



# Officer Report

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| <b>Application Number:</b> | <b>HGY/2026/0357</b>                                                                             |
| <b>Application Type:</b>   | <b>Full planning permission</b>                                                                  |
| <b>Address:</b>            | Land between Wood Green The Mall and Bury Road multi-storey car park, London, N22.               |
| <b>Proposal:</b>           | Proposed operation of a weekly market on Saturdays and for seasonal markets for up to 16 stalls. |
| <b>Case Officer:</b>       | Roland Sheldon                                                                                   |
| <b>Valid Date:</b>         | 25/03/2026                                                                                       |
| <b>Applicant:</b>          | Mr Javad Ossoulia                                                                                |
| <b>Agent:</b>              |                                                                                                  |

## **RECOMMENDATION**

### **Approve with Conditions**

#### **1. Site and Surroundings**

The subject site contains the pedestrianised section of Lymington Avenue running between Wood Green High Road and Bury Road. The surrounding uses are a mix of retail-related commercial uses. The site is located within the Wood Green Metropolitan District Centre and forms the northern section of site allocation SA13 in the Haringey Site Allocations DPD 2017. The site is not located within a conservation area.

#### **2. The Proposal**

The proposal seeks to use the adopted highway area within the red line of the site plan as an outdoor market to take place on Saturdays throughout the year in the afternoons, between the hours of 11:00am and 5:00pm. The market would accommodate a maximum of 16 stalls, designed to fit within the available space with a mix of stalls as follows:

- Food and drink traders
- Arts and crafts stalls
- Local independent traders
- Charitable and community organisations
- Service providers, such as arts education, performing arts, and music tuition

In addition, it is proposed to operate seasonal markets during key cultural events:

- Christmas
- Easter
- Valentine's Day
- Other culturally significant celebrations

It is understood that markets have taken place previously on the site on Saturdays, with the most recent markets understood to have taken place in November and December 2025.

#### **3. Relevant Planning and Enforcement history**

The planning history in relation to the site is as follows.

Relevant planning history:

No relevant planning history.

No planning enforcement history:

#### **4. Consultation Response**

LBH Transportation: No transport objections to the proposal.

LBH Highways: There are likely to be utility apparatuses underground. These may have to be diverted.

LBH Street Cleansing: No comments received.

LBH Licensing: - Hours of operation should be restricted. No set up before 7am, packing up of stalls by 6:00pm. Timings should be provided if a night market is proposed

- Stalls must be set up according to approved site plan
- Noise levels should be limited
- Operators are legally obligated to arrange commercial waste collection
- Gazebos, canopies and structures must be securely weighted down
- The operator must provide site specific risk assessment and hold public liability insurance and have all relevant food hygiene or trading certificates.

*LBH: Environmental Health Noise:* No comments received.

LBH Wood Green Regeneration: No comments received.

Transport for London: No objections to the proposal.

#### **5. Local Representations**

No representations received from neighbours, local groups, etc in response to notification and publicity of the application.

#### **6. Material Planning Considerations**

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Impact on neighbouring amenity;
3. Highways and Transportation;
4. Other considerations.

Principle of development

London Plan policy SD6 sets out that the management of vibrant daytime, evening and night-time activities should be promoted to enhance town centre vitality and viability, having regard to the role of individual centres in the night-time economy.

London Plan policy E9 sets out that development proposals should support London's markets in their full variety, including street markets, covered markets, specialist and farmers' markets, complementing other measures to improve their management, enhance their offer and contribute to local identity and the vitality of town centres.

Policy SP10 of the Local Plan sets out that the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres according to the borough's town centre hierarchy. Wood Green Metropolitan Town Centre will be the principal focus of growth accommodating an extensive range of the types of development set out above, which should help to shape Wood Green into a thriving and vibrant centre for north London.

Policy DM41 of the DM DPD states that proposals for new retail and community uses within Metropolitan and District centres will be supported where they are consistent with the size, role and function of the centre, where they sustain and enhance the vitality and viability of the centre and where they meet other relevant spatial planning requirements.

The proposed market use would serve to enhance the vitality and viability of the town centre, providing complementary offer to the town centre that would aid in increasing footfall within Wood Green District Centre.

The site forms part of the Bury Road Car Park site specific allocation SA13 within the Site Allocation DPD (2017) which outlines an indicative development capacity of 99 residential units and 1,484m<sup>2</sup> of town centre uses. However, this proposal is for a non-permanent use of part of the public highway as a market on Saturdays and during cultural seasonal events, with no fixed development, and would not compromise the future aspirations of the site-specific allocation from potentially being delivered.

The principle of development is therefore considered to be acceptable.

#### Impact on neighbouring amenity

Policy DM1 of the Development Management DPD states that development proposals must ensure a high standard of privacy, daylight, sunlight conditions for the development's neighbours, and should address issues of vibration, noise, fumes, odour, light pollution and microclimatic change likely to arise from the use and activities of a development.

The market is proposed to operate on Saturdays between 11:00am and 5:00pm and is proposed to be set up prior to opening and dismantled promptly after closing to ensure the area is returned to its original condition. It would comprise of 16 moveable stalls set up between the southern end of The Mall Shopping Centre and Bury Road car park, on the pedestrianised section of Lymington Avenue. The stalls would comprise of a mix including food and drink traders, arts and crafts, local independent traders and service providers.

Whilst it would be necessary for the appropriate licensing to be granted for the operation of the market stalls, including the sale of hot food and drink, no adverse impacts on neighbouring amenity are anticipated.

This site forms part of a busy town centre location within Wood Green District Centre where there are high levels of activity and surrounding traffic movements through the day and evening. Whilst the proposal may result in increased footfall and activity during operational hours, these are generally to be limited to Saturday afternoons, and the scale and hours of operation of the market facility would not give rise to any material noise, odour or general disturbance on nearby residential occupants within this wider context. A condition shall be imposed on the development that requires

the market to be operated in accordance with the details in the supporting statement, in the interests of ensuring that its operation does not give rise to any unacceptable impact on neighbouring amenity.

### Highways and transportation

Policies T4-6 of the London Plan are relevant to this application in terms of assessing and mitigating transport impacts, and car and cycle parking considerations, as are Policies DM31 and DM32 of the Development Management DPD.

The site is in a highly accessible location with an excellent public transport accessibility level (PTAL) 6. It is expected that most users and visitors to the site would use sustainable modes of transport, including public transport options.

Given the high PTAL value and small scale of the facility within this busy town centre location, the proposal would not give rise to concerns with regards to parking or traffic generation.

In terms of servicing, the market operator intends to ensure that different waste bags are purchased via Veolia for stall holders to store general waste and mixed recycling in the relevant bags throughout the day, and all stall holders will be required to keep their stall area clean and tidy.

All stalls and associated equipment would be securely stored at a storage container based on Myddleton Road and would therefore be transported to and from the site and assembled/disassembled by the market operations team, 'Market N22 C.I.C'.

Waste would be collected at the end of each day by the market management team and placed at the designated collection points on Lymington Avenue.

Clear pedestrian routes are shown on the proposed layout plan that allow pedestrian movement between the High Road and Bury Road along this section of Lymington Avenue, and entrance into shop entrances along Lymington Avenue, including Lidl.

### Other considerations

In line with the Council's Public Sector Equality Duty, due regard has been given to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different groups. The proposed use of the site as a temporary market is considered likely to have a positive equalities impact. The market would provide an accessible, community-focused space within a highly accessible town centre location, offering a diverse range of goods, services and cultural activities that can be enjoyed by people from a wide range of backgrounds. It is not considered that the proposal would give rise to any disproportionate adverse impacts on persons with protected characteristics, subject to the site being operated in a safe and accessible manner.

## **7. Conclusion**

The proposed operation of a Saturday market and during seasonal events would enhance the vitality and viability of the shopping district and would not result in unacceptable harm to neighbouring amenity. Subject to compliance with conditions, the proposal can be recommended for approval.

## **8. CIL Applicable**

N/A – no floorspace is being created.

## 9. Recommendation

GRANT PERMISSION subject to the following conditions

### Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

010237-PCL-GEN-LA-DR-L-0100-01 Rev 3: General Arrangement Plan  
Statement Supporting Lymington Market Application V1  
Location Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The market shall be operated in full accordance with the details in the document 'Supporting Information: Lymington Avenue Market' hereby approved, with all stalls and associated equipment dismantled and returned to storage away from the site, with the entire site cleaned and cleared after each market event.

Reason: In the interests of the amenities of neighbouring residential occupants and visitors to the District Centre, in accordance with policy DM1 of the Haringey Development Management DPD 2017.

### Informatives:

INFORMATIVE: Market Operation, Safety and Waste Management Requirements

The applicant is advised that operators are legally obligated to arrange their own commercial waste collection for the market operation.

In terms of stall quality and design, all gazebos, canopies, and associated structures must be securely weighted down in accordance with relevant wind safety standards.

With regard to safety and insurance, the operator must provide a site-specific risk assessment, hold appropriate Public Liability Insurance (typically £5 million or more), and ensure that all relevant food hygiene and trading certificates are in place.