



Construction (Design and Management) Regulations 2015

Subject to Parliamentary approval, new [Construction \(Design and Management\) Regulations 2015](#) (CDM 2015) will come into force on 6 April 2015. To prepare for this, HSE has published draft Legal (L) Series guidance on the legal requirements for CDM 2015. This is being made available before the Regulations come into force on 6 April to help anyone who has duties under the Regulations to prepare in advance. The final version of the “L” series guidance to support CDM 2015 will be available on the implementation date, alongside the new regulations.

The draft regulations are based closely on the consultation draft, published last year. The main changes to the regulations are:

- *Principal designer.* The replacement of the CDM co-ordinator role (under CDM 2007) by that of the “principal designer”. This means that responsibility for the coordination of the pre-construction phase (which is crucial to the management of any successful construction project) will rest with an existing member of the design team.
- *Client.* The new Regulations recognise the influence and importance of the client as the head of the supply chain and that they are best placed to set standards throughout a project.
- *Competence.* This will be split into its component parts of: skills, knowledge, training and experience and; if it relates to an organization, the question of organisational capability. This will provide clarity and help the industry to both assess and demonstrate that construction project teams have the right attributes to deliver a healthy and safe project.

The technical standards set out in Part 4 of the new Regulations will remain essentially unchanged from those related to CDM 2007 which were issued in guidance. HSE’s targeting and enforcement policy, also remains unchanged.

There are a series of [draft industry guides](#) for the five duty holders under CDM 2015, and one for workers. These are available before the Regulations come into force and may be subject to change. In practical terms, these guides set out what actions are required to deliver a safe and healthy construction project.

When CDM 2015 comes into force on 6 April 2015, there are transitional arrangements in place that from 6 April 2015 to 6 October 2015 which will allow CDM co-ordinators already appointed on projects which span 6 April to remain in post for six months or the end of the project, if that is earlier.

Funding Cross Rail Two

An [independent report](#) by Price Waterhouse Coopers (PWC) has set out funding and financing options for Crossrail 2, the high frequency, high capacity rail line that could link south west and north east London to provide additional transport capacity for the capital.

The report sets out a number of options, which draw on funding mechanisms currently being used for Crossrail 1. These include paying back investment through a combination of revenue generated through fares, continuations of the Business Rate Supplement and Mayoral Community Infrastructure Levy (CIL) currently being used to fund Crossrail 1, as well as other measures.

The report also looks at options that could see funding raised through existing mechanisms such as retaining the Council Tax contribution arrangements that were introduced to help fund the 2012 Olympic Games as well as potentially increasing the Mayoral CIL. Funding from property related developments and from land owners adjacent to the line could also be part of the mix of contributions. The report shows that over half of the costs of the scheme could be met by London using existing funding mechanisms.

The study estimates that the total cost of the scheme could be around £27 billion.

National Infrastructure Plan 2014

Highlights of the [National Infrastructure Plan 2014](#) include proposals in the period up to 2021, to:

- treble spending on strategic roads by investing £15 bn in over 100 schemes;
- spend £38bn on railways;
- start construction on Hinkley Point C, High Speed 2, Thames Tideways;
- spend an estimated £46 bn on gas and electricity networks; and
- start construction on more than 1,400 flood schemes with £2.3 bn capital investment.

The overall infrastructure pipeline of planned public and private investment is estimated at £466bn with £277 in construction and future investment of £189 bn.

Sustainable urban drainage

The Secretary of State for Communities and Local Government has announced via a [written statement](#) in the House of Commons that Sustainable Urban Drainage Systems (SuDS) will be delivered through the planning system from 6 April 2015.

The new regime will apply to planning applications relating to major developments (defined as 10 dwellings or more) or equivalent non-residential or mixed developments. Under these arrangements, in considering planning applications, local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate.

To support local authorities in implementing these changes, revised planning guidance will be published.

Benchmarking sustainability

The Next Generation group of major house builders has produced [a report](#) to mark 10 years of benchmarking in the sector. The benchmark scores homebuilders against a range of criteria including strategy and governance, environment, society and economy, and disclosure and transparency.

Abolishing the green belt

The libertarian think tank, the Adam Smith Institute has produced a report "[The Green Noose](#)" which advocates the abolition of the green belt. This report claims that, far from being over-developed, only two other members of the EU, the Netherlands and Cyprus have less built environment per capita than the UK. It says that 90% of England is undeveloped and that just 0.5% of this would be required to fulfil the current decade's housing need.

In addition to pointing out the distortions caused by the green belt, this report states that simply removing restrictions on land ten minutes walk from a railway station would allow the development of one million more homes within the Green Belt surrounding London alone.