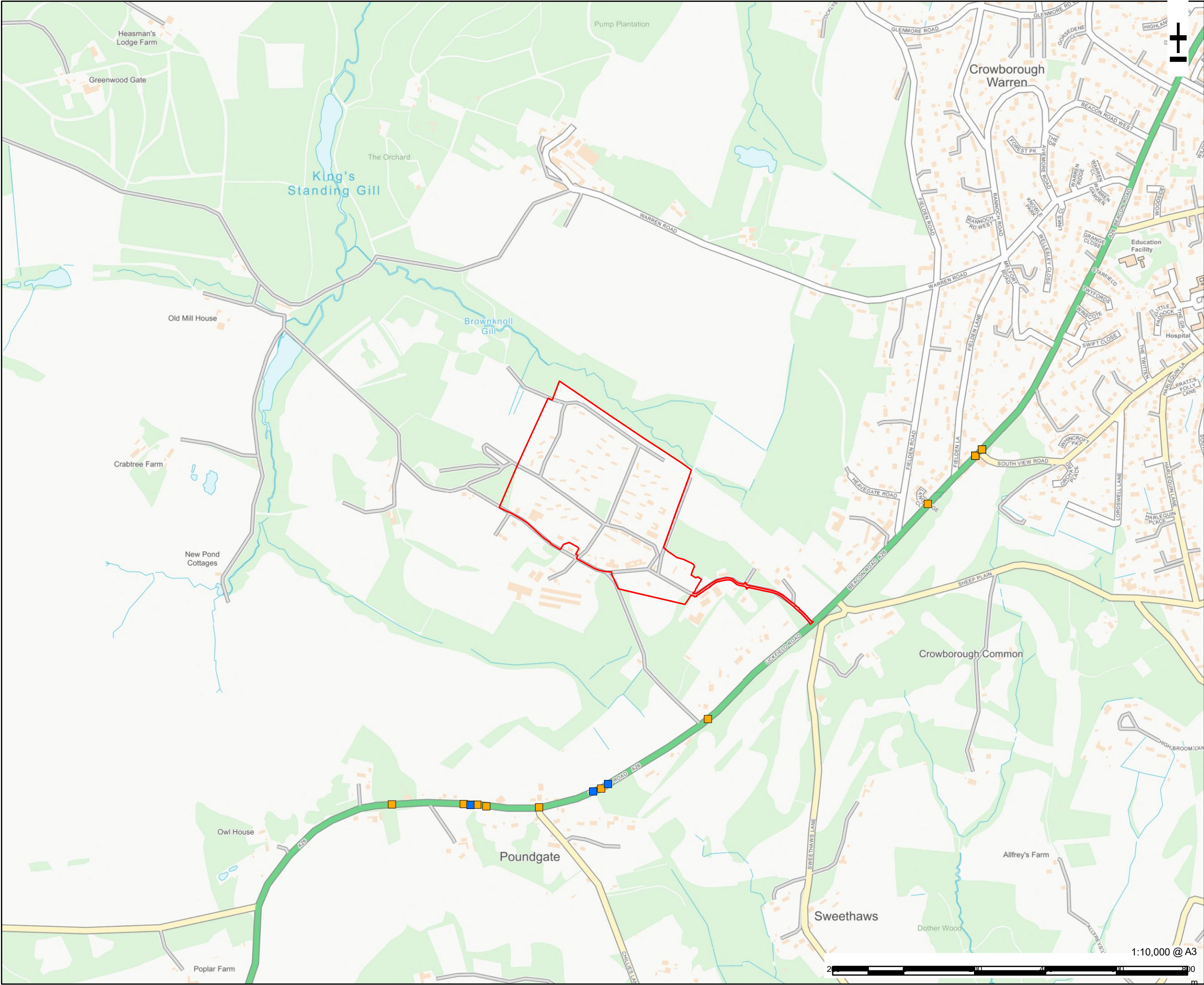
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FIGURE TITLE
Existing Public Transport Provision

FIGURE NUMBER
Figure 3



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LEGEND

Site Boundary

Slight Collision (10)

Serious Collision (3)

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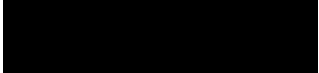
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FIGURE TITLE
Existing Collision Record

FIGURE NUMBER
Figure 4



PROJECT

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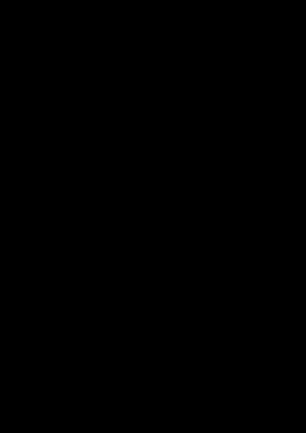
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LEGEND

- Site Boundary
- Land Ownership Boundary



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Numbers indicate Site Building Numbers.
Refer to Figure 2.

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PROJECT NUMBER

60790127

DRAWING NUMBER

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EN-000006-OS Rev 01

FIGURE TITLE

Proposed Block Plan

FIGURE NUMBER

Figure 5

