

Using the Shannon Waterway Corridor Studies

“The studies should become an important element in the relevant county development process, with the proposed policies and priorities included in the county development plans. The studies should, where appropriate, enhance coordination between these plans and those of Waterways Ireland for the navigations.” Heritage Council policy paper *Integrating Policies for Ireland’s Inland Waterways 2005*.

The Shannon Waterway Corridor Studies are an essential input to strategic decision-making:

County Development Plans	Local Biodiversity Action Plans
Local Area Plans	Regional Planning Guidelines
Town Plans	Agri-tourism projects
Landscape Character Assessments	Strategies for recreation
Village Design Statements	Heritage plans
	Tourism strategies

ACCESSING THE WATERWAY CORRIDOR STUDIES

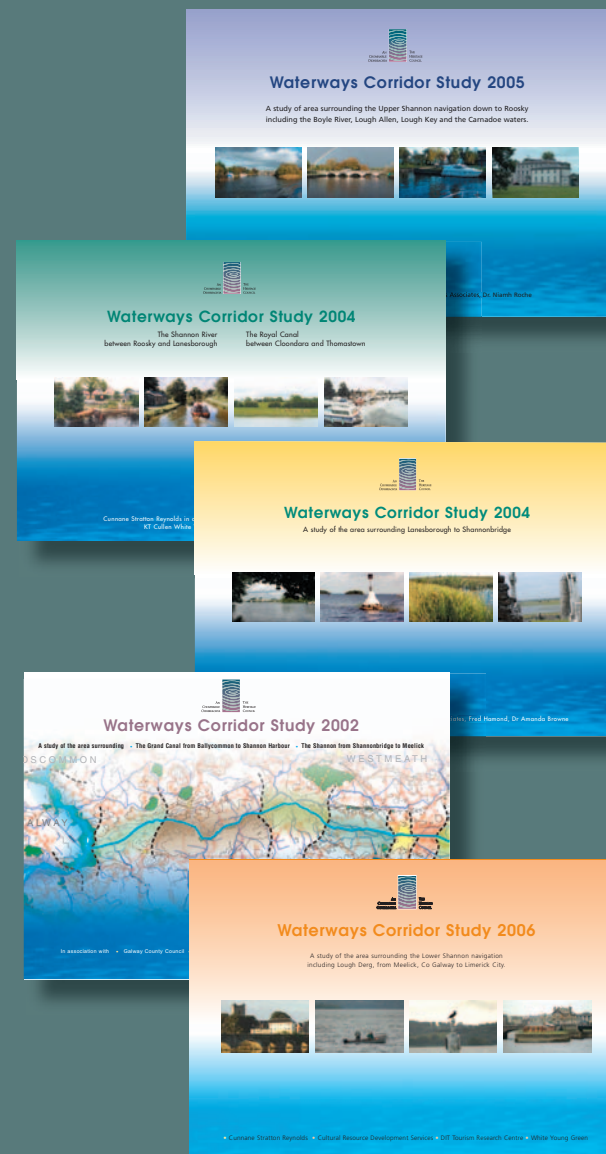
The Inland Waterways section of the Heritage Council website (www.heritagecouncil.ie) has a special section devoted to the Corridor Studies. Here you can download the studies in PDF format and access the interactive map and searchable database. The studies are also available on CD ROM.

Online Interactive Map

The Heritage Council has produced an interactive map of the Shannon and sections of the Grand and Royal Canals using GIS technology. This map shows three zoom levels which culminates in aerial photography of the waterways at 1:75,000. You can click on a location (e.g. Killaloe, or River Shannon Callows) and view the Corridor Studies’ recommendations for that location and see who is responsible for action. You can also see the designated conservation areas (SAC’s, NHA’s etc), National Inventory of Architectural Heritage sites and national archaeological sites and monuments within 500m of the banks of the waterbodies. There is no need to download any programme to use this map.

Online Searchable Database

This is a database of the recommendations from all five corridor studies. You can search the database of recommendations by location, by theme (such as Landscape, Water management, Habitats and species, tourism etc.) and responsible party.



GIS Dataset of Corridor Studies’ Recommendations

A GIS dataset of the recommendations is also available to local authorities, state agencies and others with their own GIS systems.

If you would like a CD ROM of the Studies or the GIS dataset please contact Beatrice Kelly at the Heritage Council.

An Chomhairle Oidhreachta
The Heritage Council



An Chomhairle Oidhreachta
The Heritage Council

Áras na hOidhreachta
Church Lane, Kilkenny, Ireland
T 056 777 0777
F 056 777 0788
E mail@heritagecouncil.ie
www.heritagecouncil.ie

THE SHANNON WATERWAY CORRIDOR STUDIES

Cover Photo Kevin Dwyer AIPPA

An Chomhairle Oidhreachta
The Heritage Council



The Shannon...

It means a lot of different things to a lot of different people: from anglers’ paradise to water supply, source of hydroelectricity to cruising ground, rich natural environment to desirable development site, leisure amenity to heritage trail

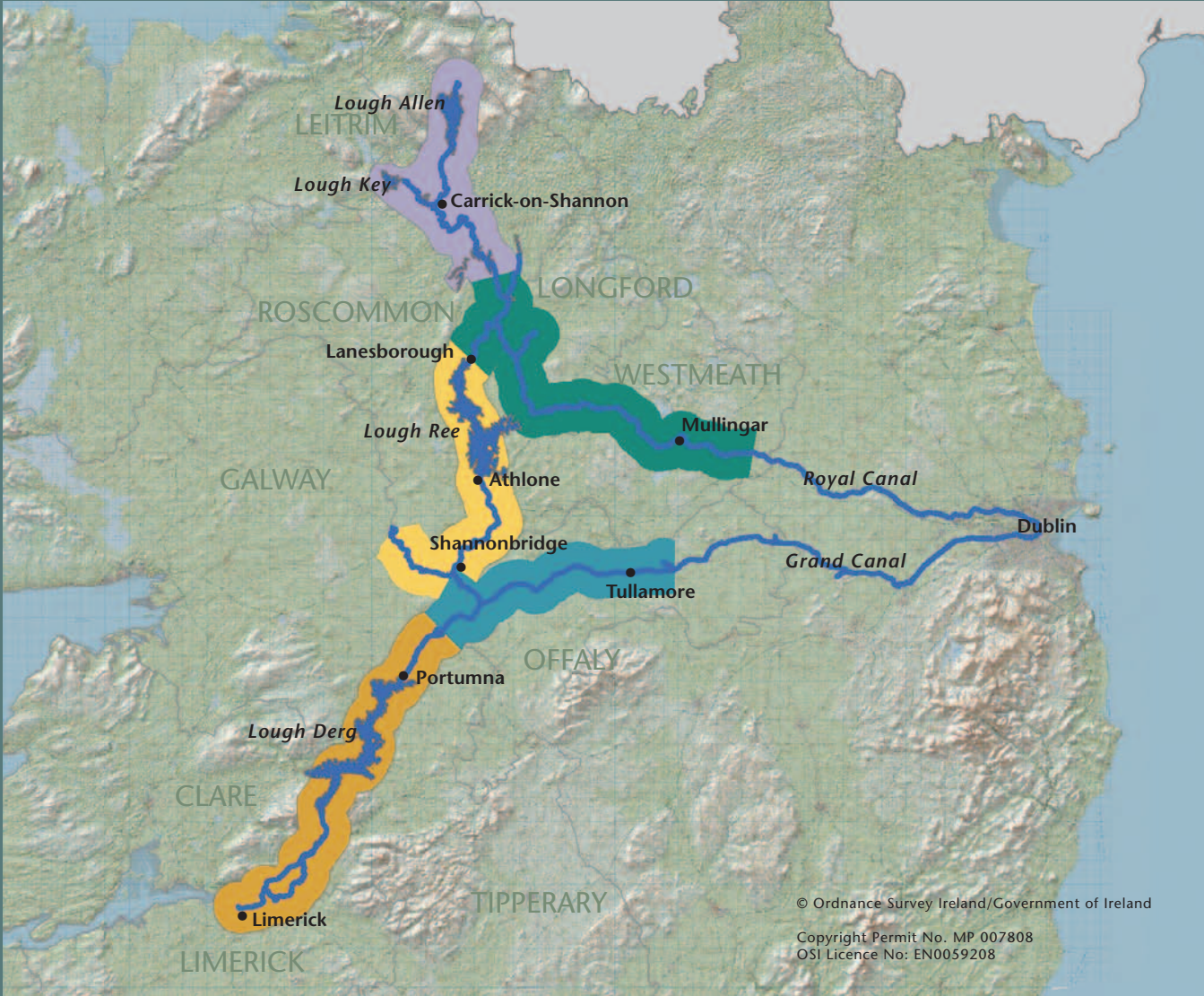
Planners and strategists in public bodies are faced with the difficult but vital task of balancing competing interests along the Shannon: conserving important natural, social and built heritage while allowing for social and economic development. Making the right decisions requires a detailed knowledge of the current status and the environmental and heritage value of the Shannon’s shores and hinterland.

To help with that task, the Heritage Council has produced five Shannon Waterway Corridor Studies, covering the whole length of the Shannon. Together, these studies provide the most comprehensive account – over 1850 pages – of the Shannon’s strengths and weaknesses, of the opportunities for development and of the threats to the Shannon’s unique appeal.

This invaluable resource is now available online, free of charge, to any person or organisation with an interest in the Shannon. Go to the Inland Waterways section of the Heritage Council website www.heritagecouncil.ie

The five Waterway Corridor Studies from North to South are:

- 2005 Upper Shannon navigation to Roosky
- 2004 Roosky to Lanesborough and the Royal Canal
- 2004 Lanesborough to Shannonbridge, including Lough Ree
- 2002 Shannonbridge to Meelick including the Grand Canal
- 2006 Lower Shannon from Meelick to Limerick City



The Studies...

The waterways corridor is wider than the waterway itself. Here, the study suggests links between waterside towns and those further away: such links can spread the benefits of the tourism and leisure industries and can relieve some of the pressure on the waterway itself. The studies favour balanced development: economic and social progress without sacrificing the Shannon’s natural or built heritage.

The studies incorporate baseline surveys of heritage and landscape: records of sites and lavishly illustrated descriptions of items of aesthetic, archaeological, architectural, educational, geological, historical, natural, scientific and social importance.

Widespread consultation with stakeholders underpinned the studies.

LIST OF VERBAL CONSULTÉES	
Jack O’Keeffe	ESB
Kevin Currid	Lough Allen Adventure
Arigna Miners Way & Historical Trail Committee	
Joe Lowe	Leitrim County Enterprise Board
Gerry Murtagh	Moonriver Pleasure Cruiser
Joe Gillespie	Waterways Ireland
John Langworth	Waterways Ireland
Des Gillett	Tara Cruisers
Padraig McDonnell	Bord Fáilte Éireann
Fergus Lynch	Shannon Regional Fisheries Board
Catherine Morgan	Shannon Regional Fisheries Board
Donal Conlon	Marina Owner Carnadoe Bridge
Joanne Hayes	Breifne Tourism Company
Alan Hill	Western Development Tourism Programme

STRATEGIC AIM				
6.2.2 Assess the carrying capacity of the waterway to accommodate further boating activity.				
Objective No.7	Recommended Action	Timescale	Responsible Bodies	Monitoring
Develop and manage the growth of recreational boating on the Upper Shannon in a sustainable manner whilst ensuring that public access is provided and maintained to the waterways for recreational purposes.	Undertake an assessment on the carrying capacity of the Upper Shannon to accommodate additional recreational boat users and to assess the impact of boating on sensitive habitats.	Medium -Term	Waterways Ireland; Heritage Council	Status of feasibility study and whether it has commenced.



Detailed recommendations are made for policy-making and for implementation. This Recommendation highlights the importance of assessing the carrying capacity of boating on the waterway to ensure its sustainable development.

Maps were made of key features of the waterway corridors, like the bogs of the midlands. As Bord na Móna reduces the level of turf-cutting, there is a need to address the future of the peatlands surrounding the waterways, particularly the River Suck.

6.3.5 **Drumshanbo, Mohill and Strokestown** have the ability to accommodate a certain level of service provision and capitalise on its tourism base. **Drumshanbo** is primarily known and marketed as an angling resort, but has the ability to capitalise on its festivals including, An Tostal, with emphasis on Irish music, singing and dancing and the Joe Mooney Summer School, a traditional music and dance summer school, thereby providing an alternative to the waterways visitor. The town of **Mohill** can further promote its industrial heritage links with the Cavan-Leitrim railway line and continue to seek linkage with the village of Dromod. **Strokestown** has the potential to complement Roosky in the provision of tourist facilities and to facilitate residential development to relieve the pressure for one-off housing around the highly pressurised Carnadoe Lake.

3.1.1.6 *Cloondara Canal to Richmond Harbour, and the Camlin River*

South of Termonbarry Lock and weir, a narrow 350m channel to the east gives access to Cloondara Lock and Canal, connecting the Shannon to the Camlin River and the Royal Canal navigations. The 350m stone-lined Cloondara Canal, overhung by dense vegetation and bridged by the local road from Termonbarry, is uniquely attractive (3.1-W, X). The lock house, built in 1760 by the engineer of the Shannon Navigation, Thomas Omer, stands beside the bridge.



3.1-W 3.1-X

Just south of the junction of the Cloondara Canal and the Camlin River another lock gives access to Richmond Harbour (3.1-Y), the terminus of the Royal Canal and core of the village of Cloondara. East of the junction the modern N5 bridge over the Camlin Navigation is of unsympathetic design (3.1-Z), in stark contrast to the adjacent canal and historic bridge.

