

Themes													
Land parcel	No. of houses	Description of Location	Agriculture & Land Use (Greenfield uptake)	Biodiversity	Built & Cultural Heritage	Flood Risk & Drainage	Landscape	Transport - road network	Water Resources	Utility supply	Access to employment and services	Community Infrastructure	Social cohesion
<b>Dorchester</b>													
A	541	Eliminated by the exclusion of flood zones 2 & 3											
B	1014	Land to the N of Poundbury and E of A37.	Grade 3b/unggraded. Land classification would not preclude development in this area as less weight is given to classification 3b and below.	Already being considered as a mitigation area (green infrastructure) for the planned Poundbury development, which could not easily be replaced. SNCI within parcel.	SAM designations: Poundbury Hill Fort and Roman aqueduct and wider landscape views to/from Dorchester. Large scale development would jeopardise the integrity of the aqueduct and hillfort. Parcel B is (or will be) largely hard up against the Poundbury development and so mitigation by a buffer zone would not be effective.	Steep slope to flood plain - Environment Agency encourages provision of a distinct and significant buffer zone. Feasible discharge of surface water to watercourse. However, attenuation would be difficult due to steep gradients.	Steep slope. Parcel is visible from A37 on approach to Dorchester forming a green foreground to setting of Poundbury and Dorchester	Vehicular trips out of Dorchester likely to load Stinsford, Monkey's Jump and Stadium junctions.	Western half of land parcel in SP23 (catchment), remainder unaffected by SP2s.	Adjacent to existing urban area and planned Poundbury development. However, lack of capacity in existing Water Supply and Drainage networks to all plots. Large site so would need telecom exchange and network upgrades. All sites in Dorchester would cause problems regarding Electricity supply due to lack of capacity in the existing network.	Site is between 500m - 2km from the town centre and 2m - 1.5km from other major employment areas and as a consequence is well placed for walking and cycling. Steep slopes in the portion of the site between the Poundbury development and the A37 will affect residents' propensity to walk and cycle but routes can be designed to deal with this. Bus accessibility is very poor, excepting in the south-western tip, where the hourly 31 bus service passes.	In Dorchester as a whole, there is little spare capacity in the school pyramid currently and major investment will be required to provide school places necessary with the new dwellings, both in the urban extension and the urban area. This equates to 2-3 new first schools, 1 new middle school and in the region of 1,000 children of upper school age. 10 additional GPs and 6 additional dentists are required and it is envisaged that this will require 2 new surgeries of both types, plus extensions to existing facilities. Provision of other facilities, including affordable housing, recreation space and waste recycling centres will be required commensurate to the scale of development.	Situated within the bypass, land parcel B forms a coherent extension to the town. However, Poundbury has been designed to form a distinct edge at the top of the steep slopes and developing in B would undermine this.
C	1119	Land within bypass between Poundbury and Malden Castle Road.	Grade 2, 3a, 3b. Some higher grade land.	Considered obvious option by DWT, but Natural England concerns that the area is already being considered as a mitigation area (green infrastructure) for the planned Poundbury development, which could not easily be replaced.	The area contains the eastern corner of a SAM designation. A number of find spots have been registered by DCC Historic Environment Record which are likely to be associated with the wider historic landscape. Large scale development would not necessarily have an adverse effect on the land parcel, although a detailed survey would have to be carried out in order to establish the true archaeological significance of the area.	History of sewer flooding in Castle Park area. Gradients are suitable for buried attenuation/treatment prior to groundwater recharge. However, NE part of site is in SP21 and remainder in SP22. Therefore, sustainable discharge of surface water will be challenging.	Part of parcel visible from bypass. Existing hedgerows and planting provide opportunities for green infrastructure links between Poundbury and countryside south of A35.	Vehicular trips out of Dorchester likely to load Stinsford junction and Stadium.	NE corner of parcel is SP21 (inner zone). Remainder of site is SP22 (outer zone). Drainage would rely on discharge to groundwater in SP22 - does the topography allow this? (Discharge to watercourse not feasible).	Adjacent to existing urban area and planned Poundbury development.	Site is 1.5km from the town centre and 1km from other major employment sites and is well-placed for walking and cycling. There are established walking and cycling routes to the centre, although some major junctions act as a barrier to non-car movement (eg Maumbury and Great Western Crosses). Very well-placed for education facilities for all ages. Bus accessibility is poor excepting the northern fringe which is close to the 31 service.	See A-C above	Situated within the bypass, land parcel C can be considered a coherent extension to the town, although the playing fields and rugby club means development would not in the main directly abut the existing urban area
D	211	Land within bypass to E of Malden Castle Rd and S of Castle Park.	Grade 3a, 3b. Land is predominantly 3b and could be considered for development.	Considered obvious option by DWT. No concerns from Natural England or Dorset County Council Ecologist.	A number of findspots which represents the archaeological landscape setting of Malden Castle. The site is shielded from Malden Castle by the southern bypass and landscaping. Large scale development could be permitted on the site, subject to establishing the true archaeological significance of the site.	History of sewer flooding in Castle Park area. Gradients are suitable for buried attenuation/treatment prior to groundwater recharge. Records of groundwater flooding problems in this locality.	Parcel is well screened from south by mature planting and landform and provides opportunities for green infrastructure.	Vehicular trips out of Dorchester likely to load Stinsford junction and Stadium.	Entire parcel in SP22 (outer zone).	Adjacent to existing urban area.	Site is 1.5km from the town centre and other major employment sites and consequently well-placed for walking and cycling. Due to the design of Castle Park to the north, it is assumed that a series of non-car links can be made into existing streets (ransom strips excepting), very well-placed for education facilities and supermarket.	See A-C above	Land parcel D would be an extension of Castle Park estate and could form a coherent extension to the existing urban area
E	100	Land between Stinsford Hill and A35 bypass	3b. No overriding objection to development on lower grade agricultural land	Few nature conservation constraints.	Some findspots in adjacent land parcels which reflect the wider landscape significance of land to the north of Dorchester. Historic Parkland and Conservation Area in adjacent land parcels. The drains (identified on HER) could represent intervention in the riparian environment. Development of the land parcel would be acceptable, subject to appropriate mitigation, considering the proximity of the adjacent parkland.	Site borders Frome floodplain zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Feasible discharge of surface water to watercourse. Attenuation would be feasible due to suitable gradients.	Any development would be separated from the town by the river which forms a natural boundary to the northern edge of Dorchester.	As per U1	Entire parcel in SP21 (inner zone). Drainage would rely on discharge to watercourse.	Adjacent to existing developed area and highway junction.	Site is just over 1km from town centre and 2km from other major employment sites. There is however only one route to connect the site to the rest of the town, with a narrow footway adjacent to the B3150, though this and any other routes are flat across the valley. Existing bus accessibility is poor, though some inter-urban bus services pass the site.	See A-C above	As a stand-alone site, parcel E is isolated from existing development across the Frome Watermeadows and, unless developed along with adjacent land parcels (eg F, T and U) would be unlikely to form a community of sufficient size
F	1745	Frome Valley W of Stinsford Hill	3a, 3b. Predominantly 3b, but some 3a within land parcel, to west of site. This could be a consideration in assessing the location of development within this land parcel.	Few nature conservation constraints.	A large number of findspots as well as evidence of medieval buildings and settlements in a loose-knit network. The wider landscape consists of Celtic field systems as well as a Roman road and evidence of intervention in the riparian environment. Development could be permitted, although it should preserve the historic view to/from Dorchester. It has been hinted that the area to the north of Dorchester could represent Cranborne Chase in archaeological terms and a further analysis of the site should be carried out.	Site borders Frome floodplain zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Feasible discharge of surface water to watercourse. Attenuation would be feasible due to suitable gradients.	Parcel forms green backdrop in views to north out of Dorchester. Any development would be separated from the town by the river and would be a significant impact on landscape character.	As per U1	Entire parcel in SP21 (inner zone). Drainage would rely on discharge to watercourse.	Separated from existing infrastructure by floodplain	Excepting parts of parcel B, the site is the closest to the town centre. It falls within 1km of the town centre and between 500 to 1.5km of other major employment sites. The site has one direct link to the town along the public footpath via Blue Bridge, a high-quality shared foot/cycleway adjacent to the C12 to the west and a public footpath and less direct road route to Grey's Bridge at the eastern end of Dorchester. More routes would need to be provided - both north-south and east-west. Current bus accessibility is poor, excepting the western edge where service 007 passes along the C12.	See A-C above	As a stand-alone site, parcel F is isolated from existing development across the Frome Watermeadows and, unless developed along with adjacent land parcels (eg F and U) would be unlikely to form a community of sufficient size. There is a likelihood that a large development north of the watermeadows would be more of a new settlement rather than an urban extension
G1	1146	Land SW of Charminster	3a, 3b. Largely 3a, which could be a consideration in the location of development.	Few nature conservation constraints.	Conservation Area designation within land parcel as well as landscape features associated with the Deserted Medieval Village (DMV). Also, likely historic significance of Wollerton House/Manor/Village. There are a number of findspots in the area as well as evidence of intervention in the riparian environment. The presence of DMVs and Conservation Areas would not preclude development in this land parcel, although mitigation and adaptation of design would have to be implemented to respect the wider landscape and vernacular style.	S and W boundaries of parcel adjacent to Cerne and Frome flood zones - Environment Agency encourages provision of a distinct and significant buffer zone. Environment Agency noted flooding records in close proximity to this land parcel. Feasible discharge of surface water to watercourse. Attenuation would be feasible due to suitable gradients.	Northern part of parcel could accommodate some development which could be linked to Charminster.	As per I1	Majority of parcel in SP21 (inner zone). Drainage would rely on discharge to watercourse.	Adjacent to existing developed area and near to highway (across floodplain)	Site is 700m - 1.7km from the town centre and 1km - 1.5km from other major employment sites and thus is within acceptable walking and cycling distances. It is also within 1km of Charminster's local facilities. The topography is flat and there are two off-road cyclepaths which converge at Loder's Garage. Additional routes to other parts of the town (eg Poundbury would be required). Current bus accessibility is reasonable, with services passing the site through Charminster village.	See A-C above. Charminster has a first school with limited capacity and no GP surgery.	As a stand-alone site, parcel G1 is isolated from existing development across the Frome Watermeadows and, unless developed along with adjacent land parcels (eg F and U) would be unlikely to form a community of sufficient size. There is a likelihood that a large development north of the watermeadows would be more of a new settlement rather than an urban extension and could cause the coalescence of Charminster and Dorchester
G2	13	Very small land parcel on S edge of Charminster urban area.	Not surveyed. Not an obstacle to development	Development around Charminster would need to ensure adequate protection/enhancement of the River Cerne.	Close proximity to Conservation Area as well as proximity to Wollerton House and DMV. Proximity to Conservation Area and DMV means that mitigation/design measures would need to be implemented as part of development of this land package.	S boundary of parcel adjacent to Cerne and Frome flood zones - Environment Agency encourages provision of a distinct and significant buffer zone. May actually be flood plain, even though not classified as such. Feasible discharge of surface water to river. Limited space for attenuation.	Parcel forms part of green space in Cerne valley separating the east and west parts of Charminster.	As per I1	Entire parcel in SP21 (inner zone). Drainage would rely on discharge to watercourse.	Adjacent to existing developed area	Site is almost 2km from town centre and 1.5km from other major employment sites, although still within acceptable walking and cycling distances. The other comments for G are valid, except to say that the site is much closer to Charminster's facilities.	See A-C above. Charminster has a first school with limited capacity and no GP surgery.	A very small site which can be considered a modest extension to Charminster. Not an urban extension to Dorchester unless combined with several nearby parcels
H1	137	Frome Valley. Thin strip of land W of Charminster. Lies between A37 and floodplain.	3b. Not an overriding issue in considering development.	Few nature conservation constraints.	Few archaeological designations, although a few findspots in adjacent land parcels could suggest the wider historic significance of the landscape. It is unlikely that these designations would preclude development in this area.	Flood plain of River Frome (zones 2 & 3) immediately adjacent - Environment Agency encourages provision of a distinct and significant buffer zone. May actually be flood plain, even though not classified as such. Feasible discharge of surface water to river. Limited space for attenuation.	Development of currently inaccessible parcel would have a significant impact on the green space in the Frome valley between Bradford Peverell and Charminster.	As per I1	Not within groundwater SPZ.	Adjacent to existing developed area and highway	This site is between 2km - 3km distant from the town centre and 2km from other major employment sites. It is beyond acceptable walking distances but within cycling distance. Flat, direct routes are available along the Frome Valley to the town centre (see G above) but are not available to other parts of the town.	See A-C above. Charminster has a first school with limited capacity and no GP surgery.	Detached from Dorchester by virtue of its location beyond the watermeadows and beyond Charminster.
H2	137	Frome Valley. Thin strip of land N of Poundbury and W of Charminster. Sandwiched between railway line to SW and Frome floodplain to NW.	Unclassified. Not an obstacle to development.	Few nature conservation constraints.	A few isolated findspots which form part of the wider historic/archaeological landscape. It is unlikely that these designations would preclude development in this area.	As per H1	See H1	As per I1	Not within groundwater SPZ.	Separated from existing infrastructure by floodplain and railway	Similar to I1	See A-C above	Detached from Dorchester and isolated from surrounding parcels by railway, bypass, river and watermeadows

Themes													
Land parcel	No. of houses	Description of Location	Agriculture & Land Use (Greenfield uptake)	Biodiversity	Built & Cultural Heritage	Flood Risk & Drainage	Landscape	Transport - road network	Water Resources	Utility supply	Access to employment and services	Community Infrastructure	Social cohesion
I1	3443	NW of Poundbury on outside (W) of A37	Predominantly 3b. Not an overriding issue in considering location of development in land parcel.	Few nature conservation constraints.	A number of SAM designations, including Roman aqueduct and various tumuli, and a long barrow which comprise the significance of the wider landscape and setting of Maiden Castle. There is also evidence of ploughed-out tumuli. SAMs could limit the extent of development. Development should not jeopardise views to/from Maiden Castle.	Flood plain of River Frome (zones 2 & 3) adjacent to north east corner of parcel - Environment Agency encourages provision of a distinct and significant buffer zone. Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Parcel forms a valuable green backdrop to views to west from Dorchester.	Vehicular trips out of Dorchester likely to load Monkey's Jump, Stinsford and Stadium junctions. Walking and cycling into town centre likely to be low due to A37 barrier although not HA. Need for substantial input to Public Transport infrastructure but constrained due to existing congestion on network. Without northern relief road highly likely that trips will impact on town centre.	Majority of parcel not within groundwater SPZs. Good potential for attenuation and recharge to groundwater.	Separated from existing infrastructure by roads and agricultural land	Site is 2.3km - 3.5km from the town centre and 1.5km 3km from other major employment facilities and thus is fairly distant in terms of non-car accessibility. Routes to the rest of the town are severely limited by the bypass and A35 which act as barriers to walking and cycling. Bus accessibility is currently very poor, excepting service 31 which passes through the Monkey's Jump roundabout at the south-eastern corner of the site.	See A-C above	Separated from town by bypass, although clear visual links to Poundbury.
I2	969	W of Poundbury on outside (W) of A37	Predominantly 3b. Not an overriding issue in considering location of development in land parcel.	Few nature conservation constraints.	A number of SAM designations adjacent to this land, including Roman aqueduct and various tumuli, and a long barrow which comprise the significance of the wider landscape and setting of Maiden Castle. There is also some evidence of ploughed-out tumuli. Development feasible but should not jeopardise views to/from Maiden Castle.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Similar to I1 - presence of very visible A35 and roundabout reduce quality of landscape	As per I1	Majority of parcel in SPZ3 (catchment zone) and small area in SPZ2 (outer zone). Potential for attenuation and recharge to groundwater.	Separated from existing infrastructure by roads and agricultural land	Site is 2.3km - 3.5km from the town centre and 1.5km 3km from other major employment facilities and thus is fairly distant in terms of non-car accessibility. Routes to the rest of the town are severely limited by the bypass and A35 which act as barriers to walking and cycling. Bus accessibility is currently very poor, excepting service 31 which passes through the Monkey's Jump roundabout at the south-eastern corner of the site.	See A-C above	Separated from town by bypass, although clear visual links to Poundbury
J	1764	W of Poundbury, on outside (W) side of Monkey's Jump Junction on A35	Predominantly 3b, which would not present an obstacle to development.	Few nature conservation constraints.	A number of tumuli designated as SAMs as well as other such features which are non-scheduled or ploughed out. This suggests the wider historic landscape setting, including that of Maiden Castle and strategic views to/from Dorchester. This view/archaeological significance should not be jeopardised by development	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of the parcel would have a major impact on the landscape setting of Maiden Castle when viewed from the A35.	Vehicular trips out of Dorchester likely to load Monkey's Jump, Stinsford and Stadium junctions. Walking and cycling into town centre likely to be low due to A35 barrier. Need for substantial input to Public Transport infrastructure but constrained due to existing congestion on network	NW corner of parcel is SPZ3 (catchment zone). Remainder of site is SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by roads and agricultural land	Similar to I2	See A-C above	Separated from town by bypass, although visual links to Poundbury and other SW parts of town
K	4826	SW of Dorchester, to NW of Maiden Castle	2, 3a, 3b. Predominantly Grade 5. Not an overriding obstacle to development in this cell.	Known to support important farmland bird populations - mitigation/compensation of impacts likely to be extremely difficult or impossible. Parcel being considered as mitigation site for farmland bird habitat lost from Poundbury development.	A high density of SAM designations, including Maiden Castle and various tumuli which represent the strong archaeological character of this land parcel. Strategic views to/from Maiden Castle should be preserved. This view/archaeological significance should not be jeopardised by development	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of the parcel would have a major impact on the landscape setting of Maiden Castle when viewed from Dorchester and the north.	As per J	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by roads and agricultural land	Similar to I2	See A-C above	Separated from town by bypass, although visual links to Poundbury and other SW parts of town
L	3799	Land between Maiden Castle and A35 bypass.	Predominantly 3b. Not an overriding issue in considering location of development in land parcel.	Known to support important farmland bird populations - mitigation/compensation of impacts likely to be extremely difficult or impossible. Parcel being considered as mitigation site for farmland bird habitat lost from Poundbury development.	The land parcel is dominated by Maiden Castle and other associated SAMs. There are no unscheduled features identified, although this may not accurately represent the significant landscape and archaeological setting of the area to the south of Dorchester. Strategic landscape views to/from Dorchester should be maintained. This view/archaeological significance should not be jeopardised by development	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	See K	As per J	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by roads and agricultural land	Similar to I2	See A-C above	Separated from town by bypass, although visual links to Poundbury and other SW parts of town
M	206	Directly S of Dorchester and A35 bypass. Long thin strip of land between Monkton Hill and Railway Line.	Predominantly 3a, although the scale of the site means that loss of agricultural land would not be particularly significant.	Few nature conservation constraints.	No SAM designations registered findsites, although the wider setting of Maiden Castle and the archaeological landscape should be maintained. The lack of findsites may not accurately reflect the archaeological/historic significance of the land parcel and wider area. Nevertheless, development in this land parcel would pose no significant issues.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of the parcel would create a linear urban spread south of Dorchester with significant impact on the landscape setting of Maiden Castle.	As per O	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by roads, but next to a major junction and commercial development.	Similar to I2	See A-C above	Separated from town and other plots of land by bypass, railway and A354
N	628	Directly S of Dorchester and A35 bypass. E of Railway Line.	Predominantly 3a. Higher grade agricultural land could potentially be a limiting factor in the suitability of this cell for development.	Few nature conservation constraints.	No SAM designations registered findsites, although the wider setting of Maiden Castle and the archaeological landscape should be maintained. The lack of findsites may not accurately reflect the archaeological/historic significance of the land parcel and wider area. Nevertheless, development in this land parcel would pose no significant issues.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Lower parts of the slope are screened No impact on landscape setting of Maiden Castle and chalk ridge.	As per O	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by roads, but next to a major junction and commercial development.	Site is 1.5km from town centre and other major employment facilities and within suitable walking and cycling distance. However, all access at present to the rest of the town is channelled across the Herringston Road bridge over the bypass which limits route choice. Bus accessibility is poor.	See A-C above	Separated from town by bypass and limited visual and physical connections to the town.
O	1956	Land to SE of A35 bypass	Predominantly 3a. Higher grade agricultural land could potentially be a limiting factor in the suitability of this cell for development.	Part or all of parcel within the 5km buffer zone of the internationally protected Dorset Heathlands, but provision of alternative areas for recreation could mitigate for potential increase in recreational pressure on the heathland sites. Of the southern Dorchester sites, Natural England consider this site to be the most viable and least constrained.	Two SAM tumuli (Coneygar barrows) would affect development at the western end of the land parcel and isolated findsites along the route of the southern bypass which could hint at the wider archaeological significance of the area. Setting of Maiden Castle is less of an issue. Nevertheless, development in this land parcel would pose no significant issues.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Landform of north side of Conygar Hill together with A35 landscaping could provide screening for development.	All vehicular trips likely to load Stinsford junction, Stadium and A352/A35. Walking and cycling into town centre likely to be low due to A35 barrier. Need for substantial input to Public Transport but constrained due to existing congestion on network.	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by roads only.	Site is 1km - 2km from town centre and 1.5km - 2.5km from other major employment sites and thus is within acceptable walking and cycling distances. However, routes crossing the A35 to reach the rest of the town are limited to highway bridges at the eastern and western extremities (Allington Avenue and Herringston Road) one footpath bridge to Weatherbury Way and an at-grade crossing to Buckingham Way. This would be insufficient for an urban extension and would require additional grade separated crossings to sufficiently promote non-car accessibility. Bus accessibility is poor, with some village bus services passing along Allington Avenue.	See A-C above	Separated from town by bypass and limited visual and physical connections to the town. Could be considered a legible extension to the town if developed with parcels P & Q
P	623	Land SW of West Stafford Bypass	Largely Grade 5. Came Home Farm within site. No overriding constraints to development.	Opportunity for development, but potential protected species issues. Part or all of parcel within the 5km buffer zone of the internationally protected Dorset Heathlands, but provision of alternative areas for recreation could mitigate for potential increase in recreational pressure on the heathland sites.	Isolated findsite which represents a ploughed-out barrow. The setting of Old Rectory (Grade II listed) and its curtilage should be preserved and enhanced and new development should preserve this historic setting. The presence of Mount Pleasant Henge could mean the presence of a significant archaeological record. This issue should be resolved by further desktop studies and intrusive methods.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development would have a significant impact on the landscape setting of the South Winterbourne valley.	As per U1	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Separated from existing infrastructure by a small amount of agricultural land, but existing development nearby.	Site is 1.5km - 2.2km from town centre and 2km - 3km from other major employment sites and thus is at the edge of acceptable walking distances but within acceptable cycling distances. Route choice is limited to one main route to rest of town (Allington Avenue) and additional links would be required. Bus accessibility is poor, with some village services passing the site.	See A-C above	Close to Came View Estate, although separated from bulk of town by bypass. Could be considered a legible extension to the town if developed with parcels Q and O
Q	486	Mount Pleasant, W of Dorchester	Grade 5. Not an obstacle to development.	Opportunity for development, but potential protected species issues. Part or all of parcel within the 5km buffer zone of the internationally protected Dorset Heathlands, but provision of alternative areas for recreation could mitigate for potential increase in recreational pressure on the heathland sites.	The area is dominated by Mount Pleasant Henge (SAM) as well as tumuli SAMs. Non-designated monuments include ploughed-out tumuli. The national and undesignated finds is likely to represent a rich archaeological record and development in this land parcel should be discounted.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Lower parts of the western side of the parcel alongside railway line are screened from north and east. More elevated parts and the eastern side are very visible.	As per U1	Entire parcel in SPZ2 (outer zone). Drainage would rely on discharge to groundwater with appropriate pollution protection measures.	Major Sewage Treatment works immediately to N beyond railway line. Adjacent to existing development.	As per P	See A-C above	Adjacent to Came View Estate, although separated from bulk of town by bypass. Could be considered a legible extension to the town if developed with parcels O & P
R1	1418	E of A35, S of Roman Road at Kingston Maurward	Predominantly unsurveyed. Not an obstacle to development.	Part or all of parcel within the 5km buffer zone of the internationally protected Dorset Heathlands, but provision of alternative areas for recreation could mitigate for potential increase in recreational pressure on the heathland sites.	Land parcel dominated by Stinsford Park and associated Conservation Area. Also a number of listed buildings. Much of the park is a SAM. Setting should be preserved and enhanced. A number of findsites and coupled with likely riparian amendments to the landscape, suggests the wider landscape significance. Area includes a SAM to the north. Large scale development within this land parcel would be severely detrimental to the built and natural environment and would erode the historic character of the area. Smaller scale may be appropriate, subject to sympathetic design within the historic environment.	Flood plain of River Frome (zones 2 & 3) immediately adjacent to South - Environment Agency encourages provision of a distinct and significant buffer zone. Feasible discharge of surface water to river.	Development would have a significant impact on the landscape setting of Kingston Maurward historic parkland	As per U1	Not within groundwater SPZ.	Adjacent to existing development and highway junction	Site is 2km from town centre and almost 3km from other major employment areas and in terms of walking and cycling is quite distant. The river and railway limit the route options, although the one route is flat. Bus accessibility is very poor and, because of the surrounding barriers to movement, difficult to rectify.	See A-C above	Isolated from Dorchester by watermeadows, bypass and in terms of distance.

Themes													
Land parcel	No. of houses	Description of Location	Agriculture & Land Use (Greenfield uptake)	Biodiversity	Built & Cultural Heritage	Flood Risk & Drainage	Landscape	Transport - road network	Water Resources	Utility supply	Access to employment and services	Community Infrastructure	Social cohesion
R2	127	Thin strip of land separated from parcel Q by railway line	Existing large Sewage Treatment Works adjacent - land parcel likely to be within buffer zone. Land partly or wholly set aside for STW expansion.	Part or all of parcel within the 5km buffer zone of the internationally protected Dorset Heathlands, but provision of alternative areas for recreation could mitigate for potential increase in recreational pressure on the heathland sites.	Few archaeological designations, although proximity to Mount Pleasant Henge could suggest some archaeological/historic importance in the landscape. The proximity to Mount Pleasant Henge suggests a rich archaeological record and further investigation would need to be carried out in order to establish this. However, in principal, there is no objection to development on this land parcel.	Flood plain of River Frome (zones 2 & 3) immediately adjacent to North - Environment Agency encourages provision of a distinct and significant buffer zone. May actually be flood plain, even though not classified as such. Feasible discharge of surface water to river. Limited space for attenuation.	Parcel forms a green foreground which is important in views from Site R1 towards Dorchester.	As per U1	Entire parcel in SP22 (outer zone). Drainage likely to discharge to watercourse.	Adjacent to existing development and STW	Site is 1.5km - 2.5km from the town centre and 2km - 3km from other major employment sites. This limits the ability to walk to these areas but is within acceptable cycling distance. The A35 acts as a barrier to non-car access. Bus accessibility is poor.	See A-C above	Isolated from existing development by railway line and sewage treatment works.
S	1896	Land between A35 and Roman Road	Some Grade 2. Predominantly Grade 3b. Impact on farm business should be considered as well as the protection of the best quality agricultural land.	Part or all of parcel within the 5km buffer zone of the internationally protected Dorset Heathlands, but provision of alternative areas for recreation could mitigate for potential increase in recreational pressure on the heathland sites. Possible loss of woodland (conservation value unknown).	Wider parkland and Conservation Area setting. There is also a SAM along the alignment of the Roman road. The parkland is listed on the English Heritage register of gardens. The parkland setting should preclude large scale development altogether, although small scale, sympathetic development could be appropriate.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of site would have a significant impact on the historic landscape and woodland. The site is separated from Dorchester by the Frome valley.	As per U1	Not within groundwater SPZ.	Separated from existing infrastructure by agricultural land	Site is 1.5km - 3km from town centre and 2km - 3.5km from other major employment sites, rendering it out of acceptable walking distance and of reduced appeal for utility cycling. The A35 acts as a barrier between the town and the site. Current bus accessibility is poor.	See A-C above	As a stand-alone site, parcel S is isolated from existing development across the Frome Watermeadows. Unless developed along with adjacent land parcels (eg F, R1, T1 & T2) would be unlikely to form a community of sufficient size
T1	2474	Land W of A35, N of Frome Valley	Some Grade 2, predominantly 3a. Impact on farm businesses in this area should be considered as well as the protection of the best quality land against development.	Known to support significant farmland bird populations - mitigation/compensation of impacts likely to be extremely difficult or impossible.	No SAM designations although the area contains a number of non-scheduled tumuli. The area has wider landscape significance including extensive Celtic field systems and Roman road within the area. The site lies in close proximity to a number of Conservation Areas as well as designated parkland. There are a number of isolated listed buildings in the area of search. Views to/from Dorchester should be preserved and enhanced and effects of development should be mitigated. Scope for large scale development would be limited by the proximity of SAM. Parkland and Conservation Area designation and mitigation measures would be required in order to reduce the effect of development on the historic landscape. DORCT-U-V1 has been likened to Cranbourne Chase in archaeological terms and although there are no major designations, retaining the integrity of the historic landscape would be a key issue for areas to the north of Dorchester.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Open, elevated site physically separated from Dorchester by the Frome valley. Any development would be visible over a wide distance	As per U1	Majority of parcel unaffected by SP2s.	Separated from existing infrastructure by agricultural land	Similar to U1	See A-C above	As a stand-alone site, parcel T1 is isolated from existing development across the Frome Watermeadows. Unless developed along with adjacent land parcels (eg F, U1, U2 & T2) would be unlikely to form a community of sufficient size. There is a likelihood that a large development north of the watermeadows would be more of a new settlement rather than an urban extension.
T2	1122	Southern section of parcel T, adjoining parcel F	Some Grade 2, predominantly 3a.	Known to support significant farmland bird populations - mitigation/compensation of impacts likely to be extremely difficult or impossible.	As T1 above.	Gradients are suitable for buried attenuation/treatment prior to transport by direct drainage to watercourse that does not adjoin the site. Southern part of site is in SP21 so sustainable drainage could be expensive or challenging.	Southern section of parcel T is lower and less visible from the west and north, though still visible across the Frome valley from Dorchester. Parcel is separated from Dorchester by river Frome.	As per U1	S half of parcel within SP21 (inner zone), remainder to north unaffected by SP2s. Drainage would need to ensure no discharge of surface water to ground within SP21 area.	Separated from existing infrastructure by agricultural land	Site is 1km - 2km from town centre and 1.5km - 2.5km from other major employment sites, within acceptable walking distance of some facilities and within acceptable cycling distance of the town centre and other employment. The B3150 across Grey's Bridge is currently the only direct route to the town centre and alternatives to this would need to be pursued. Bus accessibility is very poor.	See A-C above	As a stand-alone site, parcel T2 is isolated from existing development across the Frome Watermeadows. Unless developed along with adjacent land parcels (eg F, U1 & U2) would be unlikely to form a community of sufficient size. There is a likelihood that a large development north of the watermeadows would be more of a new settlement rather than an urban extension.
U1	13860	Land E of C12 road, N of Frome Valley	Some Grade 2, 3a. With some ungraded. There could be some impact on farm businesses as the land take of development could potentially take a significant part of parcel.	Known to support significant farmland bird populations.	As T1 above.	Gradients are suitable for buried attenuation/treatment prior to transport by direct drainage to watercourse that does not adjoin the site. Southern part of site is in SP21 so sustainable drainage could be expensive or challenging.	As site T1 above.	All vehicular trips likely to load Stinsford junction and Stadium. Access largely dependent on HA feasibility study of northern bypass road. Walking and cycling into town centre likely to be low. Need for substantial input to Public Transport. Traffic impact on B3144/ A352 Jnc, B3150 into town centre	Southern quarter of parcel in SP21 (inner zone). Western part of parcel within SP22 (outer zone). Remainder of parcel to north and east unaffected by SP2s. Drainage would rely on either discharge to ground outside of SP21 and/or to watercourse.	Separated from existing infrastructure by agricultural land	Site encompasses land between 1km and 3.5km from town centre and other major employment sites; as a consequence the non-car accessibility reduces from good to very poor as one heads northwards to the edge of the Area of Search. In addition to the increased distances, the site climbs towards the north of the site, rendering cycling and walking less attractive options. In similarity to Parcel F there are few direct links to the town centre and this would need to be rectified. Bus accessibility is very poor as a consequence of being remote from any existing settlements or main public transport corridors.	See A-C above	As a stand-alone site, parcel U1 is isolated from existing development across the Frome Watermeadows. Unless developed along with adjacent land parcels (eg F, U2 & T2) would be unlikely to form a community of sufficient size. There is a likelihood that a large development north of the watermeadows would be more of a new settlement rather than an urban extension.
U2	3989	Southern section of valley running north from Coker's Frome	Some Grade 2, 3a. With some ungraded.	Known to support significant farmland bird populations.	As T1 above.	Gradients are suitable for buried attenuation/treatment prior to transport by direct drainage to watercourse that does not adjoin the site. Majority of site is in SP21 so sustainable drainage could be expensive or challenging.	Lower ground in valley is less visible, though still visible across the Frome valley from Dorchester. Parcel is separated from Dorchester by the river Frome.	As per U1	Majority of parcel in SP21 (inner zone). Remainder of parcel to north and east unaffected by SP2s. Drainage would rely on discharge to watercourse.	Separated from existing infrastructure by agricultural land	Site is 700 to 1800 metres from town centre and 1km to 2km from other major employment sites and thus is within reasonable walking and cycling distances. In similarity to Parcel F and U1 there are few direct links to the town centre and this would need to be rectified. Bus accessibility is poor.	See A-C above	As a stand-alone site, parcel U2 is isolated from existing development across the Frome Watermeadows. Unless developed along with adjacent land parcels (eg F, U1 & T2) would be unlikely to form a community of sufficient size. There is a likelihood that a large development north of the watermeadows would be more of a new settlement rather than an urban extension.
V1	2133	Land NE of Charminster, alongside River Cerne floodplain.	Predominantly Grade 3b. Loss would not pose a major obstacle to development.	Development around Charminster would need to ensure adequate protection/enhancement of the River Cerne.	SAM designation to north of land parcel as well as non-scheduled tumuli within area of search. The area lies in close proximity to Charminster Conservation area, which contains a number of listed buildings. These suggest the wider significance of the archaeological/historic landscape. DORCT-U-V1 has been likened to Cranbourne Chase in archaeological terms and although there are no major designations, retaining the integrity of the historic landscape would be a key issue for areas to the north of Dorchester. Development to the south of V1 land parcel could be acceptable (in principal) due to the absence of recognised historic/archaeological features. However, the presence of SAMs to the north of the site would require mitigation against development.	West boundary of parcel adjacent to River Cerne floodplain - Environment Agency encourages provision of a distinct and significant buffer zone. Proximity to flood plain means feasible discharge of surface water to river.	Development of the site would have a significant impact on the setting of Charminster within the Cerne valley.	As per I1	Southern half of parcel in SP21 (inner zone). Northern part of parcel within SP22 (outer zone). Drainage would rely on either discharge to ground outside of SP21 and/or to watercourse.	Separated from existing infrastructure by agricultural land	Site is 2km to 3.5km from town centre and 2.5km to 3km from other major employment sites and thus is quite distant in terms of walking and cycling. Routes for walking and cycling to town rely upon the major highway routes - the A352 and C12 and would need to be augmented with off-road connections to encourage use. Site is proximate to Charminster and its local facilities. Bus services do pass the edge of the site en route to Charlton Down.	See A-C above. Charminster has a first school with limited capacity and no GP surgery.	Development here would lead to the coalescence of Charminster and Charlton Down. Distant from Dorchester and overly dependent on Charminster and could be considered over-development of the village. Some modest extensions to Charminster would be able to be assimilated into the village (at the southern end of the land parcel)
V2	32	V.Small pocket on E edge of Charminster.	Unspecified. Loss of agricultural land on this scale would not pose an obstacle to development.	Development around Charminster would need to ensure adequate protection/enhancement of the River Cerne.	Located in Charminster Conservation Area and adjacent to a number of listed buildings. Mitigation measures would be required to preserve and enhance the historic character of the settlement and the wider landscape character.	Adjacent to flood plain (zones 2 & 3) of River Cerne - Environment Agency encourages provision of a distinct and significant buffer zone. Not classified as floodplain but Environment Agency have noted flooding records in close proximity to this land parcel. Feasible discharge of surface water to river. Limited space for attenuation.	Site provides a green gap between the parts of Charminster on the east and west sides of the valley	As per I1	Entire parcel in SP21 (inner zone). Drainage would rely on discharge to watercourse.	Adjacent to existing development	Site is 2km from town centre and 1.5km from other major employment sites and is on the edge of acceptable walking distances but within cycling distance. Rest of comments for G1 are valid.	See A-C above. Charminster has a first school with limited capacity and no GP surgery.	A small infill site which could be accommodated into Charminster (similar to G2)
W	2183	NW of Charminster	Largely Grade 3b with some Grade 2.	Opportunity for development, but potential protected species issues. Development around Charminster would need to ensure adequate protection/enhancement of the River Cerne.	No SAM designations although the land parcel contains a small number of isolated tumuli which is indicative of the wider archaeological landscape value of this area. The land parcel is in proximity to Charminster Conservation Area and effects of development should be mitigated. However, there are few barriers to development which would be a natural extension to Charminster village.	NE boundary of parcel adjacent to River Cerne floodplain - Environment Agency encourages provision of a distinct and significant buffer zone. Feasible discharge of surface water to river.	Development in the part of site to north and east of A37 junction could fit in visually with the edge of Charminster.	As per I1	Southern half of parcel in SP21 (inner zone). Northern part of parcel within SP22 (outer zone). Drainage would rely on either discharge to ground outside of SP21 and/or to watercourse.	Adjacent to existing development and existing sub-station	Site is 2km - 3.5km from town centre and 1.8km - 3km from other major employment sites and is beyond reasonable walking distances and less attractive than other sites for cycling. Whilst routes to the town via the A37 or through Charminster and the C12) have some off-road provision, they all lead to the town centre and routes to other parts of the town would be required. Bus accessibility is poor, although some services pass along the A352.	See A-C above. Charminster has a first school with limited capacity and no GP surgery.	Dependent on Charminster rather than Dorchester. Modest infill (at eastern edge of parcel) is likely to be able to be assimilated into Charminster.

Themes														
Land parcel	No. of houses	Description of Location	Agriculture & Land Use (Greenfield uptake)	Biodiversity	Built & Cultural Heritage	Flood Risk & Drainage	Landscape	Transport - road network	Water Resources	Utility supply	Access to employment and services	Community Infrastructure	Social cohesion	
<b>Littlemoor (Bincombe)</b>														
A	187	Between railway line and proposed Relief Road.	Grade 3b-3c	Few nature conservation constraints.	Limited number of findsspots/archaeological designations. Wider landscape setting with numerous SAM designations, particularly Chalbury Hillfort, should be safeguarded. No overriding reason to oppose development within this land parcel. More archaeological information may come to light during the construction of the Weymouth relief road, which will change the archaeological/historical perception of the land parcel.	Ordinary watercourse adjacent to or within site. Existing adjacent private flood storage area to be incorporated in proposed relief road development. Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of site would not have major impact on landscape character.	HA concerned that development will lead to additional loading on the A35 corridor, which is at capacity. Further comment required from Dorset County.	Not within groundwater SPZ.	Adjacent to existing residential area.	Site is 1km from facilities at Littlemoor Centre and thus within easy walking and cycling distance, although severance could be an issue with the opening of the Relief Road. The site has excellent bus accessibility, with all of the site being within 400m of the Dorchester Road services and good access to rail services, with almost the entire site being within 1km of Upwey Station. This site is one of the best for public transport access but is one of the furthest from the town centre (4km to Weymouth)	Littlemoor has GP surgery and library. Primary and secondary schools are available nearby. There will be a requirement to provide additional places as the current capacity is forecast to diminish through the plan period without taking into account RSS dwelling proposals. RSS proposals will require 2 additional GPs and 1 additional dentist.	Forms a coherent urban area with residential areas to south and with rest of Upwey/Broadway to the west of the railway line	
B	2123	Land E of proposed relief road and N of Littlemoor Road	Grade 3b-3c	Few nature conservation constraints. But, being beyond the route of the relief road and in the AONB there may be other sustainability considerations.	Limited number of findsspots/archaeological designations. Wider landscape setting with numerous SAM designations, should be safeguarded. No overriding reason to oppose development within this land parcel. More archaeological information may come to light during the construction of the Weymouth relief road, which will change the archaeological/historical perception of the land parcel.	Ordinary watercourse adjacent to or within site. Existing adjacent private flood storage area to be incorporated in proposed relief road development. Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development below 45 metre contour would preserve the chalk ridge setting and provide a natural limit/backdrop to development.	HA concerned that development will lead to additional loading on the A35 corridor, which is at capacity. Further comment required from Dorset County.	Not within groundwater SPZ.	Existing development of opposite side of Littlemoor Road.	Site is between 200m and 1250m from Littlemoor Centre and thus within easy walking and cycling distance. Topography is flat, however Littlemoor Road and Relief Road represent barriers to walking and cycling. A significant portion of the site (south of Bincombe Marsh Dairy) is within 400m of frequent bus services on Littlemoor Road and almost all of the site is within 1km of Upwey Station. This site is one of best for public transport but is one of the furthest from the town centre (4km to Weymouth)	Development of land parcel B could be considered a continuation of of Littlemoor/Broadway suburbs of Weymouth. Consideration would need to be given to preserving a strategic gap between Preston and Littlemoor adjacent to Goulds Garden Centre		
<b>Chickerell</b>														
A	172	Golf course land SW of Wessex Stadium Roundabout	Unsurveyed. Not an obstacle to development, notwithstanding golf course use.	Eastern side of Chickerell would have impacts for the Chesil and the Fleet SSSI/SAC/SPA. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Areas around Chickerell have good barn owl and bat populations.	No cultural heritage designations identified. Some historic buildings may exist within the site which might require mitigation. No overriding reason to oppose development within this land parcel.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Parcel provides valuable green link (golf course) between housing and industrial/commercial land use.	HA concerned that development will lead to additional loading on the A35 corridor, which is at capacity. Further comment required from Dorset County.	Not within groundwater SPZ.	Adjacent to existing development	The site is the nearest of the Chickerell Area of Search sites to Weymouth town centre (2km) and is adjacent to Granby Industrial Estate and associated employment. It is 1km from the Southill district centre and approximately half of the site is within 400m of frequent bus services. The accessibility is reasonably good.	There is a particular requirement for additional GP facilities in Chickerell and this will be exacerbated by the RSS proposals. Regardless of location within the AoS the urban extension will require an additional 2 GPs and an additional dentist. There is little spare capacity at primary school level and some at secondary school level, although during the plan period and due to the RSS proposals there will be a requirement for additional places to be provided.	Well-related to the existing suburbs of Weymouth, although there may be issues relating to neighbouring employment land uses	
B1	1122	N and W of golf course and power lines.	Land is largely unsurveyed and is unlikely to be an obstacle to development.	Eastern side of Chickerell would have impacts for the Chesil and the Fleet SSSI/SAC/SPA. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England consider this the most suitable of the large land parcels put forward and could deliver substantial green infrastructure. Areas around Chickerell have good barn owl and bat populations.	Land parcel includes isolated findsspots and building remains. Development should preserve and enhance setting of existing historic building. No overriding reason to oppose development within this land parcel.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Parcel offers opportunity for green infrastructure links following existing hedgerows and powerline wayleaves. Elevated landform means that any development would be visible in views north west from Weymouth.	As per A	Not within groundwater SPZ.	Adjacent to existing development. Electricity sub-station adjacent with overhead cables	The site is between 400m and 1100m from Chickerell village centre and between 1km and 2km from the employment at Granby Industrial Estate and Radpole Lane, both of which are within walking and cycling distance. Weymouth town centre is between 2km and 3km distant but still within cycling distance. The western portion of the site is within 400m of frequent bus services.	SW edge of land parcel forms boundary with Chickerell and can be considered an acceptable extension to it. The parcel would not cause coalescence with Weymouth (Southill). In similarity to land parcels C and D1, consideration needs to be given to whether there is a upper threshold of size or population beyond which development in Chickerell should be resisted (due to effects on settlement character and function etc)		
B2	1595	E of Chickerell and N of Wessex Stadium	Land is largely unsurveyed and is unlikely to be an obstacle to development.	Eastern side of Chickerell would have impacts for the Chesil and the Fleet SSSI/SAC/SPA. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England consider this the most suitable of the large land parcels put forward and could deliver substantial green infrastructure. Areas around Chickerell have good barn owl and bat populations. Potential opportunity here for green infrastructure in this area due to current use as golf course.	Land parcel includes isolated findsspots and building remains. Development should preserve and enhance setting of existing historic building. No overriding reason to oppose development within this land parcel.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Parcel offers opportunity for green infrastructure links following existing hedgerows and powerline wayleaves. Existence of sub station and Wessex Stadium together with less elevated landform would reduce landscape impact of development.	As per A	Not within groundwater SPZ.	Adjacent to existing development. Electricity sub-station adjacent with overhead cables	The majority of the site is within 1km of either Chickerell village centre or Southill district centre, although direct links do not currently exist. All of the site is within 3km of Weymouth town centre and within cycling distance. Bus accessibility is reasonably good, with eastern and western portions of the site being within 400m of frequent bus services.	See A to B above	Eastern parts of this parcel are adjacent to existing residential areas of Weymouth (Southill). Western parts are adjacent to existing defined development boundary of Chickerell. However, consideration must be given to green infrastructure through the parcel to ensure Chickerell and Weymouth do not coalesce	
C	449	N of Chickerell	Agricultural grade 3b. Not a real obstacle to development, although there are several Farms in the vicinity.	Records for great-crested newt to north of this site. Would need to be adequate buffers and open space with a network of ponds linked by rough grassland and hedges. Areas around Chickerell have good barn owl and bat populations. Likely to impact on the Chesil and the Fleet SSSI/SAC/SPA, and would require an Appropriate Assessment under the provisions of the Habitat Regulations. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England extremely concerned regarding any proposals in these sensitive areas.	Isolated findsspots and some existing historic buildings. Site is in close proximity to Chickerell Conservation Area. Strategic views to/from Heritage Coast should be considered. No overriding reason to oppose development within this land parcel.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of parcel to south east of ridge would preserve rural character of landscape to north west	As per A	Not within groundwater SPZ.	Adjacent to existing development	The majority of parcel C is within 500 metres of Chickerell village centre and within 400 metres of existing frequent bus services and thus is well-placed for good local walking and cycling accessibility. It is however distant from Weymouth town centre itself, lying between 3km and 4km from the town centre.	See A to B above	Could consolidate with existing parts of Chickerell	
D1	2439	Area between ridgeline and B3157	Agricultural quality is either low grade or not recorded. Not an obstacle to development.	Great-crested newt meta-population adjoining site Chickerell E (Crockhill Brook SSSI/SAC). Likely to require an Appropriate Assessment under the Habitat Regulations. Would need to be adequate buffers and open space with a network of ponds linked by rough grassland and hedges. Development opportunities likely to be very severely restricted - major Natural England concern. Areas around Chickerell have good barn owl and bat populations. Likely to impact on the Chesil and the Fleet SSSI/SAC/SPA, and would require an Appropriate Assessment under the provisions of the Habitat Regulations. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England extremely concerned regarding any proposals in these sensitive areas.	Greater occurrence of non-scheduled findsspots and archaeological features and listed building. Setting of Heritage Coast should be considered. No overriding reason to oppose development within this land parcel. The significance of the archaeological record, particularly towards the Fleet coast should be confirmed in advance of development by desk top and intrusive means of study.	Relatively low risk of drainage impact on Fleet, provided drainage is towards existing development to east. Gradients are suitable for buried attenuation/treatment	Ridgeline means that any development is unlikely to affect the landscape character of Chesil Beach, however it would alter the semi-rural character of Chickerell.	As per A	Not within groundwater SPZ.	Adjacent to existing development	The majority of the site is within 800 metres of Chickerell village centre and 400 metres of existing frequent bus services, giving good local accessibility. It is however distant from Weymouth town centre, lying 3km to 4km away.	See A to B above	Can be considered an extension to Chickerell	

Themes													
Land parcel	No. of houses	Description of Location	Agriculture & Land Use (Greenfield uptake)	Biodiversity	Built & Cultural Heritage	Flood Risk & Drainage	Landscape	Transport - road network	Water Resources	Utility supply	Access to employment and services	Community Infrastructure	Social cohesion
D2	729	W of Chickerell, surrounding East Fleet Farm.	Agricultural quality is either low grade or not recorded. Not an obstacle to development.	Great-crested newt meta-population adjoining site Chickerell E (Crockhill Brook SSSI/SAC) - likely to require an Appropriate Assessment under the Habitat Regulations. Would need to be adequate buffers and open space with a network of ponds linked by rough grassland and hedges. Development opportunities likely to be very severely restricted - major Natural England concern. Areas around Chickerell have good barn owl and bat populations. Likely to impact on the Chesil and the Fleet SSSI/SAC/SPA, and would require an Appropriate Assessment under the provisions of the Habitat Regulations. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England extremely concerned regarding any proposals in these sensitive areas.	Greater occurrence of non-scheduled findspots and archaeological features and listed building. Setting of Heritage Coast should be considered. No overriding reason to oppose development within this land parcel. The significance of the archaeological record, particularly towards the Fleet coast should be confirmed in advance of development by desk top and intrusive means of study.	Potential impact of drainage on Fleet, SW border adjacent to flood zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Gradients are suitable for buried attenuation/treatment	Likely to affect the landscape character of Chesil Beach.	As per A	Not within groundwater SPZ.	Adjacent to existing development	Site is between 700m and 1700m from Chickerell village centre and between 100m to 1500m from major employment sites. A small portion of the site in the south-eastern corner is adjacent to a high frequency bus corridor, the rest of the parcel is between 400m and 1km distant from bus services. Local accessibility is therefore reasonable. Weymouth is between 3km to 4km to the south-east.	See A to B above	On its own, the parcel is poorly related to existing urban areas. In conjunction with D1 it can be considered an extension to Chickerell, but together they may be too large to easily assimilate into the settlement.
E	568	Charlestown, S of Chickerell	Majority of site is Water Lily & Fish Farm Water gardens and Caravan site. Land is largely ungraded. Not an obstacle to development in itself.	Great-crested newt meta-population (Crockhill Brook SSSI/SAC) - likely to require an Appropriate Assessment under the Habitat Regulations. Would need to be adequate buffers and open space with a network of ponds linked by rough grassland and hedges. Development opportunities likely to be very severely restricted - major Natural England concern. Areas around Chickerell have good barn owl and bat populations. Eastern side of Chickerell would have impacts for the Chesil and the Fleet SSSI/SAC/SPA. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them.	Area contains cemetery and Roman inhumations and water garden feature which may have some historical significance. Listed building also present. Remains may suggest wider landscape significance. Strategic views to/from heritage coast may be an issue. Archaeological context could well preclude development within this land parcel.	Gradients are suitable for buried attenuation/treatment prior to groundwater recharge	Development of parcel would close greenspace between Chickerell and Charlestown. Parcel is also managed by Woodland Trust as nature/landscape resource.	As per A	Not within groundwater SPZ.	Adjacent to existing development	Site is 2.5km from Weymouth town centre, but whole parcels is within 400m of frequent bus services to it. The site enjoys a location within 500m of Granby Industrial Estate and is within 1km of Chickerell's local facilities	See A to B above	Well-related to Chickerell; however it would result in the coalescence of Chickerell and neighbouring parts of Weymouth
F	327	SW of Charlestown, around Chickerell Camp (MOD)	MOD firing range. Land is ungraded which, in itself, is not an obstacle to development.	Part of this site is SSSI (Chesil Beach and Fleet SSSI) - must be protected. Areas around Chickerell have good barn owl and bat populations. Likely to impact on the Chesil and the Fleet SSSI/SAC/SPA, and would require an Appropriate Assessment under the provisions of the Habitat Regulations. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England extremely concerned regarding any proposals in these sensitive areas.	Area contains a number of monuments/findspots which suggest the wider significance of the landscape. The setting of the Heritage Coast should be preserved and enhanced. No overriding reason to oppose development within this land parcel. The significance of the archaeological record, particularly towards the Fleet coast should be confirmed in advance of development by desk top and intrusive means of study.	Potential impact of drainage on Fleet, SW border adjacent to flood zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Gradients are suitable for buried attenuation/treatment	Development of parcel would have major impact on landscape setting of Chesil Beach.	As per A	Not within groundwater SPZ.	Adjacent to existing development	Site is fairly distant from Weymouth town centre (3km) local facilities in Chickerell (1.5km) and bus services (600m). It is 700m from Granby Industrial Estate.	See A to B above	Poorly related to existing urban areas by other land uses (MoD, playing fields, etc)
G	1742	W of Weymouth around Furzedown Farm	College grounds in NE of land parcel. Holiday Park in southern part. Farm in centre - agricultural grade contains some 3a, although much of the land is ungraded.	Eastern side of Chickerell would have impacts for the Chesil and the Fleet SSSI/SAC/SPA. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Areas around Chickerell have good barn owl and bat populations.	Isolated findspots/monuments. Setting of Heritage Coast should be preserved and enhanced. The significance of the archaeological record, particularly towards the Fleet coast should be confirmed in advance of development by desk top and intrusive means of study.	Potential impact of drainage on Fleet, SW border adjacent to flood zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Gradients are suitable for buried attenuation/treatment	See F. Caravan park could be removed with little long-term landscape impact - housing development and associated infrastructure would have permanent impact on landscape.	As per A	Not within groundwater SPZ.	Adjacent to existing development	Half the parcel is within 400m of frequent bus services. Majority of site is between 500m and 1km of Granby Industrial Estate and 2-3km of Weymouth town centre.	See A to B above	Well-related to Weymouth's urban area (Lanehouse Rocks)
H	1880	Littlesea Holiday Camp and Little Bridge Farm	Farm present - agricultural grade: some is ungraded, although some 3a present, albeit in small quantity. This may pose less of a threat to allowing development. Holiday camp in N part.	Likely to impact on the Chesil and the Fleet SSSI/SAC/SPA, and would require an Appropriate Assessment under the provisions of the Habitat Regulations. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England extremely concerned regarding any proposals in these sensitive areas. Areas around Chickerell have good barn owl and bat populations.	Isolated findspots. Setting of Heritage Coast is a particular issue. The significance of the archaeological record, particularly towards the Fleet coast should be confirmed in advance of development by desk top and intrusive means of study.	Potential impact of drainage on Fleet, SW border adjacent to flood zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Gradients are suitable for buried attenuation/treatment	See G	As per A	Not within groundwater SPZ.	Adjacent to existing development	Eastern parts of the site (close to Lanehouse Rocks Road) are within 400m of frequent bus services. All of the site is between 500m and 2km of Granby Industrial Estate and 1.5km - 2.5km of Weymouth town centre.	See A to B above	Well-related to Weymouth's urban area (Wyke Regis & Lanehouse Rocks)
I	642	Pebble Bank	Farms nearby - agricultural grade contains some 3a.	Most of this site is designated as SNCI. Must be avoided. Areas around Chickerell have good barn owl and bat populations. Likely to impact on the Chesil and the Fleet SSSI/SAC/SPA, and would require an Appropriate Assessment under the provisions of the Habitat Regulations. There will be impacts on the Fleet if there is increased access to this internationally important site. Any development would need to ameliorate water quality issues rather than adding to them. Natural England extremely concerned regarding any proposals in these sensitive areas.	No overriding reason to oppose development as findspots are few in number. However, the proximity of the heritage coast to the Fleet coast should be confirmed in advance of development by desk top and intrusive means of study.	Potential impact of drainage on Fleet, SW border adjacent to flood zones 2 & 3 - Environment Agency encourages provision of a distinct and significant buffer zone. Gradients are suitable for buried attenuation/treatment	See G	As per A	Not within groundwater SPZ.	Adjacent to existing development	The site is distant from frequent bus services, 2km from Weymouth town centre and 1.5km from Granby Industrial Estate. It is very close to the local facilities in Wyke Regis.	See A to B above	Well-related to Weymouth's urban area (Wyke Regis)