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Places
for
London



Technical guidance for developers



Guidance for small sites

This guidance note relates to small (under 100 units) development sites close to operational transport infrastructure. These small sites include residential, office, retail and industrial uses.

This guidance note is provided as guidance only and does not cover all aspects of the issues that you will come across. It is only applicable to Places for London development sites. This guidance note will help you understand the key risks of building near Transport for London (TfL) assets, how the risks can be mitigated, and how the Places for London team will work with you through the process (see Outside Party Interface).

Your first point of contact for queries on any Places for London development site should be the Development Manager who will then engage with the relevant specialist teams to support your requirements.

For any development outside the Places for London portfolio and within the vicinity of any TfL assets, please contact LocationEnquiries@tfl.gov.uk

This guidance note will provide context into the potential interfaces between Places for London sites and TfL assets. You will work with the Places for London Infrastructure Protection (IP) team throughout your project as required, to understand and implement any requirements to manage the interface between your development and TfL assets and operations.

The following documents will be provided to help you with this:

- Engineering due diligence report
- Draft legal documents including relevant infrastructure protection agreements

“I think working with TfL is a truly collaborative and positive experience and there is a lot of access to professionals within the organisation to help advise with a range of things from development, planning, design, engineering and legals.”

Oliver Kurapatwa, London Placemaking
(developer of Beechwood Avenue)



Key Places for London stakeholders and their responsibilities

Places for London Development Manager (DM)

Main point of contact and dedicated support, responsible for the overall programme up to exchange of contracts and beyond if required by operational colleagues up to completion of the project.

Responsibilities include: Internal governance, due diligence, legal agreements, support and interface with IP and other departments.

Places for London Legal

We will work with your legal team to agree relevant legal documents which could include development agreements, agreements for lease, asset protection agreements and works agreements.

Responsibilities include: Agreeing legal documentation in collaboration with external legal advisors to facilitate development and mitigate risks.

Places for London Insurance

Agreeing what insurances are required and the amount of cover, along with any guarantees necessary to deliver the development.

Requirements will set out: Quantification of all risks and agreeing relevant insurances and financial security arrangements.

Design and Quality (D&Q) Team

Responsibilities include: advice on TfL's sustainability design framework and to help monitor and improve design quality.

Places for London Infrastructure Protection (IP)

Key team in ensuring the safe operation of the railway by assessing site-specific and works specific risks as well as operational constraints.

Responsibilities include: Technical reviews of designs, construction methodologies and managing potential risks and impacts on TfL assets during construction and duration of occupation of the development.



General guidance – engineering

Throughout the project, and depending on the proximity to TfL assets, the developer will need to collaborate with the IP engineers to address and mitigate the risks which may be encountered. Please see page 5 for example risks. This list is not exhaustive and the developer should refer to TfL standards and guidance for further detail.

The engineering due diligence report provided by Places for London should provide an initial outline of the potential site-specific risks and requirements for the development site and identify any opportunities for new and altered transport assets to unlock an enhanced development potential. A site-specific constraints plan showing identified constraints will have been considered by the following stakeholders:

- Civils/Structures
- Electrical
- Mechanical
- Fire Protection
- Communications
- Pumps
- Signage (stations signage illuminated)
- Lifts and Escalators
- Signals
- Rolling Stock (Depots and Sidings)
- Power
- Track

Building near TfL assets can be challenging, but offers a unique opportunity to provide high quality new homes and improve London's places.

The site-specific risks and requirements should be considered at every design stage for the benefit of the developer, TfL's assets and future residents. Our team will be available to provide information and advice as the project proceeds through the IP process and developer's will be expected to show that their works do not compromise TfL assets.

A typical IP process can cover the following:

- Timings/programme
- Infrastructure Protection Agreements
- Movement analysis
- Condition survey
- Pre start monitoring
- Monitoring during construction
- Sign off (Letter of no objection)



See entries for each risk icon on subsequent pages:

-  Electro-magnetic impact
-  Environmental impact and nuisance, including noise, vibration, glare and emissions
-  Proximity to TfL assets and infrastructure
-  Construction risks
-  Boundary security and vehicle incursion



-  Landscaping and vegetation
-  Balconies and items falling
-  Emergency and maintenance access
-  Surveys and site investigations
-  Buried infrastructure and underground structures



Environmental impact and nuisance

Guidance:

Electro-magnetic radiation impact on TfL systems, or the potential interference on outside party systems from the railway during construction and/or occupation of the development.

Risk examples:

Noise from transport assets may affect the quiet enjoyment of future residents and should be considered.

Noise from construction activities may impact upon station operations e.g. ability to hear safety announcements etc.

Dust from construction activities or glare from new glazing could affect train drivers vision and cause accidents.

Glare from reflective facades/construction lighting may impact signal sighting for drivers and will need to be considered as part of the design and construction process.

Vibration activities adjacent to sensitive transport assets are not permitted therefore this may influence construction techniques.

Potential mitigation (depending on proximity):

Consider massing strategies and layouts which avoid primary windows overlooking transport assets.

Consider street layouts that keep noise away from public spaces.

Consider non reflective materials.

Consider putting non sensitive uses near the rail lines when possible.





Electro-magnetic impact

Guidance:

Electro-magnetic radiation impact on TfL systems, or the potential interference on Outside Party systems from the railway during construction and/or occupation of the development.

Risk examples:

New communications masts, satellite dishes, substations etc. may affect operational communication systems causing disruption to the network.

Potential mitigation (depending on proximity):

Establish the locations of sensitive assets as early as possible and design accordingly.





Balconies and items falling

Guidance:

The proximity of balconies or fully opening windows to TfL assets and operations and the associated risk of items falling or being thrown onto operational property.

Risk examples:

Scaffolding, building materials, plants, laundry etc. may be blown onto the tracks causing potential accidents. Any disruption or incident could result in additional costs or programme delays.

Potential mitigation (depending on proximity):

Fixed/non-opening windows.

Mechanical ventilation.

Avoid balconies on facades directly facing TfL assets.

Barriers where needed.

Consider green walls.





Emergency and maintenance access

Guidance:

Maintaining access to TfL assets for maintenance and/or emergency purposes and the ability to maintain the development without crossing or over-sailing TfL's land or requiring inherently risky access techniques (e.g. abseiling).

There may be the requirement for vehicular or pedestrian access to any secure TfL boundary or asset for maintenance or in emergency scenarios.

Risk examples:

Ensuring access to TfL assets is essential to ensure the safe operation of the railway – blocking fire escape stairs, access routes to infrastructure or restricting emergency service access is unacceptable.

Potential mitigation (depending on proximity):

Developer and design team to work closely with the IP team to ensure the development does not compromise access to TfL assets, while avoiding unnecessary restrictions that limit development potential.





Proximity to TfL assets and infrastructure

Guidance:

Development to be independently founded within the development site. Any direct or indirect changes to loading on TfL assets will need to be assessed through an impact assessment (including potential ground movement analysis).

Review of proximity to TfL assets and the effect of works on these assets including, but not limited to, changes in groundwater levels, flood risk, weatherproofing, temporary works, operational impacts and ground movement.

Risk examples:

Surface water run-off could flood assets. Engagement with our IP team is imperative to ensure construction activities will not harm TfL infrastructure.

Potential mitigation (depending on proximity):

SUDS designs to be incorporated after early engagement with the drainage team.





Buried infrastructure and underground structures

Guidance:

The design of the development should take into consideration of any existing buried infrastructure and structures. Detailed surveys will be required to facilitate design and construction.

Risk examples:

Strike of a buried high voltage cable or underground tunnel may result in infrastructure damage and delay which the developer will be liable for.

Intrusive ground investigations, piling, drilling etc. may cause underground or above ground assets to be damaged.

Potential mitigation (depending on proximity):

Keep foundations away from buried services when possible.

Developer's design team in collaboration with IP to establish services present and any access requirements as early as possible.

Consider likely positions of high voltage cables for streets, services areas, landscaping or refuse/storage that can be easily relocated.





Surveys and site investigations

Guidance:

The impact of any required site investigations and/or surveys (including boreholes, topographical surveys, monitoring etc). Please note that any intrusive works will require a license.

Risk examples:

Trial boreholes may drill through underground assets such as communications cables or underground tunnels. Prior to any intrusive works, developers would need to engage with our IP team through their Development Manager.

Potential mitigation (depending on proximity):

Desktop surveys to establish as much information as possible.

Survey methods to be considered which limit risk of damage.





Boundary security and vehicle incursion

Guidance:

Maintaining security of TfL boundaries ensuring risk of boundary security and vehicle incursion, trespass, vandalism and terrorism are minimised during both construction and occupation.

Risk examples:

Works near a main road results in a section of fencing being removed that could inadvertently allow access to the rails, potentially resulting in a catastrophic incident. IP engineers will work with developers to ensure all risks are mitigated for the safety of all.

Potential mitigation (depending on proximity):

Ensure no elevated surfaces are near TfL boundary fences that would enable access onto the development site or Places for London assets. This includes outdoor street furniture, bus stops, cycle and bin storages, etc.

Robust fencing and hoardings should be created as per LUL/TfL standards and in agreement with IP.





Landscaping and vegetation

Guidance:

Landscaping and planting works; how these will be maintained and the impact of vegetation on the operation of the TfL assets and below ground structures.

Risk examples:

Knotweed or other invasive species can damage operational assets, or the removal of planting can affect surface water run-off and flood assets. Working with our IP engineers, we can help prevent these occurrences.

Potential mitigation (depending on proximity):

Consider species and planting depths that limit the chances of planting that might impact TfL assets over time.

Avoid removing vegetation on embankments that may be helping to stabilise TfL assets.

Ensure safe access for maintenance personnel to allow regular weeding/clearing.





Construction risks

Guidance:

Consideration of risks arising from construction activities such as temporary works, tall plant, scaffolding, cranes, excavation etc.

Risk examples:

Construction activities involving cranes near operational railways, temporary works and complex design interfaces require review by TfL Insurance. Changing some of the construction methodologies used to minimise the risk to TfL's operational assets can help reduce the risks associated with the construction activities.

Places for London requires any works near operational assets are adequately insured by the developer and their supply chain. The risk of the design and construction methods carried out will affect the level of insurance and guarantee required.

Insurance provisions will need to be agreed between the IP team, TfL Insurance and the developer, facilitated by the Development Manager.

This could include:

- Professional Indemnity insurances from the professional team and contractors
- Public and Product Liability insurance
- Contractors All Risk insurance
- Non-negligence insurance
- Employers Liability insurance
- Neighbourly Matters insurance
- Latent Defects insurance and Defects Liability

Insurance Provisions may require a Guarantee from the developer to be held in escrow by the developer to cover costs that might not be agreed by insurers. This could range from £10k to £100m+ depending on the complexity and proximity of operational assets.

Please contact your Development Manager or IP contact to discuss further.

Outside parties interface

Riba Stage 0			RIBA Stage 1	RIBA Stage 2	RIBA Stage 3	RIBA Stage 4	RIBA Stage 5	RIBA Stage 6	RIBA Stage 7
Internal		Developer	Developer	Developer	Developer	Developer	Developer	Developer	Developer
Initiation	Governance	- Engage with DM and IP - Insurance - Legal - D&Q	- Design team selection - Review and IP approval (depending on site) - Planning consultation - Design development and review - Agreement of insurances	- Planning application - Planning approval - Completion of legals - Engaging with developer to review and agree works agreement (if near operational assets)	Late planning approval				Health and safety
- Stage gate 0 advice - Legal - Planning - Engineering - Financial - Development - Summary	- Disposal conditions: subject to planning - Marketing - Procurement								
Places for London teams to be involved at each stage			Unconditional sale			Conditional sale (engineering costs to be recharged after entering into contract)			
- DM - Infrastructure - Protection - Places for London Planning team	- DM - IP - Places for London Planning team - Legal	- DM - IP - Places for London Planning team - Legal - Internal Investment Group approval	- DM - IP	- DM - IP engineering costs to be recharged to Places for London after entering into contract - D&Q - Legal	- DM - IP	- DM (Contract) - IP	IP	IP	IP



Guidance on design

All schemes should make a positive contribution to their neighbourhood and provide high quality housing that is safe, healthy and comfortable. They should generally follow London Plan Guidance and [Places for London 'Design Principles'](#) document. While every site is different, with different opportunities and challenges, below are key principles that should be applicable to all small sites.

Approach to context

- Consider relationship to neighbours.
- Consider the height of the immediate context.
- On larger sites, consider breaking up massing.
- Consider the existing context character and pattern of building development, following clear building lines or building arrangement.

Creating better places

- Use building typologies, materials and streets similar to the local context when feasible.
- Buildings should show a clear hierarchy of spaces and evolve with residents' use.
- Design should balance simplicity, consistency, and distinctiveness through detailing and active façades.
- Dwellings should be background buildings and avoid architectural gestures.
- Consider generous, accessible, shared landscaped space.
- Design should be legible with features appropriate to entrances, corners and gables.

Providing quality homes

- All homes must exceed relevant London Plan minimum internal space standards.
- Homes should aim to meet the Housing Design Standards LPG, with living space and amenity space which is comfortable, flexible and accessible.
- Avoid single-aspect homes wherever possible, with limited single-aspect north facing homes. In general, basement living spaces should be avoided.
- Provide high levels of soundproofing between rooms and dwellings. Party walls should achieve at least 5dB above Approved Document E.
- All homes should have good access to daylight with at least one habitable room receiving direct sunlight and providing a view out while seated.
- All new homes should be accessible to people with disabilities, with most ground floor dwellings complying with the Building Regulations Part M4(2) or M4(3).
- Developments should follow 'Secure by Design' principles.
- Some flexibility may be allowed through the planning process.
- Typically planning policy requires affordable housing to be delivered on site if above 10 units. Places for London have a target to deliver 50% affordable housing.



Guidance on sustainability

All schemes should comply with relevant London Plan sustainability policies for major sites, as well as small sites, and target the Home Quality Mark. Places for London have developed the [Sustainable Development Framework](#) and small sites developers should consider which of the 100 KPIs could be incorporated in their schemes, depending on quantum of development. Places for London expect developers to deliver to the principles set out below:

Energy

- All homes are encouraged to achieve high levels of environmental sustainability, exceeding the minimum standards required by Building Regulations.
- All homes should avoid overheating, using the Good Homes Alliance Early Stage Overheating Risk Tool.
- Developers should follow the Be Lean, Be Clean, Be Green, Be Seen policy, following the energy hierarchy to achieve the highest levels of energy efficiency feasible.
- Schemes should not install gas boilers or other fossil fuel burning devices.

Green Infrastructure

- All schemes should comply with London Plan sustainability policies. Consider vertical greening and living roofs as well as gardens. All residents should have views and access to green space.
- Sustainable urban drainage should be incorporated into all developments.
- Biodiversity of the site should be increased in line with Biodiversity Net Gain (BNG) policies.

Active Travel

- Developments should be car-free. Cycle use should be encouraged in all developments.



**Contact information**

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