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Mr Kevin Ward BA (Hons), MRTPI
Examiner, Greater Cambridge CIL Charging Schedule
Intelligent Plans and Examinations (IPE)

c/o Mr Ian Kemp, CIL Examination Programme Officer

By email only to: ian@localplanservices.co.uk

Date: 28 October 2026
Our ref: 63559/06/SC/SB/JRob/41753676v2

Dear Sir

CCC & SCDC Community Infrastructure Levy (CIL) Charging Schedules Examination – LDL Request

We write on behalf of Lolworth Developments Limited ('LDL') to request, through you as the Examiner, that the Councils/Quintic are asked to set out the detail behind the specific additional viability testing they are undertaking for the industrial and logistics sector.

Your further post hearing note (23 October) requests the Councils/Quintic undertake the additional testing as set out in their note (13 October), subject to the points you raise (on build costs, investment yields and PBSA), having taken account of the comments received from the hearing participants (by 16 October).

Your 23 October note and the Councils'/Quintic's preceding (20 and 23 October) notes are, however, silent on our recommendations and observations on the need for additional sensitivity testing of the industrial and logistics sector, notwithstanding your Post Hearing note (14 October, bullet 3) request that the Councils/Quintic amend their 13 October additional sensitivity testing note *"…to incorporate additional suggestions wherever possible and provide an explanation for any suggestions not considered appropriate"*.

The Councils/Quintic Greater Cambridge CIL Additional Sensitivity Testing note (13 October 2026) confirmed that additional testing *would* be undertaken in relation alternative plot ratios, scale of development (typologies of 'big box' industrial), affordable workspace and data centres for industrial development, without providing the specific details on what is actually being tested.

Our (LDL's) Partcipant Feedback note (16 October) set out several specific additional sensitivity testing scenarios for industrial and logistics development and the rationale for them. This included alternative typologies, plot ratios, rental values, yield rates, external works costs, professional fees, affordable workspace, Section 106 costs and aggregate sensitivity testing.

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All these issues on their own and in aggregate can have a *significant* bearing on viability and an industrial and logistics project's ability to be able to support a CIL charge. Testing the typologies and specific inputs we have suggested is of critical importance to understand whether a large-scale major industrial/logistics park of the type envisaged by the Council's Reg 19 Local Plan can accommodate the level of CIL proposed by the Council or indeed any CIL at all.

While the principle of further, more detailed testing of industrial and logistics typologies has been accepted by the Councils/Quintic (in their 13th October note), we have no visibility as to how this is being undertaken and the typologies that are being considered. Without this transparency, we have significant concerns that important sensitivities that could impact viability are not going to be tested in the necessary detail.

We therefore respectfully invite you to ask the Councils/Quintic to produce a more detailed note setting out the typologies and sensitivities they are now testing for industrial and logistics, to assist your, our and all participants' consideration (as per your 14 October request).

Thank you.

Yours faithfully

JAROBERTSON CONFIDENTIAL

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