

Exeter Local Plan

Examination

**Matter 4: Site Allocations Process and
Methodology**

Date at Examination: 5th March 2026

Devon County Council Position Statement

11th February 2026

Devon County Council
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1. Introduction

1.1. Purpose of this Statement

- 1.1.1. This statement has been prepared to answer the questions and address the associated issues as posed by the Planning Inspectors in relation to Matter 4 of the Exeter Local Plan (2022-2042) Examination.
- 1.1.2. This statement relates to question 3 of Matter 4 (Site Allocations Process and Methodology).
- 1.1.3. It should be noted that this statement does not cover all of the questions raised by the Planning Inspectors in relation to Matter 4, but focuses upon those where Devon County Council (DCC) has a specific interest in order to fulfil its statutory responsibilities, in this case regarding the County Council's role as Education and Highway Authority.

2. Questions

2.1. Issue 1 Question 3

How did the Council consider the infrastructure requirements of the growth proposed in the Plan (such as grid capacity and the strategic road network) and how did this inform the site selection process?

- 2.1.1. DCC engaged with the city council over settlement strategy and site allocation throughout the site selection and local plan preparation process which included consideration of education infrastructure and transport/highways requirements including highway/transport related site visits. For education infrastructure this took into account the county council's Evidence Base Report: 0-25 Education (EVB-IF-08), education Infrastructure Plan (EIP) (2016-2023) (EXM-02i), Education Approach for Securing Developer Contributions (2021) (EVB-IF-10) and the Department for Education Area guidelines for mainstream schools Building Bulletin 103 Guidance¹.
- 2.1.2. To assess the impact of the proposed Local Plan development on the Strategic Road Network (SRN), modelling of the Greater Exeter area has been progressed in conjunction with National Highways and relevant City/District Councils. The results of this work are detailed in the evidence base documents listed below:
 - EVB-STC-05: Greater Exeter Strategic Modelling Report: Devon County Council
 - EVB-STC-06: Greater Exeter Modelling Update: Forecasting Report
 - EVB-STC-07: Exeter only model update report
 - EVB-STC-12a: Greater Exeter Further Modelling Technical Note: Main Report
 - EVB-STC-12b: Greater Exeter Further Modelling Technical Note: Appendix A

¹ Available at: [Area guidelines for mainstream schools](#)

- EVB-STC-12c: Greater Exeter Further Modelling Technical Note: Appendix B
 - EVB-STC-12d: Greater Exeter Further Modelling Technical Note: Appendix C
 - EVB-STC-12e: Greater Exeter Further Modelling Technical Note: Appendix D
 - EVB-STC-13a: Greater Exeter Model Update: Exeter only – Oct 2023
 - EVB-STC-13b: Greater Exeter Model Update: Exeter only – Dec 2024
 - EVB-STC-17: Greater Exeter Transport Study: Mitigation modelling scenario 2 technical note
- 2.1.3. The county council updated the 2040 core scenario for the Greater Exeter transport model. The Greater Exeter strategic modelling work was carried out to understand the cumulative and individual impacts of the emerging Local Plans from Teignbridge District Council, Exeter City Council, Mid Devon District Council and East Devon District Council upon the highway network within the Greater Exeter area. The updated model included the allocated brownfield sites and windfall sites of the relevant districts.
- 2.1.4. The updated transport modelling confirms that the cumulative impacts of planned developments in Exeter can be accommodated on the SRN and Major Road Network without resulting in severe residual impacts. Any identified effects are limited in extent and can be effectively mitigated through a combination of junction optimisation, demand management measures (such as the Bus Service Improvement Plan measures), sustainable transport measures (such as the progression of the Local Cycling and Walking Infrastructure Plan routes and also strategic routes such as the Boniface Trail and the Clyst Valley Trail). These include cross boundary interventions progressed in partnership with neighbouring district authorities.
- 2.1.5. Growth within Exeter and adjoining districts is supported by a programme of strategic transport infrastructure improvements set out in the Infrastructure Delivery Plan (IDP) (EVB-IF-02a). These are coordinated through the adopted Devon and Torbay Local Transport Plan 4, 2025-2040 (EVB-STC-01) which provides a comprehensive countywide framework for transport investment and network management, not just related to Exeter, ensuring a joined up approach to addressing cumulative and cross boundary transport impacts.
- 2.1.6. The IDP (EVB-IF-02a) has been developed over a number of years through an iterative process, informed by ongoing partnership working between DCC and Exeter City Council to identify infrastructure requirements relating to transport, education and extra care housing. It was used to inform site selection from an early stage, ensuring that only sites with a clearly identified and deliverable plan for access and mitigation were progressed. This was based on either existing network capacity or planned infrastructure improvements to be funded through developer contributions and/or grant funding applications.