20 October 2026

FAO Development Management
Planning Service
London Borough of Haringey
6th Floor, River Park House, 225 High Road, Wood Green
London N22 8HQ

Dear Sir/Madam,

Application for Approval of Details Reserved by Condition – Condition 30 (Cycle Parking)
Planning Ref: HGY/2021/3175 – High Road West, London N17 (Plot A)

We submit details to discharge Condition 30 of planning permission HGY/2021/3175, granted on 31 August 2022. The condition requires full details of the long and short stay cycle parking within Plot A, and access to it, to be approved before development proceeds beyond the superstructure in Plot A1.

The following documents are submitted:

- High Road West Plot A – Cycle Storage Strategy, Rev B, prepared by Farrells, dated 15/10/2026
- Site Location Ground Floor Plan, Rev P03, prepared by Farrells, dated 31/07/2026 (included in the Strategy)
- Cycle store and shelter layouts, Rev C, prepared by Bellsure Supplies Ltd, dated 14/10/2026 (included in the Strategy)

The table below shows how each part of Condition 30 is addressed:

Condition 30 requirement	How it is addressed
Long and short stay cycle parking within Plot A	The consented scheme provided 115 spaces (112 long stay, 3 short stay). Applying the GLA Emergency Housing Measures ratios (0.9 per 1-bed, 1.3 per 2-bed, 1.6 per 3/4-bed) gives a requirement of 79 long stay and 3 short stay spaces. The reduction releases ground floor space in Building A1 for essential plant and the generator. Building A1 provides 44 long stay spaces against 38 required. Buildings A2 and A3 provide 36 spaces in an external shelter, with Sheffield stands for each duplex unit. 8 short stay spaces are provided against 3 required.
Layout of stores	Building A1 has two internal ground floor stores: Store 1 (30 two-tier spaces and 2 large spaces) and Store 2 (12 two-tier spaces). Buildings A2 and A3 share an external shelter of 34 two-tier spaces and 2 large spaces. Short stay stands are located next to the A1 entrance (4 spaces) and at the A2/A3 shelter (4 spaces). Layouts are shown in the Strategy and Bellsure drawings (Rev C).
Appearance	The A1 stores sit within the building envelope, so have no external impact beyond their entrance doors. The A2/A3 shelter is a secure enclosure at the northern end of Plot A, approx. 15.8m long by 9.2m wide in a powder coated finish Short stay stands are galvanised steel to suit the public realm.
Access to stores	All stores are at ground level with step-free routes from the street and building entrances, as shown on the Site Location Ground Floor Plan. The A2/A3 shelter has multiple access doors (an additional door was added at Rev B) to keep routes to each bay short. No stairs, lifts or tight turns are needed to reach any store.
Stands	Long stay: DoubleDek Hoop two-tier racks, galvanised mild steel, single-sided and surface mounted at 375mm centres (upper) and 750mm centres (lower). Each upper slot has three locking points

Condition 30 requirement	How it is addressed
	(rear wheel, frame and front wheel). Minimum clear height is 2,400mm (2,600mm recommended). Short stay: Citihoop Classic stands, 750mm high by 750mm wide, galvanised and surface mounted.
Provision for larger and non-standard cycles	4 large/accessible spaces are provided (5% of long stay provision): 2 in A1 Store 1 and 2 in the A2/A3 shelter. These are ground-level bays approx. 1,500mm wide next to store entrances, requiring no lifting. They accommodate handcycles, tricycles, tandems, adapted cycles and cargo cycles.
Design and layout in accordance with the LCDS	The layouts follow the TfL-recommended mix of two-tier, Sheffield and accessible spaces. Stand centres, access aisles and clear heights are set out to the manufacturer's requirements and Chapter 8 of the London Cycling Design Standards.
Ready for use before first occupation and retained	All cycle parking will be installed and ready for use before first occupation of any building within Plot A. It will be retained thereafter and used for no other purpose.

The submitted Strategy and layouts together cover each element of Condition 30. They provide secure, step-free and inclusive cycle parking for Plot A, in line with London Plan Policy T5 and the LCDS. We therefore consider the details sufficient to discharge the condition.

The development will be carried out in full accordance with the approved details, as the condition requires. We would welcome early contact if the case officer or the Council's transport team has any queries, so that these can be resolved before works progress beyond the superstructure in Plot A1.

Yours faithfully,

Ian Wheeler

Formation Design & Build Ltd