



Town and Country Planning Act 1990

TfL transformer room, corner of Green Lanes and Colima Road

Certificate of Lawfulness Supporting Statement

July 2026

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1. Introduction

1.1 London Underground is proposing to undertake some relatively small-scale works to construct a new Transformer Room within the existing ventilation shaft compound at Colina Road as part of the Piccadilly Line Upgrade (PLU) Programme, to upgrade the Piccadilly Line through the introduction of a new generation of high-capacity, walk-through, air-cooled trains, and supporting infrastructure. The operational benefits are listed below:

- Stage I – New Train Introduction and service uplift to 27 trains per hour (tph)
- Better service frequency and network resilience through power infrastructure improvements.
- Upgraded infrastructure and trains, modernised transformer room at Turnpike Lane, contributing to improved service reliability.
- The proposed transformer room is required to support the increased power demand associated with new trains and higher service frequencies.

1.2 The PLU Transformer Room project team developed several options in a series of workshops. After continued engagement with stakeholders and the Project Team, a suitable location for the transformer room was established within the Colina Road Ventilation Head House Compound on TfL land.

1.3 The purpose of this statement is to assess whether the proposed development at the application site is lawful for the purposes of section 192 of the Town and Country Planning Act 1990. It considers whether the operational development falls within the scope of permitted development rights granted by Class A of Part 8 of Schedule 2 of the General Permitted Development Order 2015 (GDPO).

2. Site and Surroundings

- 2.1 The planned transformer room on the Colina Road ventilation shaft compound is critical to the successful delivery of infrastructure upgrades required to support the introduction of the new rolling stock (trains) as part of the Piccadilly Line Upgrade Programme (PLU). (Figure 1).

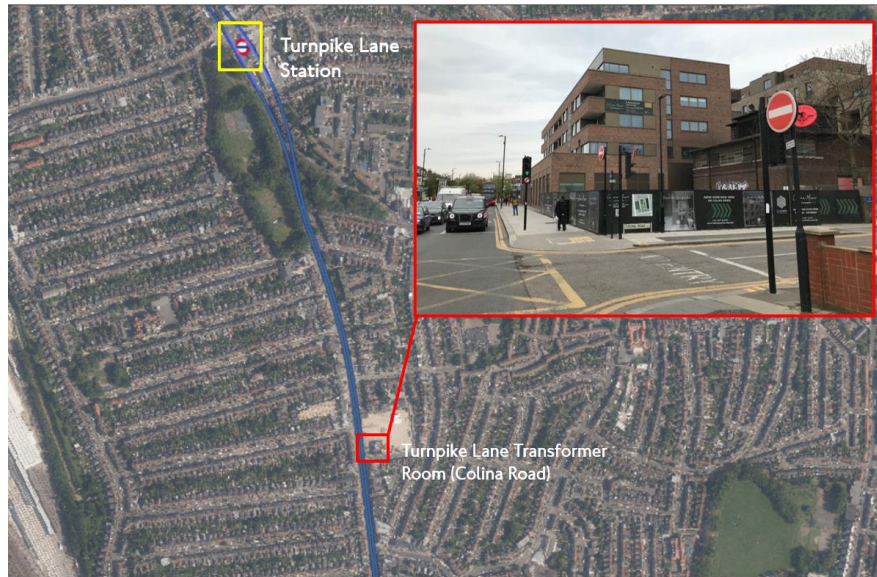


Figure 1: Site location

- 2.2 The application site is a rectangular shape, to the west of the existing ventilation shaft located on Colina Road in Haringey, north London.
- 2.3 It is located on a corner junction with two road frontages to Green Lanes to the west and Colima Road to the south. The site is currently vacant.
- 2.4 The application site is generally flat, laid with hardstanding surfaces and enclosed by hoarding boards (Figure 2).



Figure 2: Photograph of the existing site

- 2.5 The application site is accessible via gated access and crossover from Colina Road. This is currently not in use.

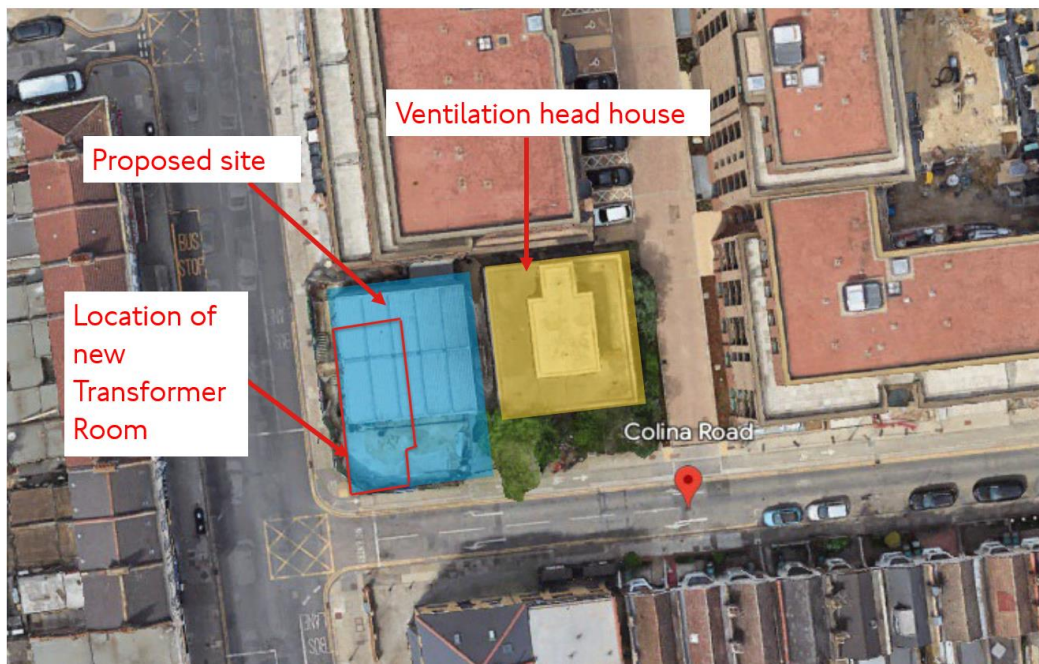


Figure 3: Existing site layout with transformer room outlined

3. Proposed development

3.1 The proposed transformer room is critical to the successful delivery of infrastructure upgrades required to support the introduction of the new rolling stock (trains) as part of the Piccadilly Line Upgrade Programme (PLU).

3.2 In addition to supporting PLU, the transformer room would provide the necessary power infrastructure to accommodate increased operational demand on the Piccadilly Line.

3.3 This is a design summary:

- Dimensions Transformer Room: Approximately 19 meters (L) x 9.5 meters (W) x 6.8 meters (H).
- A new single-storey, brick-built building structure accommodating HV switchboard & LV switchboards, 2 No. auxiliary transformers and toilet facility.
- 24/7 vehicle access with parking
- New Category PI fire system
- Two hour fire compartmentalisation for the building
- Forced ventilation system
- New energy-efficient LED lighting throughout the transformer room
- Surface water from the building to be managed via Sustainable Drainage Systems (SuDS) using planter boxes
- Foul drainage to connect to the existing sewer network in Colina Road
- Anti-climb and security deterrents on the building and means of enclosure

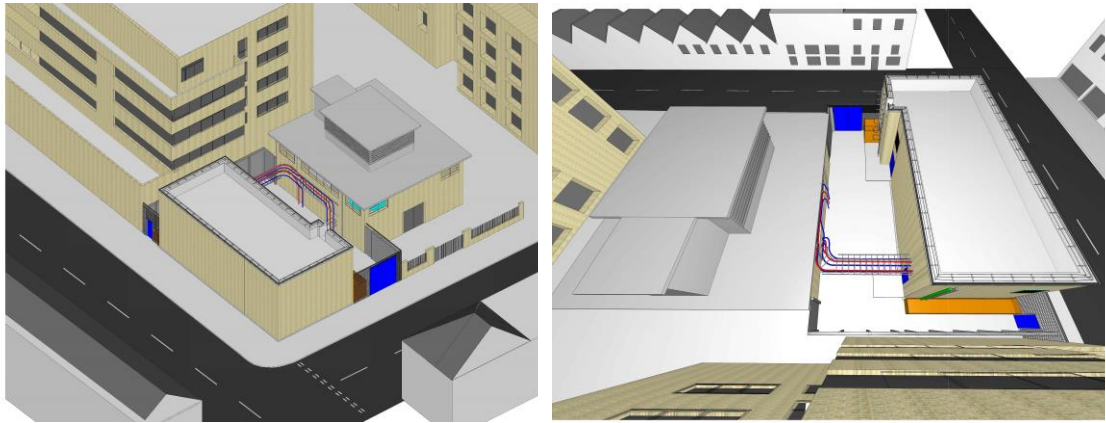


Figure 3: Perspective views of the proposed transformer room

4. Planning History

- 4.1 The Cockfosters extension of the Piccadilly Line opened in 1932, with Turnpike Lane Station designed by Charles Holden with an integrated transport hub. This station is Grade II listed.
- 4.2 The ventilation shaft was built as part of this and has existed on the land along Colina Road since that time. The land adjoining the ventilation shaft has been used for purposes associated with the operation of the Piccadilly Line.



Figure 4: Ordnance Survey, OS 25 inch England and Wales, 1841-1952, Revised: 1935, Published 1938. Source: National Library of Scotland

- 4.3 In 2016, planning permission was granted for the development of the land to the north and east (HGY/2016/I807). This included the land to the west of the ventilation shaft to be used for car parking for the new development and landscaped.

- 4.5 In 2021, a non-material amendment application (HGY/2021/3583) was made to allow TfL to take back this parcel of land, by a change to the description of development. This was granted.
- 4.6 The planning permission, to change the use of the land as a car park for the new development, was not implemented. Therefore, the land remains associated with the function of the Piccadilly Line.

Application Number	Description	Decision date
HGY/2021/3583	Non-material amendment to full planning permission HGY/2016/1807 to amend the description following Transport for London's request to take back ownership of their land on the site, previously proposed as an area for car parking and to remove reference to the precise extent of flexible A1/A2/A3/B1/D1 or D2 floorspace to address an inconsistency in the existing description of development to the approved floorplans.	26/05/2022
HGY/2016/1807	Demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.	09/12/2016

5. Legal Context

- 5.1 Under section 192(l) Town and Country Planning Act 1990, a certificate may be granted, where a proposed use of land or buildings is lawful; or any operations proposed to be carried out in, on, over or under land.
- 5.2 The Planning Practice Guidance (PPG) provides clear and well-established advice. “In the case of applications for proposed development, an applicant needs to describe the proposal with sufficient clarity and precision to enable a local planning authority to understand exactly what is involved.” [Paragraph: 006 Reference ID: 17c-006-20140306]
- 5.3 Class A of Part 8 of Schedule 2 of the General Permitted Development Order (GDPO) states:

“Permitted development

A. Development by railway undertakers on their operational land is required in connection with the movement of traffic by rail.

Development not permitted

A.1 Development is not permitted by Class A if it consists of or includes—

(a) the construction of a railway;

(b) the construction or erection of a hotel, railway station or bridge; or

(c) the construction or erection otherwise than wholly within a railway station of—

(i) an office, residential or educational building, or a building used for an industrial process, or

(ii) a car park, shop, restaurant, garage, petrol filling station or other building or structure provided under transport legislation.

Interpretation of Class A

A.2 For the purposes of Class A, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected.

6. Legal Considerations

- 6.1 Class A of Part 8 of Schedule 2 of the General Permitted Development Order (GDPO) allows for “Development by railway undertakers on their operational land, required in connection with the movement of traffic by rail.”
- 6.2 Operational land is defined in Sections 263 and 264 of the Town and Country Planning Act 1990 (as amended). The railway at this location was authorised by the London Electric, Metropolitan District, Central London and City & South London Railway Companies Act 1929, which included the rights to purchase land.

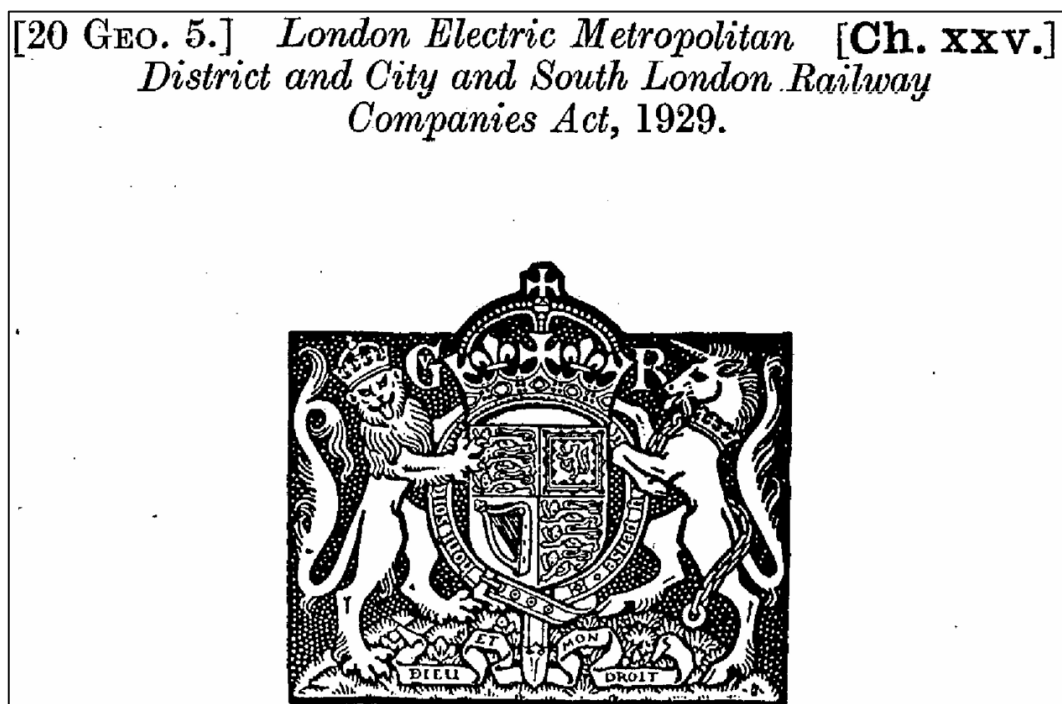


Figure 5: *London Electric Metropolitan District Central London and City and South London Railway Companies Act 1929.* Source: https://www.legislation.gov.uk/ukla/Geo5/20-21/25/pdfs/ukla_19290025_en.pdf

- 6.3 Class A is applicable to the application site, as firstly, the site forms part of the operational railway infrastructure associated with the Piccadilly Line at Turnpike Lane station and its ventilation head house compound.

- 6.4 Secondly, the operational development would be for the benefit of passengers and so afforded permitted development rights and, consequently, planning permission.
- 6.5 The works would therefore enable TfL to carry out and fulfil its statutory functions as a railway undertaker.

7. Neighbour Amenity

- 7.1 The site adjoins a mixed-use, residential-led development to the north known as Evergreen. The block to the north is called Bay House, comprising West Green Surgery NHS GP on the ground floor with flats on the upper floors, including corner balconies/terraces facing towards Colina Road.



Figure 6: Photograph from Green Lanes looking from south to north

- 7.2 Accompanying this application is a technical report with an assessment of noise and vibration, undertaken on site at Colina Road, in June 2024. This details the requirements of many local authorities regarding any new plant equipment, noise rating levels and the TfL Design Guidance.
- 7.3 Measures would be taken to ensure that the amenity and enjoyment of the adjoining uses and occupiers would not be adversely affected.

8. Conclusion

- 8.1 As set out in the drawings and information submitted with this application, the details confirm that the operational development proposed on the land adjoining the ventilation shaft head house would be lawful as per Class A Part 8 of Schedule 2 of the GDPO.
- 8.2 As confirmed by the London Electric, Metropolitan District, Central London and City & South London Railway Companies Act 1929, TfL is a statutory railway undertaker and, in that capacity, benefits from the permitted development rights conferred by Class A.
- 8.3 The proposed development for the transformer room, as described in Section 3 of this statement, comprises works within the meaning of Class A, including means of enclosure, SuDS planter boxes and access step up and ladder. These works are required in connection with the movement of traffic by rail and enable TfL to fulfil its statutory functions as a railway undertaker.