



## 1. Introduction

This paper is intended to set out the background to the strategic review of the Renfrewshire green belt, undertaken in 2012 as part of the preparation for the Renfrewshire Local Development Plan. It sets out the methodology of how the green belt was reviewed and the conclusions and recommendations that have been reached, that propose the release of a limited number of sites from the green belt for other uses.

## 2. Background

- 2.1 The Renfrewshire Local Plan was adopted in March 2006. The Local Plan did not propose any alteration to the green belt boundary and the Scottish Government Inquiry Reporter confirmed this assessment.
- 2.2 As part of the development plan process there is regular monitoring and assessment of the demand for development land. It is considered that, although there is an adequate supply of development land within Renfrewshire, there needs to be an adequate range and choice of sites across the area to deliver the optimistic growth strategy as set out in the Glasgow and the Clyde Valley Strategic Development Plan.
- 2.3 This review has been prepared to demonstrate that the boundary of the green belt has continued relevance, however, there may be sites on the edge of existing settlements which could facilitate growth in the area, if required. This issue will be explored through this strategic green belt review, together with the identification of potential locations to enhance the green network.

## 3. National Policy

- 3.1 Scottish Planning Policy (SPP) states that the purpose of green belt designation is to direct planned growth to the most appropriate locations as well as support regeneration, protect and enhance the quality, character, landscape setting and identity of towns and cities, along with providing access to open space within and around towns and cities. The green belt designation also provides a range of opportunities for outdoor recreation, education, tourism, and for protecting and enhancing biodiversity, the landscape and the historic environment.
- 3.2 SPP also states that green belt boundaries identified in local development plans should reflect the long term settlement strategy and ensure that they are able to accommodate planned growth. Additionally, green belt boundaries should be clearly identifiable on the ground, using strong visual or physical landscape features such as rivers, tree belts, railways or main roads.

## 4. Strategic Policy

- 4.1 The green belt is acknowledged as an important strategic policy tool with a significant role to play in achieving key objectives, amongst them, directing planned growth to the most appropriate locations, and supporting regeneration. The Proposed Renfrewshire Local

Development Plan (LDP) has been prepared within the context set by the approved Glasgow and the Clyde Valley Strategic Development Plan (SDP) - (May 2012). The SDP – Strategy Support Measure 8 - Green infrastructure: an economic necessity, states that ‘the Green Belt should continue to be designated’ and that ‘Delivery of the Green Network and the review and designation of the inner and outer boundaries of the Green Belt should be priorities for Local Development Plans, so as to ensure that the key environmental objectives are achieved’.

4.2 The SDP acknowledges the current legacy of development and infrastructure as being fundamental to the long term future of the city-region and that maximising the benefit of those resources is central to the sustainable approach of the SDP. The SDP is also pursuing an optimistic long term growth strategy, based on the demographic scenario founded on higher migration into the city-region, which projects a level of household growth greater than that projected by the Scottish Government’s National Records of Scotland (NRS). The Proposed Renfrewshire LDP aims to reflect this approach in the overall spatial strategy for the area.

4.3 This strategic green belt review acknowledges the analysis of the Glasgow and the Clyde Valley Strategic Development Plan Housing Need and Demand Assessment (HNDA), which assesses projected supply and projected demand, and is used in the preparation of the Renfrewshire Local Housing Strategy and the LDP, helping to estimate housing land requirements. The SDP’s Strategy Support Measure 10 – Housing development and local flexibility, sets out the guidance for identifying and assessing further sites which may be appropriate in order to provide a more generous and flexible land supply for housing. This includes consideration of whether development contributes positively to the SDP’s Spatial Development Strategy.

## **5. Strategic Review of Renfrewshire Green Belt**

5.1 In the preparation of the Proposed LDP potential strategic green belt boundary changes within the Renfrewshire area was investigated, considered and assessed against the principles of sustainability. The review recognises that a limited release of green belt land was not essential, in terms of the quantity of future development land required during the life time of the LDP, but desirable to provide increased range, choice and generosity of development sites, providing the flexibility as indicated by the Scottish Government. As part of this review procedure, 69 green belt site locations were considered, from over 130 ‘Sites for Land Use Change’, which were submitted to the Council in the preparation of the LDP.

5.2 Taking into account the SDP’s optimistic growth and demographic scenario, this review has selected a small number of locations, which it is proposed should be released from the green belt, for development with another potential green belt release site subject of further investigation and a feasibility study for potential release in the LDP after this one.

5.3 All green belt sites identified through this review have the potential to improve linkages with the green network and there will be an emphasis in ensuring development enhances green infrastructure and connectivity.

## 6. Strategic Review Methodology

The scope of the strategic review, which has been undertaken on a settlement by settlement basis, is as follows:

- 6.1 Following publication of the Renfrewshire LDP Main Issues Report, this strategic green belt review has considered all sites (69 sites in green belt) submitted as part of the Suggestion for Land Use Change (SLUCs) exercise.
- 6.2 Renfrewshire has an oversupply of industrial and business land and vacant and derelict land. This green belt review has been undertaken to consider whether some of this land would be suitable for other uses.
- 6.3 Areas of current and historic development pressure within the green belt were also examined, from the annual monitoring records of planning applications and enquiries, to identify the nature and scale of planning applications within the green belt and those which were refused and then appealed, whether rejected or upheld. This information was digitally mapped and considered together as part of this review.
- 6.4 An examination was conducted of the existing infrastructure capacity (eg education update) / programmed improvements. The selected green belt release sites are at a scale that can be supported by existing infrastructure.
- 6.5 An examination was conducted of potential release locations by mapping their proximity to existing travel and transport corridors (walking / cycling / bus / rail).
- 6.6 Potential locations best placed to enhance the green network were also identified. Some locations such as Erskine and the Johnstone / Black Cart Corridor are identified as Green Network Spatial Priorities in the SDP and potential development locations identified within these priority areas have the opportunity to strengthen the green network and to link to the green belt. Some other locations are only considered suitable for the improvement or provision of green infrastructure.
- 6.7 The analysis of the green belt surrounding each of Renfrewshire's settlements taking a 500m radius was carried out. Existing uses within the green belt which are no longer in operation were reviewed, these uses included:
  - former industrial uses;
  - former hospitals and institutions;
  - former community infrastructure depots / yards; and
  - former educational establishments and associated land.
- 6.9 For the purpose of examination in this strategic green belt review, the summary classification status for the green belt sectors surrounding Renfrewshire's settlements, and presented in the matrix in Appendix 1, is as follows:

- 'A' Status: green belt boundary is relatively robust, therefore release of land for development is not likely to be acceptable. Within these areas there is the potential for green network enhancements.
- 'B' Status: green belt boundary has areas of strengths and weaknesses. Potential opportunity for small scale development, limited to discrete sites, but would require good design, layout, enhanced landscaping and provide opportunities to enhance the green network.
- 'C' Status: green belt boundary is relatively weak and development may be accommodated where it enhances the place as well as the built and natural heritage of an area, combined with opportunities to enhance the green network.

## 7. Conclusions and Recommendations from Strategic Green Belt Review

7.1 After analysis of the considerations set out in the strategic green belt review methodology and the assessment presented in the matrix in Appendix 1, the sites listed, in (1) to (3), have emerged for potential release from the green belt.

7.2 Green belt locations where significant infrastructure costs would be incurred have been excluded, as have locations where significant issues exist related to the impact on local landscape setting, or coalescence of the site and surrounding area.

7.3 Sites considered acceptable for release:

(1) Sites acceptable for release from the green belt but are brownfield sites with previous use now ceased:

- Former bowling club & green - Bracken Place, Bridge of Weir;
- Former Johnstone Hospital, Bridge of Weir Road, Linwood;
- Former Merchiston Hospital, Bridge of Weir Road, Brookfield;
- Former dairy, Barbush Farm, Johnstone.

(2) Sites which are acceptable for release from the green belt with no or minimal constraints, and which are capable of development in the next 5 years:

- Abbey Road, Elderslie;
- Shillingworth, Bridge of Weir;
- East of Fleming Road, Houston;
- Midton Road, Howwood;
- Houston Road, Houston.

Although at present there is great financial uncertainty and house building is seen as a method to kick-start the economy, the Council is not in favour of the additional greenfield sites that have been identified in this LDP being land banked by house builders or developers. Therefore, if the additional sites that are listed in Schedule 2 of the LDP are not delivered by the time of the next LDP, then they will return back to green belt.

(3) A potential long term growth area:

- Dykebar Hospital / West of Scotland University, Paisley South.

The allocation of potential development sites with the area identified to the south of Paisley will be reviewed during the preparation of the second Renfrewshire Local Development Plan (LDP2). Firstly, a scoping study will be prepared to establish the parameters of a masterplan study, to identify data requirements and investigations required. Secondly, a masterplan study, setting out the options, will then be prepared which will consider infrastructure requirements, how much development is appropriate, in which locations, and what environmental measures, such as enhancements to the green network, will be required to make development acceptable. Lastly, sites will be chosen for release from the green belt, to be included in LDP2.

SETTLEMENTS /SECTORS	LAND USES IN GREEN BELT	GREEN BELT BOUNDARY	GREEN NETWORK	GREEN BELT CLASSIFICATION
Settlement Green Belt Sectors (<500m Green Belt Boundary)	Associated Hard Urban Uses - eg Industry/institutions	Relatively Weak	Opportunities for enhancement	A - strong
	Associated Soft Urban Uses - eg Recreation	Strong & Weak	Existing network with opportunities for improvements / additions	B strengths and weaknesses
	No / Few Associated Urban Uses	Relatively Strong		C – weak
BRIDGE OF WEIR	LAND USES IN GREEN BELT	GREEN BELT BOUNDARY	GREEN NETWORK	GREEN BELT CLASSIFICATION
West (B)	This sector of the green belt is characterised by wedges of agricultural fields and a golf course on the edge of the settlement with a river valley going through part of the green belt. This has resulted in a variety of landscape forms which is a positive feature of the green belt.	The green belt boundary is generally strong but is poorly defined in some places, where it lies along the rear garden boundaries of residential gardens. Overall the green belt boundary is clearly defined.	The River Gryfe runs through this sector giving biodiversity interest. Two small areas are covered by SINC designations. A national cycleway also runs through the sector. There is great potential to enhance the existing green network.	B
South (C)	This sector is characterised by a mix of land uses including a golf course, a recently expanded leather works and agricultural land. Some sections of this green belt wedge are potentially vulnerable to development pressure.	Limited small scale developments may be acceptable where the local landscape character is not significantly affected and the design, layout, additional landscaping and enhancements to the green network strengthen the green belt boundary.	A minor water course and SINC designations give some biodiversity interest. Improvements to the green network would improve biodiversity interest.	B
East (A)	This sector of the green belt is characterised by a mix of woodland, agricultural fields, a recreational space, a river valley and an area of water.	A woodland edge to the southern part of this sector gives a well defined and strong boundary. The green belt boundary is generally strong in this edge of Bridge of Weir. Development is unlikely to be appropriate in this sector as it would be difficult to integrate with the built form of the village.	Woodland, the River Gryfe and a loch, both with SINC designations, give this sector some biodiversity interest. A walkway runs along the river.	A
ERSKINE & INCHINNAN	LAND USES IN GREEN BELT	GREEN BELT BOUNDARY	GREEN NETWORK	GREEN BELT CLASSIFICATION
West (A)	Varied mix of uses including the former bridge toll area comprising two sites, one of which is used as a depot for the maintenance of the trunk road. Erskine Park, associated with the former Erskine Hospital which sits west of the bridge, with a garden centre and a small residential area. Boden Boo forestry plantation lies further east. With the Clyde estuary making up the rest of this sector.	The boundary of the southern part of this sector of the green belt is strong and well defined by the A726. Further to the north, the green belt boundary is strong where it is formed by a main road, beyond which lies the woodland area of Boden Boo. Erskine Park eastern boundary is strong. However, it is potentially vulnerable to development pressure. Development of the former bridge toll area may be acceptable for uses and should be removed from the green belt.	Boden Boo Plantation, extending westwards along the banks of the River Clyde, has biodiversity interest and is designated as a SINC with the Special Protection Area (SPA) extending along the banks of the Clyde. An area of woodland, at Shilton, in the south west, gives biodiversity interest. This sector has great potential to enhance the existing green network.	B

South (C)	Agricultural is a main land use in this sector of green belt. The green belt extends southwards to Greenock Road, incorporating Southbar House and estate, and includes the Heatherhouse woodland Plantation. The green belt forms the last remaining wedge of open land between Erskine and the Inchinnan Business Park and the river Black Cart Water.	In the west of the sector, at Southbar Road, the green belt boundary lies along Old Greenock Road. In the eastern part of the sector, as far as Inchinnan, the green belt boundary lies along the rear garden boundaries of Erskine's Freeland residential area. The green belt boundary is relatively strong along the boundary with the ridge line of the hill giving some strength. This sector is not suitable for development as it is the last wedge of open land between Erskine and Inchinnan Business Park.	Heatherhouse woodland Plantation and minor water courses provide some biodiversity interest. This area would benefit from improvements to the green network which would help to improve biodiversity interest as well as connectivity.	A
East & North (B)	Most of this sector is characterised by agricultural fields. An important wedge of green belt at Northbar House and estate separating Erskine from Inchinnan. The green belt defines the settlement. The landscape is estuarine in character with River Clyde and the Newshot Island, and mudflats west along the River Clyde.	Although strong in places, the green belt boundary lies mainly along the rear garden boundaries of the residential area which is a weakness. The Green Belt boundary is strong at the eastern end of this sector, due to the low lying land and natural features. To the west of Park Quay it is proposed to incorporate this area into the green belt.	The green belt north of Inchinnan includes a significant area of woodland, at Teuchean Wood, also designated as a SINC, which provides some biodiversity interest. Northwards, covering the River Clyde and the Newshot Island, and mudflats west along the River Clyde, lies a Ramsar / SPA international designation which gives legal protection to birdlife. The western end would benefit from improvements to the green network, which would help to enhance biodiversity interest.	A
<b>BISHOPTON</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
West (B)	South of Greenock Road this sector extends towards the Bishopton Community Growth Area (CGA). The area north of the CGA is characterised by agricultural land.	Outwith the CGA, development is not appropriate in this sector as it would be difficult to integrate with the built form of the village.	Significant improvements are currently being implemented at Bishopton CGA. Further improvements to the green network in the north of this sector would help to strengthen the connectivity and improve biodiversity interest.	B
East (A)	This sector is characterised by agricultural land through which strategic road and rail routes dissect the area. The eastern end of this sector incorporates a wedge of land, bounded to the south by Craigton Burn. Between Greenock Road and the railway line the green belt is characterised by agricultural land, with an important wedge of land extending north to Station Road.	The M8 motorway and railway provide a strong physical barrier and green belt boundary to the north east, where it coincides with the village edge. Sector is not suitable for development, as it would be difficult to integrate with the built form of the village.	Improvements to the green network would improve biodiversity interest.	A



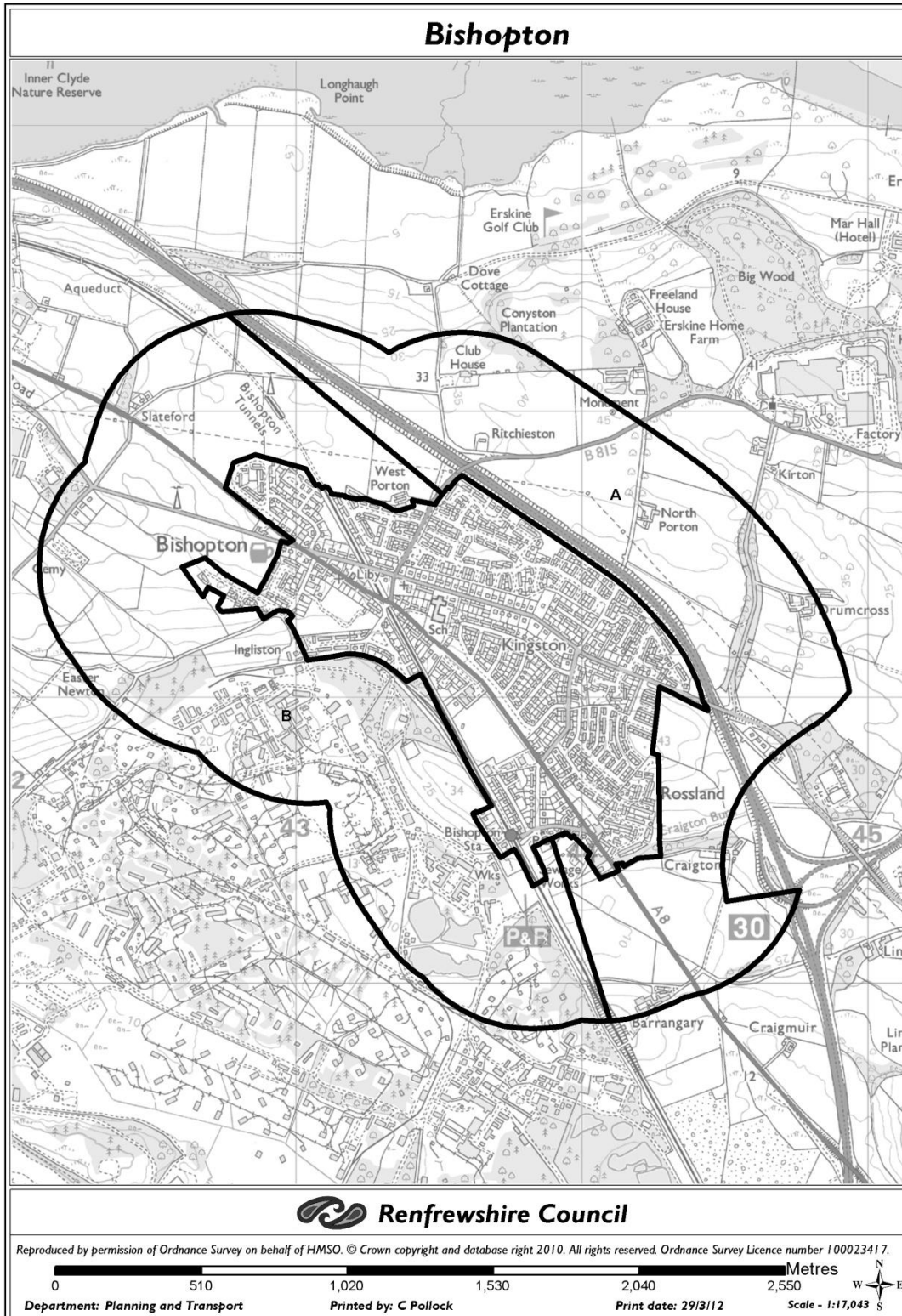
<b>HOUSTON &amp; CROSSLEE</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
North (A)	This sector is characterised by a mix of uses including a central area of managed woodland, associated with Houston House, minor water courses. Agricultural fields, residential units, an indoor sports club with Bogston Hill an important landscape feature, which includes a recreation area, and also lies within the village's conservation area.	The green belt boundary between Houston and the woodland associated with Houston House is generally strong. Gently rolling farmland, lies on either side of this area, where the green belt boundary is weaker in character. Limited small scale development could potentially be acceptable if there is well designed layouts and buildings which add to the character of place and protect and preserve the built and natural heritage.	Woodland at Houston Home Farm makes a positive contribution to the green network. This sector has the potential to strengthen and augment the green network.	B
South (C)	The green belt is characterised primarily by agricultural land through which two river courses flow.	Overall the green belt boundary is strong at this location. The weak part of the boundary lies in areas where farmland abuts residential areas and there is no existing boundary edge, particularly at Back o' Hill.	Woodland, and water courses which are covered by SINC's, have biodiversity interest. There is great potential to strength and augment the green network connections especially to link in to the corridors along the river edge.	A
East (B)	The main land use within this sector is agricultural.	Existing roads along the eastern boundary provides a strong green belt edge.	There is good potential to connect existing and proposed active travel routes to the green network which meanders through Houston.	A
<b>PAISLEY &amp; HILLINGTON</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
North (A)	This sector is comprised of agricultural land and includes several farmsteads. The green belt area within this sector lies between the physical barriers of the A737 and river Black Cart Water, with the western end forming the last remaining wedge of green belt between Paisley and Linwood.	The green belt boundary is strong and is defined by the A737 and the M8 and railway line. This sector is not suitable for development. The sector lies beneath the flight path of Glasgow Airport and includes its western Public Safety Zone designation and has a significant flood risk.	The potential exists to further improve the green network, particularly connections between Linwood and Paisley, and to improve biodiversity interest.	A
West (E)	The last remaining wedge of countryside between Paisley and Elderslie lies within the green belt. The northern part of this wedge includes Elderslie golf course, which has clusters of woodland, whilst the southern part has farm steadings and agricultural land.	A significant part of the green belt boundary lies along the edge of the Foxbar residential area, following the edge of local roads but in places the rear gardens of residential properties. A high voltage power line runs close to the green belt boundary and this physical barrier strengthens the definition of the boundary. This sector is not suitable for development, as it likely to have an impact on the local landscape setting.	The sector includes woodland and a number of minor water courses, one of which has been designated as a SINC. The potential exists to further improve the green network and improve biodiversity interest.	A
South (D)	With the exception of two parts, for much of its indented length, the green belt consists of the Gleniffer Braes Country Park and agricultural fields, with a Scottish Water compound positioned centrally in this sector.	The green belt boundary is mainly coincident with the boundary of the Gleniffer Braes Country Park and this gives strength to the boundary. This sector is not suitable for development as it would be difficult to integrate with the built form and would have an impact on the local landscape setting.	Gleniffer Braes Country Park contains a substantial area of natural woodland and water courses, and a number of SINCS have been designated here. Potential exists to further improve the green network and biodiversity interest.	A

South East (C)	The northern part of the sector (north of Hurlet Road) comprises a small area of woodland. A significant length of agricultural land borders the rear gardens of residential areas. The southern part of the sector (south of Hurlet Road) comprises a substantial area of agricultural land and includes health and educational institutions and their estates.	The green belt boundary is heavily indented within this sector and is weak. As a consequence, this part of the sector is more susceptible to development pressure. The green belt boundary is fragmented.	This sector includes several significant woodland strips, for example, adjacent to Dykebar Hospital and the Thornly Park residential area, where a SINC has also been designated. Measures to improve the green network would help to improve biodiversity interest. There is significant potential to enhance and augment the green network.	B
East (B)	Approximately two thirds of the area comprises agricultural land, whilst the remainder includes a golf course, town park, a small industrial area, cemetery and a railway line.	Green belt boundary is well defined, by the physical barrier of the M8 motorway and other local roads as well as an urban park, a small area of woodland, playing fields Barshaw Golf Course and the White Cart Water.	Good potential to enhance the green network.	A
<b>JOHNSTONE &amp; ELDERSLIE</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
South (B)	This sector is characterised by agricultural land, with pockets of woodland, two golf courses and a former quarry. This results in a variety of landscape within a small area, which is a positive feature.	Approximately half the length of the green belt boundary is defined by the rear gardens of residential properties that back onto agricultural land, which is a potential weakness, but there is existing residential boundaries in-situ. The woodland and two golf courses give the green belt boundary some strength. Although the green belt boundary is generally weak in the western end of this sector, it has a significant flood risk and is partly defined by a high voltage power line. Small scale development may be acceptable where there is good designed layouts and buildings. The protection of the landscape setting along with the built and natural heritage will be required.	This sector has significant areas of woodland, minor water courses, and two golf courses which provide mixed biodiversity interest. The western part also has two small areas designated as SINC. Small scale development with improvements to the green network, including those areas of flood risk, would improve biodiversity interest.	B
North (A)	This sector comprises three narrow strips of land between Johnstone and the A737 by-pass. Primarily the land is agricultural land, with rough grazing land with some abandoned farm buildings. The A737 and the rail line bounds both sides of these sites.	The green belt boundary, which is strong as it is defined by the railway and A737 and the Black Cart Water.	The main water course running through this sector provides biodiversity and for the most part is covered by a SINC designation. Green network improvement would enhance biodiversity. A national cycle way dissects two parts of this sector and is a key part of the Green Network.	A

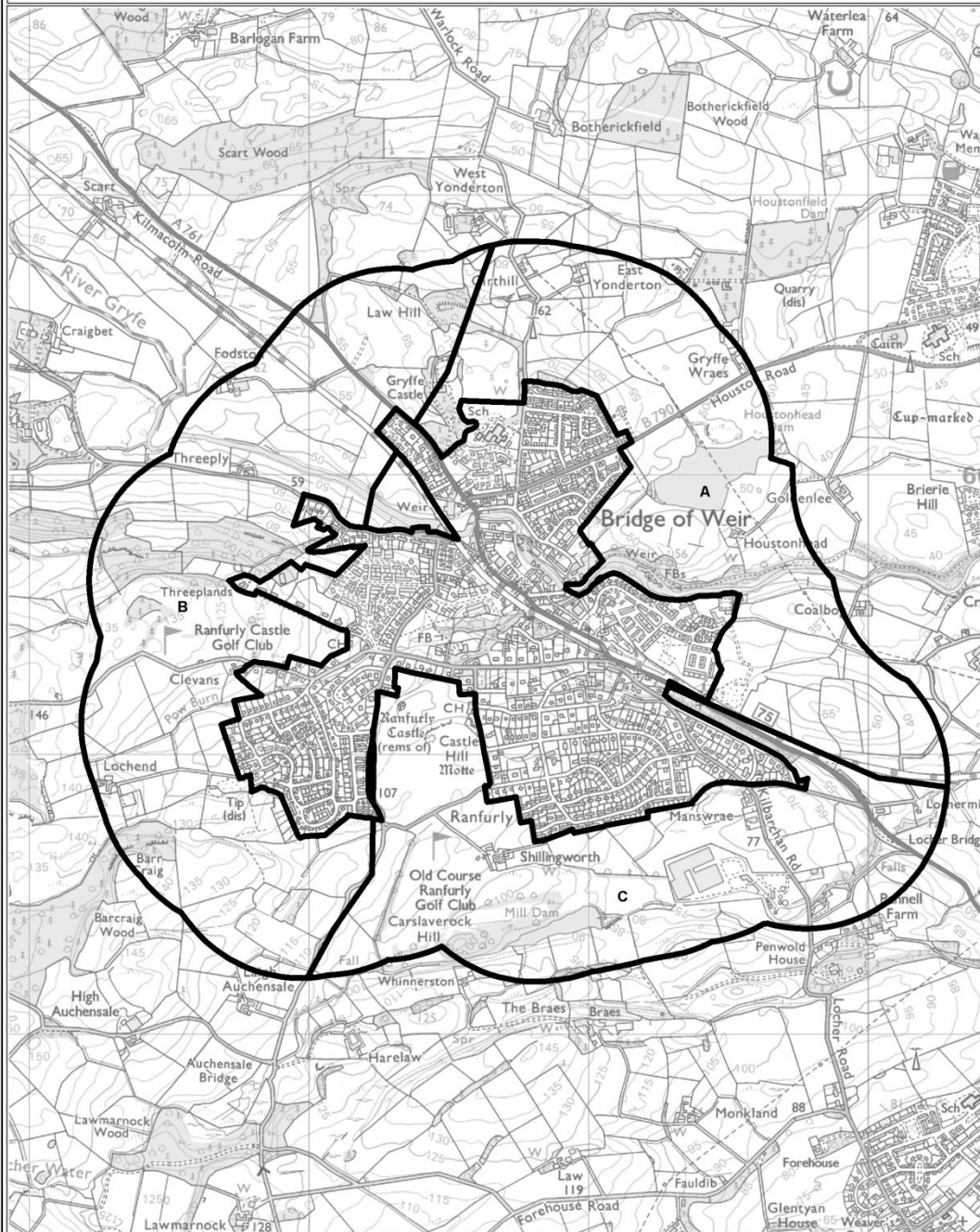
<b>HOWWOOD</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
North (A)	This part of the green belt is consists largely agricultural land.	The road, railway, and river are strong green belt boundaries.	There is some biodiversity interest in this area which also has a SINC designation.	A
South (B)	The green belt that surrounds the village on three sides consists primarily of agricultural fields.	The green belt along this sector of Howwood is relatively strong although there are areas to the east and the west of the village where the green belt is considered to be weak.	To the south lies woodland covered by a SINC designation. A minor water course also gives some biodiversity interest.	B
<b>KILBARCHAN</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
West (B)	This area is characterised with primarily agricultural land, with equestrian uses as well as Glentyan House and woodland estate also located within this sector.	Most of this green belt edge is strong .	A SINC area is designated to the west of the village. The opportunity exists to improve the green network connecting to those that already exist.	A
East (A)	A major physical feature within this sector is the former Spring Grove quarry. Agricultural land lies beyond these features. A proportion of the length of the green belt boundary is characterised by agricultural land which backs onto the rear gardens of residential areas.	The crest of the hill at Wheatlands helps to give natural definition to the green belt boundary. Any development at this area of the green belt is likely to have a significant impact on the character of the area and cause a visual intrusion in the landscape.	A significant strip of woodland, which is covered by a SINC designation, and a minor water course enhance the landscape setting of the village and provide significant biodiversity interest. The national cycle way is a significant green network feature.	B
<b>LINWOOD</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
East (B)	Green belt consists of a mix of uses including agricultural fields, Linwood Moss, waste recycling depot and Scottish Water pumping station.	Linwood Moss lies to the north of the town and it helps to define the green belt boundary. There is a weakness to the north east of the town where a recycling collection facility is located. Strength of the green belt boundary lies further east, where an important wedge exists between the town and the Phoenix Retail Park , and the river Black Cart Water.	Linwood Moss lies to the north of the town and has significant biodiversity interest. The Black Cart Water has also biodiversity interest. Part of the river flood plain area is designated as a SINC.	B
West (A)	The green belt consists of a mix of uses including a new school, two former hospitals and agricultural fields.	Towards the east, a national cycle route runs along an old railway solumn. The opportunity exists here for a small scale redevelopment of the hospital and adjustment to the green belt boundary. The green belt boundary to the south of this area is physically defined by the A737, although the actual boundary lies further south.	Opportunity exists to make improvements to the green network in this sector and to improve links between Linwood, Brookfield and Houston.	B

<b>BROOKFIELD</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
All	The uses surrounding Brookfield consist of mainly agricultural fields with the grounds of the former Merchiston Hospital located to the east and a cemetery to the west.	Given that the previous use on the Merchiston Hospital site is now redundant and the buildings are lying vacant and derelict, the green belt designation for this area is no longer appropriate. The green belt boundary to the other three sides of the village is strong.	Opportunities to enhance the green network in this area as well as enhancing connections.	B
<b>RENFREW</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
West (A)	This area is characterised by a mix of uses including a golf course, agricultural land, White Cart Water and land to be used in association with the expansion of the airport.	The green belt boundary is strong along the perimeter of the golf course, with the exception of former golf driving range land adjacent to the Normandy hotel. To the south of Inchinnan Road, the green belt boundary is strong and lies along the west bank of the River White Cart Water and the wedge of Green Belt currently extends westwards to Glasgow Airport.	The green belt includes the River Cart, which has some biodiversity interest and is designated as a SINC. There is great potential to enhance the green network in and around this area.	B
<b>LOCHWINNOCH</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
East (B)	Green belt consists of Castle Semple, wetlands, agricultural fields and various smallholdings spread sporadically throughout the area.	The green belt boundary is strong along the edge of Castle Semple Loch and wetlands as well as where it runs along part of the former rail solumn of the national cycle route.	Castle Semple Loch and its attached wetlands to the south, which has a SSSI designation. The north end of the sector has a minor water course giving some biodiversity interest.	A
North (A)	This sector is characterised by heathland and pockets of woodland, two water courses and a golf course, the Clyde-Muirshiel Country Park an in part is defined by the River Calder.	The green belt boundary is weak is small pockets along this boundary, however any development at this location would be very difficult to integrate with the existing settlement, therefore not suitable for development.	The sector has some biodiversity interest and includes a SINC designation.	B
South (C)	This sector is characterised by pockets of woodland and agricultural land. A triangular shaped area, which is partly contained by woodland and by a former railway viaduct which carries the national cycle route.	The green belt boundary in the south east is strong where it is defined by the River Calder and a woodland strip.	The woodland and River Calder provide biodiversity interest and the sector also has a SINC designation.	B
<b>LANGBANK</b>	<b>LAND USES IN GREEN BELT</b>	<b>GREEN BELT BOUNDARY</b>	<b>GREEN NETWORK</b>	<b>GREEN BELT CLASSIFICATION</b>
All	The Green Belt surrounds the settlement on three sides and is mainly agricultural in character, with small clusters of woodland and a few minor water courses. This sector also includes several country houses and their estates.	The southern Green Belt boundary, which is the longest, lies along the rear garden boundaries of residential properties, and has less strength. The short eastern Green Belt boundary which borders Eastbank House and its estate is strong. The western boundary is strong at Middlepenney House where an area of woodland lies adjacent to the Green Belt boundary and it retains some strength towards the south.	Small woodland strips lie adjacent to Eastbank Middlepenney House and give biodiversity interest. The opportunity exists to improve the Green Network around the village to enhance biodiversity and to improve links further afield.	A

APPENDIX 2 Green belt sector maps (in alphabetic order)

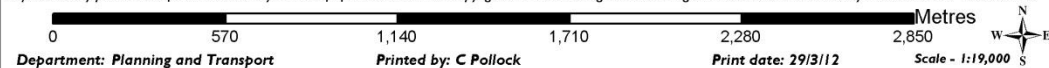


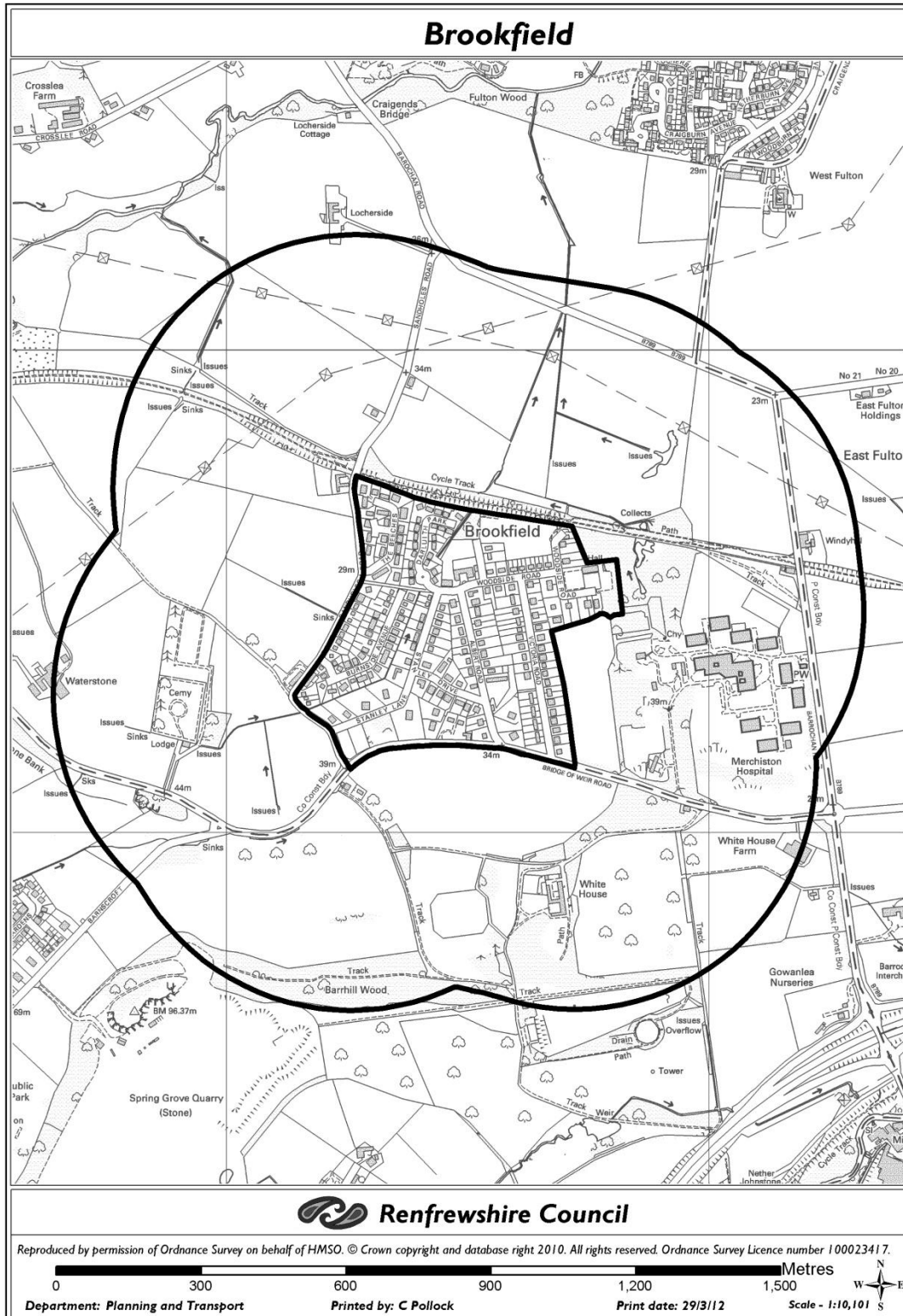
# Bridge of Weir



 **Renfrewshire Council**

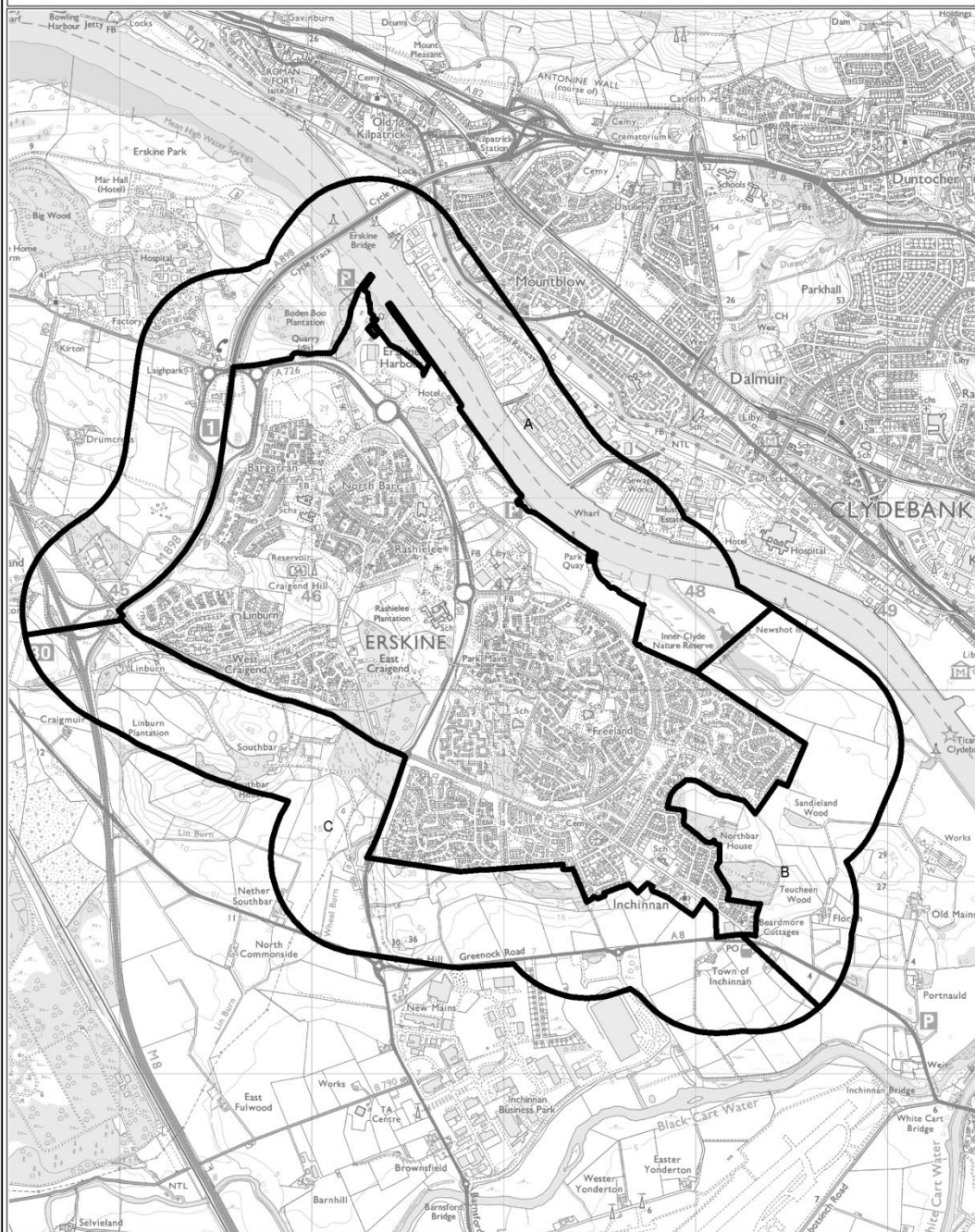
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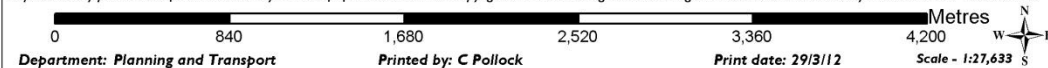




# Erskine



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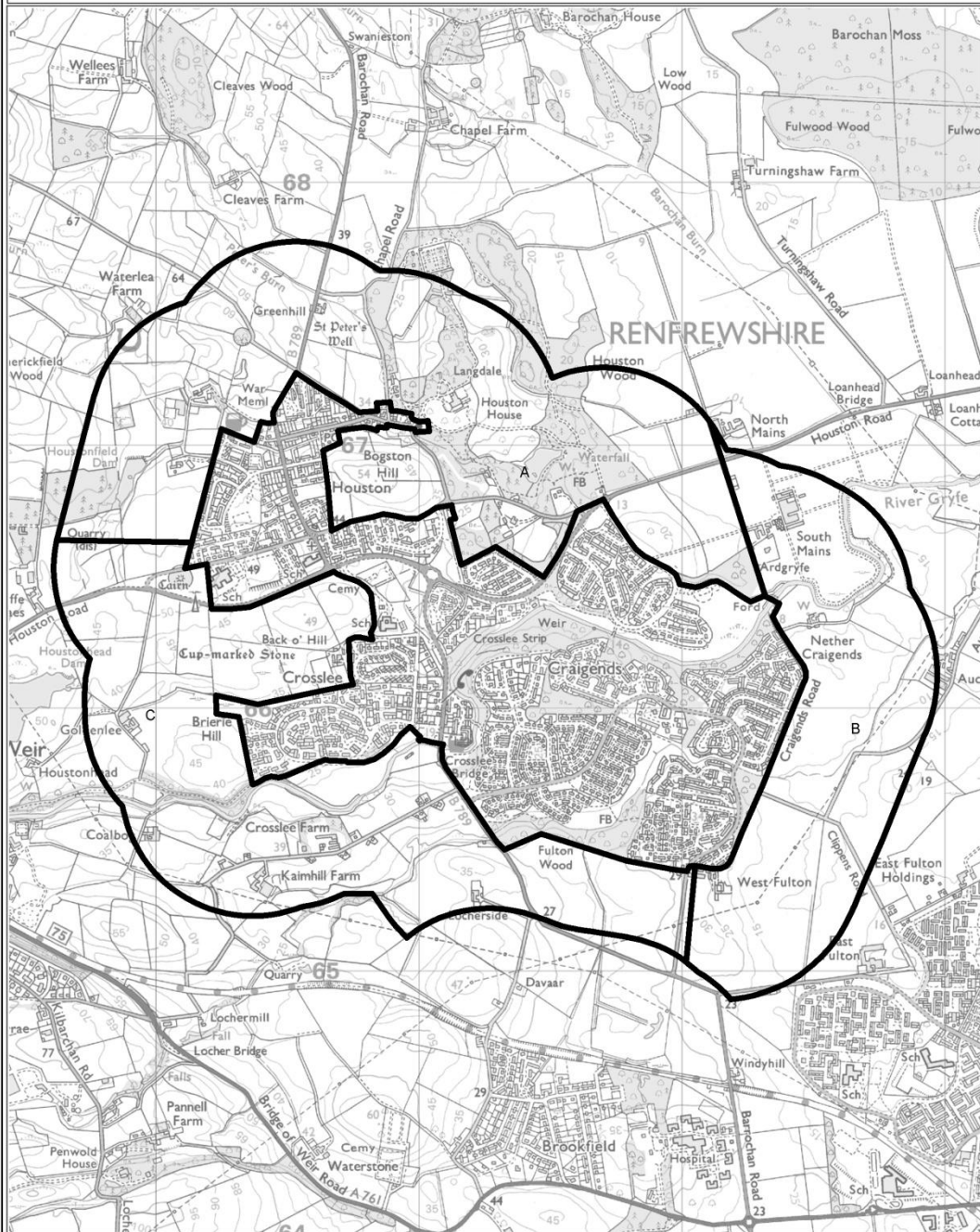
Department: Planning and Transport

Printed by: C Pollock

Print date: 29/3/12

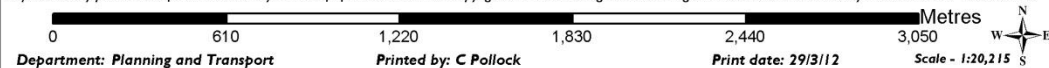
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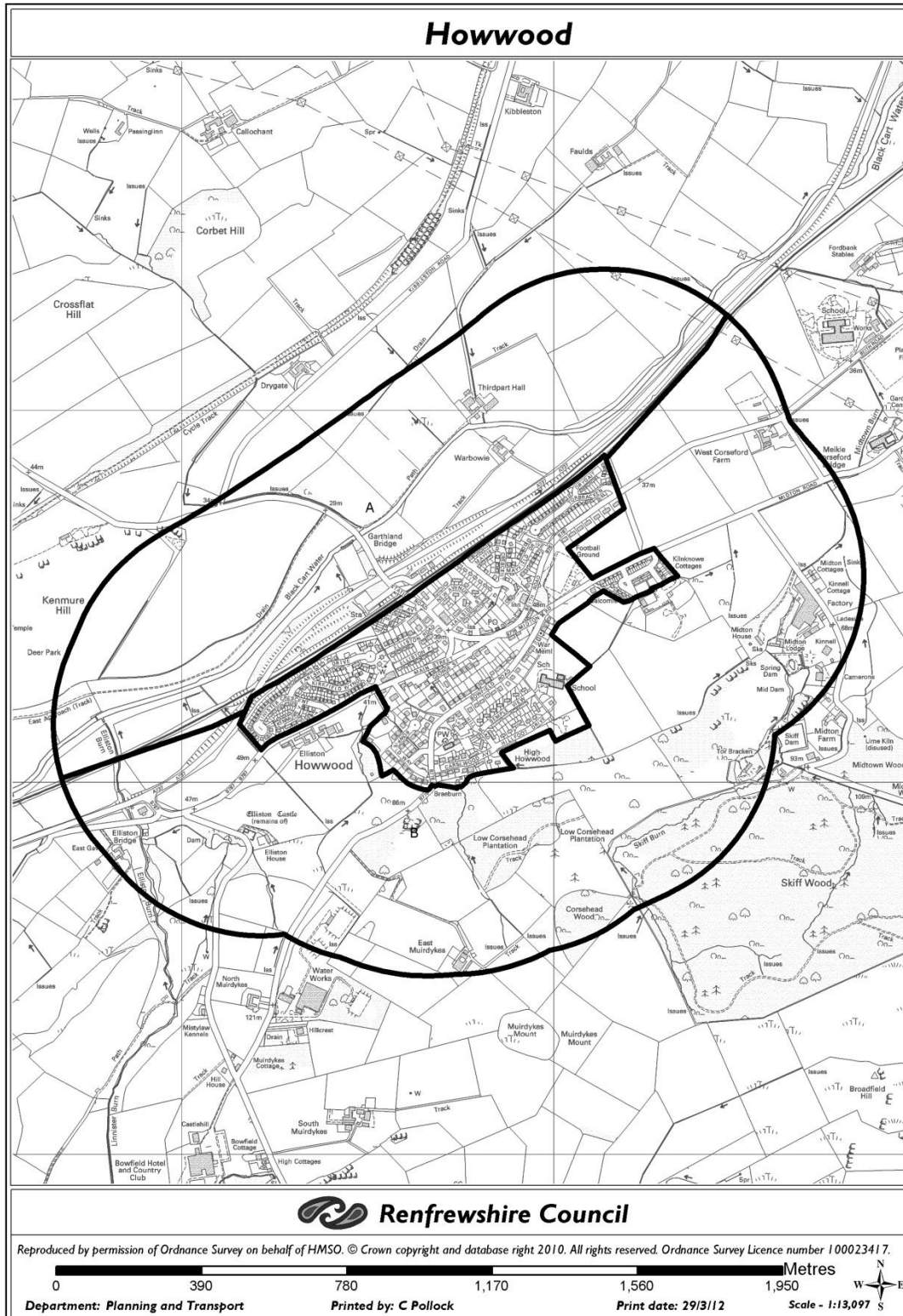
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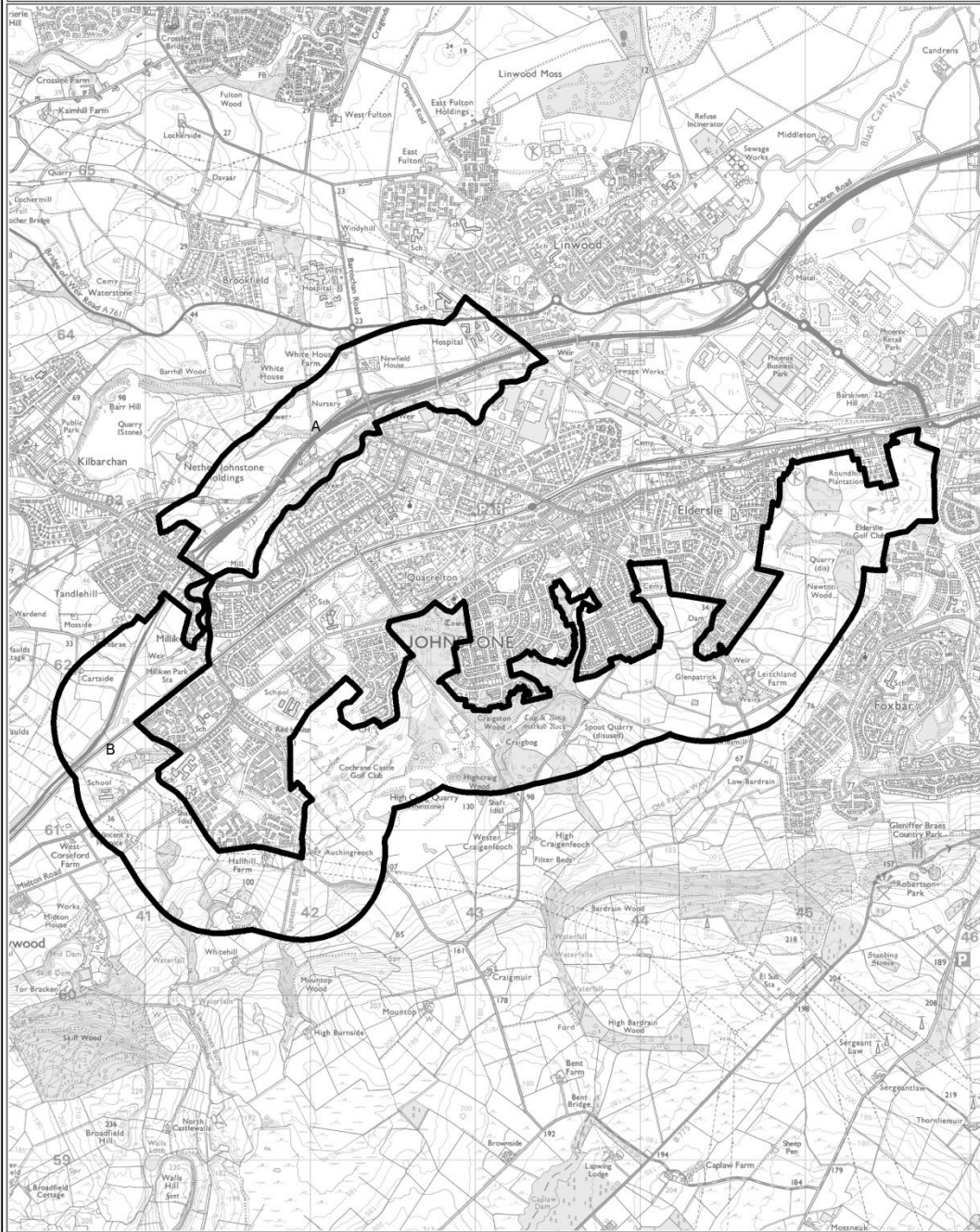
 **Renfrewshire Council**

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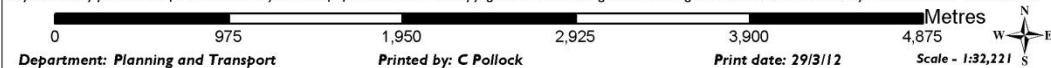




# Johnstone



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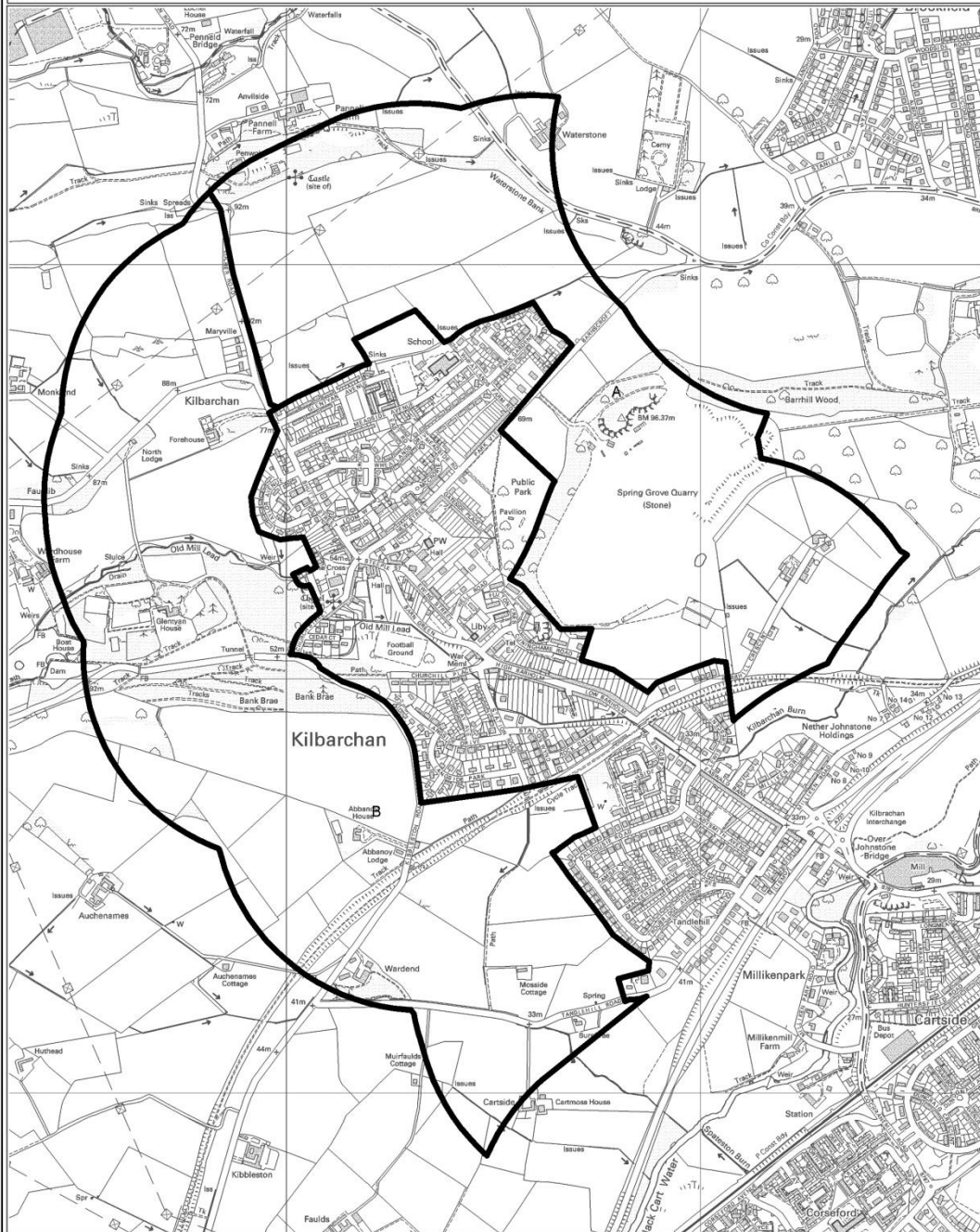
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Printed by: C Pollock

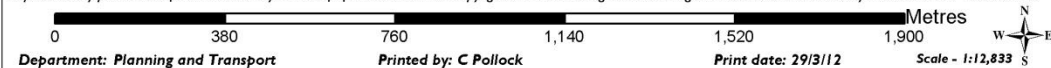
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# Kilbarchan



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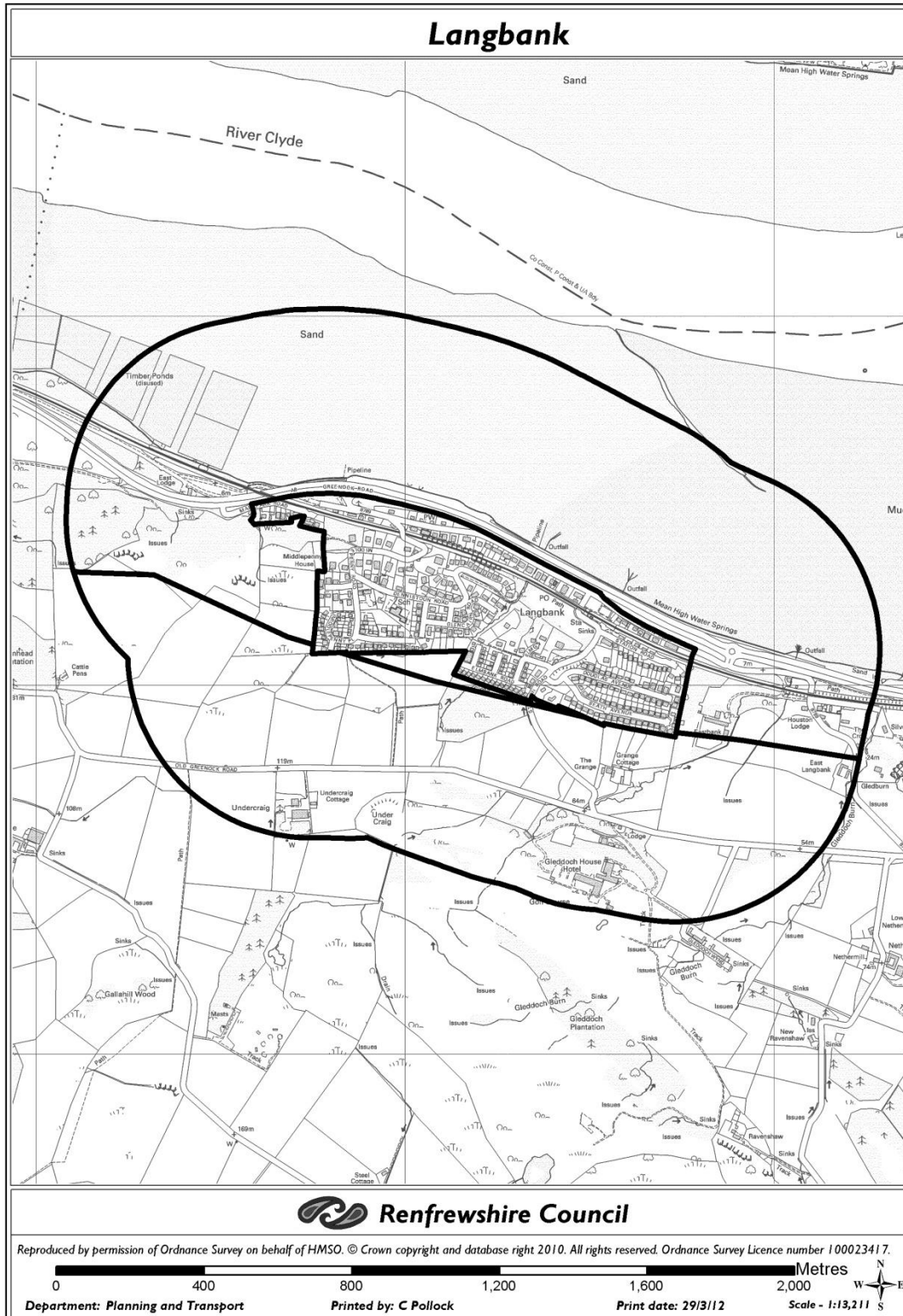


Department: Planning and Transport

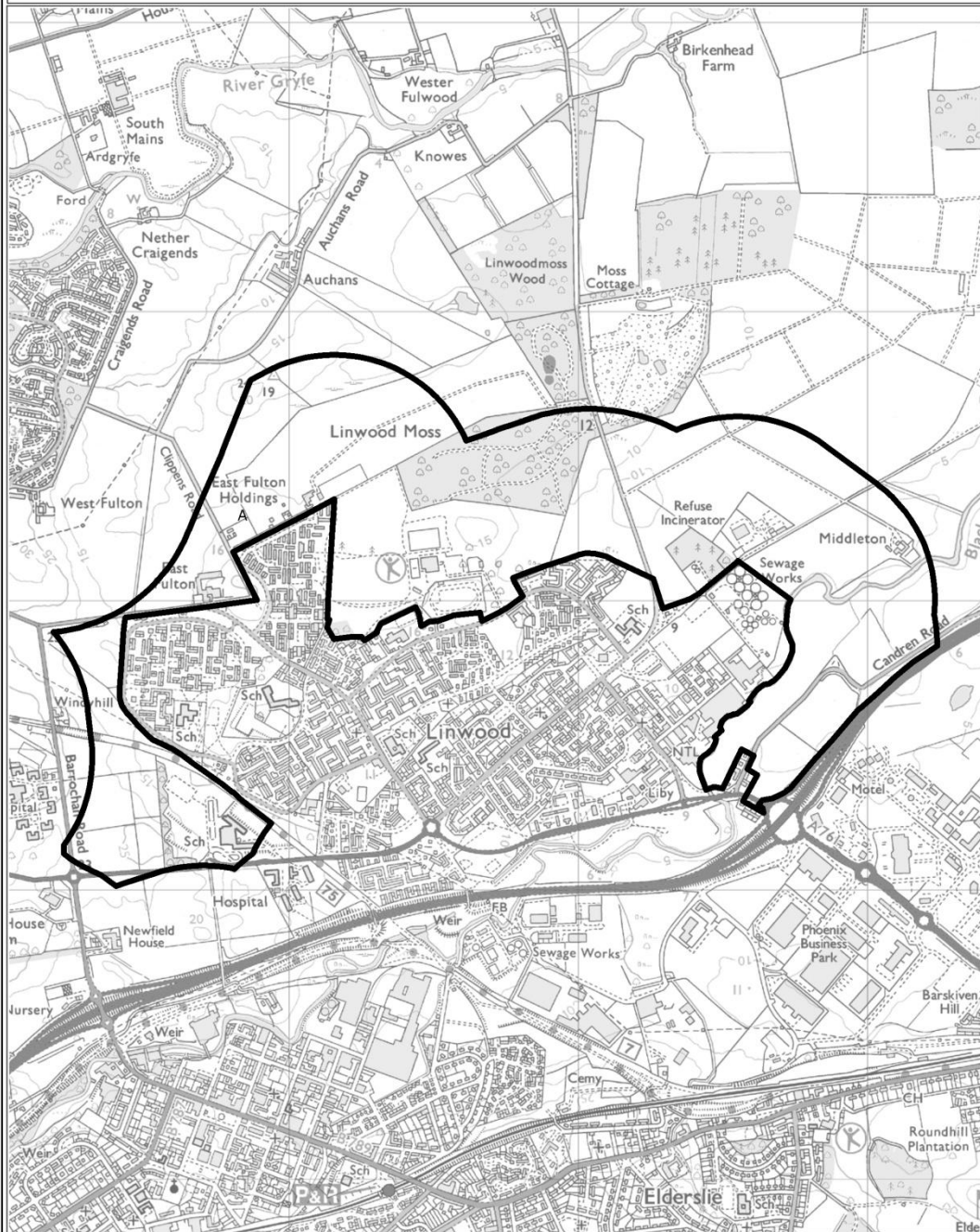
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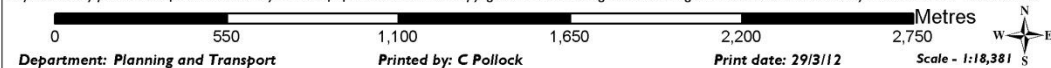
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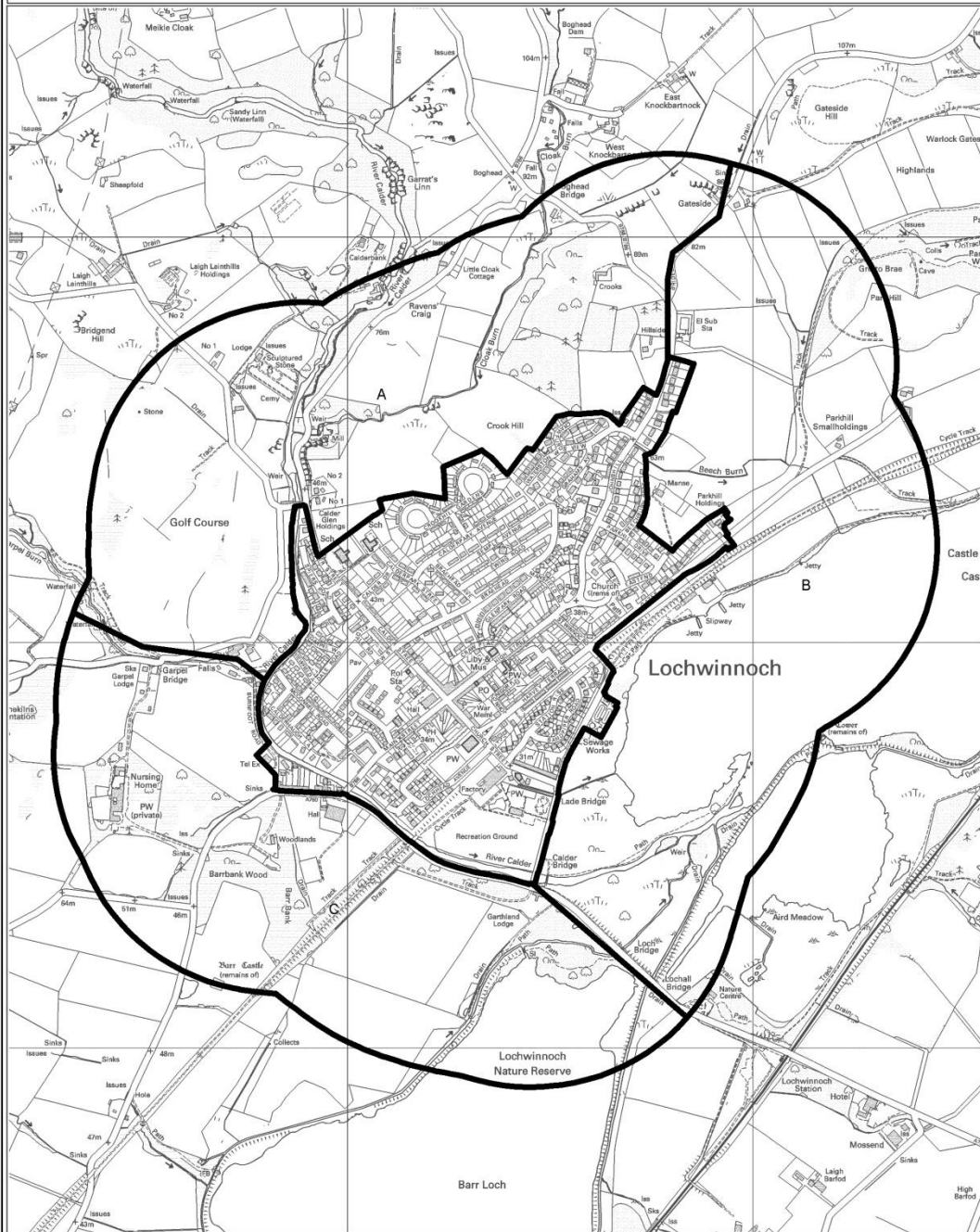
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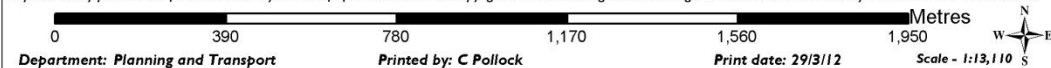
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# Lochwinnoch

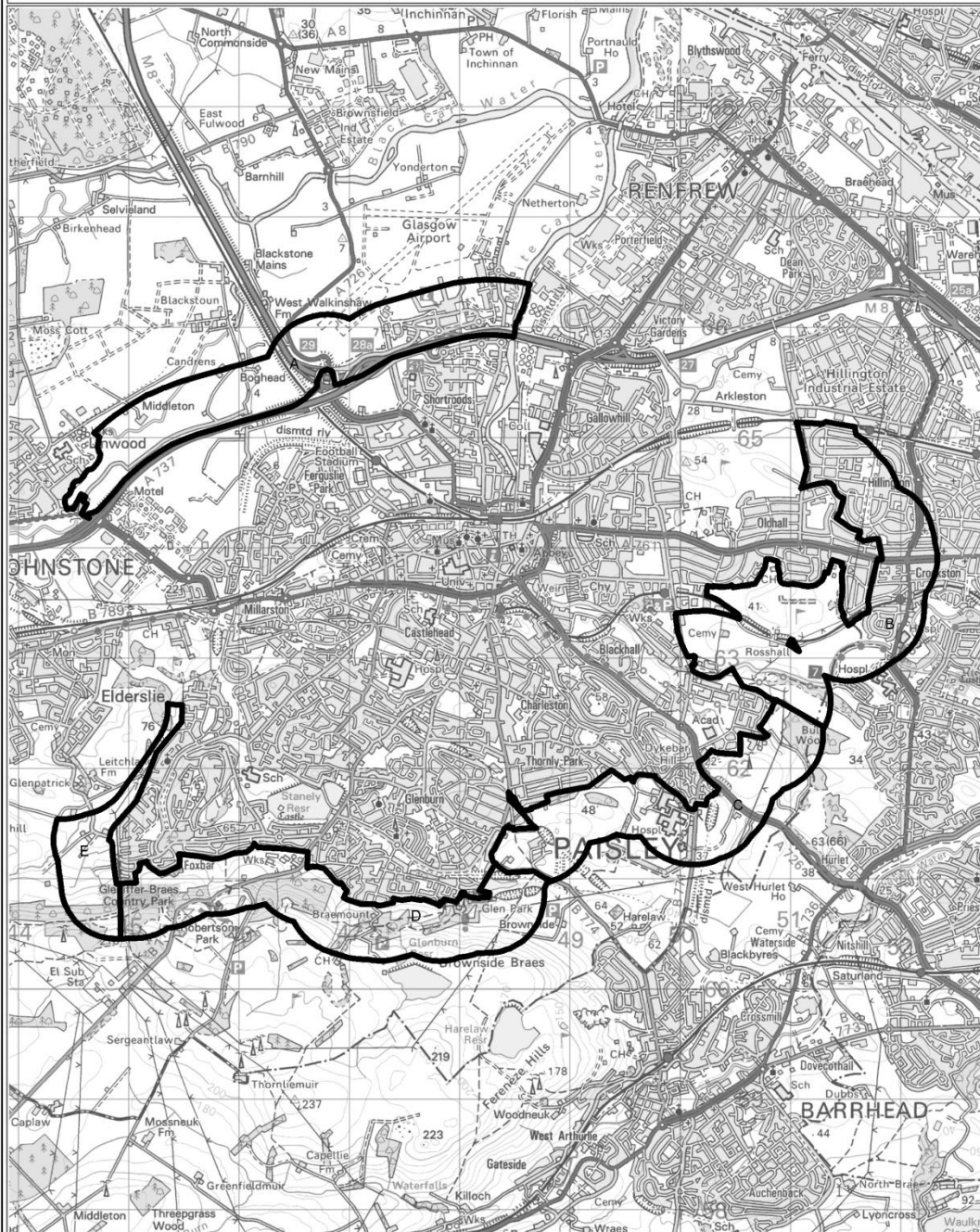


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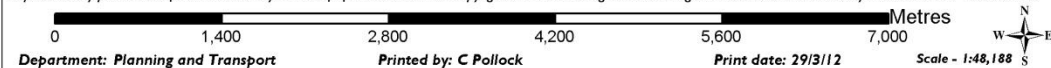


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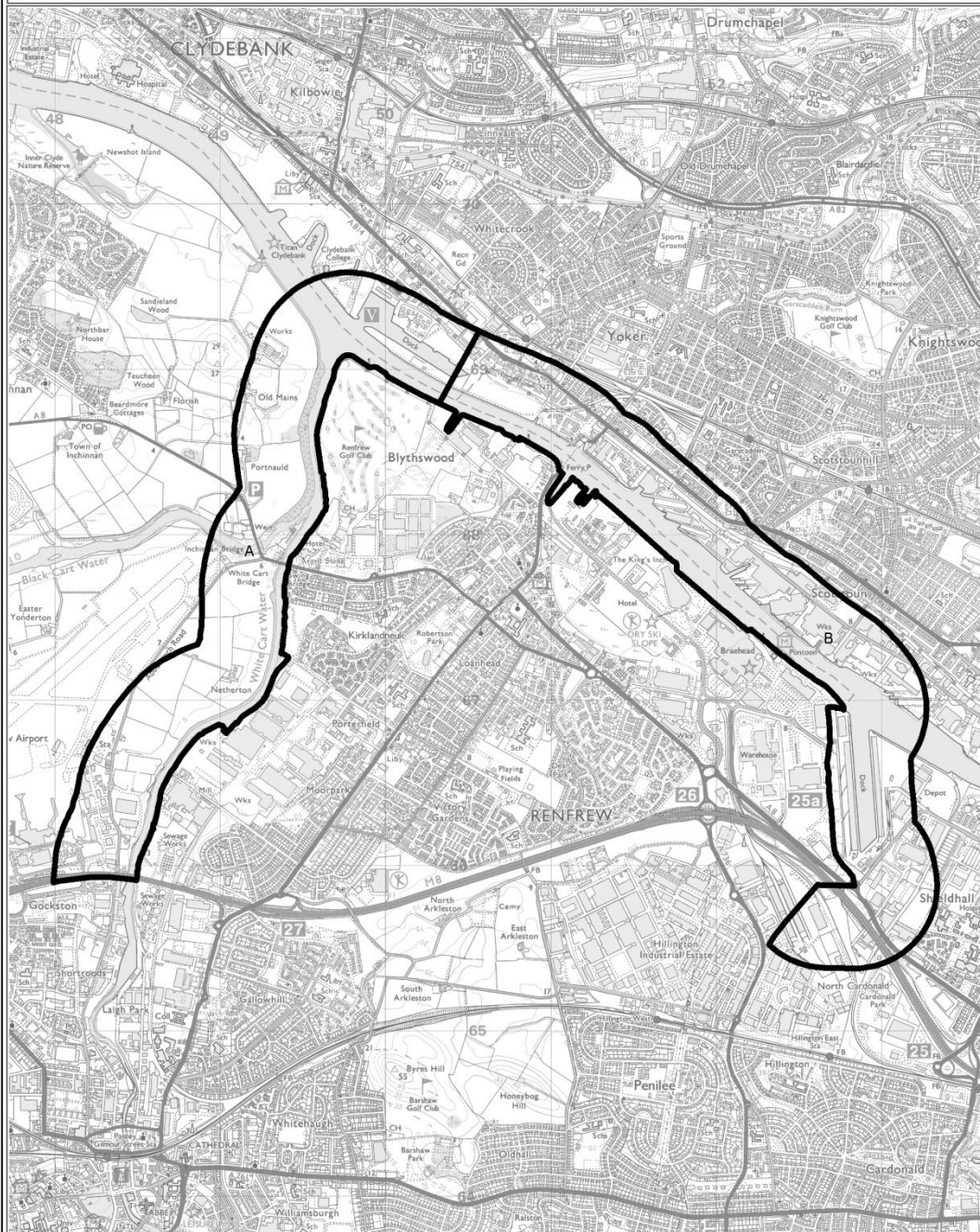


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