TERMONBARRY RIVERSIDE PARK

Feasibility Study

September 2026

Rialtas na hÉireann
Government of Ireland

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Fáilte Ireland

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ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council
Waterways Ireland
CSR Land Planning & Design
TOBIN
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Executive Summary

This feasibility study was commissioned by Roscommon County Council to assess the potential development opportunities on an area of underused land beside the River Shannon, immediately south of Termonbarry village. The objective of this study is to explore opportunities to create an attractive riverside amenity that serves the local community while strengthening Termonbarry's tourism offer and its relationship with the wider Shannon, Cloondara, Royal Canal, Blueway and Greenway networks.

The study finds that the strong strategic location of the site offers potential for it to be developed as a park that functions as a hub for slow tourism and outdoor recreation activities in the area. It is within walking distance of the village, beside the existing marina and positioned close to a disused weir that has future potential to be upgraded into a greenway river crossing. This potential future crossing, whether its located at the weir elsewhere nearby, could connect Termonbarry with Cloondara, the Royal Canal Greenway, the National Famine Way and the wider regional trail network. The concept therefore extends beyond a conventional local park: it is proposed as a small-scale trailhead, activity and tourism base that encourages visitors to stop, spend time in the village, and possibly stay overnight. The phased development of longer term masterplan is recommended, so that the project remains viable even if the future greenway connection is not delivered immediately.

Proposed Development
The proposed development combines local outdoor recreation with visitor facilities. Its principal elements include:
- serviced campervan parking spaces and facilities;
- refurbishment and extension of the existing toilet block to provide showers, wastewater facilities and activity storage;
- a seasonal coffee or food concession;
- a partially covered event and performance space;
- natural play facilities;
- flexible spaces for recreation, markets & community events;
- improved promenade and waterfront access;
- facilities for kayaking, canoeing, paddleboarding, angling.
- bike & equipment hire; and
- interpretation, public art, seating, planting and ecological enhancement.

The design prioritises pedestrians and cyclists along the waterfront while retaining controlled access for servicing the boat launch, marina, wastewater treatment plant, and other existing uses. Improvements to the weir and fish pass are under consideration as part of wider improvements to support biodiversity and strengthen the environmental quality of the this section of the Shannon.

Stakeholder and public engagement identified a positive local appetite for improved facilities for local amenity, tourism, river access, events, water-based activities and stronger pedestrian and cycling connections. The existing promenade was recognised as an important village asset, while the public toilets were considered well used but in need of upgrading. The online survey recorded 51 responses and showed 98% support for preparing a masterplan, with play facilities, improved access for swimming and water activities, open space, picnic facilities and amenities for children and teenagers among the recurring suggestions.

Cost, Operation and Financial Performance
The order-of-magnitude capital cost is estimated at c. €2.45 million, comprising approximately €1.55 million in works, plus €281,432 in preliminaries and €609,770 in contingencies. This estimate does not include the proposed Greenway and weir upgrade works, which are assumed to be delivered separately. The relatively high contingency reflects the early feasibility stage and the need for further site investigation, technical design and environmental assessment.

A lean operating structure is recommended. The Local Authority would retain ownership of the lands and facilities, while day-to-day services could be delivered by a single operator or small management team under a lease, license or concession. Seasonal partnerships could be established with local food vendors, bike-hire businesses, water-sports providers and event organisers. This approach would limit overheads, support local enterprise and avoid placing the full operational responsibility on the Local Authority. The ten-year financial model forecasts annual income of approximately €61,000 in Year 1, increasing to about €84,000 by Year 10. Income is distributed across campervan stays, the coffee offer, bike hire and water-based activity concessions. Modest operating deficits are expected during the establishment period, including approximately €5,200 in Year 1, with the model moving into surplus from Year 7 as campervan occupancy and visitor activity increase. The facility is therefore not presented as a major commercial revenue generator, but as an operationally sustainable public tourism asset capable of supporting wider local economic activity.

Economic and Community Benefits
The economic assessment estimates direct annual economic benefits of approximately €470,000, arising from local and visitor expenditure on accommodation, food, activities, retail and events. The project could support an indicative two full-time and seven part-time positions, in addition to indirect opportunities for existing businesses and local operators. Over 20 years, the report estimates discounted benefits of approximately €10.88 million, compared with discounted capital and operating costs of approximately €4.46 million, producing a cost-benefit ratio of 3.13. This indicates a positive long-term economic case, particularly when wider benefits such as increased dwell time, village footfall, rural enterprise, community recreation and activation of the marina and waterfront are considered.

Delivery Considerations and Next Steps
The project faces several important delivery considerations. The site lies within the Shannon floodplain where there may be proximity to sensitive habitats and industrial cultural heritage along the waterway. Detailed flood-risk, ecological, archaeological, heritage and engineering assessments will therefore be required as part of future site investigations. The operating model, funding package, relationship with the proposed bridge and greenway, event programme and long-term maintenance responsibilities must also be confirmed before implementation.

Overall, the feasibility study concludes that the Riverside Park in Termonbarry is strategically well-positioned and capable of becoming a distinctive community green space, functioning as an activity and tourism hub within Ireland's Hidden Heartlands. Progression to the next stage is recommended through continued local engagement, confirmation of the operating model, detailed design, preparation of the planning documentation, coordination with adjacent projects, and development of a phased costplan and funding strategy.

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1. INTRODUCTION

1.1 Introduction

Roscommon County Council has appointed Cunnane Stratton Reynolds (CSR Land Planning & Design) to lead a multidisciplinary consultancy team to prepare a feasibility study and design framework for a Riverside Park destination on c.1.9 ha of currently underused lands adjacent the River Shannon in Termonbarry, Co. Roscommon.

The site is situated to the south of the village centre and consists of some disturbed ground, grassed areas, trees and parking, in a panoramic location looking south and east across the river Shannon. Whilst the brief does not set out any specific amenities to be provided, it does identify the objective of the park in expanding and supporting tourism at Termonbarry. As is best practice, in order to serve visitors well, such a public amenity should be designed first and foremost to serve the needs of local residents.

In order to meet these requirements this study will place a strong emphasis on a holistic understanding of place, the landscape resource and its role in creating the visitor experience, its evolution, its natural, built and cultural heritage, the stories from local people, and its potential in association with the nearby village of Cloondara, adjacent amenities and indeed the wider Shannon context to contribute to the visitor experience and enhanced tourism offering and service.

Central to this study is engagement with the project partners, stakeholders and the people within the local community, to provide an understanding of the place, how it currently operates, as well as exploring the potential opportunities and vision for the riverside park with the people who know and understand it best. As the project evolves beyond feasibility stage, it is important that more in-depth discussions are conducted with local people to test the ideas on the ground.

In terms of developing a space locally, and its value as an attraction, it is important to consider the interconnectedness and potential partnership between Termonbarry and its neighbouring settlement of Cloondara given the shared amenities of the Shannon, the Royal Canal & Cloondara Lock and related Blueways and Greenways. Termonbarry is at a central location in the national navigable waterway system including via the Royal Canal to Dublin, and north-south via the Shannon-Erne system, providing opportunities for tourism development, but it would be important to avoid duplication of amenities with nearby villages.

This study aligns with local tourism strategies of Roscommon County Council and Ireland's Hidden Heartlands and the various proposals complementing their objectives. The study area is considered in terms of its immediate context, the village, the river, adjacent marina and complementary open spaces. The immediate environs require a strengthening of the landscape structure, capitalising on the attractive riverside promenade connecting to the village, the riverside setting and waterway heritage.

Whilst the focus of proposals will be informed by an overall vision of the context and surrounding areas, a tourist attraction does not have boundaries and any improvements to the study area that result from this study will be done in order to provide knock on improvements for the village and wider area.



Aerial view with study area represented with a red outline



2. CONTEXTUAL ANALYSIS

2.1 Regional Context

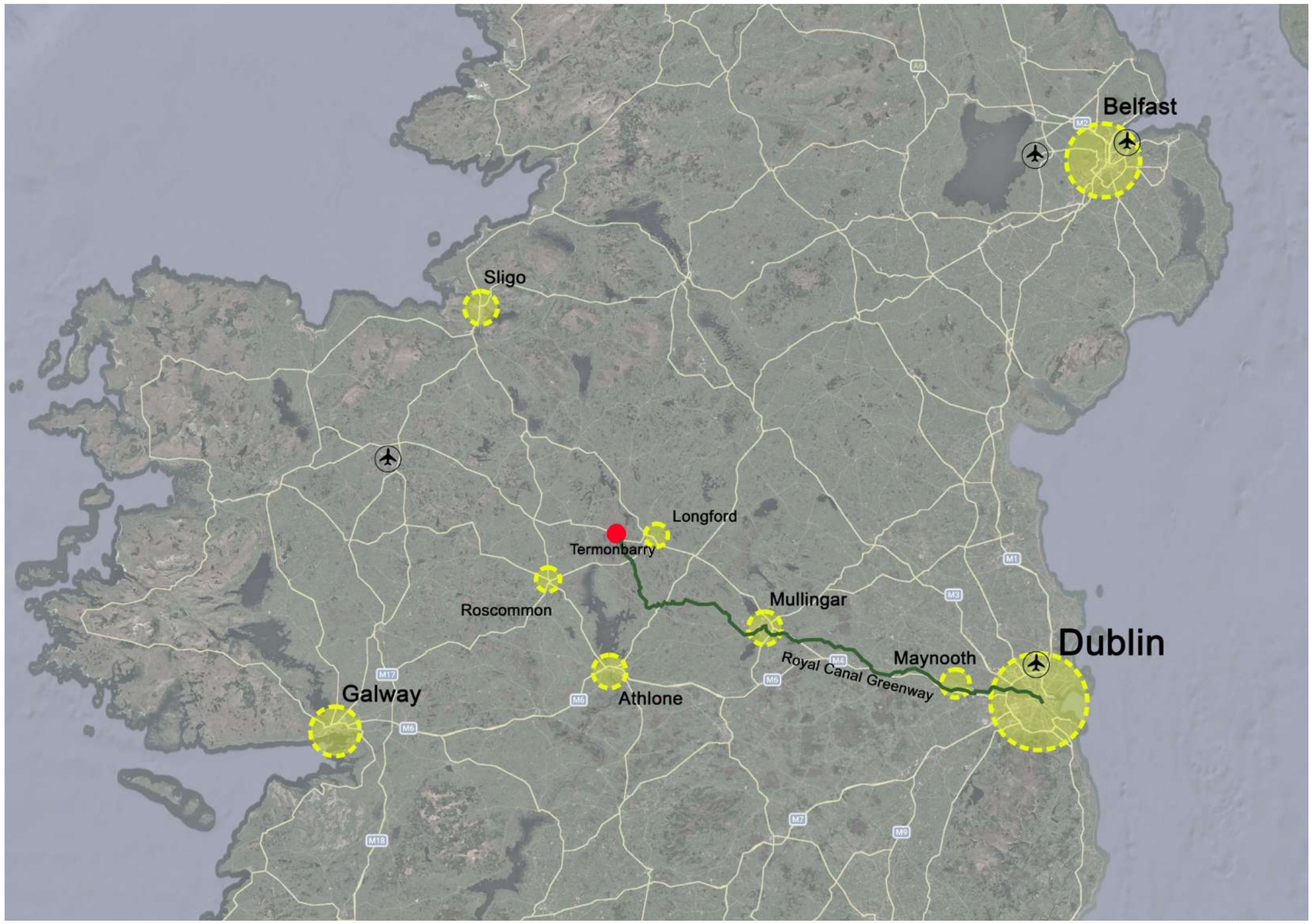
Termonbarry is a small Shannon-side village in the northeast of County Roscommon, positioned at an important regional crossroads between the west and midlands of Ireland. It sits on the border with County Longford, linked by a bridge across the River Shannon and connected by the N5 national route between Dublin and the northwest.

Termonbarry acts as a gateway settlement between Connacht and the Midlands. The N5 corridor gives it strategic importance for movement toward Longford, Roscommon, and Sligo. The nearby Royal Canal/ Shannon junction historically strengthened its role in inland transport and trade.

Termonbarry is classified as one of Roscommon's larger rural settlements/villages within the western regional framework. Although administratively in Roscommon and therefore part of the West/ Northern & Western regional framework, the village also has strong economic and cultural links eastward into Longford and the Midlands.

Demographically, the village remains small but has grown in recent years, with a 2022 population of 699 people (CSO, Census of Population 2022).

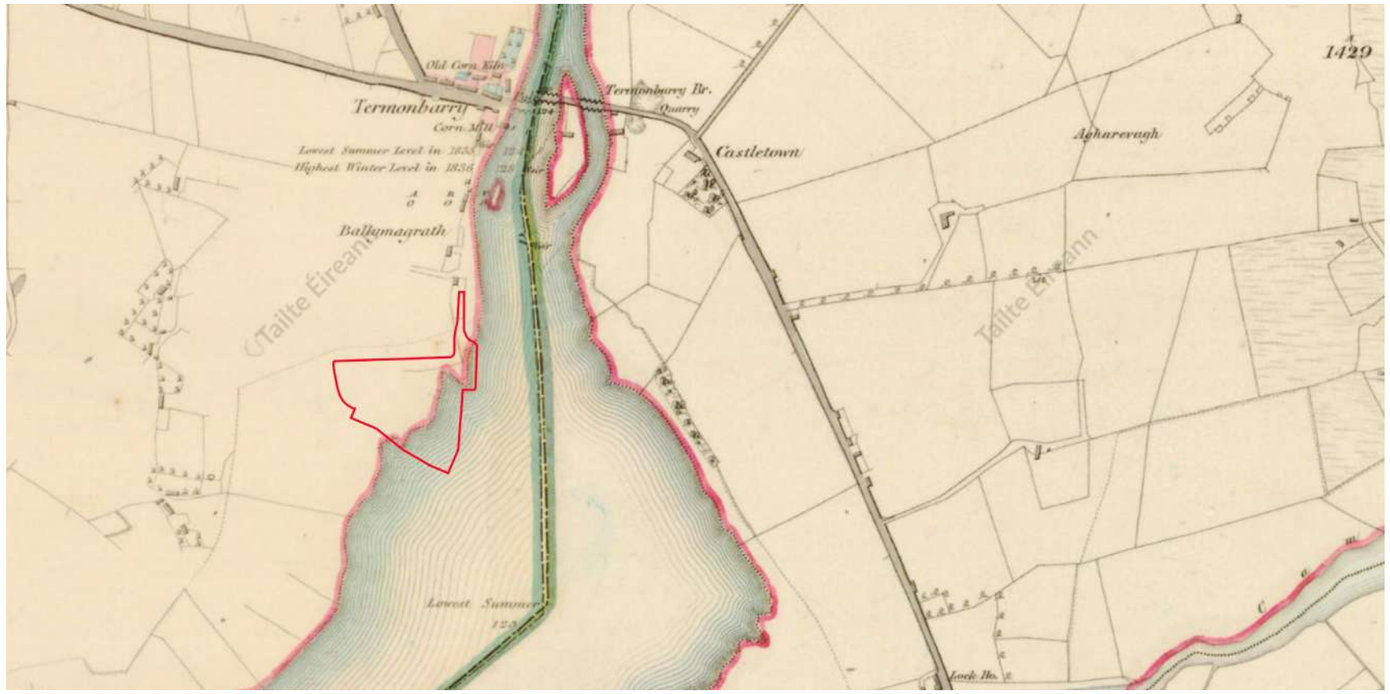
Visually and culturally, the place is typical of Shannon corridor settlements: linear village form, waterside activity, roadside commerce, and a mix of commuting, tourism, and agricultural hinterland functions.



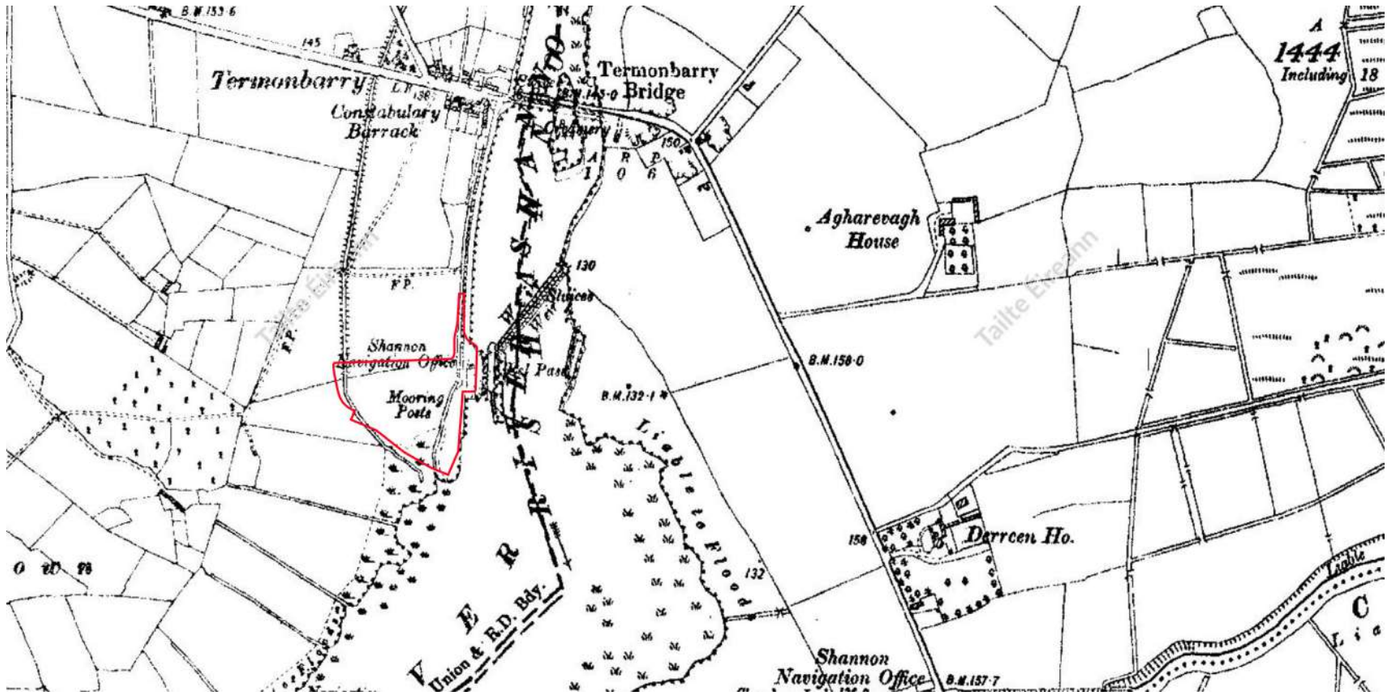
Regional Context

2.2 Historical Analysis

Termonbarry settlement originated around a 6th-century monastery founded by Saint Berach. The Irish name "Tearmann Bearaigh" roughly means "Berach's sanctuary," reflecting its early medieval church-land status and role as a protected religious territory.



MapGenie 6 Inch First Edition. Site area highlighted in red.



MapGenie 6 Inch Last Edition Black. Site area highlighted in red.

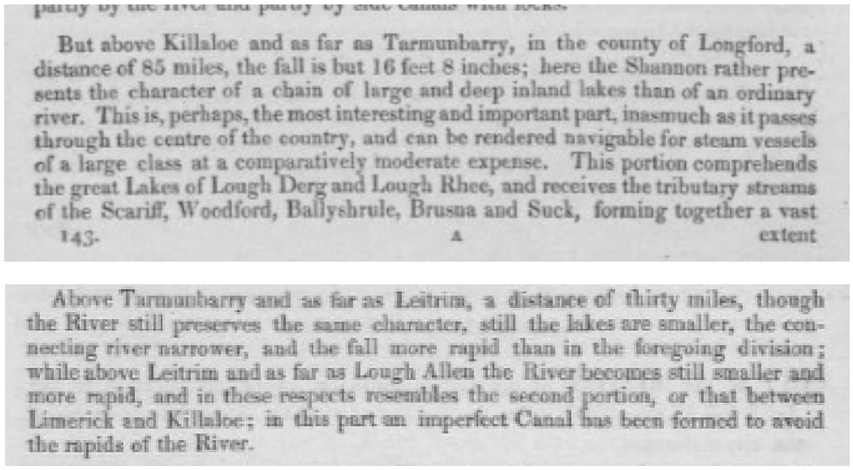
2.3 Weir Heritage Appraisal

Late Medieval/Early Modern Weir: In 1607, a weir was granted to Patrick Fox in this location (Cal. Pat. Rolls Irl. James 1, 114) - which is believed to be the site of the existing weir. This is an archaeological monument (SMR/RMP No. RO030-021-).

1835: The Commission for the Improvement of the Shannon Navigation report to the House of Commons on the results of a survey to determine the navigability & required infrastructure to improve the waterway between Killaloe, Co. Clare and Termonbarry, Co. Longford[/Roscommon], with a particular interest in the connection with the terminus of the Royal Canal at Termonbarry. Their recommendations to make the Shannon navigable are to construct "two locks only, three weirs, four swing bridges, and the river to be cleared from obstructions; in doing which, many thousand acres of valuable land could be secured from floods, and the agriculture, trade, navigation and intercourse of a cast extent of the country vastly improved.

1837 2 No. Existing Fish Weirs: The first edition Ordnance Survey map records the bridge and two existing fish weirs. One or both of these may be the weir referred to in 1607.

1845-46: Shannon Navigation Weir: The weir begins construction March 1845 and reported as nearing completion in 1846. Constructed of ashlar limestone, and is contemporary with Termonbarry swivel bridge and the lock and pier, all of which were under construction at the same time. The swivel bridge was completed in 1845.

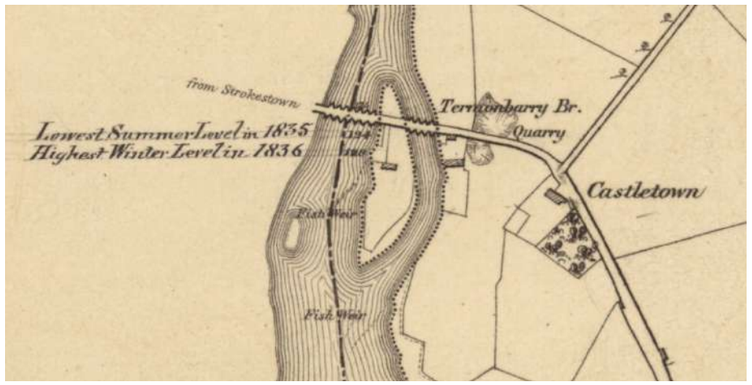


But above Killaloe and as far as Tarmunbarry, in the county of Longford, a distance of 85 miles, the fall is but 16 feet 8 inches; here the Shannon rather presents the character of a chain of large and deep inland lakes than of an ordinary river. This is, perhaps, the most interesting and important part, inasmuch as it passes through the centre of the country, and can be rendered navigable for steam vessels of a large class at a comparatively moderate expense. This portion comprehends the great Lakes of Lough Derg and Lough Rhee, and receives the tributary streams of the Scariff, Woodford, Ballyshrule, Brusna and Suck, forming together a vast

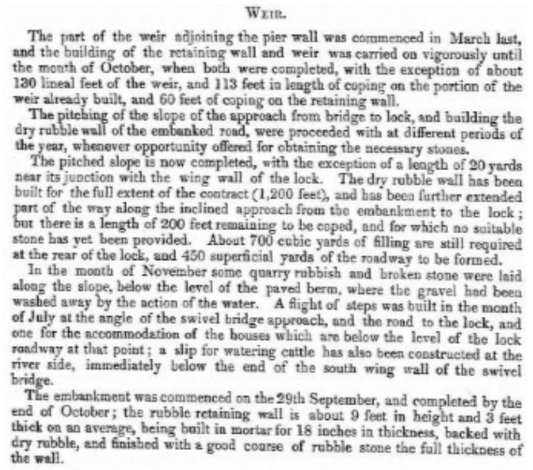
143. A extent

Above Tarmunbarry and as far as Leitrim, a distance of thirty miles, though the River still preserves the same character, still the lakes are smaller, the connecting river narrower, and the fall more rapid than in the foregoing division; while above Leitrim and as far as Lough Allen the River becomes still smaller and more rapid, and in these respects resembles the second portion, or that between Limerick and Killaloe; in this part an imperfect Canal has been formed to avoid the rapids of the River.

Commission for the Improvement of the Shannon Navigation report to the House of Commons



1837 2 no. existing fish weirs



WEIR.

The part of the weir adjoining the pier wall was commenced in March last, and the building of the retaining wall and weir was carried on vigorously until the month of October, when both were completed, with the exception of about 130 lineal feet of the weir, and 113 feet in length of coping on the portion of the weir already built, and 60 feet of coping on the retaining wall.

The pitching of the slope of the approach from bridge to lock, and building the dry rubble wall of the embanked road, were proceeded with at different periods of the year, whenever opportunity offered for obtaining the necessary stones.

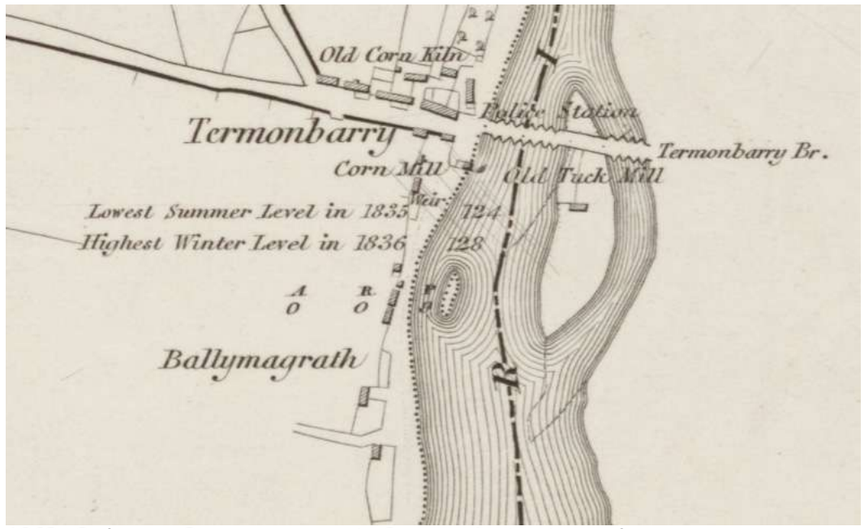
The pitched slope is now completed, with the exception of a length of 20 yards near its junction with the wing wall of the lock. The dry rubble wall has been built for the full extent of the contract (1,200 feet), and has been further extended part of the way along the inclined approach from the embankment to the lock; but there is a length of 200 feet remaining to be coped, and for which no suitable stone has yet been provided. About 700 cubic yards of filling are still required at the rear of the lock, and 450 superficial yards of the roadway to be formed.

In the month of November some quarry rubbish and broken stone were laid along the slope, below the level of the paved berm, where the gravel had been washed away by the action of the water. A flight of steps was built in the month of July at the angle of the swivel bridge approach, and the road to the lock, and one for the accommodation of the houses which are below the level of the lock roadway at that point; a slip for watering cattle has also been constructed at the river side, immediately below the end of the south wing wall of the swivel bridge.

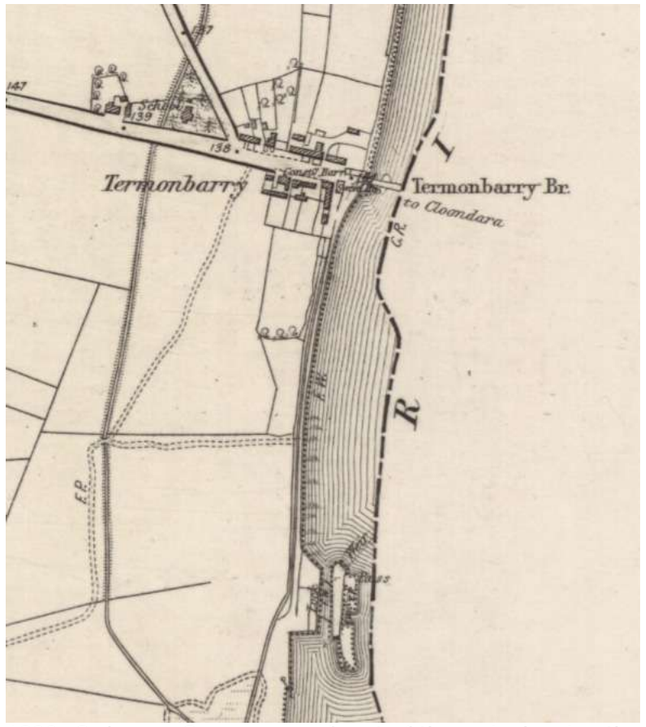
The embankment was commenced on the 29th September, and completed by the end of October; the rubble retaining wall is about 9 feet in height and 3 feet thick on an average, being built in mortar for 18 inches in thickness, backed with dry rubble, and finished with a good course of rubble stone the full thickness of the wall.

The weir begins construction March 1845 and reported as nearing completion in 1846

2.3 Weir Heritage Appraisal

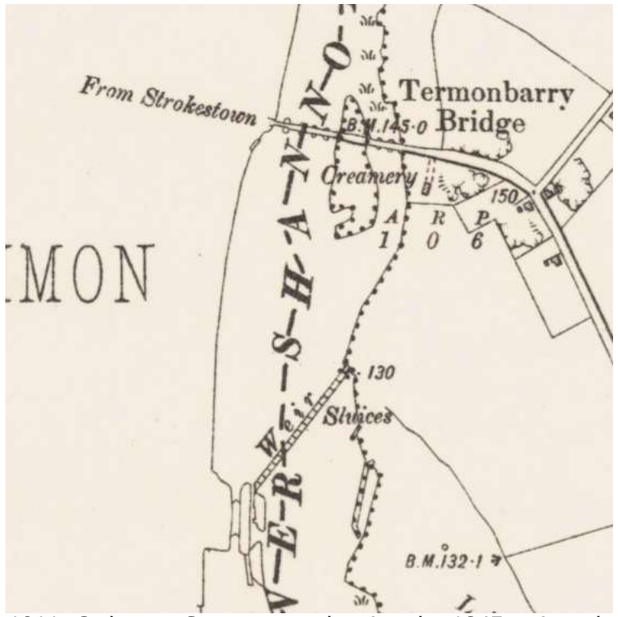


1863: Ordnance Survey map - note 2 no. weir structures shown



1890: Ordnance Survey map of part of the weir showing the western end.

1908: Works proposed as Parliamentary question to lower height of weir due to flooding of adjacent farmland, but rejected as navigability of the Shannon Waterway was considered the greater priority.



1911: Ordnance Survey map showing the 1845 weir and sluices



1912: Ordnance Survey map showing the weir, eel pass and other built features.

c.2000: A new temporary fish pass constructed.

2005: Demolition of 45m of the weir and a fish pass. Recording of the weir and the fish pass as part of a pre-development survey which recorded. The weir was then described as "a substantial structure, in section 5.5m wide and 2.75m high, faced with massive limestone blocks on a rubble and concrete core. The fish pass, set at right angles in the weir, measured 8.4m long, 3m wide and 3m high. A funnelled entrance at the downstream end gave access for salmon as they moved upriver".

2.4 Built Heritage

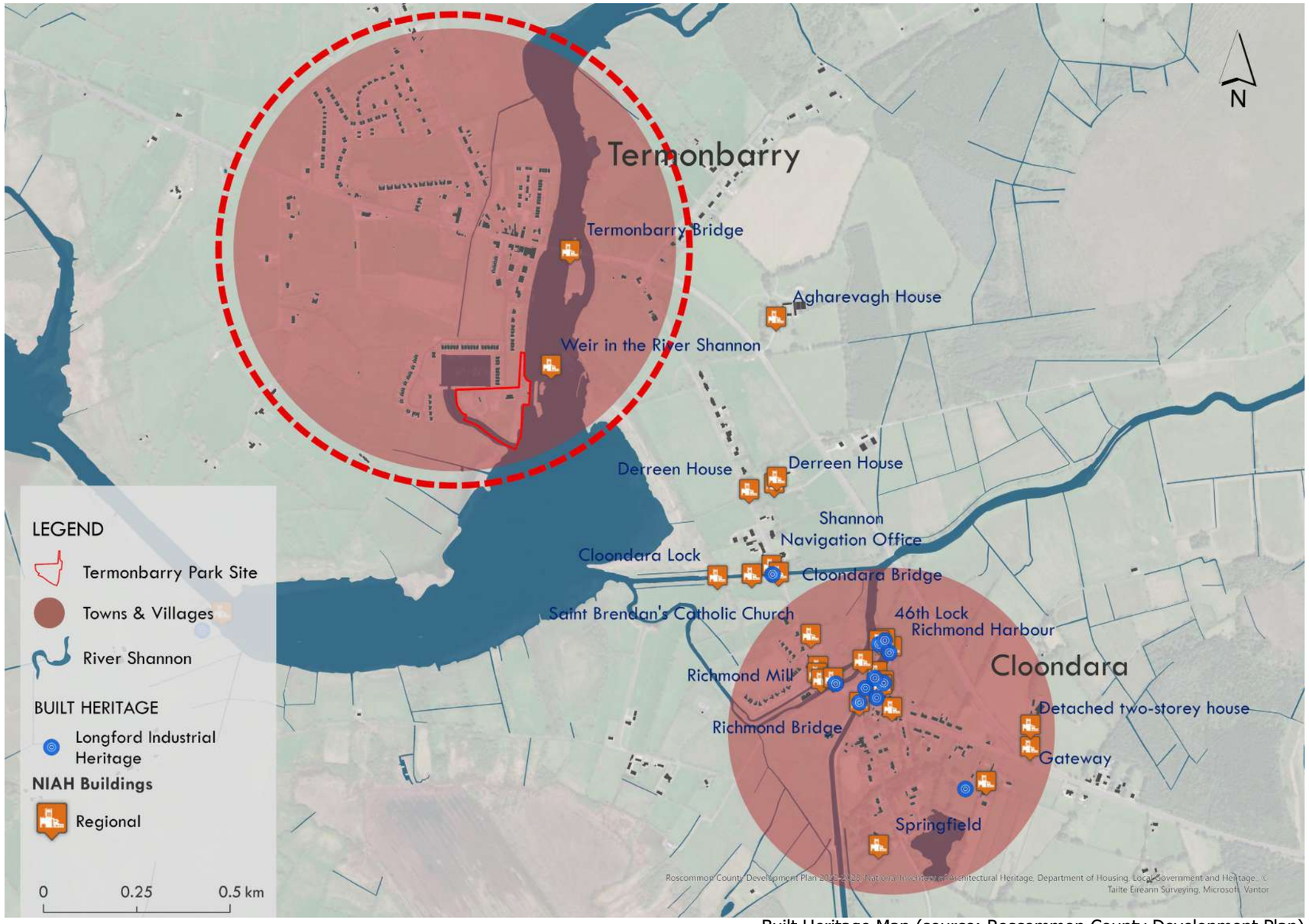
The built heritage of Termonbarry and Cloondara is closely tied to the River Shannon, the Royal Canal, and early ecclesiastical settlement. Remnants of the ecclesiastical landscape survive through historic graveyards, church sites, and the spatial form of the settlement. Royal Canal terminates at Cloondara, where it joins the Shannon. The canal reached Cloondara in 1817 and represents one of the most significant industrial heritage features in the area.

Associated heritage structures include:
- Canal locks and lock-keeper houses
- Stone quay walls and harbour infrastructure
- Historic bridges and towpaths
- Warehousing and canal-related vernacular buildings

Both villages retain examples of traditional Irish vernacular architecture:
- Detached and terraced 19th-century buildings
- Traditional rendered façades
- Slate roofs and chimneys
- Linear village streetscape aligned with historic transport routes Termonbarry's historic main street and waterfront setting are particularly important elements of local character.



Existing vernacular buildings in Cloondara village



Built Heritage Map (source: Roscommon County Development Plan)

2.4 Built Heritage

Cloondara Harbour and the marina/harbour at Termonbarry are part of the Shannon navigation heritage network.
The area historically supported river trade, transport, and later leisure navigation.

The bridge and harbour area contribute strongly to the historic character of the village and its relationship with the river landscape.

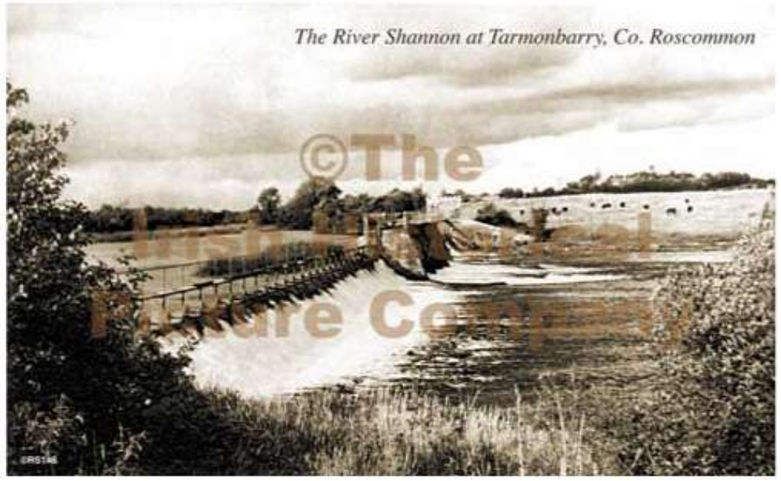
The heritage significance of the area derives less from monumental architecture and more from:

- The historic canal-river interface
- Surviving transport infrastructure
- Ecclesiastical origins
- Traditional rural village form
- Relationship between settlement and waterways

These elements collectively create a distinctive historic waterside landscape character.

The postcards on this page illustrate the character of the area prior to the development of the residential scheme and depict a significantly more rural landscape within the wider context.

The bottom-left postcard shows the former artificial swimming pool located adjacent to Termonbarry Pier, the remains of which are still visible today. A small toilet facility can also be seen to the left of the pool area.



The River Shannon, Termonbarry, Co. Roscommon RS-00146
Source: Historical Picture Archive



Canal entrance at Termonbarry, Co. Roscommon, Ireland. RS-00104
Source: Historical Picture Archive



Historical aerial image of the Termonbarry Lock and Weir
Source: Waterways Ireland



Termonbarry Aerial Image 1953, with view of the Termonbarry Bridge
Source: Termonbarry News Facebook

2.5 Site Evolution Analysis

Aerial photography has been used to understand the more recent evolution of the site from 1995 to present day.

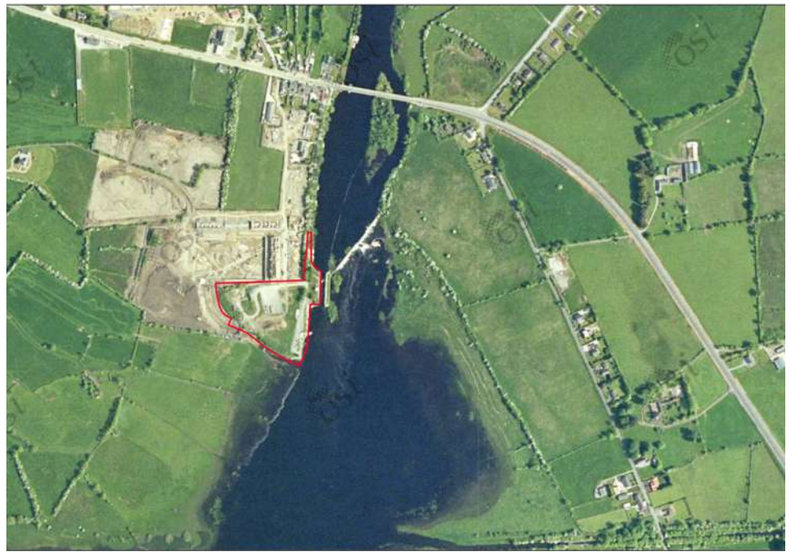
In 1995 the site existed within an agricultural landscape, surrounded by open pasture fields and was largely disconnected from the village other than the link along the river connecting to the weir and the lock and the waterfront area. It appears that the construction of the marina and some residential buildings surrounding the marina started between 2001 and 2005. A secondary vehicular link was also being created to connect the new marina with the village on its western edge. The construction of the residential development and marina would have significantly altered the character of the landscape from an agricultural setting to a more urban setting.

In the years between 2006 and 2012, the marina was complete and the residential area had enlarged to the west of the marina and between the marina and the village, effectively connecting the village with the marina development. The wastewater treatment facility and the community building and parking area within the subject site are now complete. Alterations appear to have been made to the weir during this time.

Between 2011 and 2013, the marina and residential development appear to be fully complete and more established, with green areas and the car parking and roads appearing fully paved and operational. The photograph appears to show the Shannon in full flood, with the waterfront area and neighbouring fields under water.



Geohive MapGenie Aerial Imagery (1995). Site area highlighted in red.



Geohive MapGenie Aerial Imagery (2001-2005). Site area highlighted in red.



Geohive MapGenie Aerial Imagery (2006-2012). Site area highlighted in red.



Geohive MapGenie Aerial Imagery (2011-2013). Site area highlighted in red.

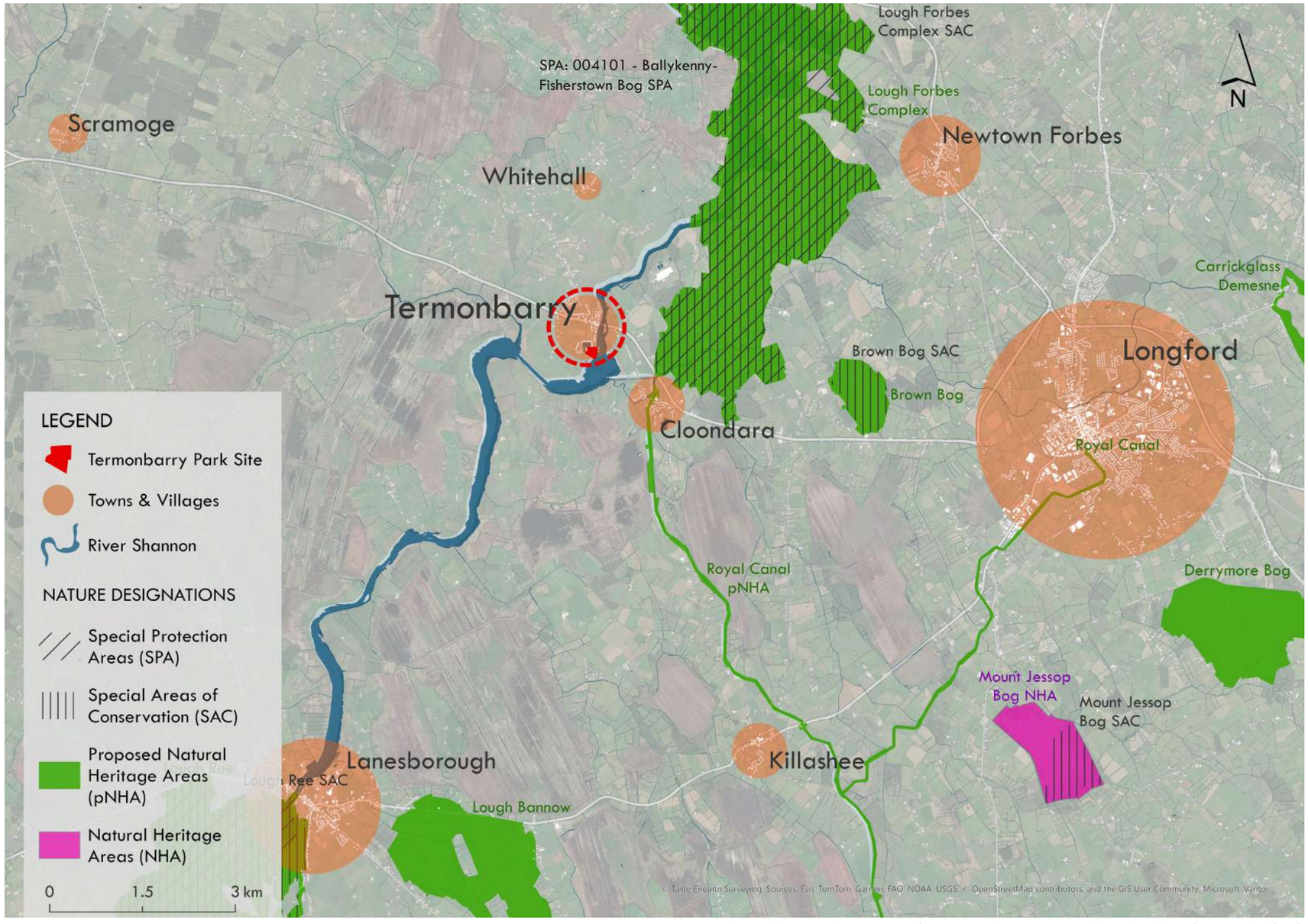
2.6 Nature Designations

The current Roscommon County Development Plan 2022–2028 identifies a layered system of natural heritage and environmental designations across the county. These designations guide planning decisions, environmental protection, and land-use policy. Key natural designations include:
- European / Natura 2000 Designations
- Special Areas of Conservation (SACs)
- Special Protection Areas (SPAs)
- Natural Heritage Areas (NHAs)

The closest ecological designations to the site are the Lough Forbes Complex SAC, Ballykenny-Fishertown Bog SPA (SPA 004101), and the Royal Canal pNHA, all located to the east of the Site area.

The Lough Forbes Complex SAC is designated under the EU Habitats Directive for its internationally important wetland and alluvial woodland habitats associated with the River Shannon system. Sensitive qualifying interests include wet grasslands, alluvial forests, bog woodland, alkaline fens, and associated aquatic habitats. The SAC also supports important ecological connectivity along the Shannon corridor. This SAC overlaps with the Ballykenny-Fishertown Bog SPA, which has been designated primarily for the protection of bog-nesting and wintering waterfowls, like the Greenland White-fronted Goose. The Royal Canal pNHA is recognised for its biodiversity and linear ecological corridor function, supporting wetland vegetation, aquatic habitats, bird species, and riparian ecological networks associated with the historic canal infrastructure.

Due to the separation distance and intervening land uses, direct impacts are not foreseen; however, potential indirect effects relating to hydrology, surface water runoff, visual setting, disturbance, and construction activity are to be considered. Further detailed ecological studies are required and appropriate mitigation measures to be integrated in the subsequent phases of the development.



Nature Designations Map (source: Roscommon County Development Plan)

2.7 Scenic Designations

The area sits within the wider Shannon corridor landscape, which is identified as highly sensitive due to:

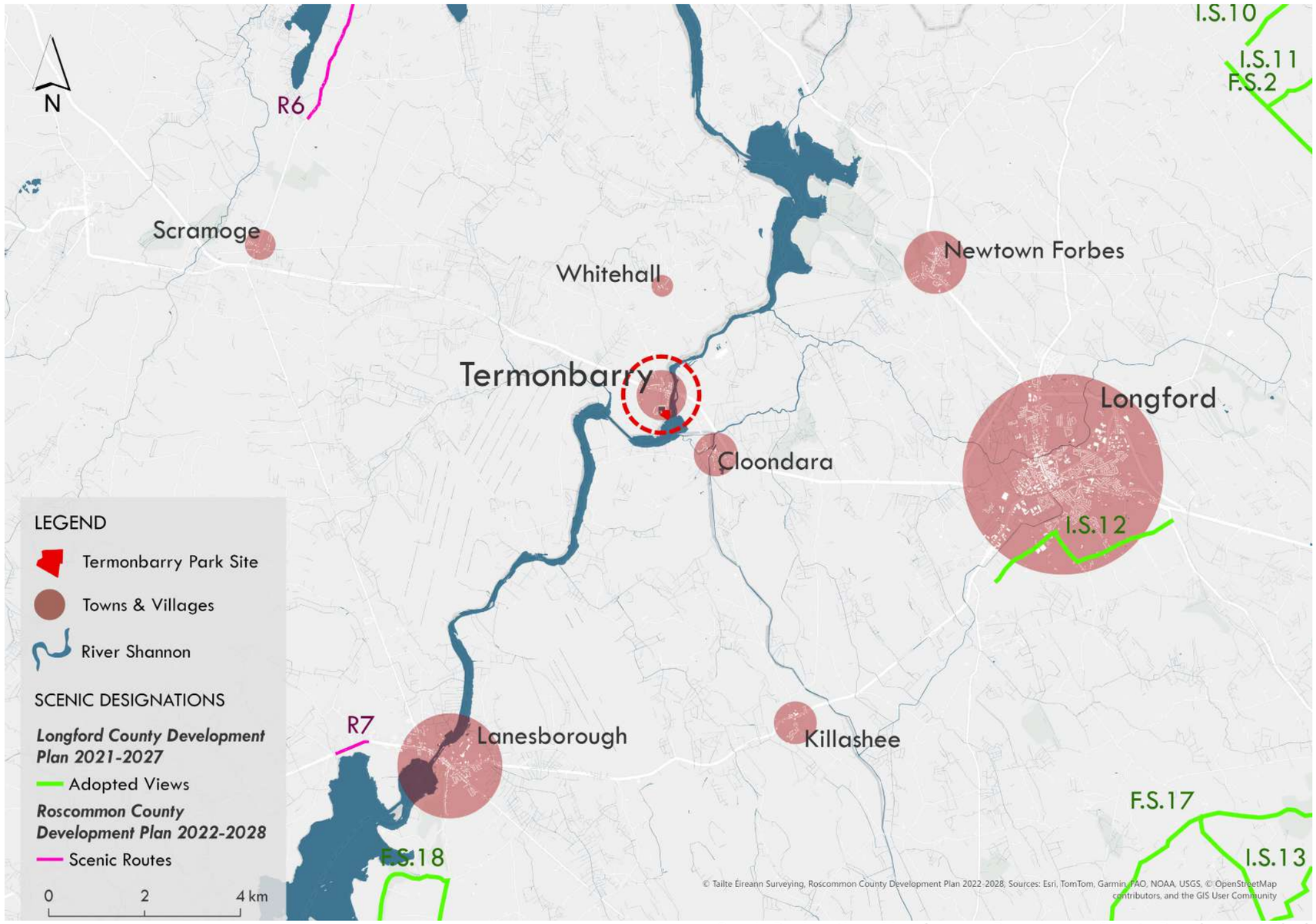
- River Shannon waterfront
- Lough Ree and associated wetlands
- Royal Canal corridor at Cloondara
- Floodplain and callow landscapes
- Historic bridge crossings and harbour views
- Elevated views from local roads approaching the river crossing

Particular emphasis is placed on views:
- Toward the Shannon crossing at Termonbarry along the river corridor
- Across floodplains toward Cloondara harbour and the Royal Canal from approach roads on the N5 and local riverside roads

Roscommon specifically notes that development within protected views is not prohibited outright, but proposals must demonstrate that they do not adversely affect the scenic quality or visual amenity.

Key visual receptors include:
- Shannon navigation users
- Royal Canal Greenway users
- N5 bridge approaches
- Riverside amenity areas
- Harbour and lock areas at Cloondara
- Tourism and recreational viewpoints

There are no protected views or designated scenic routes located within the immediate vicinity of the site.



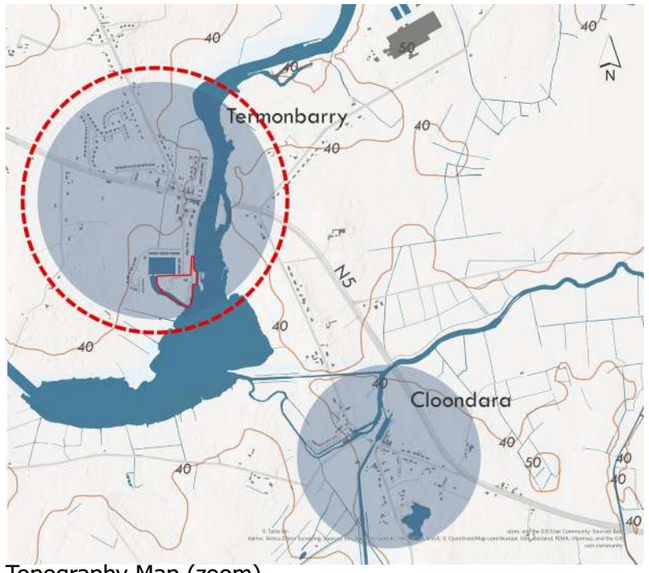
Scenic Designations Map (source: Roscommon County Development Plan)

2.8 Topography

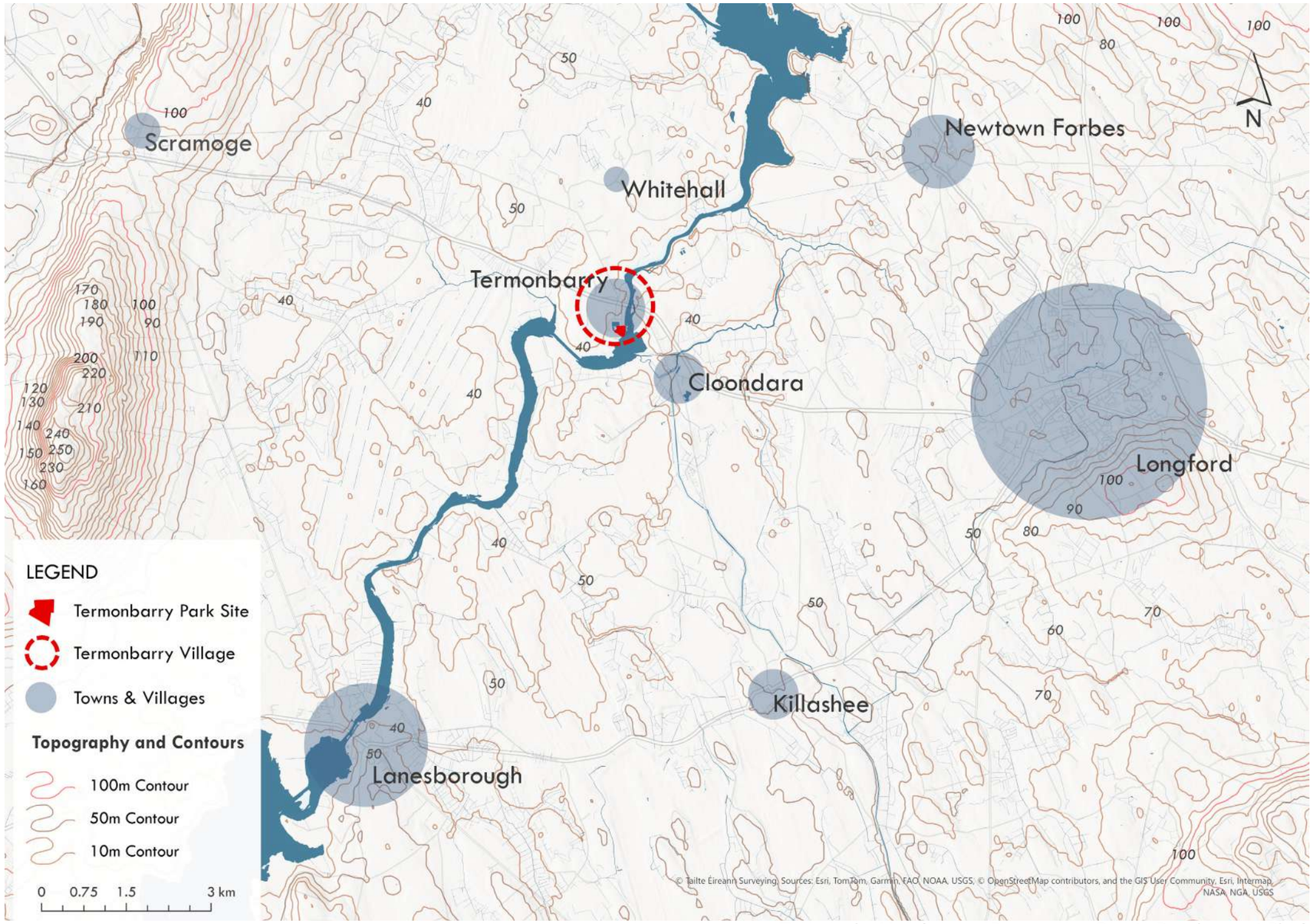
Taking a broad view of the landform across the wider site area, Termonbarry is clearly within the low lying Shannon valley landscape, within the floodplain and immediately on the Shannon corridor.

The valley starts to rise steeply a few kilometers to the west of Termonbarry, with a more gentle rise in landform to the east towards Longford town.

The site itself is located on the banks of the Shannon, on low lying ground which is relatively flat and potentially prone to some flooding during periods of high river flow.



Topography Map (zoom)



Topography Map (source: Roscommon County Development Plan)

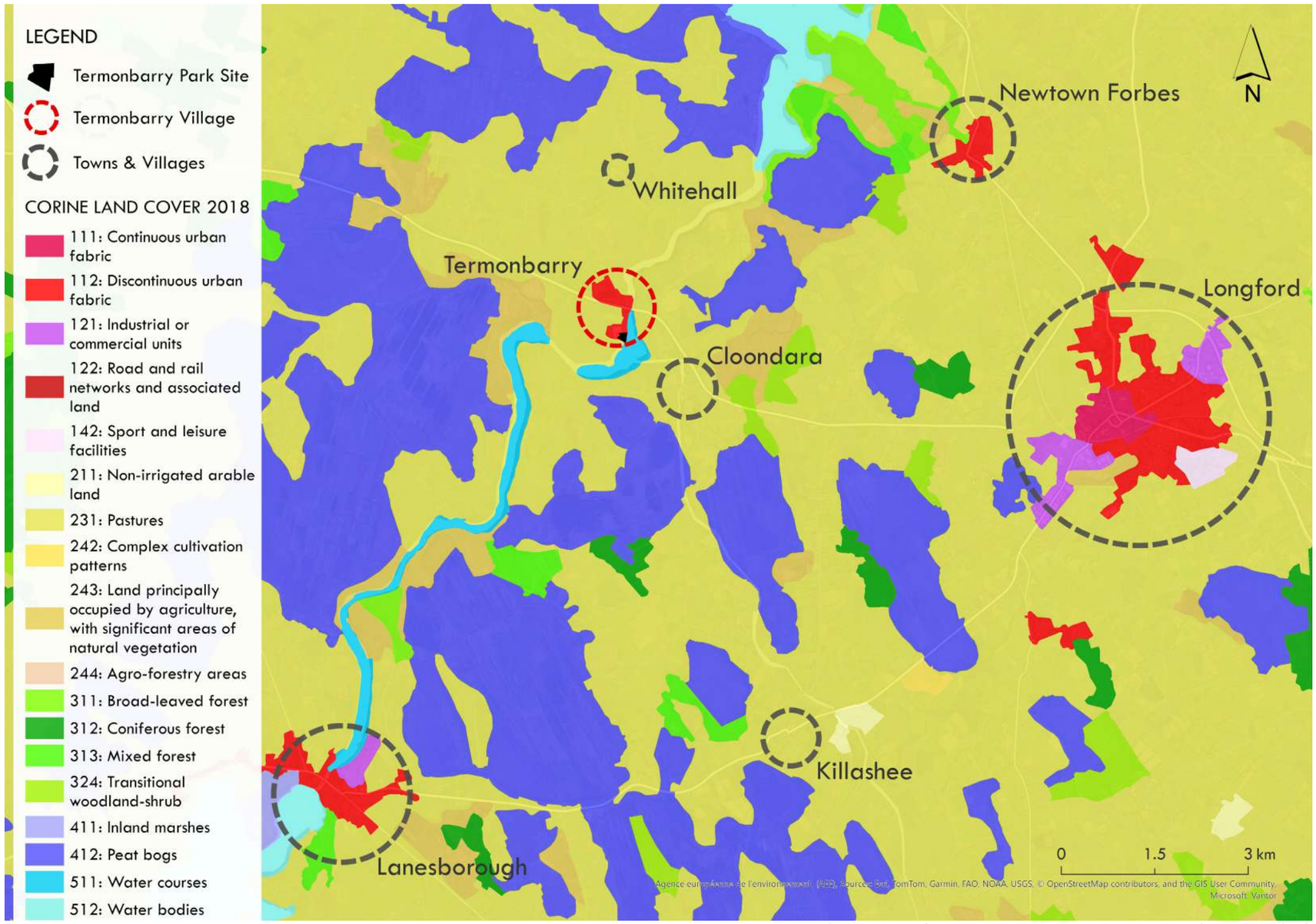
2.9 Corine Landcover

The wider landscape surrounding Termonbarry is generally characterized by agricultural pasture land with pockets of semi-natural vegetation, characteristic of a traditional rural setting in the Shannon valley. Large expanses of 'non-irrigated arable land' and 'pasture' dominates the area, reflecting active farming practices that support both livestock grazing and crop production. These agricultural lands often intermix with complex cultivation patterns like hedgerows and woodland pockets or scrub, creating some variety within the mostly productive countryside.

Woodland areas, including 'Broad-leaved forest,' 'Coniferous forest,' and 'Mixed forest,' punctuate the landscape, providing valuable habitats and enhancing the region's biodiversity.

'Water courses' and 'Water bodies' such as rivers and lakes, as well as 'Peat bogs,' and 'Inland marshes' contribute to the natural richness of the area, supporting local ecosystems and adding to the scenic quality of the surroundings.

These landscape features are integral to the character of the landscape, offering both ecological value and aesthetic appeal. Urban development in the immediate vicinity of Termonbarry remains limited, with the village itself comprising a small, dispersed settlement surrounded predominantly by rural land. While larger towns such as Longford and Lanesborough exhibit more extensive urban and industrial areas, Termonbarry maintains its distinctly rural charm. Overall, the area presents a rich and diverse mix of agricultural productivity and more natural landscape features, embodying the essence of the Irish rural environment.



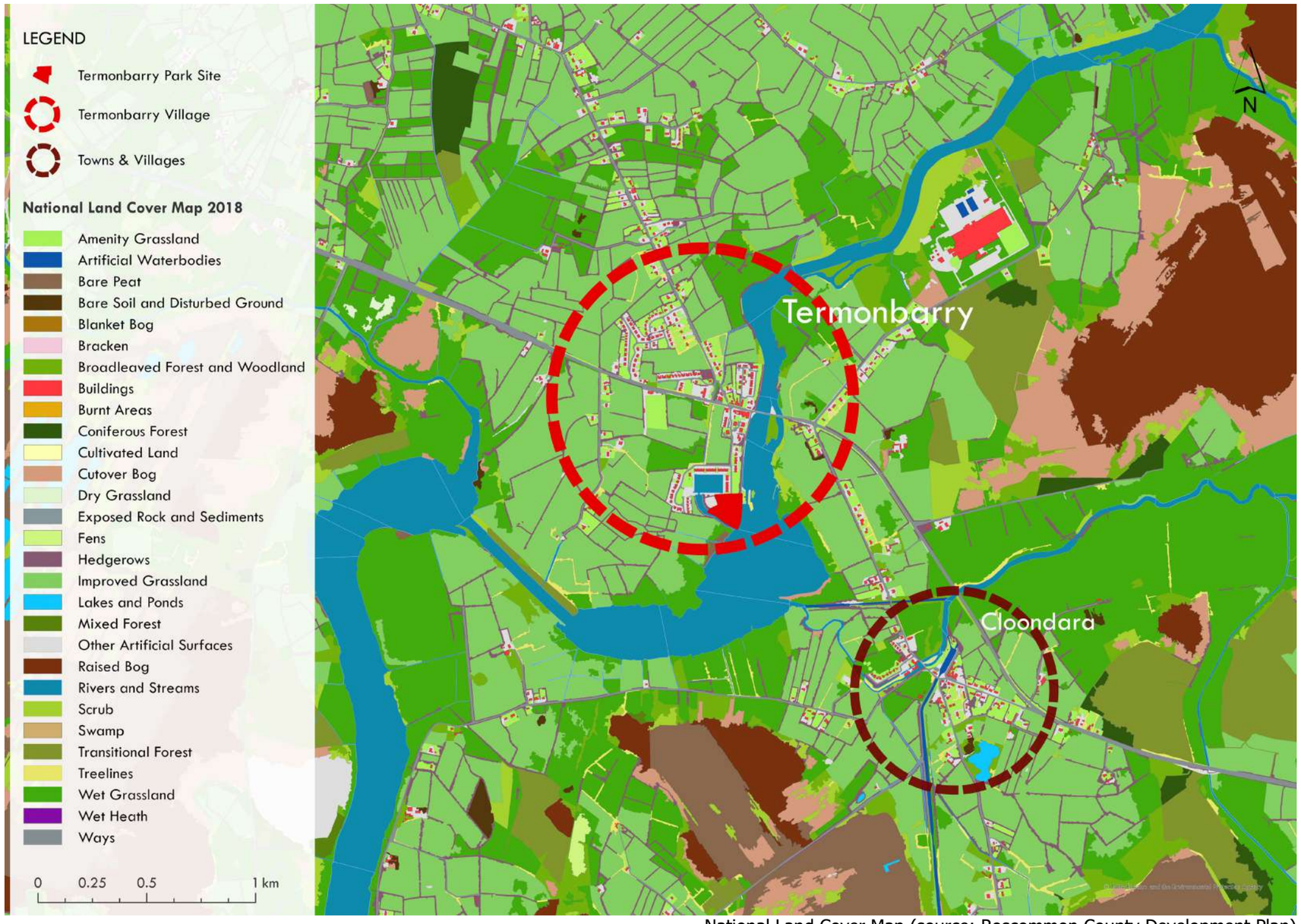
Corine Landcover Map (source: Roscommon County Development Plan)

2.10 National Land Cover

Closer in to the project site within the Termonbarry area, the landscape has a higher degree of landscape uniformity, primarily defined by "Improved Grassland." This dominant land cover category suggests a long history of agricultural management and provides a high level of openness. The site itself exists on the edge of this landscape at the transition between the agricultural landscape, the urbanized village core and the ecologically complex riparian corridor of the River Shannon. The site acts as a functional buffer, mediating between the anthropogenic footprint of the village and its surrounding farmland, and the natural hydrological and ecological system of the large river.

Beyond the managed grasslands, the wider area exhibits significant ecological stratification. The presence of "Wet Grassland," "Swamp," and "Rivers and Streams" indicates a high water table and a landscape shaped by seasonal inundation. This proximity to water-dependent habitats suggests that the site is part of a larger, sensitive fluvial corridor, where the land cover is strictly governed by soil moisture levels and flood frequency. The presence of peat, fens and bogs add to this dynamic landscape of dry to wet landscapes.

Consequently, the site exists within an agricultural and semi-natural mosaic and serves as a transitionary threshold between the river and the broader landscape structure.

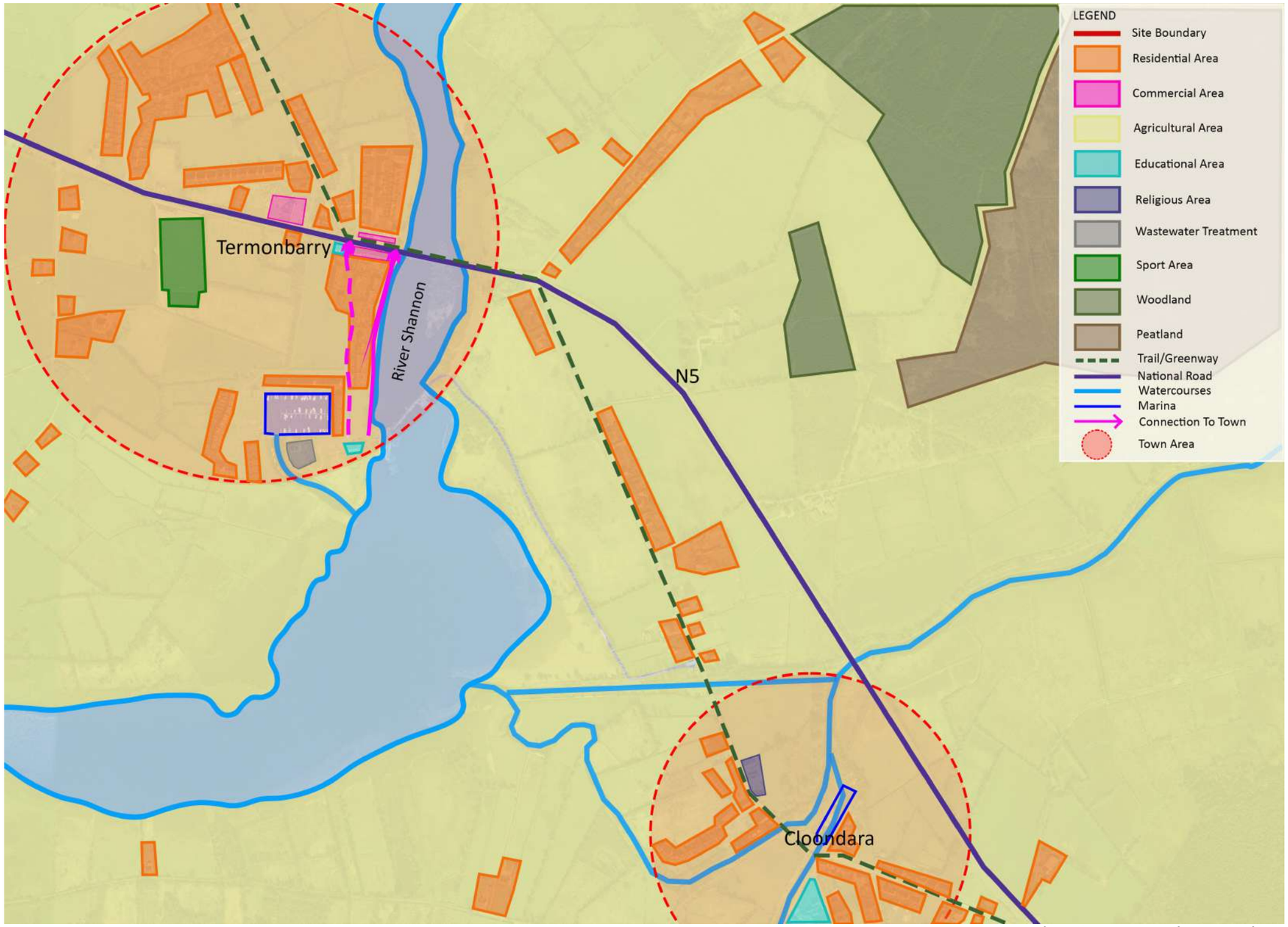


National Land Cover Map (source: Roscommon County Development Plan)

2.11 Land Use

Analysis of the surrounding land use context indicates a predominantly rural–urban pattern, characterised by extensive agricultural land interspersed with small village cores at Termonbarry and Cloondara. These settlements comprise small-scale commercial/ retail and hospitality functions, supported by a strong community infrastructure including sports grounds, school facilities, and childcare uses.

The proposed development will need to respond sensitively and constructively to this established and distinctive rural fabric, with appropriate consideration of scale, compatibility, landscape and urban character, and the existing settlement pattern to ensure integration within the surrounding environment. The scale, character and existing uses within the village of Termonbarry is very much a valued part of its appeal, and any proposed development should respect these existing characteristics.



Surrounding Context Land Use Analysis

2.12 Green & Blue Infrastructure

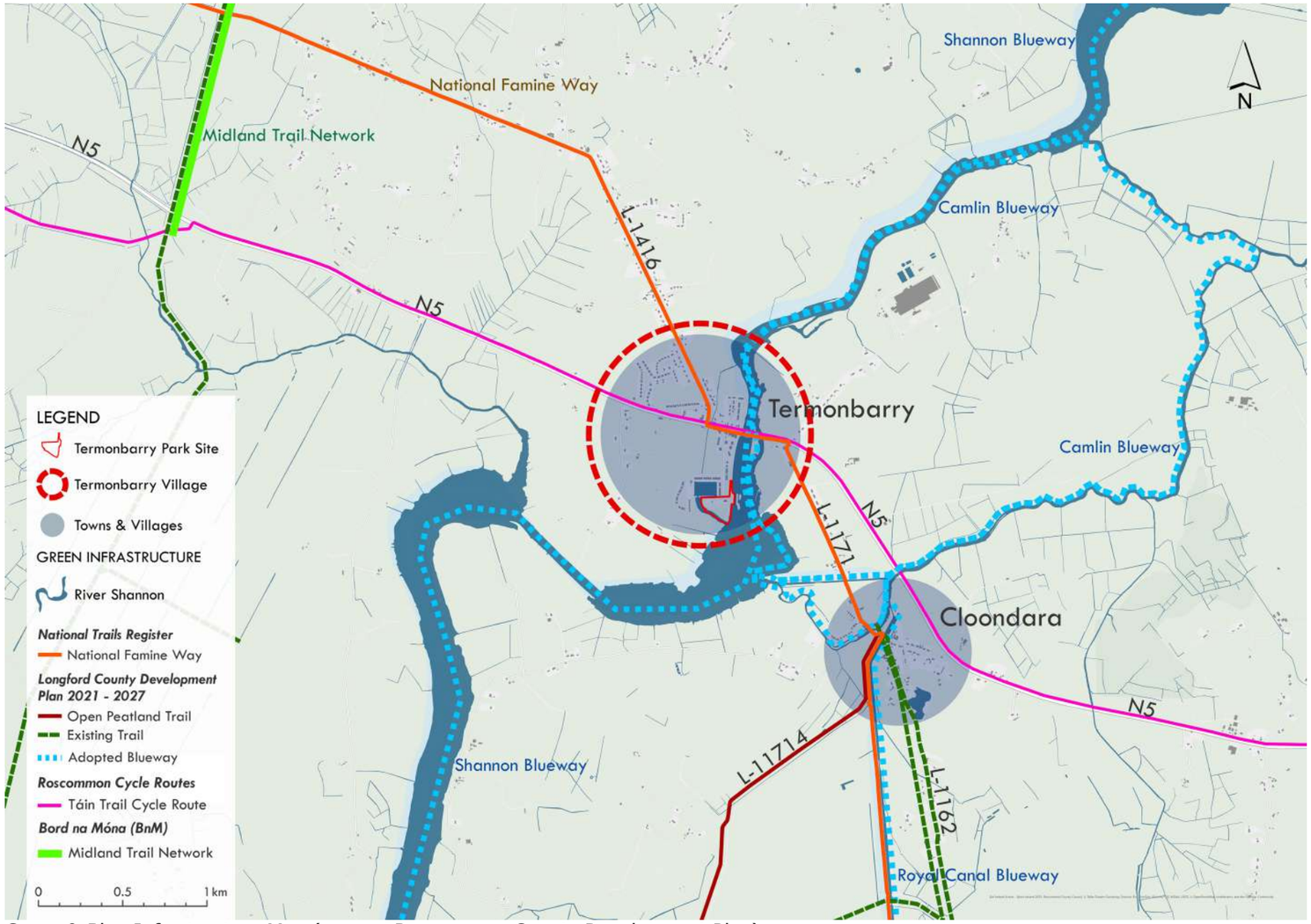
A number of established and emerging green and blue infrastructure networks exist within the wider context of the study area, presenting significant opportunities for the proposed Riverside Park to connect with and capitalise upon regional tourism, recreation, and heritage initiatives. These include heritage trails, cycling routes, greenways, blueways, and nature-based recreational corridors.

The National Famine Way, originating at Strokestown Park & National Famine Museum, passes through Termonbarry and nearby Cloondara before continuing eastward towards Dublin. Approximately 18 km of the route is located within County Roscommon, contributing to the area's cultural and heritage tourism profile.

The Táin Trail cycling route, which retraces the historic journey associated with Queen Maeve's army from County Roscommon to County Louth, also traverses the village via the N5 road corridor. In addition, the Royal Canal Greenway currently terminates at Cloondara Harbour and provides onward connectivity eastwards towards Leixlip, with a planned future link to Dublin.

The Shannon Blueway is a key recreational and tourism corridor along the River Shannon, accommodating significant boating and leisure traffic throughout the tourism season.

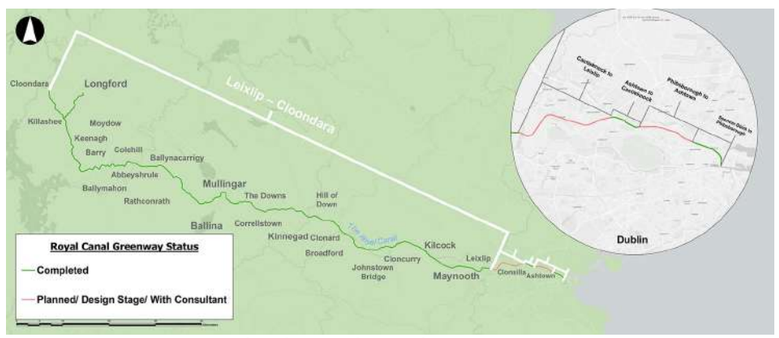
Further recreational opportunities are anticipated through the proposed Open Peatland Trails, identified within the Longford County Development Plan 2021–2027 and anticipated for completion by 2027. Collectively, these national and regional networks position Termonbarry well placed to benefit from increased visitor activity and strengthen its role within the wider tourism, recreation, and ecological landscape of the region.



Green & Blue Infrastructure Map (source: Roscommon County Development Plan)



Source: National Famine Way, Trail Map (excerpt)



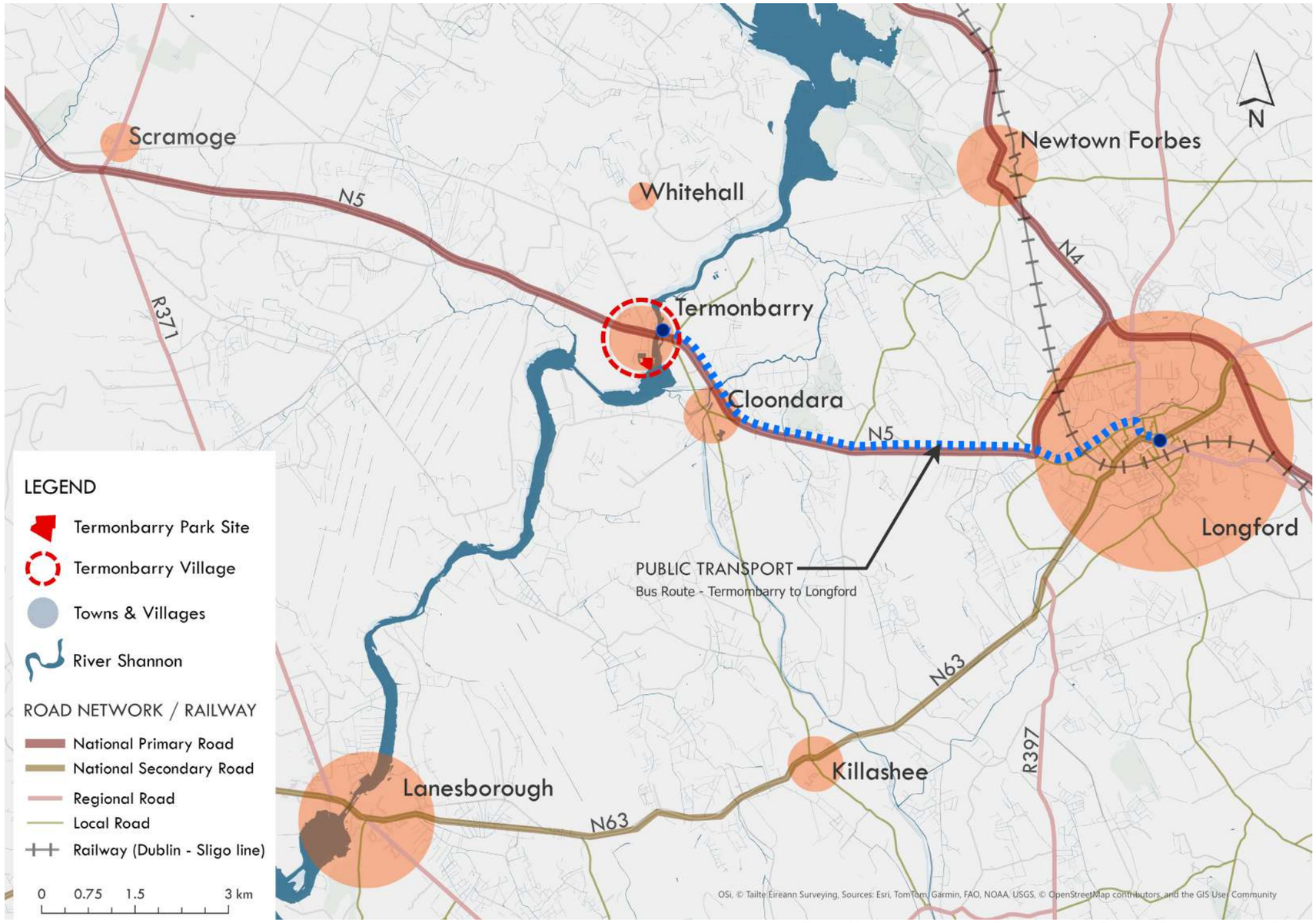
Source: Waterways Ireland, Royal Canal Greenway Status Map

2.13 Road Network

Termonbarry benefits from strong regional connectivity through the national and regional road network, with the N5 road passing through the village and linking to the nearby N4 road corridor at Longford. The area is further supported by a network of regional and local roads, while rail connectivity is available via Longford on the Dublin–Sligo rail line. Owing to its strategic location and strong heritage and cultural associations, Termonbarry has the potential to function as an attractive stopover destination for passing visitors and vehicular traffic within the wider region.

The bridge connecting the counties of Longford and Roscommon at Termonbarry is a vital link in this network serving Dublin and Westport, and crucial to the ongoing existence and future of Termonbarry and Cloondara. The bridge also presents its particular attributes and challenges. The bridge is occasionally lifted to allow for passing river craft, causing some disruption to traffic flows at certain times. While this is potentially also a unique characteristic contributing the charm of Termonbarry it needs to be considered in terms of potential for pedestrian cycle connectivity in the local area. The bridge is also very narrow with fast moving vehicular traffic which makes it a challenging experience for cyclists and pedestrians wishing to cross the river.

Termonbarry is served by regular Bus Éireann services (Routes 22 and 451) providing connections to Dublin, Dublin Airport, Longford and Ballina, together with the TFI Local Link Route 426 linking the village to Strokestown and Roscommon. These services provide regional connectivity and access to the national rail network via Longford Railway Station.



Road Network (source: Roscommon County Development Plan)

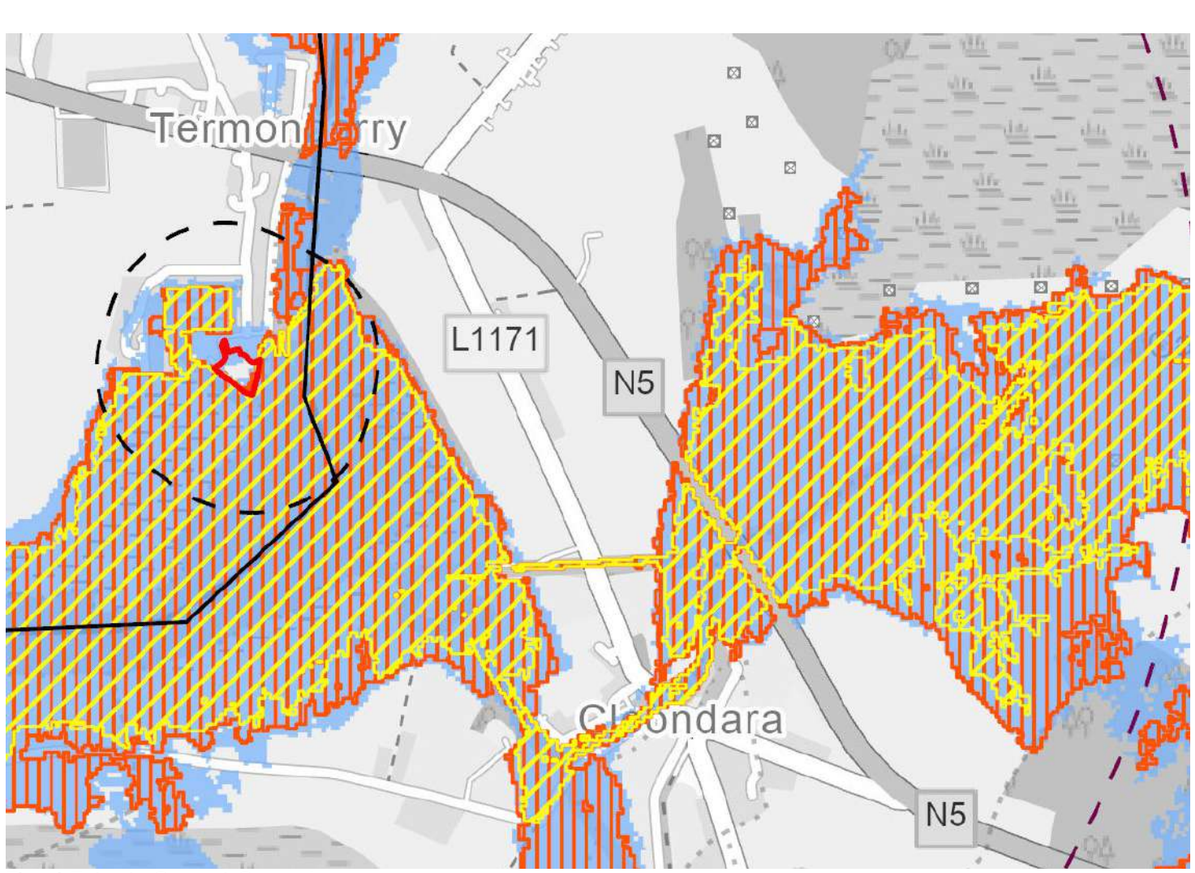
2.14 Flood Extent

The Engineering Feasibility Report (June 2026) by Tobin reviewed the following key elements in relation to the project:
- A 2km buffer for the constraints summary; and
- A 250m buffer for the general mapping, as this extent captures all relevant constraints.

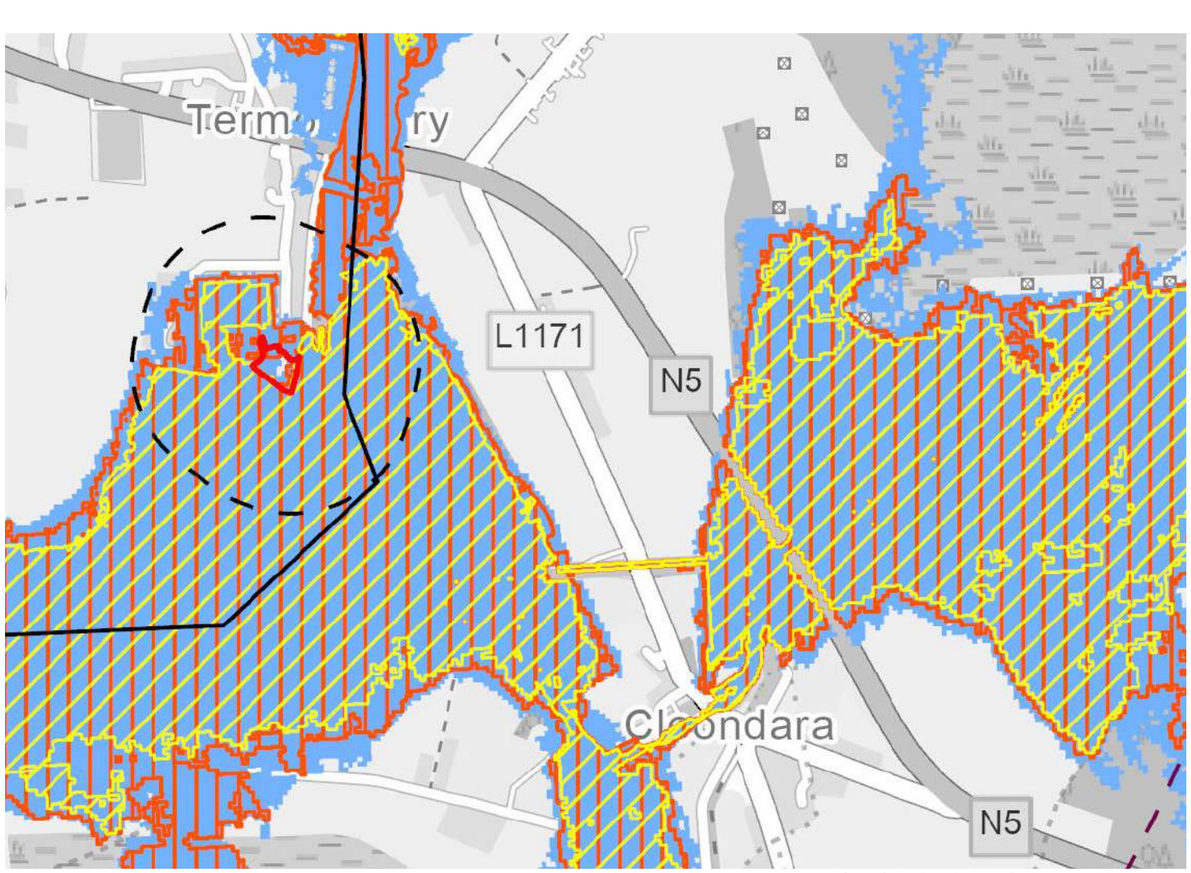
The report states that groundwater vulnerability within a 2–3 km radius of the site ranges from Extreme (Red) to High (Orange) and Moderate (Yellow). Landslide susceptibility within the region is classified as Very Low.

With regard to flood extents, the site is currently subject to a low probability of flooding. This scenario is projected to remain broadly unchanged under the mid-range scenario (with climate change). According to the Tobin report, the flood mapping (figures shown on this page) shows what appears to be a not significant level of flooding of the site in the current scenario, with only a part of the site falling within the 1/1000 year event. The mid-range scenario (future) shows a medium probability flood (1/100) encroaching on the northern and eastern edges of the site.

We consider this to be a slight to negligible impact on the site in the current scenario while in the longer term the impact would increase, but not to a significant level that requires substantive mitigation. It is therefore proposed that specific flood mitigation for this project is limited to appropriate choices of resilient materials and planting, and design consideration of layout. It is also recommended that additional more detailed flood mapping is carried out at detailed design stage.



Flood Extent: Current Scenario



Flood Extent: Mid-Range Scenario

Legend
- Potential Site Boundary
- 250m Buffer
- 2km Buffer

Flood Extents
- OPW Community Scale River Flood Extents : Mid-range Scenario - High Probability (10 per cent AEP/ 1 in 10 Years)
- OPW Community Scale River Flood Extents : Mid-range Scenario - Medium Probability (10 per cent AEP/ 1 in 100 Years)
- OPW Community Scale River Flood Extents : Mid-range Scenario - Low Probability (10 per cent AEP/ 1 in 1000 Years)

2.15 Planning Policies

Four key Development Objectives are laid out in the 'Roscommon County Development Plan 2022-2028' for Termonbarry village, which includes the subject Site.

Objective DO1 promotes quality low density infill development in and around the village settlement. The potential provision of a placemaking function and recreational facility/ green space at this site would safeguard it from inappropriate development.

Objective DO2 promotes the provision of local and community services. A public green space with outdoor recreation facilities, in conjunction with the future greenway extension, are the sorts of services that would benefit the local community as well as encouraging slow tourism of longer distance recreational users of the Shannon and the greenway. Possibilities of events programming within the park also enhances the ability for Termonbarry to host a wider array of community-focused events.

Objective DO3 promotes appropriate scale development in the village. The scheme should propose slow tourism of a small scale that would not draw away trade from local businesses in the village, but rather compliment and support them.

Objective DO4 requires all applications to fully assess flood risk. Due to the low lying nature of the site within the floodplain of the Shannon, the site will most likely experience seasonal flooding. Provision of a green space for outdoor recreational purposes offers a low risk development solution for the site in relation to flood risk.

3.27 Termonbarry

SETTLEMENT CONTEXT

Termonbarry is situated towards the north east of the county, approximately 13 kilometres east of Strokestown and 10 kilometres west of Longford Town.

The village straddles the border with County Longford, which is defined by the Termonbarry Bridge, traversing the River Shannon.

Termonbarry is synonymous with the leisure, hospitality and culinary sector and is a popular destination for passing visitors and tourists alike.

Termonbarry provides a good level of retail, commercial and community services, including a hotel, restaurants, crèches, hair and beauty salons and a service station with ancillary convenience retail.

Settlement in Termonbarry has predominately expanded in a north westerly as well as southerly direction. Residential demand in the area has increased over recent decades, owing to the scenic and amenity value of the area, along with its logistically central location, close to larger urban centres.

Community Facilities: Community facilities include a church, crèche marina and amenity area, all of which are located within the village environs.

Population: Census 2016 recorded the population for the settlement of Termonbarry at 443 persons.

INFRASTRUCTURE

Road Network: The N5 runs through the centre of village, with a local road network connecting the village to its rural hinterlands off the national route.

Waste Water: The village is served by a Municipal Waste Water Treatment System.

Water Supply: Public water supply is available

Flooding: Based on evidence available, the *SFRA* has identified lands towards the southern environs of the village boundary as liable to flooding.

TERMONBARRY DEVELOPMENT OBJECTIVES

Termonbarry DO 1

To facilitate quality low density residential development and infill opportunities at appropriate locations within the village settlement boundary. Further suburban type multi-unit residential development will be discouraged.

Termonbarry DO 2

To support the provision of local and community services which can assist in sustaining and developing a resident community.

Termonbarry DO 3

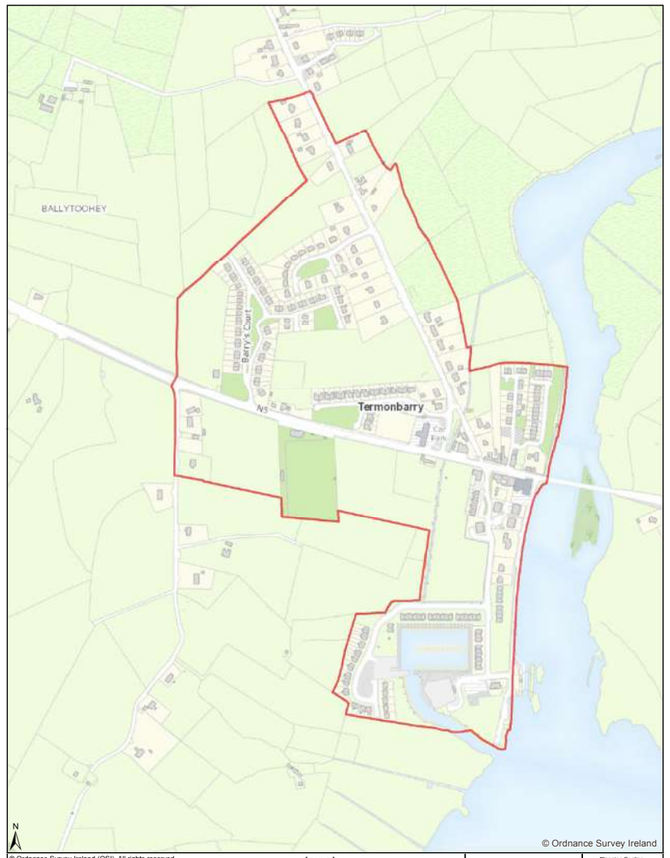
To encourage opportunities for employment generation through appropriate developments, commensurate with the scale of the village, and in accordance with the principles of proper planning and sustainable development.

Termonbarry DO 4

To ensure applications for development on lands identified as flood risk areas, shall be subject to a Specific Flood Risk Assessment and Justification Test, in accordance with the *Planning System and Flood Risk Management – Guidelines for Planning Authorities* (2009), or any superseding guidelines and circulars.

Section 3: Village Plans

Map 27: Termonbarry Village Plan



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Legend
Plan Boundary

Village Settlement Plans	Planning Section, Roscommon County Council, Áras an Chontae, Roscommon. Telephone: (090) 6637175 www.roscommoncoco.ie Date: April 2022 Author: B.F. Scale: N.T.S
Termonbarry	
Roscommon County Development Plan 2022-2028	

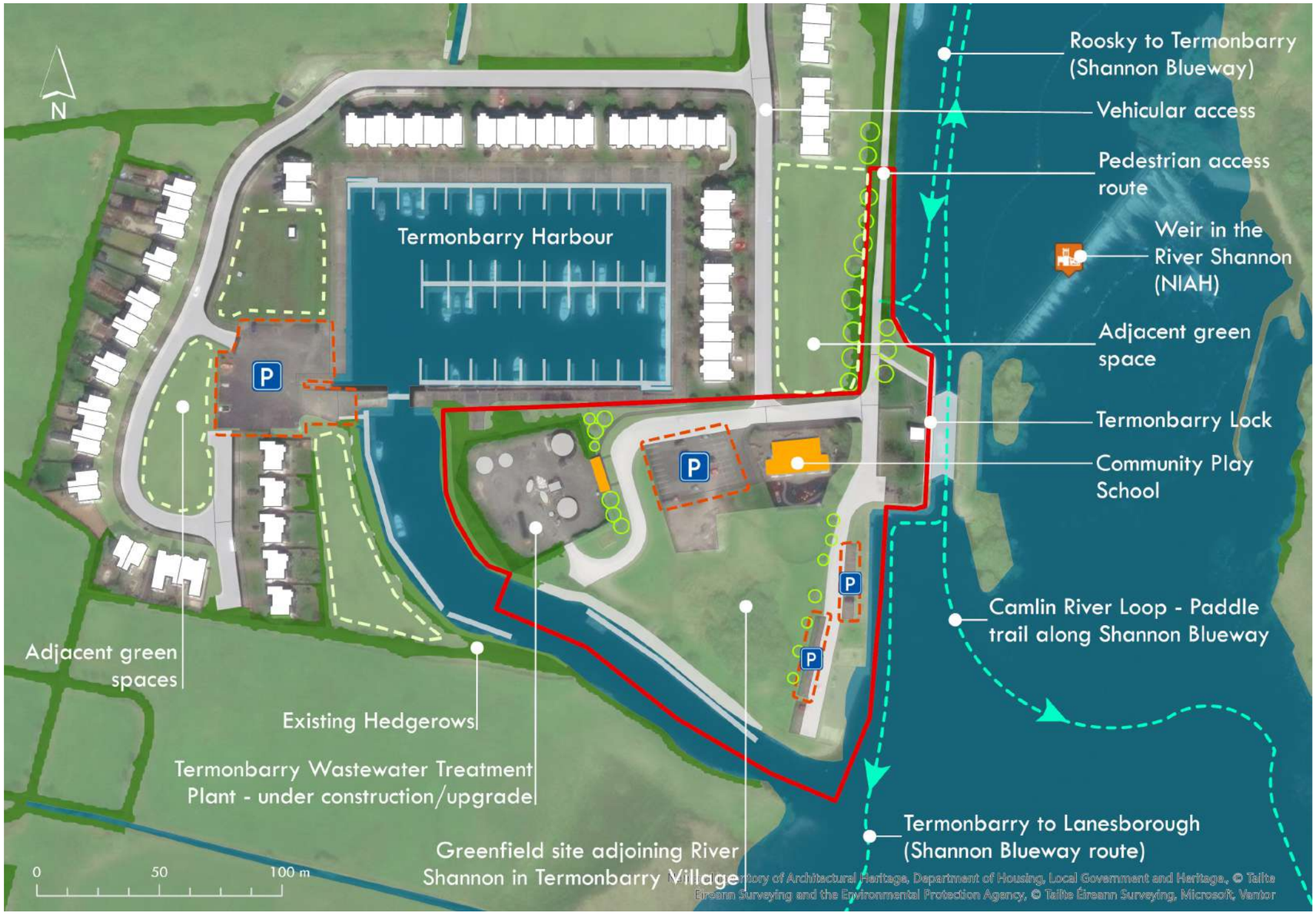
2.16 Immediate Site Context

The site is located to the south of Termonbarry village, in between the Marina/Harbour development and the River Shannon, it is primarily open green space on a small peninsula between the river and the narrow waterway leading to the Marina. The site is predominantly a grass open space surrounded by water and attractive open views to the south. The views over the water are the site's greatest asset due to the size and scale of the Shannon at this location. To the north of the site, a riverside promenade links the site with Termonbarry village. This walkway is a valuable asset for the site as it provides an attractive and direct link between the village and the subject site. Existing mature trees along this route provide an attractive and established setting to the riverside and contribute to the ecological value and landscape structure of the site and its setting.

A community building is located to the north of the site, currently occupied as a creche facility run by members of the community. The play area for the creche is located to the south of the building, with an enclosed play space to protect young children. A parking area serves the creche to its western side, with around 40 car spaces, possibly also part-serving the marina. There appears to be an overflow parking facility extending to the south of the existing parking area. These parking areas present an opportunity for wider and more varied usage and management.

On the eastern edge of the site is a waterfront parking area facing directly onto the River Shannon, catering for around 30 car spaces. This parking area appears to be used by people who park alongside the river to observe the river as well as people using it to access the water as a recreational resource. The parking area often floods during the winter season, when the river is in high flow.

To the east of the site is the existing large stone lock and lock house. The lock forms a prominent feature in the local setting due to its elevated position and characterizes the space with its beautifully engineered stonework.



Immediate Site Context Plan

The lockhouse is awkwardly located in a prominent position on the edge of the lock but serves an important function in the daily operation of the facility. To the east of the lock is the existing weir that extends diagonally across the Shannon. This feature no longer functions as it originally intended and is in need of refurbishment. This presents a significant opportunity to relink the east and the west of the Shannon for pedestrians and cyclists at this location.

On the western edge of the site is a waste-water facility hidden behind large cherry laurel hedge that dominates this part of the site and appears out of character with the site and its surroundings. On the east side of the hedge is a toilet facility that is well used and in need of an upgrade. This presents an opportunity to expand the facility to widen and diversify its use. The network of adjacent green spaces surrounding the marina and study area presents potential for future connectivity and integration with the wider area.

Uisce Eireann capacity registers confirm that there is available capacity in Termonbarry WWTP and in respect of water supply to support 2035 population targets. Subject to detailed design, the capacities are considered to be sufficient to provide for the additional loadings envisaged by the development proposed in this feasibility report. (https://www.water.ie/connections/developer-services/capacity-registers)

Termonbarry is centrally located in the national navigable waterway system including via the Royal Canal to Dublin, and north south via the Shannon-Erne system, providing notable opportunities for develpment, but it would be important to avoid duplication of amenities with nearby villages.



Source: Google Earth aerial imagery, annotated to indicate existing site photo locations. To be read in conjunction with the photographs on pages 28 and 29

2.17 Existing Site Conditions

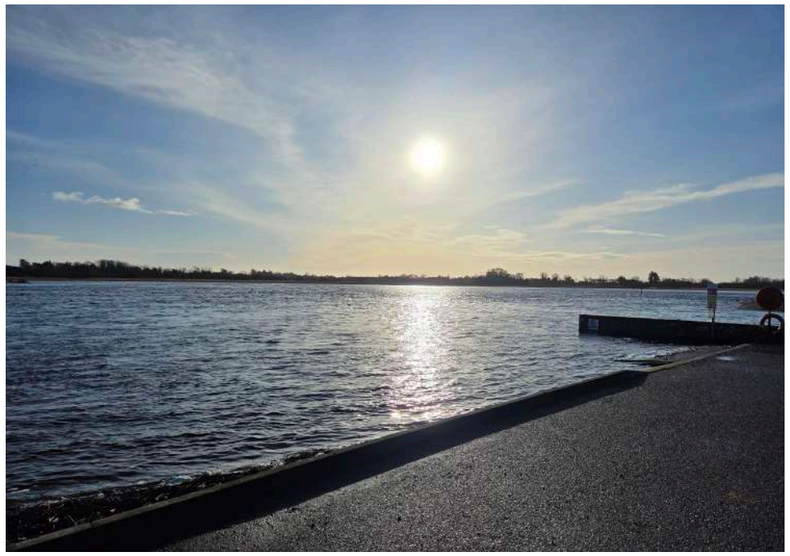


Photo 1: View towards the South from the existing riverfront car park, South East of the study site



Photo 2: View towards the North from the boat ramp area next to the existing riverfront car park



Photo 3: View of the existing car park area adjacent to the Community Play School, in view in the background



Photo 4: View towards the South from the road North-East from the Community Play School



Photo 5: View towards the South of the Termonbarry Lock

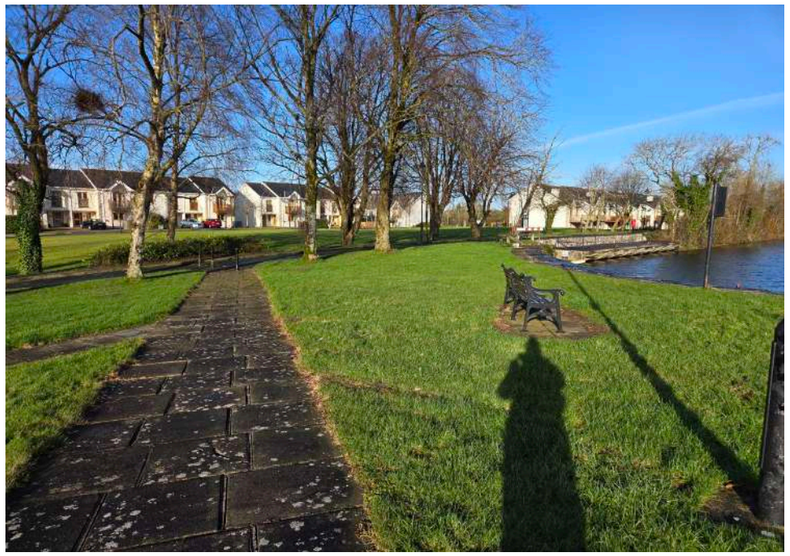


Photo 6: View from the Termonbarry Lock towards the existing residences



Photo 7: View of the Termonbarry Weir on the Western end, with the existing reed beds upstream of the weir in view to the left



Photo 8: View of the Termonbarry Weir on the Eastern end, with the proposed study site to the left in the background

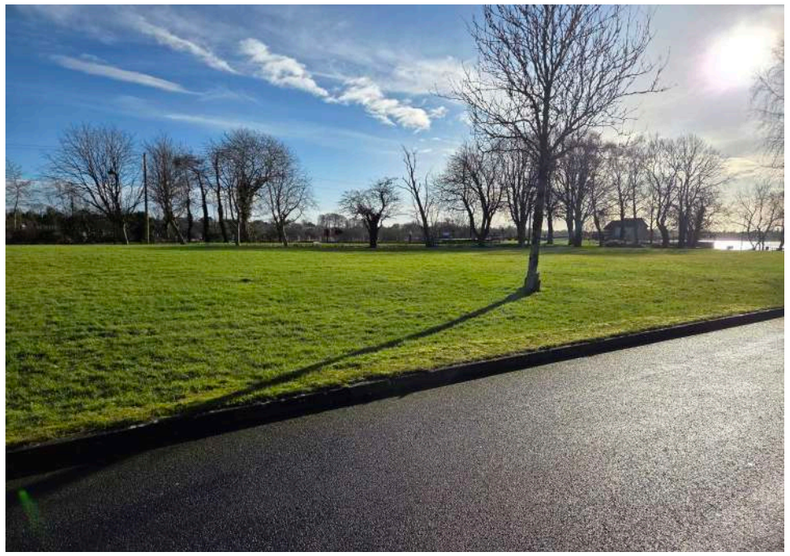


Photo 9: View of the adjacent large green area north of the Community Play School, with existing vegetation



Photo 10: View of the Cloondara Canal towards the West and the River Shannon from the Cloondara Lock



Photo 11: View towards the West and the River Shannon from the local road between Cloondara and Termonbarry



Photo 12: View of the Cloondara Harbour near the terminal point of the Royal Canal Greenway

3. TOURISM ASSESSMENT

3.1 Tourism Context

Location & Setting
Termonbarry is a small riverside village strategically positioned on the banks of the River Shannon, Ireland's principal inland waterway. Its location on the N5 (Dublin–Westport route) makes it a natural point for domestic and touring visitors exploring the Hidden Heartlands.

Population & Character
With a modest rural population estimated at 699 people in the immediate village area (CSO, Census of Population 2022), Termonbarry retains an authentic, low-density character aligned with demand for nature-based, uncrowded tourism.

Existing Tourism Infrastructure
The existing tourism infrastructure in and around the village includes:

- Renowned food destinations, including Keenan's of Termonbarry and the Purple Onion, attract both regional and passing trade.
- Small-scale accommodation, including B&Bs, guesthouses, and nearby rural stays within a short driving radius.
- Active marina and mooring points supporting cruiser traffic along the Shannon, with visiting boat users forming a key tourism segment.
- Centra Termonbarry – providing takeaway coffee and convenience food services.

Tourism Assets & Attractions within the Catchment
The tourism assets and attractions within the proximity of Termonbarry include:

- River Shannon Navigation – Ireland's premier inland waterway supporting cruising, boating, kayaking, paddleboarding, angling and recreational activities.
- Termonbarry Harbour and Marina – A popular stopping point for Shannon cruising visitors with existing moorings and riverside amenities.
- National Famine Way – A nationally significant walking trail beginning at nearby Strokestown Park House and following the historic emigration route to Dublin, passing through the area.
- Strokestown Park House and National Famine Museum – One of Ireland's leading heritage attractions, located approximately 20 minutes from Termonbarry.
- Royal Canal Greenway (Cloondara) – A major walking and cycling route linking Longford with Mullingar and Dublin, accessible via the proposed greenway bridge.
- Royal Canal – An important recreational waterway offering boating, walking and cycling opportunities.
- Cloondara Harbour – Historic canal harbour where the Royal Canal meets the River Shannon.
- Shannon Blueway Corridor – A network of water-based recreational experiences along the River Shannon supporting canoeing, kayaking and paddle sports.
- Angling on the River Shannon – Internationally recognised coarse fishing waters attracting domestic and overseas anglers.
- Ireland's Hidden Heartlands Touring Route – Termonbarry is strategically located within Fáilte Ireland's Hidden Heartlands destination, attracting touring and slow-tourism visitors.
- Lanesborough and Ballyleague – Nearby Shannon towns offering marina facilities, walking routes, festivals and visitor services.
- Rooskey Village and Marina – A popular cruising destination located north of Termonbarry with visitor facilities and river access.
- Longford Town – Regional service centre offering accommodation, retail, heritage attractions and access to the Corlea Trackway Visitor Centre.
- Corlea Trackway Visitor Centre – Home to Europe's largest Iron Age bog road and a nationally important archaeological attraction.
- Walking, Cycling and Nature Trails – Numerous local riverside walks, quiet country roads and proposed greenway connections provide opportunities for outdoor and active tourism throughout the wider Shannon corridor.

Greenways & Trails Connectivity
One of the key features of this project and the opening up of this area for tourism is the development of linkages via trails, greenways and blueways. These connectivities create a constant movement of people through the location, constantly renewing itself.

The land location is close to the Royal Canal Greenway, one of Ireland's premier long-distance cycling and walking routes. There is potential linkage to emerging Shannon-side trails and proposed cross-river greenway infrastructure, significantly enhancing accessibility and visitor flow.

The village has a strong position as a node within the broader Ireland's Hidden Heartlands slow-tourism network.


Strokestown Park House

3.2 Relevant Reports & Strategies

Each relevant strategy is considered, and the key components that guide this feasibility study are summarised and highlighted below. The purpose of this analysis is to inform the development of the concept for the Riverside Park by feeding the relevant strategies and reports into the process.

Key elements of relevant strategies and how the proposed Riverside Park aligns with these:

County Roscommon Tourism Strategy 2025 – 2030

Supports Outdoor Recreation and Activity Tourism
The proposed riverside park directly aligns with the Strategy's priority to expand outdoor and trail infrastructure, including walking, cycling, and water-based activities such as kayaking and swimming.

Leverages the River Shannon as a Strategic Asset
The development capitalises on the River Shannon, identified as a key tourism corridor and "transformational signature product" for the Hidden Heartlands, with strong potential for waterside amenities and visitor experiences.

Enhances Visitor Experience and Dwell Time
By integrating accommodation (campervan site), events, and multi-activity offerings, the project supports the objective of broadening visitor experiences and encouraging longer stays.

Contributes to Greenways and Slow Tourism
The linkage to existing and proposed greenways aligns with the Strategy's focus on positioning Roscommon as a "slow adventure" and trail-based destination.

Supports Regenerative and Sustainable Tourism
The project reflects the Strategy's emphasis on sustainable, community-benefiting tourism that protects natural assets and biodiversity.

Strengthens Local Economic Impact and Tourism Infrastructure
By introducing new visitor facilities and services, the development contributes to job creation, enterprise growth, and addresses gaps in accommodation and visitor infrastructure identified in the Strategy.

Alignment with The Mid-Shannon and Midlands Destination Experience Development Plan (DEDP)

This Destination Experience Development Plan is under development currently and is not yet published. The key points of alignment for this project which can be reflected into the plan before completion are as follows :

Supports Development of New Visitor Experiences
The proposed riverside park aligns with DEDP objectives to create "best-in-class" outdoor and water-based experiences, particularly within emerging ("aspiring/pioneering") destinations requiring product development.

Strengthens the Shannon as a Core Tourism Asset
The project reflects the developing DEDP and the Shannon Mighty River of Ireland, a tourism masterplan (2020-2030), focusing on the River Shannon as a central experience theme—"Shannon journeys and adventures"—through water activities and visitor access.

Enhances Slow Tourism and Outdoor Activity Offering
By integrating greenways, trails, and water recreation, the development supports the Ireland's Hidden Heartlands brand proposition of immersive, nature-based, "off the beaten track" experiences.

Encourages Visitor Dispersal and Regional Spread
The project contributes to national objectives of spreading visitors geographically and seasonally and strengthening rural nodes like Termonbarry within the wider Shannon network.

Promotes Sustainable and Community-Led Tourism
The proposal aligns with DEDP priorities for regenerative tourism, environmental stewardship, and strong collaboration with local stakeholders in destination development.

Ireland's Hidden Heartlands Tourism Development Strategy

Strong alignment with Ireland's Hidden Heartlands focus on leveraging natural assets (rivers, biodiversity, landscapes) to create immersive outdoor experiences, particularly water-based and slow-tourism activities.

Supports development of high-quality, activity-based visitor experiences (kayaking, greenways, events), enhancing the region's appeal and dwell time.

Contributes to increased visitor stay and spend through a multi-activity hub and overnight campervan offering.

Aligns with sustainable and regenerative tourism principles, integrating low-impact infrastructure and eco-tourism experiences.

Strengthens regional economic impact and rural tourism dispersal, supporting local businesses and job creation.



View to Keenan's of Termonbarry

3.3 Relevant Plans & Developments

Mid Shannon Greenway
This is the generic project name for a proposed greenway that would run through Ballyleague/Lanesborough, Strokestown, Roosky and Termonbarry, linking into other cycleway schemes in the region. It aims to showcase local heritage, peatlands, rivers and natural assets.

Old Garda Station
A design team has been appointed to the Old Garda Station. This is the name of that project: The Termonbarry Creative Community and Tourism Hub.

The project involves the renovating and repurposing of the Termonbarry Garda Station, as a key tourism and multipurpose creative community space. Repurposing & protection of a former public building within the village core into a trailhead centre with key tourism information and a functional multi-purpose community space (Youth Groups, Active Age Groups, IT Training Room/Remote Working Hub, creative space) for use by all.

- Ground Floor- universally accessible reception area and VR Interactive Tourism Hub, Meeting Room, WCs, Kitchen and stores. The trail head centre is here.
- First floor – meeting room/community space and ancillary facilities including store and catering facilities.
- External – courtyard at the rear of the building, suitable for community gatherings, or performance space
- Outbuilding that can function as a craft/creative enterprise space or tourism services business.

The completed facility will be managed and operated by the local community/ social enterprise.

The Garda Station development is very distinct from the Riverside Park Concept. The Trailhead reference in the Garda Station Development refers to a wide range of activities linking to Termonbarry Village and will include the Riverside Park – The Riverside Park is both a mini destination in itself and part of a network of clustered locations.

The Tourism Opportunity
Termonbarry's combination of riverside location, passing traffic, boating activity, and proximity to greenways and trails positions it as an ideal location for a park that functions as a micro-hub for water-based recreation and the development of soft adventure tourism.

Concept for the Riverside Park
Considering the region, its relevant reports and strategies, the village, and the particular site, there is an opportunity to develop a concept that strategically fits the current situation and creates demand on a scale that matches the facilities available locally. To achieve the right recipe for this site, it is important to ensure that the park is designed as a trailhead and visitor hub, to attract additional overseas and domestic tourism to the area, while also serving as an excellent facility for the local community.

These factors have been carefully considered in developing a tourism and design concept that matches what exists today, but more importantly assists in the further development of key linkages in the area. The trail network is developing, but has huge potential grow. This concept should fit well within that network, ensuring that relevant infrastructure and activities are available for future visitors to the area.

The following elements are emerging as key tourism elements to the Riverside Park / Trailhead Concept:

- RV Camper Van Park.
- Event space with partial cover.
- Toilet Block extended to activities support building – showers, toilets, Camper van cleaning, indoor eating space, facilities – Similar to Failte Ireland facility at Lough Derg and planned for Rosses Point, Sligo.
- Water-based activity equipment rental – base.
- Coffee Cart facility – Seasonal only.

This riverside park concept incorporates a potential trailhead and tourism base within Termonbarry, with a combination of facilities that match the scale of people movements through the area.

Some activities that could be based on or supported by the Concept:

- Walking trails around and alongside the river and across the river - linking to other trails and routes.
- Nature walks (guided and self-guided).
- Water-based activity – kayaking, canoeing, and paddleboarding.
- Angling.
- Bird watching hides and learning options – an area of tourism growth.
- School tours and outdoor classroom – already there.
- Cycling trails connecting to broader cycling trails and other wider greenways.
- Outdoor viewing points, interpretive panels and information.
- Adventure challenges, orienteering and team building.
- Seasonal Events – there is potential for small to medium-sized events at the immediate location – the exact type of events and relevant infrastructure is beyond scope for this study.
- Swimming zone(s) / platforms. Formerly, there was an open-air paddling pool facility on the shoreline beside the Shannon at this location. During the public consultation this item was raised by a number of local people requesting that this facility be re-instated, to provide a safe place for young children to swim. While this is not included within the concept proposal, opportunities to enhance access for wild swimming could be explored at a future stage, subject to detailed feasibility, safety, environmental and water quality assessments.


Former Garda Station Building in Termonbarry Village

3.4 Tourism Insights

The following are some insights and potential of the concept for tourism:

- Events and animation are key to elevating a site from a stopover point to a mini destination
- The proposal for a future greenway (either using the weir or another form of crossing nearby) is a major strategic asset
- There is an opportunity to capture passing cyclists and convert them into overnight visitors (campervan stays)
- Blueways create multi-day itineraries, not just day trips

There is a strong appeal to:

- International soft-adventure tourists
- Domestic active families
- Campervan market (self-contained, mobile)
- The co-location of boats and campervans potentially creates synergies - both markets are connected in terms of visitor profile and behaviour.

This particular riverside park trailhead concept would aim to function as a stopover location rather than a destination-only site, increasing dwell time.

3.5 Target Markets

This proposed Riverside Park concept is strongly aligned with the evolving tourism profile of the Shannon corridor and the strategic objectives of Fáilte Ireland's Hidden Heartlands brand. The development has the potential to appeal to several high-value and growing visitor markets, particularly those seeking active outdoor experiences, slow tourism and touring holidays.

Fáilte Ireland research identifies "active in nature" as a core positioning theme for Ireland's Hidden Heartlands, with the River Shannon acting as the "backbone" of the visitor experience. The proposed Riverside Park directly aligns with this strategy by integrating walking, cycling, water-based recreation, and marina activities into a single destination. The potential for a future pedestrian and cycle bridge linking Termonbarry with Cloondara and the wider greenway network would significantly enhance the site's attractiveness to both domestic and international activity tourists.

A key target market will be the growing "slow tourism" and touring market, particularly campervan and motorhome visitors. Ireland's Hidden Heartlands has been specifically marketed as a region to explore "at your own pace" through waterways, trails and small villages. The proposed campervan facilities, therefore, represent a strategically important component of the riverside park, providing overnight capacity for touring visitors travelling along the Shannon corridor and greenway network. International markets such as Germany, the Netherlands and France are particularly associated with motorhome touring and outdoor recreation holidays.

The park will also appeal strongly to the domestic short-break market and the family outdoor recreation segment. Fáilte Ireland research highlights increasing demand for authentic, nature-based, and wellness-oriented experiences, including kayaking, paddleboarding, walking, and recreational cycling. The marina location and event space create additional opportunities to attract boating visitors, sports tourism and event-based tourism through activities such as regattas, triathlons and community festivals.

The proposed campervan park is not intended to compete directly with existing accommodation providers such as Keenan's Hotel, but rather to attract a complementary visitor market that is currently under-served within the Shannon corridor and Ireland's Hidden Heartlands. Research undertaken by Fáilte Ireland and Tourism Ireland indicates that motorhome and campervan visitors represent a distinct tourism segment characterised by touring behaviour, longer travel itineraries, greater flexibility in destination choice and a preference for outdoor, nature-based experiences. These visitors typically seek serviced overnight parking facilities, access to outdoor recreation, greenways, waterways and touring routes rather than traditional hotel accommodation.

The target market for the proposed campervan park includes touring motorhome visitors travelling along the Shannon corridor, users of the proposed greenway network, boating visitors seeking overnight stop facilities, active outdoor recreation users and domestic and international visitors undertaking multi-day touring holidays. Many of these visitors travel specifically in self-contained vehicles and would not otherwise utilise hotel accommodation. Consequently, the provision of campervan facilities is expected to capture additional visitor expenditure that may currently bypass Termonbarry due to a lack of suitable infrastructure.

Overall, the proposed Riverside Park concept aligns closely with national and regional tourism policy by creating a sustainable, activity-based destination that strengthens Shannon as a premier inland tourism corridor within Ireland's Hidden Heartlands.

3.6 Visitor Motivations

Visitor motivations associated with the proposed Riverside Park are closely aligned with current tourism trends identified by Fáilte Ireland and Tourism Ireland, particularly the increasing demand for active outdoor experiences, slow tourism, wellness, and authentic place-based experiences. The proposed park strongly responds to these motivations by combining water-based recreation, greenway connectivity, campervan facilities, and social/event spaces within a unique riverside setting on the Shannon.

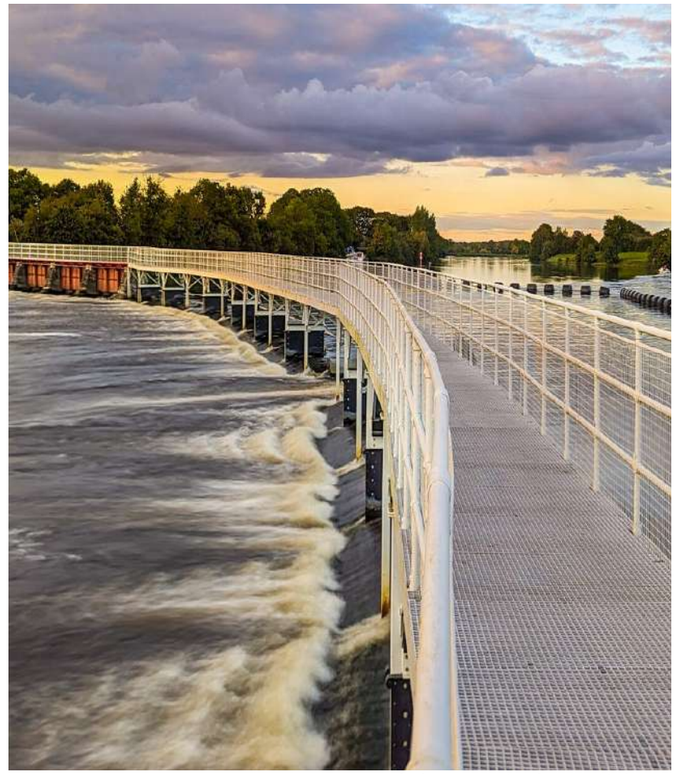
One of the strongest visitor motivations likely to influence demand for the Riverside Park is the desire for 'active in nature' experiences. Research undertaken for Ireland's Hidden Heartlands highlights that visitors increasingly seek opportunities to engage directly with landscapes through walking, cycling, paddleboarding, and other outdoor recreation rather than passive sightseeing alone. A potential future bridge connection to Cloondara and the wider greenway network would create an important gateway for walkers and cyclists, while the marina setting and access to the River Shannon support water-based experiences such as kayaking, canoeing, paddleboarding and open-water swimming. This combination positions the Riverside Park to appeal to the growing domestic and international adventure and activity tourism market.

Wellness and wellbeing motivations are also increasingly important within the tourism sector. Fáilte Ireland research identifies rising interest in outdoor wellness activities, including watersports, walking, cycling and nature-based recreation. The riverside setting at Termonbarry, combined with access to trails and water activities, creates a strong opportunity to position the riverside park/ trailhead concept as a wellness-oriented destination within Ireland's Hidden Heartlands. The natural setting of the Shannon and the slower pace associated with inland tourism are particularly attractive to visitors seeking relaxation, disconnection from urban environments and immersive outdoor experiences.

Social and event-based motivations will also contribute significantly to visitor appeal. The proposed event space has the potential to support regattas, triathlons, cycling events, family festivals and community gatherings, helping to create repeat visitation and seasonal animation. Research consistently demonstrates that events encourage overnight stays, increase off-season tourism activity and broaden visitor demographics. The integration of events with active recreation and overnight facilities strengthens the overall tourism proposition. It supports the development of Termonbarry as a distinctive activity and touring hub along the Shannon corridor.



Campervan in Lombardy, Italy



Meelick Weir. Keeloge, Galway

4. STAKEHOLDER ENGAGEMENT

4.1 Stakeholder Meetings

Early discussions around the site and its uses raised the following points:

- Marina development: ownership and management (privately managed – fence required for security reasons)
- Residential development around marina: ownership and management (mostly owner occupier)
- Creche building (on subject site): ownership and management (potential for repurposing unlikely)
- Toilet block: use and condition/ potential for extending (well used but in need of upgrade)
- Future plans for Termonbarry: Garda Station redevelopment; greenway links (outdoor activity related functions promoted)
- Weir: potential for use as river crossing for pedestrians
- East bank (outside the site): historic route to main road by fisherman
- Riverside promenade: potential improvements (major asset to village)
- Main facilities in and around Termonbarry for visitors (high quality restaurants/pubs; Shannon; Famine Way)
- Use of the site and surrounds by residents and visitors (currently low key uses, keen to expand)
- River access and activities (small craft, swimmers, triathlons)
- Events and festivals (watersports and boating events)
- Vehicular bridge: operation and closures (not a great crossing for pedestrians and cyclists)

Key Dates

Stage 1: Feasibility Study and Preferred Option Report

1st Engagement - 27/02/2026
Venue: Longford County Council offices and Termonbarry/ Cloondara site walk
Stakeholders: Project team, Longford County Council, Roscommon County Council, Failte Ireland and Waterways Ireland, LCC Greenway Consultants (Tobin)

Client Presentation - May 2026
Meeting with Client to present draft Feasibility Study and Preferred Option Report.

2nd Engagement - 07/07/2026
In person non-statutory public information & feedback meetings in Termonbarry Village on the conceptual designs for the Riverside Park: public / walk-in type workshop in Keenan's of Termonbarry

10/07/2026
Meeting with Client and Failte Ireland to discuss feedback on draft Feasibility Study Report

Future Engagements & Milestones

August 2026: Client signoff of Feasibility Study

Stage 2: Preliminary Design and Statutory Consent
(subject to approval to proceed and funding)

Spring 2027: Cross departmental & pre-planning consultation meetings with Roscommon CC.

Summer 2027: Planning pack







1st Stakeholder Engagement Session, February 2026

4.2 Public Engagement

An in-person, non-statutory public information event was held at Keenan's of Termonbarry, in Termonbarry Village, on 7 July 2026. The event was organised as a four-hour drop-in session with open discussion, feedback, questions and answers.

Representatives from CSR Land Planning & Design and Roscommon County Council were present throughout the event. Display boards were used to present the site analysis, project vision, concept proposals, and the key design principles for the proposed riverside park. Attendees were encouraged to discuss the proposals with the project team, provide feedback and ask questions of the project team.

The event attracted significant local interest, with the majority of attendees being residents of Termonbarry and the immediate wider area. Overall, the feedback was positive, with attendees expressing broad support for the proposals at this feasibility stage. Attendees provided a broad range of valuable insights and observations that has informed this study and will continue to strengthen the ongoing development of the project.

The main feedback received is summarised below:

- Strong enthusiasm for the delivery of a project that enhances the area for both the local community and visitors.
- Recognition that the site is already widely used by the local community for walking, recreation, and leisure.
- General appreciation of the proposed design concept and its overall vision.
- Strong support for the proposed pedestrian link to the opposite side of the River Shannon and onwards to Cloondara Village, with many attendees considering it essential.
- Widespread support for the inclusion of the proposed play area, which was identified as a long-awaited community facility.
- The improved connection with the river and increased opportunities for water-based recreation were highlighted as key strengths of the proposal.
- Minor concerns were raised regarding the potential increase in visitor numbers, particularly in relation to the proposed RV/ campervan facilities.
- Suggestions were made to strengthen links with other planned projects and initiatives within the wider area to maximise connectivity and future opportunities.
- Suggestions for improved facililities for safe swimming, including for young children



Public Consultation Flyer





Public Consultation, July 2026



Public Consultation, July 2026

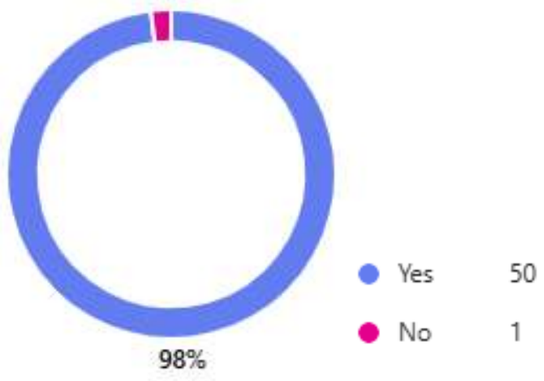
4.3 Online Survey

The outcome of the public consultation online survey was positive and supportive of the emerging proposals for the riverside park. A total of 51 participants submitted their responses to the 14-questions online survey over the course of 19 days. 98% of the participants supported the masterplan as presented. The survey also gathered many of the residents' priority topics and considerations, many of which overlapped with those raised by the design team thus far. The benefit of the public consultation and the online survey was clear - it gave all stakeholders involved a chance to align objectives and to hear voices of the residents and users of the park for its enhancement goals, and for these to be documented in this study.

Outlined in this section are some of the key learnings from the Online Survey.

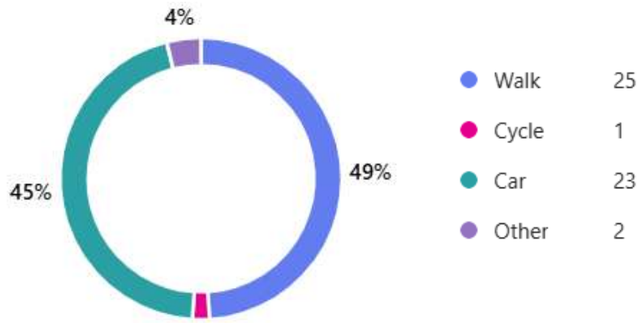


10. Are you supportive of a Masterplan being prepared for Termonbarry Riverside Park & its environs?



The majority of residents who responded are 45-54 years old (45%), with 35-44 years old (29%) trailing behind. Most of the respondents live in Termonbarry (53%), with an additional 13% living within 5 km radius from Termonbarry. Many of the respondents are involved with various community groups, including GAA clubs Community Games Committee, choir...etc. More than half of the respondents visit Termonbarry Riverside Park on a weekly basis, with 22% visiting everyday, 29% visiting few times a week, and 20% visiting once a week.

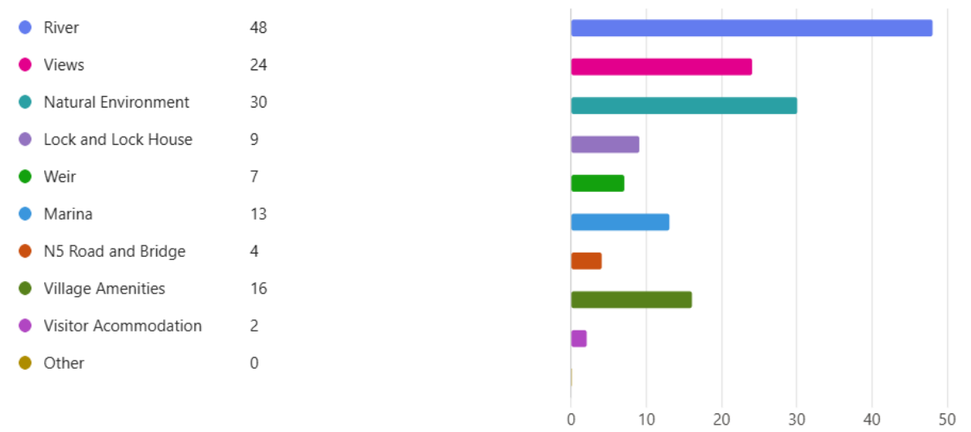
Currently, the majority of respondents walk to the park (48%), with travel by car trailing as second (45%). This supports the observation that the car park seems to be largely empty on a regular day, and its capacity should be recalibrated with the various functions, existing and proposed.



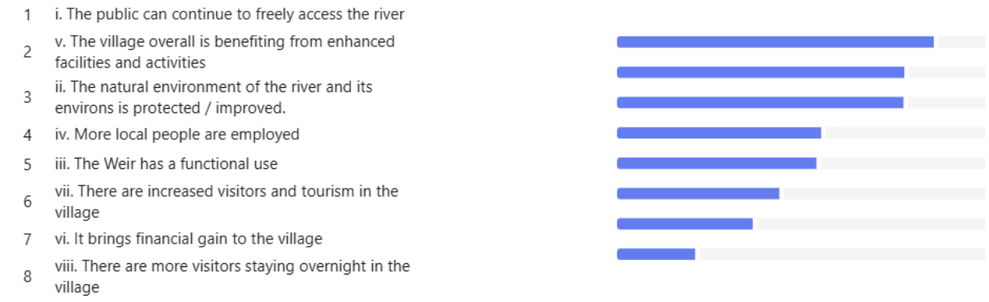
The majority of the respondents currently visit the park to walk/run (40%), to meet friends/hangout (15%) and to visit the village amenities (14%). Play and water-based activities were actually on the lower end (5-10%), which are aimed to be bolstered through the proposed enhancements.

When asked about Termonbarry's greatest assets to be highlighted in the masterplan, an overwhelming majority answered the River (31%), with the Natural Environment (20%) and Views (16%). Highlighting natural assets of the park and its vicinity are considered as a priority.

11. What are Termonbarry's greatest assets that you think should be highlighted in the Masterplan? Please choose the th ree you feel are most significant:



12. Imagining the Vision of Termonbarry Riverside Park and its environs have been delivered and are a success. Please ra nk in order of importance:



4.3 Online Survey

Key Takeaways

"Need more amenities"

"Former pool is very much missed, and its reinstatement would encourage safe and separate swimming area away from boating traffic in River Shannon"

"Anti-social behaviours are of concern"

"Include all users and abilities, young and old"

"Playground is highly needed for the resident kids"

"A covered event space"

"Amenities that would bring economic opportunities for the town are welcomed"

"Teens need a safe space to play & meet"

"Swimming, boating and other water-based activities are some of the fondest memories made on the Riverside and the village"

"Natural assets of the park must be highlighted and celebrated"

"RV and visitor facilities need to be improved"

"More Seating"

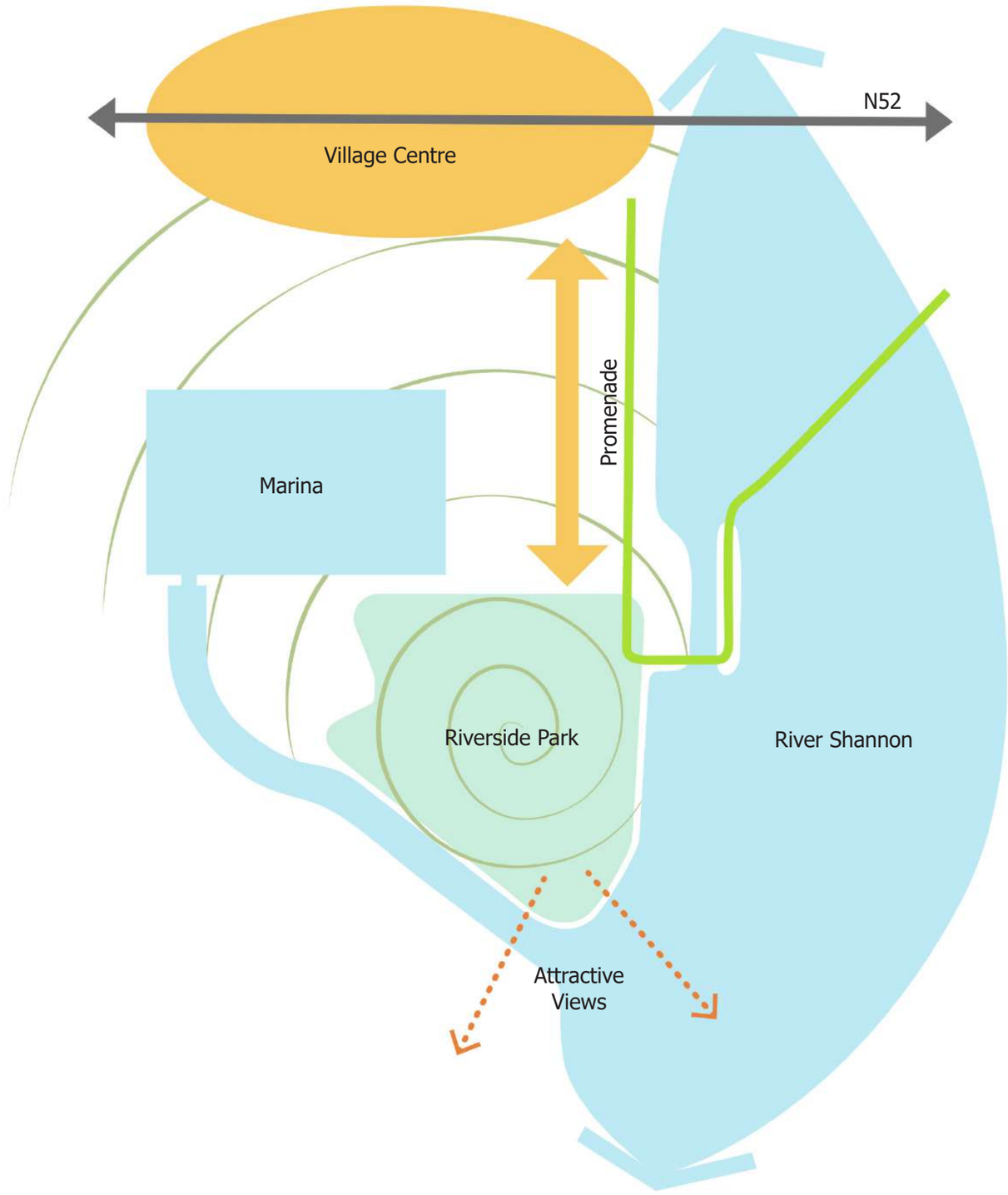
5. CONCEPT DEVELOPMENT

5.0 Identity

Following early investigations and engagement with local people it has emerged that the core aim of the Termonbarry Riverside Park is to become a hub for slow tourism and carbon-friendly outdoor recreational activities for the people of the village and visitors. The proposals cater for water-based activity and soft mobility on site, capturing pedestrian, cycle and boating activities. The existing promenade connects the park to the village centre, and a potential future greenway link to the area provides an opportunity for a scenic connection to Cloondara. The park is located at the fringe between semi-rural urban and natural environments, interacting with both the recreational and ecological elements. With its stunning views of the River Shannon and its riparian corridor to the south, the park trailhead concept represents huge potential for the village and the region.

Sustainability and climate resilience are key components of the emerging proposals. The park de-emphasises reliance on vehicular access, while maintaining essential core access for services and relevant activities on site. Carbon-friendly movement is encouraged with the provision of appropriate infrastructure and access provision. The development seeks to enhance the area while retaining its riverside character. Ultimately, the park trailhead concept embodies an attractive and sustainable image for Termonbarry, further bolstering recreational tourism objectives.





5.1 Background

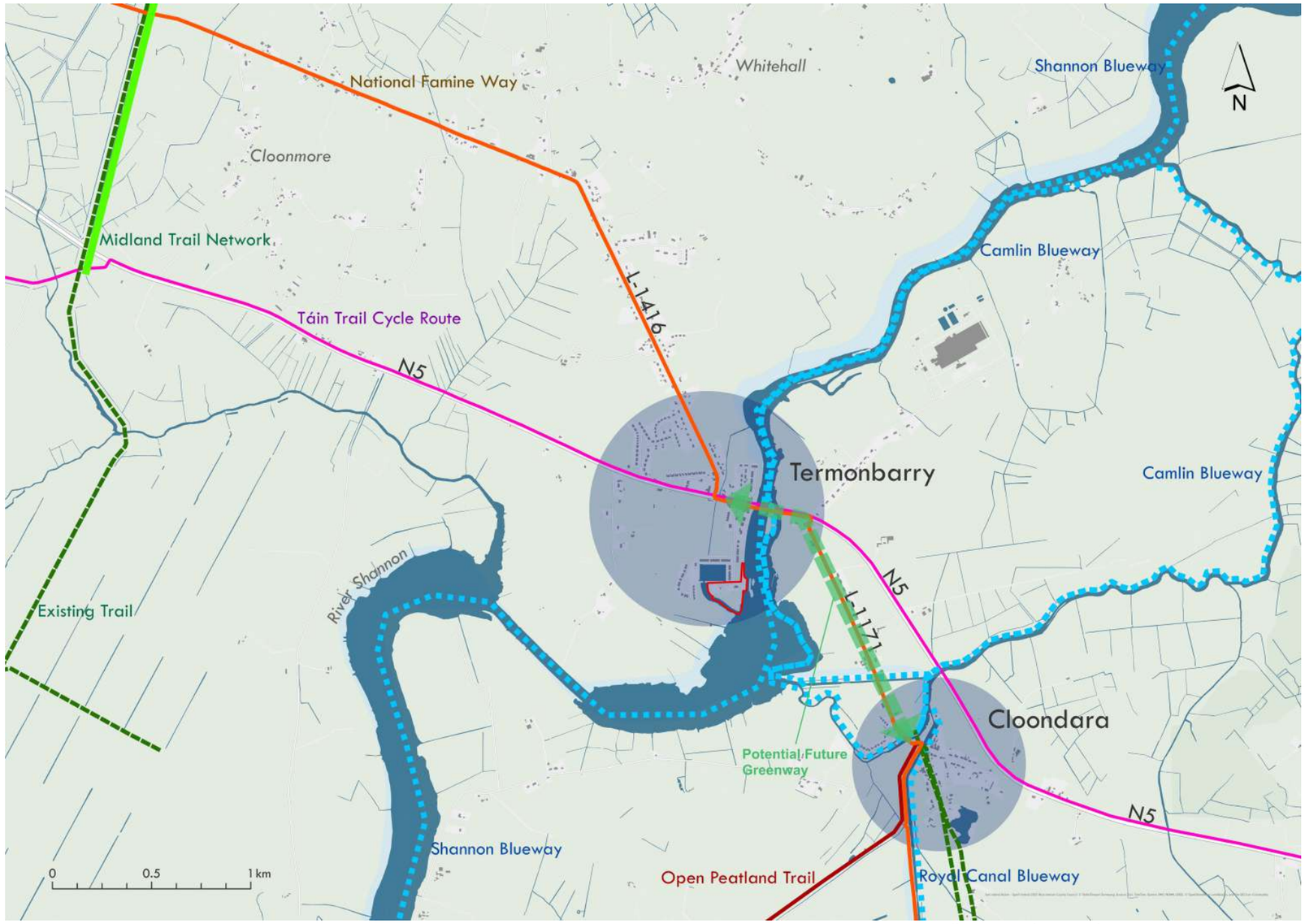
Park at a Junction
Positioned at the interface between the existing urban settlement of Termonbarry, a potential greenway corridor linking to Cloondara, a nationally significant river corridor and other cultural routes (Famine Way), the proposed Riverside Park presents an opportunity to establish a multifunctional recreational landscape that capitalizes on this key junction.

The proposed Riverside Park is intended to serve as a transitional landscape, accommodating the needs of local residents, recreational visitors, heritage and history, as well as the ecological systems associated with the River Shannon corridor.

Longford County Council is progressing a project to extend the Grand Canal Greenway northwards from Cloondara, crossing the Shannon into County Roscommon. The proposed greenway will need to cross the Shannon in the vicinity of Termonbarry, potentially via the existing weir or at a location further north.

While the potential future greenway crossing near Termonbarry is not a requirement for the park trailhead concept to be a success, it will enable the full potential of the concept to be realized in the long term. The site would then evolve its trailhead functions as a key space along the wider greenway corridor, providing a range of potential social, cultural and economic benefits for the area. This connection would attract investment in the park and help future-proof it to support the continued sustainable development of Termonbarry, including its heritage and tourism potential.

This long term vision for the park would remain relevant as each stage of the park project develops following a phased approach. The camper van park, expanded toilet block, coffee cart and water-based activities could form phase one with any bike rental facility and other waterfront features delayed until phase two, closer to the full development of the Termonbarry greenway link. The optimal location for a future greenway link to Termonbarry would be across the existing weir, however this is not a prerequisite for the success of the park trailhead concept at this location.



Walking, Cycling and Greenway Connections

5.2 Concept Development

The proposed Riverside Park occupies a strategic riverfront location within walking distance of Termonbarry village. Its riverside setting, views and access to the surrounding landscape provide a strong basis for creating a distinctive outdoor recreation and visitor destination.

The emerging concept of the park is therefore focused on integrating a trailhead and tourism base into the proposals, combining visitor facilities with opportunities for outdoor recreation, water-based activities and community events.

The following elements are emerging as key elements to the Concept:

- RV Camper Van Park.
- Event space with partial cover.
- Water-based activity equipment rental (base).
- Coffee Cart facility (seasonal).
- Flexible-use open grass / festival space
- Toilet Block extended to activities support building – showers, toilets, Camper van cleaning, indoor eating space, facilities – Similar to Failte Ireland facility at Lough Derg and planned for Rosses Point, Sligo.
- Public Art "beacon".
- Access for water sports.

The emerging riverside park concept is one that aligns itself towards a trailhead and tourism base.

Some Activities That Could Then be Based on or Supported by the Concept

- Walking trails around and alongside the river and across the river – linking to other trails and routes.
- Nature walks (guided and self-guided).
- Water-based activity – kayaking, canoeing, paddleboarding.
- Angling – Opportunity to sell angling packages to international and domestic visitors.
- Bird watching hides and learning options – an area of tourism growth.
- School tours and outdoor classroom – already there.
- Cycling trails connecting to broader cycling trails and other wider greenways.
- Outdoor viewing points, interpretive panels and information.
- Adventure challenges, orienteering and team building.
- Seasonal events are located at key points along the trail.
- Ancillary elements to support wild swimming may be considered for delivery at a future stage (subject to detailed investigation).

Overall, the aim is to create a high-quality riverside park destination that serves the local community while providing a base from which visitors can explore the wider landscape and recreational network.



Programme and Amenity Plan



Develop the park as an attraction



Enhance park experience



Connect with children and families



Building on the park's heritage



Attract domestic and international tourists



Promote well-being through nature



Increase and preserve biodiversity



Promote sustainability



Engage with children's senses



Promote environmental stewardship

5.2 Concept Development

Infrastructure
The successful operation of the proposed Riverside Park as a recreational open space and trailhead will rely on the careful integration and organisation of supporting infrastructure across the site. Should the proposal for a future greenway crossing on the weir materialise, a key access and service node has been identified (cyan oval in the diagram to the right) where the future greenway connection across the weir meets the existing village fabric, centred around this primary activity node. Should the greenway link connect as a spur from the north, this node would be at the threshold between the park and greenway spur/promenade.

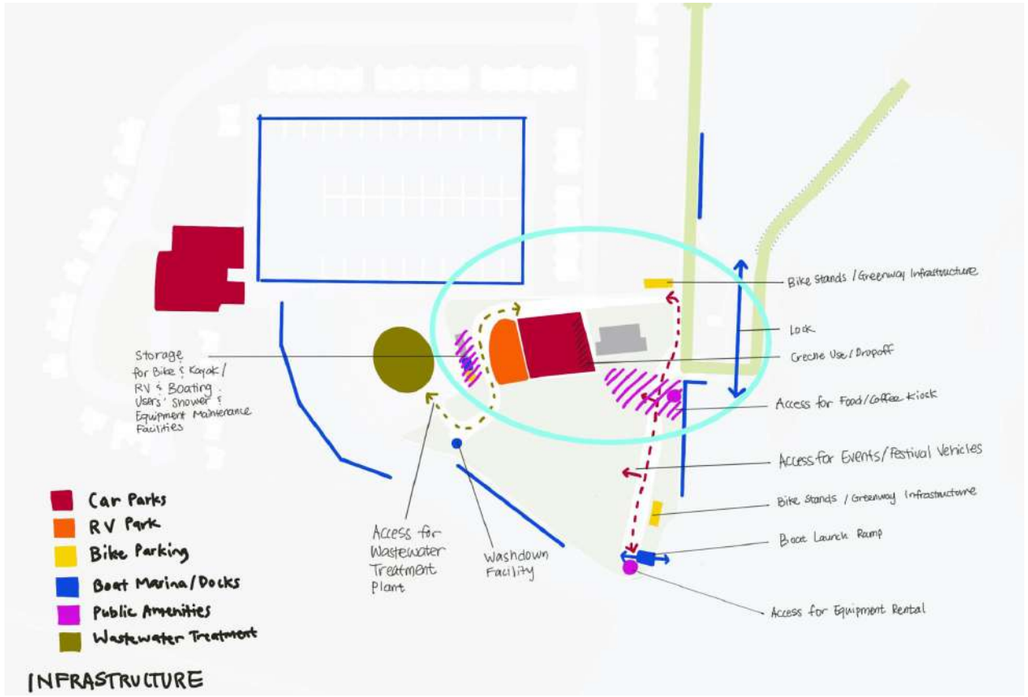
To improve the quality of the riverfront environment, it is proposed to reduce vehicular presence along the waterfront. The existing linear road and car parking area adjacent to the river would be restricted to essential access only, including servicing for a food and coffee kiosk, boat launch, and a potential recreational equipment rental point. This intervention would strengthen pedestrian and visual connections between the village centre and waterfront amenity spaces.

The proposed RV parking area would be located adjacent to this junction point, in close proximity to the existing public toilets, which are proposed for refurbishment and extension to include shower, kitchen and wastewater disposal facilities. These facilities would also support the boating users infrastructural needs. Cyclist infrastructure is also proposed with bicycle long-term storage, repair station and hiring provision.

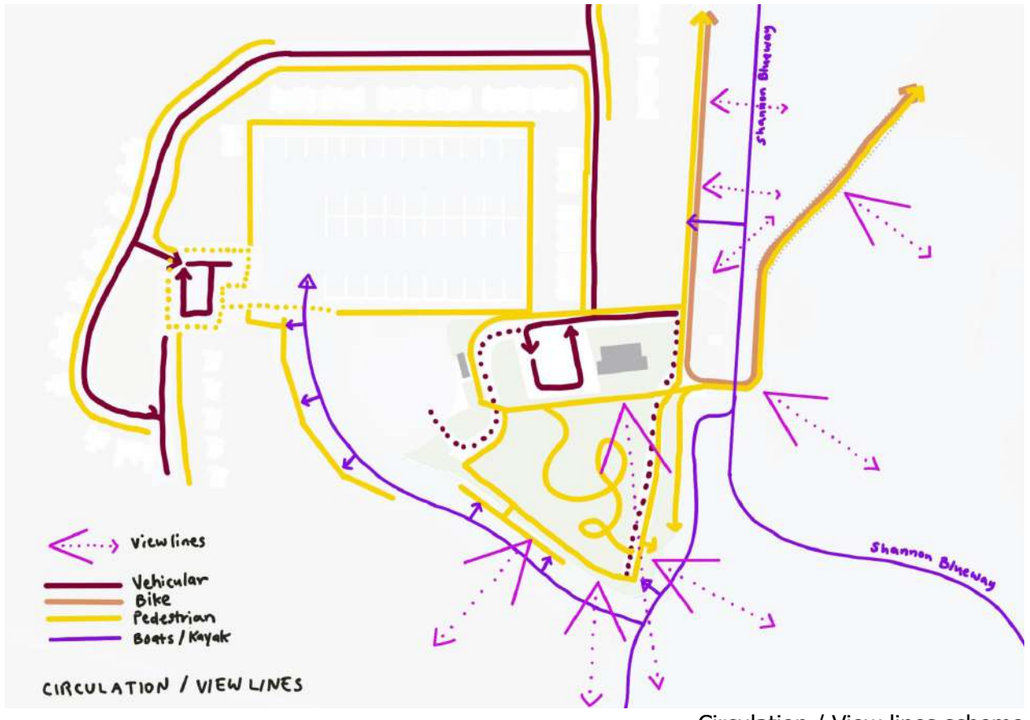
Existing access arrangements to the wastewater treatment plant, marina, Termonbarry lock, crèche, and car parks are to be retained. The car park adjacent to the crèche would be reconfigured minimally to provide clearly designated crèche parking and drop-off spaces alongside opportunities for tree planting, sustainable drainage and landscape enhancement.

Circulation & View Lines
Circulation across the site has been considered through an integrated multimodal approach. Priority is afforded to pedestrian, greenway and recreational movement along the waterfront, particularly at locations benefiting from key south- and east-facing views towards the Shannon. Vehicular access requirements associated with the wastewater treatment plant, proposed waterfront food/coffee stand, and boat launch areas are retained through the use of controlled access measures with removable bollards. In support of this strategy, the existing parking provision at the southern corner of the site is proposed for removal, with access limited to service loading and operational requirements associated with the boat launch and ancillary facilities.

Existing water-based circulation patterns are intended to be maintained and reinforced through the retention and enhancement of boat docks and waterfront access points. Improved footpaths and walkways through the site, as well as the potential future extension of the greenway, is intended to accommodate safe and efficient pedestrian and cycle movement. Along the northern waterfront edge, a shared surface promenade is envisaged to strengthen connectivity between the riverfront park and the village centre, while maximising opportunities for passive recreation and appreciation of the waterfront setting. A universal design approach will be employed with consideration and provision for accessibility of all users.

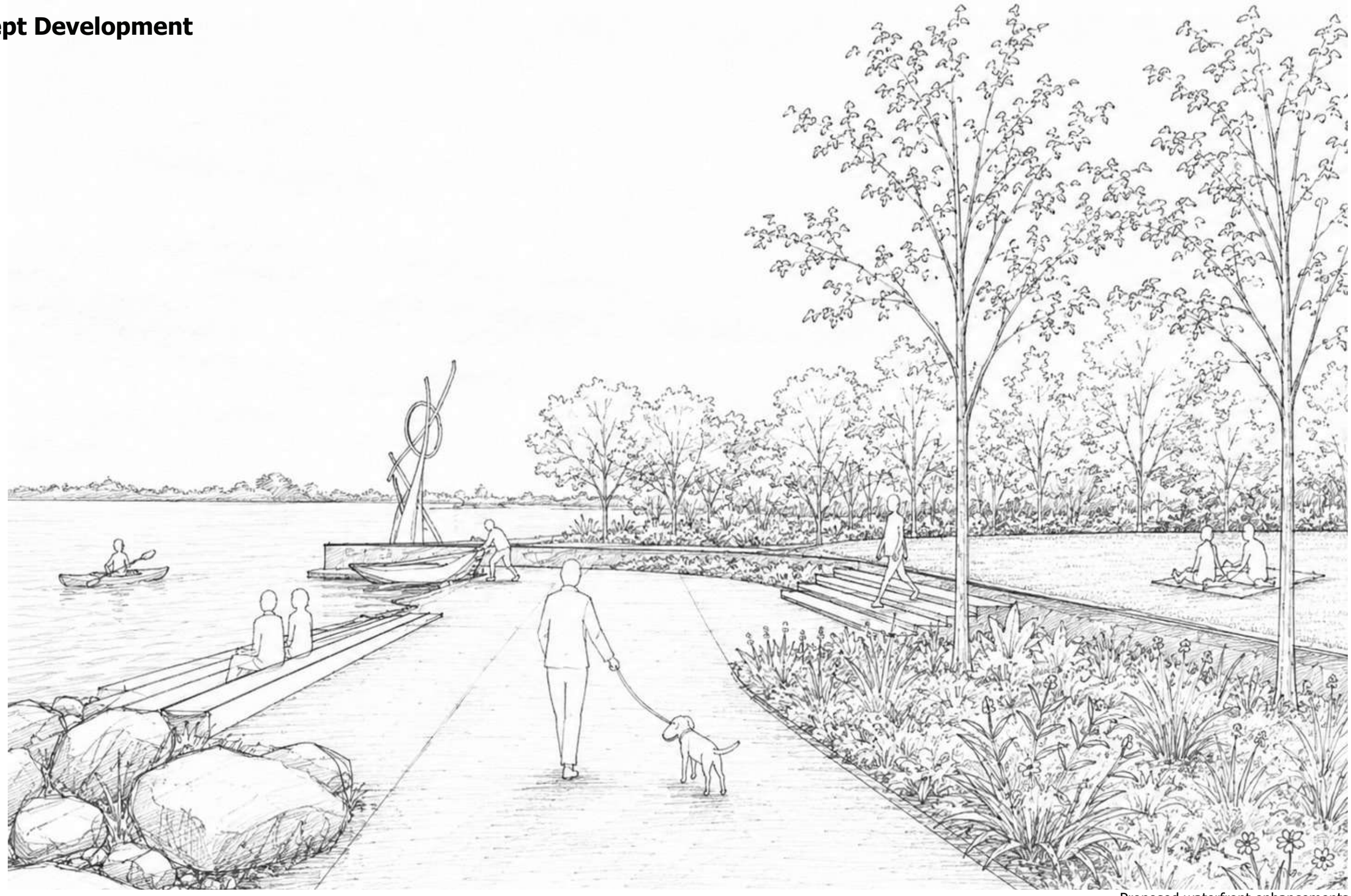


Infrastructure scheme



Circulation / View lines scheme

5.2 Concept Development



Proposed waterfront enhancements

5.2 Concept Development

Programme, Amenity & Ecology

The amenity provision at Termonbarry is to be enhanced through the introduction of new riverside park and visitor hub with recreational facilities and community based programmes, supporting wider development objectives while establishing a local destination and a wider trailhead function. The proposed park aims to strengthen the relationship between the village and the waterfront through the introduction of outdoor active recreation facilities, passive leisure, and tourism-related uses.

A loop walk will link the waterfront and the gravel beach with the open lawn and event space along the water edge to provide a connection for the public pontoons, looping back to the play area, toilets and activity hub. The activity hub will provide a play area for children and social hangout for teens with partially covered event space and a dedicated location for a coffee cart or food truck. The car parking would be upgraded to provide additional RV and camper van parking, as well as bike and watersports equipment hire. Overflow parking for events could be provided on an open grass area to the north of the creche building subject to landowner consent. This area would have a flexible use potentially catering for summer markets and community events.

The open lawn between the marina and waterfront presents an opportunity for informal active recreation, including flexible use and events space, while maintaining river views for park users and residences. The north-south axis of the promenade would be accentuated by the installation of an illuminated art feature at the southern extent of the park, providing a distinctive identification marker for the site, both from the water and from the land. A waterfront area will be established along the banks of the Shannon providing a generous and flexible pedestrian space with a range of uses including a viewing deck (former paddling pool) and both launch and water access/boat launch for small crafts.

Ecological enhancement would be integrated throughout the proposal, including native riparian woodland surrounding and screening the treatment plant, meadow planting, and improved treeline connectivity.



Conceptual Plan

5.2 Concept Development



Activity zone with canopy and food truck

5.3 Reference Images



Greenway/Bridges - Meelick Weir



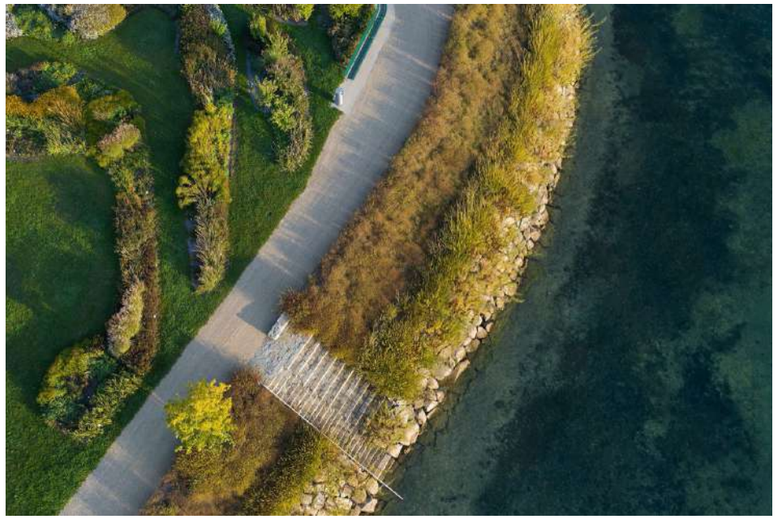
Waterfront amenities at river crossing



Greenway/Bridges (Meelick Weir)



Locks as heritage destinations



Waterfront footpaths



Food trucks

5.3 Reference Images



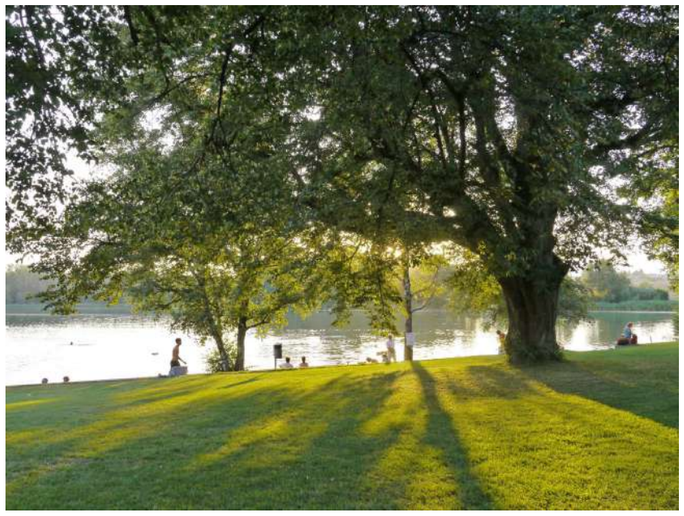
Waterfront leisure



Picnic space



Waterside views



Passive recreational areas/ open grass areas



Natural Play facilities





Visual features / Sculptures

5.3 Reference Images



Campervan

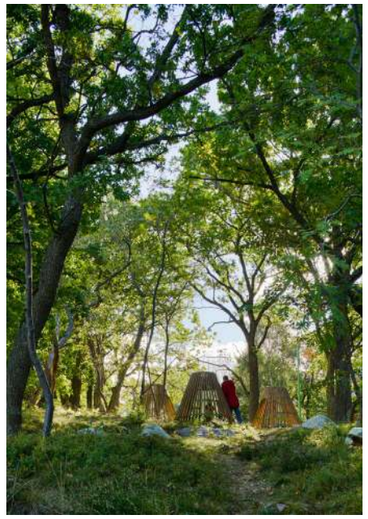


Natural Play facilities





Visual features / Sculptures







Natural Play facilities

5.4 Case Studies

Examples of other locations combining similar facilities close to a major river or waterside destination.

A: Portumna Marina & Motorhome Aire (Co. Galway)
Portumna is a good benchmark for integrating motorhome tourism with a marina and outdoor recreation offer. It has grown over recent years and is on the map for motorhome owners.

Tourism components at Portumna:
- Dedicated motorhome Aire (serviced pitches, wastewater, electricity).
- Full-service marina (cruisers, private boats, stopovers).
- Direct access to the River Shannon boating traffic.
- Proximity to Portumna Forest Park (walking, cycling trails).
- Kayaking and water-based recreation on Lough Derg.
- Heritage anchor - Portumna Castle.

Potential for Termonbarry:
- Motorhome infrastructure is not optional — it's central to the model.
- Shared services (waste, water, showers) are critical.
- Works best as part of a wider loop (Shannon cruising, Cycling + driving route).

B: Drumineer – Lough Derg
A good example of blueway and campervan + activity clustering.

Dromineer is a relevant case study, particularly because it combines:
- Marina + cruiser stopover.
- Water-based activity hub.
- Events (regattas, sailing, cycling).
- Emerging serviced outdoor tourism infrastructure.
- Informal/semi-formal campervan demand.

It is currently being actively developed as a flagship outdoor tourism hub, making it especially useful for benchmarking.

Dromineer recently (2022) hosted the Water Sport Inclusion Games run by Irish Sailing & Partners). This is a significant event and the site may have potential to repeat such events. This would be a matter for the relevant organising body.

Alignment with the Termonbarry Project:
Marina and Boat Tourism
- Public harbour and private marina with 80+ berths and full services
- Regular stop for Shannon cruising traffic
- Strong sailing culture via Lough Derg Yacht Club (events, regattas)

Direct parallel – the site at Termonbarry will also sit on a busy cruising corridor, which is critical for baseline visitor flow.

Water-Based Activity Hub
- Kayaking, paddleboarding, sailing, and swimming are all active on-site.
- Boat-based activities.
- New €1.2m water sports facility with showers, storage, accessibility features.


Portumna Marina, County Galway


Lough Derg, Drumineer

5.4 Case Studies

Athlone Marina + Greenway Interface (Co. Westmeath)

An example of urban-scale integration of greenway + water + services.

Athlone shows how a central river location can evolve into a high-footfall tourism hub by layering uses over time.

Tourism Components at Athlone

- Shannon Marina stopover.
- Strong cruiser traffic + visiting boats.
- Growing integration with greenway cycling infrastructure.
- Planned/expanding bike + kayak hire services at marina.
- Event capability (triathlon, festivals, water-based events).
- Strong hospitality ecosystem (restaurants, pubs, accommodation).

The Importance of the Campervan Inclusion

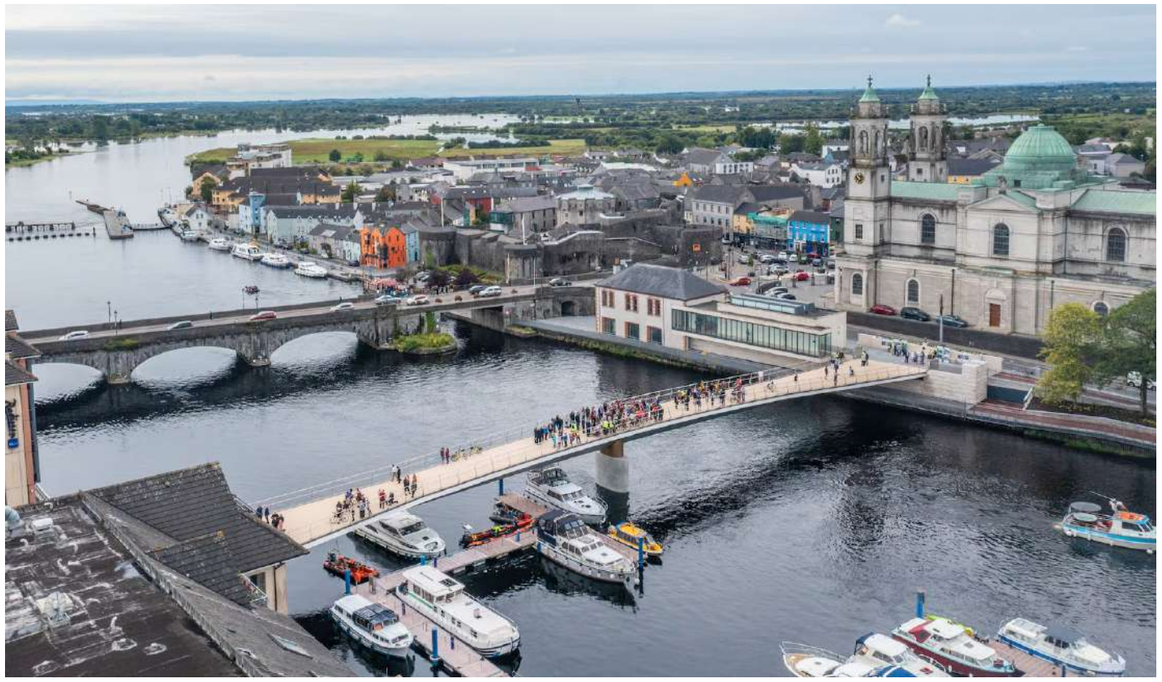
- There is currently a growing demand for motorhome overnight facilities.
- Evidence of spillover demand from touring routes.
- Campervan Tourism is a Primary Driver in the Concept
- Ireland has limited formal motorhome infrastructure, creating unmet demand.

Visitors seek:
- Safe, serviced overnight parking.
- Waterfront locations.
- Integration with activities.

The inclusion of a campervan site is a core economic engine.



Galway to Athlone Castle National Cycleway Project



Athlone Marina, County Westmeath

5.5 Order of Magnitude Costs

ITEM	DESCRIPTION	QTY	UNIT	RATE	€
1	General Site Clearance (c. 70% of total area)	1.30	ha	€1,966.00	€2,556
2	Excavation in soft material	178.00	m³	€51.00	€9,078
3	Excavation in hard material	114.00	m³	€117.00	€13,338
4	Car Parking & RV Parking	1750.00	sqm	€56.00	€98,000
5	Car Park Servicing (e.g. Lighting & EV charging)	1.00	Item	€36,400.00	€36,400
6	RV Waste Facility	1.00	Item	€55,000.00	€55,000
7	Refurbish Toilet Block	50.00	sqm	€1,220.00	€61,000
8	Extension to Toilet Block to include RV/campervan facilities e.g. washing/kitchen/showers	26.00	sqm	€2,450.00	€63,700
9	Extension to Toilet Block to include cycle & kayak hire e.g. storage & seasonal office	24.00	sqm	€2,150.00	€51,600
10	Water Front – Paved surface, seat walls, stepped level change	1160.00	sqm	€180.00	€208,800
11	Footpaths	305.00	sqm	€45.00	€13,725
12	Feature Screen Wall to rear of Creche	55.00	m	€400.00	€22,000
13	Feature Canopy & Paved Performance Space	335.00	sqm	€351.00	€117,585
14	Outdoor Electrical Point (for performances & seasonal coffee hut / vendor)	1.00	Item	€4,852.00	€4,852
15	Small Craft Launch (e.g. Kayak & Canoes)	1.00	Item	€20,000.00	€20,000
16	Children's Play Area (including one large feature play item, feature fencing)	900.00	sqm	€280.00	€252,000
17	Natural Play Equipment (logs & boulders and willow structures /hedge maze)	335.00	sqm	€150.00	€50,250
18	Boat Launch & Ramp (e.g. Motorised Craft)	1.00	Item	€76,000.00	€76,000
19	Upgrade to Promenade Surfacing & Lighting	555.00	sqm	€87.00	€48,285
20	Summer Market Event Space (lawn improvements to allow for market stalls)	1735.00	sqm	€45.00	€78,075
21	Planting Works – Shrubs & Ornamental	880.00	sqm	€33.00	€29,040
22	Planting Works – Seeding	2600.00	sqm	€10.50	€27,300
23	Planting Works – Trees	25.00	un	€200.00	€5,000
24	Planting Works – Woodland (Bare Root Whips)	2500	sqm	€8.00	€20,000
25	Public Artwork / Illuminated Sculpture	1.00	Item	€85,000.00	€85,000
26	Urban furniture (benches, picnic tables, bollards, bins)	1.00	Item	€28,600.00	€28,600
27	Cycle Stands (incl E-bike Charging, and repair station)	1.00	Item	€26,150.00	€26,150
28	Signage (Interpretation & Wayfinding)	1.00	Item	€22,180.00	€22,180
29	Establishment Maintenance of Planting (18 months)	1.00	Item	€38,000.00	€38,000
				Total	€1,563,514
				Preliminaries (18%)	€281,432
				Contingencies (39%)	€609,770
				Grand Total	**€2,454,717**

Order of Magnitude Costs Table

Note:
All cost estimates, project components and delivery timelines remain subject to:
- Preliminary and detailed design development;
- Statutory approvals and environmental assessment requirements;
- The availability of funding.

6. OPERATION MODEL & GOVERNANCE

6.1 Proposed Operator Model

The key to creating a viable and successful riverside park trailhead concept will be developing an effective operating model so that each part of the facility is managed and functions smoothly. The collection of facilities will need an operator or a number of operators to ensure that visitors have a valued experience at the park. The camper van park will need to be professionally managed to attract the family and other visiting markets - this is a discerning audience that wants authenticity but expects a minimum standard of facilities and services.

The park is not anticipated to be a significant revenue generator and could operate at a deficit in the early years converting into a sustainable operation by year seven. It will be important that someone manages each service provided, or alternatively a single operator for the site - most likely, local people already involved in similar activities are best placed.

The proposed Riverside Park is considered well-suited to a relatively lean and flexible operating model, reflecting both the scale of the development and the nature of the proposed tourism activities. Based on the projected activity levels and financial analysis, it is anticipated that the park could operate effectively under a small scale management structure consisting of a small number of operators particularly during the initial years of operation.

Under the proposed structure, ownership of the overall facility and lands would remain with the Local Authority. At the same time, day-to-day operations and visitor services would be managed independently through a lease, licence or concession arrangement. This type of model is increasingly common within tourism and outdoor recreation infrastructure projects across Ireland, particularly where local authorities seek to support tourism activation while avoiding direct operational responsibility.

The operator/s role will likely include management of:

- Camper van facilities
- Bike hire and visitor services
- Cleaning and maintenance coordination
- Booking administration
- Visitor information and customer service
- Event coordination and site management
- Oversight of public facilities, including toilets and shared spaces

The relatively compact nature of the proposed hub and the strong seasonal tourism profile support a lean staffing approach. During peak tourism periods, additional part-time or seasonal staff may be required, particularly in relation to:

- Event operations
- Bike hire
- Café or coffee dock operations
- Cleaning and visitor management

A small-scale operator structure offers several advantages, including

- Lower operational overheads
- Greater operational flexibility
- Ability to adapt services seasonally
- Potential for local enterprise involvement
- Stronger community engagement and responsiveness

Events Programming

The events programme is extremely important and will require careful planning to ensure a good range of quality events are programmed that are consistent and promotional for the Riverside Park. These will need to be managed by an experienced events operator and be properly marketed. Careful consideration will need to be given to the operation of the camper van park so that it is not detrimentally impacted by events, but rather they are complementary to it and the other features of the park trailhead concept.

Importantly, the operator model also creates opportunities for partnership approaches with local tourism providers, activity operators and community organisations. Water sports providers, bike hire operators or food vendors could potentially operate under sub-licence or partnership arrangements during peak seasons and events.

The proposed operational structure aligns well with the tourism positioning of the park as a low-impact outdoor recreation and touring destination within Ireland's Hidden Heartlands. The development is not envisaged as a heavily commercialised tourism facility, but rather as a managed tourism and recreation asset that supports visitor activity, overnight stays and wider economic benefits for the surrounding area.

The revenue model which deals with the split between what is retained by the operator and what is paid to the Council varies depending on the type of franchise but a model that incentivises both parties is preferable. This usually involves a minimum rental and then a revenue split above that minimum level.

Overall, the proposed operator model is considered realistic and appropriate for the projected scale of activity, and provides a sustainable framework for the long-term management of the park while minimising operational complexity and financial risk.

Financial Model

It should be noted that the financial model sets out all the revenues and costs associated with the Coffee Cart. This information provides the Council with a sense of likely franchise fees chargeable and does not imply that the Council will manage this facility or any of the other facilities. More detail and financial analysis is provided in the next section of the report.

7. FINANCIAL ANALYSIS

7.1 Financial Analysis

The financial analysis and projections are included in page 58 and 59. This section refers to those figures and sets out an analysis of them.

A detailed financial model has been prepared for the proposed Termonbarry Riverside Park to assess the development's operational viability over 10 years. The analysis considers projected revenues and operating costs associated with the principal tourism and visitor service elements of the Park, including:

- Campervan overnight facilities
- Coffee cart/café operations
- Bike hire services
- Water-based activity facilities

The model indicates that the Park has the potential to evolve into a sustainable tourism operation with multiple complementary income streams linked to growing activity tourism and touring markets within Ireland's Hidden Heartlands.

Revenue Projections

The financial projections estimate a total annual income of approximately €61,000 in Year 1 increasing progressively to over €84,000 by Year 10.

The model assumes gradual growth in visitor numbers and increased market awareness over time, particularly following the completion of the proposed greenway bridge connection and the integration of the wider trail network.

The largest projected income streams are generated from:

Campervan Overnight Revenue
Approximately €24,000 annually during initial years, increasing to over €38,000 annually from Year 7 onwards.

This reflects the growing importance of campervan and motorhome tourism nationally, as well as the site's strategic location on the Shannon corridor. The campervan element is identified as a critical long-term revenue driver and an important contributor to visitor dwell time and local tourism spend.

Coffee Cart Operation
Projected at approximately €34,000 annually.
The Coffee Cart provides an important visitor service for:

- Greenway users
- Walkers and cyclists
- Marina visitors
- Campervan users
- Event attendees

In addition to generating direct revenue, this element supports the Park's role as a social and recreational gathering point.

Bike Hire and Water Activity Income
Projected revenues also include Bike hire, growing from approximately €3,000 to €6,000 annually and water-based activity income, approximately €4,000 annually.

These elements support the Park's active tourism positioning and align with Fáilte Ireland's focus on "active in nature" experiences within Ireland's Hidden Heartlands.

Justification for Visitor Numbers
The Base case of 18,816 annual users is derived from identifiable operating capacities rather than applying a general tourism percentage or uplift. It comprises 16,200 coffee-cart visits (120 users per day for 90 peak-season days and 60 per day for 90 off-season days) and 3,270 campervan visitors (10 pitches × 109 occupied nights × 3 persons), less a 20% overlap allowance of 654 to avoid double-counting.

The coffee-cart catchment includes residents, passing road traffic, marina users, event attendees and future walking/cycling visitors once a greenway link is provided. Waterways data record approximately 19,525 annual boat passages through Termonbarry Lock, confirming substantial existing boating activity. However, no separate marina-related uplift is added to the baseline; marina users are conservatively included within daily coffee-cart demand.

Even a modest conversion equivalent to 5% of recorded boat passages would represent approximately 976 visits, only 6% of projected coffee-cart use. A downside case of 15,053 users, 20% below forecast, has also been tested: this would prolong early operating deficits but would not invalidate the development's wider tourism and community rationale.

The breakdown of figures within the Financial Model are provided on the next page.

Visitor Numbers - Termonbarry Hub	Users main season	Days open Main Season	Users off Season	Days open off season	Parking stations	AV. no. of nights in usage	Av no of users per site	Total Visitors/ Users
Total Visitors - Coffee Cart	120	90	60.00	90.000				16200.00
Total Visitors - Camper Van site					10.00	109.00	3.00	3270.00
Deduction for visitors common to both - Estimated 20%								654.00
Total Visitors/Users								18816.00

Financial Model **10 Year Projections**										
Income&Expenditure Account	**Year**									
	1	2	3	4	5	6	7	8	9	10
Visitor Numbers										
Revenues										
Coffee Cart	€34,020	€34,020	€34,020	€34,020	€34,020	€34,020	€34,020	€34,020	€34,020	€34,020
Overnight Camper Van revenue	€23,980	€23,980	€23,980	€29,300	€29,300	€29,300	€38,175	€38,175	€38,175	€44,538
Bike Hire Income	€3,000	€3,500	€4,000	€4,000	€4,000	€5,000	€5,000	€5,000	€6,000	€6,000
Water based activity	€4,000	€4,000	€4,000	€4,000	€4,000	€4,000	€4,000	€4,000	€4,000	€4,000
Total Income	€61,000	€61,500	€62,000	€67,320	€67,320	€68,320	€77,195	€77,195	€78,195	€84,558
Cost of sales										
Coffee Cart	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907
Total Cost of Sales	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907
Gross Margin	€49,093	€49,593	€50,093	€55,413	€55,413	€56,413	€65,288	€65,288	€66,288	€72,651
Expenditure										
Staff costs - Direct	35,584	36,296	37,022	37,762	38,517	39,288	40,073	40,875	41,692	42,526
Office Equipment	1,000	1,020	1,040	1,061	1,082	1,104	1,126	1,149	1,172	1,195
Rates	-	-	-	-	-	-	-	-	-	-
Water Rates	1,250	1,275	1,301	1,327	1,353	1,380	1,408	1,436	1,465	1,494
Telecommunications	1,500	1,530	1,561	1,592	1,624	1,656	1,689	1,723	1,757	1,793
IT Support and Overheads	1,200	1,224	1,248	1,273	1,299	1,325	1,351	1,378	1,406	1,434
Bank Charges	240	245	250	255	260	265	270	276	281	287
Credit card Charges	488	498	508	518	528	539	550	561	572	583
Cleaning	4,160	4,243	4,328	4,415	4,503	4,593	4,685	4,779	4,874	4,972
Insurance	4,000	4,080	4,162	4,245	4,330	4,416	4,505	4,595	4,687	4,780
Heat and Light	2,500	2,550	2,601	2,653	2,706	2,760	2,815	2,872	2,929	2,988
Repairs and Maintenance	1,800	1,836	1,873	1,910	1,948	1,987	2,027	2,068	2,109	2,151
Security	600	612	624	637	649	662	676	689	703	717
Total Costs	54,322	55,408	56,517	57,647	58,800	59,976	61,175	62,399	63,647	64,920
Net Surplus/Deficit	-€5,229	-€5,815	-€6,424	-€2,234	-€3,387	-€3,563	€4,113	€2,889	€2,641	€7,731

Financial Model - Income & Expenditure Account

Termonbarry - Summary Financial Projections	Year 1	2	3	4	5	6	7	8	9	10
Total Income	€61,000	€61,500	€62,000	€67,320	€67,320	€68,320	€77,195	€77,195	€78,195	€84,558
Cost of sales and direct staff	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907	€11,907
Gross Margin	€49,093	€49,593	€50,093	€55,413	€55,413	€56,413	€65,288	€65,288	€66,288	€72,651
Total Costs	€54,322	€55,408	€56,517	€57,647	€58,800	€59,976	€61,175	€62,399	€63,647	€64,920
Net Surplus/(deficit)	-€5,229	-€5,815	-€6,424	-€2,234	-€3,387	-€3,563	€4,113	€2,889	€2,641	€7,731

Camper Van site										
Number of parking stations	10	10	10	10	10	10	10	10	10	10
Number of nights - off Season	275	275	275	275	275	275	275	275	275	275
Number of Nights - main season	90	90	90	90	90	90	90	90	90	90
Total Number of nights	365	365	365	365	365	365	365	365	365	365
	0	0	0	0	0	0	0	0	0	0
Occupancy - off Season	20%	20%	20%	22%	22%	22%	25%	25%	25%	25%
Occupancy - on season	60%	60%	60%	63%	63%	63%	65%	65%	65%	65%
	0	0	0	0	0	0	0	0	0	0
Total nights sold	109	109	109	117.2	117.2	117.2	127.25	127.25	127.25	127.25
Average Revenue per space per night	22	22	22	25	25	25	30	30	30	35
Total Number of visitors - Canper Van	3270	3270	3270	3516	3516	3516	3817.5	3817.5	3817.5	3817.5
Total Camper Van Revenue	23,980	23,980	23,980	29,300	29,300	29,300	38,175	38,175	38,175	44,538

7.2 Operational Costs

The model identifies staffing as the primary operational cost, reflecting the labour requirements associated with:

- Visitor services
- Cleaning and maintenance
- Facility management
- Café and activity operations

Direct staffing costs are projected at
• Approximately €35,500 in Year 1, rising gradually to over €41,000 by Year 9.

Additional recurring operational costs include
- Cleaning
- Insurance
- Utilities
- Repairs and maintenance
- Telecommunications and IT support
- Security and administration

Total operating costs are projected to increase from Approximately €54,000 in Year 1 to approximately €63,500 by Year 9.

Termonbarry	**Year**									
Revenue Analysis	1	2	3	4	5	6	7	8	9	10
Coffee Cart										
Users per day - Off season	60	60	60	60	60	60	60	60	60	60
Users per day - main season	120	120	120	120	120	120	120	120	120	120
Total users per day	180	180	180	180	180	180	180	180	180	180
Total Users per annum	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200
Visitor numbers										
Number of Customers	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200
Conversion rate to Coffee Cart	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Total number of Coffee Cart	5,670	5,670	5,670	5,670	5,670	5,670	5,670	5,670	5,670	5,670
Total non Trail Coffee Cart	1,134	1,134	1,134	1,134	1,134	1,134	1,134	1,134	1,134	1,134
Average spend per Head across all visitors	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Total Revenue	34,020	34,020	34,020	34,020	34,020	34,020	34,020	34,020	34,020	34,020
Camper Van site										
Number of parking stations	10	10	10	10	10	10	10	10	10	10
Number of nights - off Season	275	275	275	275	275	275	275	275	275	275
Number of Nights - main season	90	90	90	90	90	90	90	90	90	90
Total Number of nights	365	365	365	365	365	365	365	365	365	365
Occupancy - off Season	20%	20%	20%	22%	22%	22%	25%	25%	25%	25%
Occupancy - on season	60%	60%	60%	63%	63%	63%	65%	65%	65%	65%
Total nights sold	109	109	109	117	117	117	127	127	127	127
Average Revenue per space per night	22	22	22	25	25	25	30	30	30	35
Total Number of visitors - Camper Van	3270	3270	3270	3516	3516	3516	3818	3818	3818	3818
Total Camper Van Revenue	23,980	23,980	23,980	29,300	29,300	29,300	38,175	38,175	38,175	44,538
Visitor Numbers - Termonbarry Hub										
Total Visitors - Coffee Cart	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200	16,200
Total Visitors - Camper Van site	3,270	3,270	3,270	3,516	3,516	3,516	3,818	3,818	3,818	3,818
Deduction for visitors common to both	654	654	654	703	703	703	764	764	764	764

Revenue Analysis

7.3 Financial Performance Commentary

The model projects modest operational deficits during the initial establishment phase, with Year One projected at approximately €5,200 deficit.

This gradually improves as visitor activity and revenues increase, with the operation moving into a modest annual surplus in the later years of the projection period. This projection does not rely on the proposed future greenway coming into operation, but rather assumes that any future greenway will only improve surpluses by bringing in additional revenue in a shorter timeline.

This trajectory is considered realistic for a tourism infrastructure project of this nature, particularly where the objective is not solely a commercial return but also wider tourism activation, place-making and economic development. The diversified revenue model is a significant strength of the proposal, reducing reliance on any single activity or market segment.

Overall, the financial analysis demonstrates that the proposed riverside park has the capacity to operate as a sustainable tourism and recreation facility over the medium to long-term, while also generating broader economic and tourism benefits for Termonbarry, the surrounding villages and the Shannon corridor more generally.



Termonbarry Weir

8. FINANCIAL ASSUMPTIONS & EVIDENCE BASE

8.1 Camper Van Parks

Assumptions used in the financial analysis
Number of pitches/parking bays – 10 Occupancy in Winter – 20% Occupancy in main Season – 60% Average Nightly rate - €22

For this feasibility study, the strongest comparable examples are not large holiday parks, but smaller motorhome aire or riverside stopover concepts that combine:

- overnight camper van parking,
- waterside recreation,
- food/coffee offering,
- and proximity to local towns or activities.

Below are three River Shannon–related examples used for comparison to gauge rates, facilities, occupancy, and costs.

Portumna Motorhome / Campervan Park

Indicative pricing

- Typical overnight charge reported online: €10–€20 per campervan
- Extra fees sometimes apply for electricity/water.

Research indicated that its users value:

- secure parking
- water/electric hookup
- waste disposal
- walking access to cafés/pubs
- riverside setting

The model supports a complementary coffee dock or event space very well.

Lynders Holiday Parks - Rooskey

It is also close to Shannon River Adventure, which offers kayaking and water activities similar to the potential Termonbarry concept.

Indicative pricing
Overnight motorhome parking generally ranges

- €15–€30 per night

Depending on the hookup/services.
The important insight here is the clustering effect of campervans, kayaking, food, and riverside social space, which creates longer dwell times and stronger local spending.

Battlebridge Caravan & Camping Park

Battlebridge is temporarily closed, but it is a good benchmark site

Indicative pricing
Typical comparable rates historically

- €20–€35 per night depending on season and hookup.

This demonstrates strong demand for:

- low-key riverside overnight tourism,
- activity-linked stays,
- and experiential stopovers

The online reviews indicate that Shannon's touring routes can sustain substantial overnight tourism demand, especially where there is atmosphere, food and Drink, Water-based activities, music or events, and trails.

The case studies indicate that the following important factors need to be in place for success:

- Riverside Location
- Overnight Stopover Convenience
- Coffee/Food Offering
- Water-based Activities
- Walking access to Village – café/Pub/Restaurant
- Event or Music space
- Simple Serviced pitches
- Secure Parking and well-lit

Taking a range of examples in Ireland, the Indicative Market Pricing (Ireland 2026):
- Basic Overnight - €15
- Serviced Campervan pitch - €20 to €35
- Premium Riverside/Event Linked - €35 - €45

Several tourism studies, including the Repucon report for Clare County Council, have identified growing demand from:

- domestic touring users
- German/French motorhome tourists
- cycling tourists
- and activity-based visitors

The following sources were used:

- Safe Nights Ireland
- Total Camping Ireland
- PitchUp Ireland listings
- Public business/review listings for Shannon-region camper facilities and activity providers

8.1 Camper Van Parks

Typical Occupancy Levels — Ireland / Shannon Corridor

Season	Typical Occupancy	Weekend Peaks
Main summer season (Jun–Aug)	65–90%	Often full at weekends
Shoulder season (Apr–May / Sep–Oct)	35–60%	60–80% weekends
Winter / low season (Nov–Feb)	10–30%	30–50% on event weekends
Event weekends/ festivals	90–100%	Fully booked

These figures are consistent with Irish caravan industry commentary and operator reports.

Fáilte Ireland – Accommodation Occupancy Survey 2023

Key finding from this report:
"Caravan and campsite pitch occupancy Apr–Sep was 60% in 2023, compared to 56% in 2022."

The report also states:
- occupancy could have been higher except for poor summer weather,
- international and domestic demand is approximately 50/50,
- and the caravan & camping sector showed year-on-year growth.

CamperChamp Ireland Camping Statistics 2025

This is a secondary industry source that summarises national camping and campervan trends.

Key findings include:
- Ireland had approximately 78 registered caravan and camping parks in 2025
- national pitch occupancy averaged approximately 60%,
- and powered motorhome pitches commonly charge €23–€40 per night.

Repucon Consulting – Motorhome & Campervan Opportunities Studies

This is particularly relevant because it focuses on rural tourism and motorhome demand.

Important findings:
- motorhome tourism is growing strongly,
- 69 locations in Clare were identified as being used for overnight motorhome parking,
- and motorhome/campervan visitors generated an estimated €7.5 million annual direct expenditure in County Clare alone.

Reference Documents
- Fáilte Ireland Accommodation Occupancy Survey 2023
- Fáilte Ireland Caravan & Camping Sector Strategic Review
- Repucon Consulting – Motorhome & Campervan Opportunity Assessments
- CamperChamp Ireland Camping Statistics 2025



Fáilte Ireland – Accommodation Occupancy Survey 2023
Published by: Fáilte Ireland (National Tourism Development Authority)


Battlebridge Caravan & Camping Park

8.2 Trails and Greenway Case Studies

The following examples were used to try to indicate the likely usage numbers for the greenway if extended through Termonbarry from Cloondara and other locations.

Royal Canal Greenway

Why is it highly relevant
This is the strongest comparator because:

- it terminates at Cloondara beside Termonbarry,
- it is rural in character,
- it links small villages and waterways,
- and it combines cycling, walking and waterside tourism.

User numbers
Waterways Ireland research found that 640,000 trips were taken on the Royal Canal Greenway in its first year, generating approximately €17.2 million in economic impact.

Great Western Greenway (Mayo)
The Great Western Greenway links small towns, cafés, bike hire, accommodation and activity tourism.

User numbers
Approximately 172,000 annually

Royal Canal / Shannon Corridor Blueway Potential

Fáilte Ireland and Waterways Ireland identified the Shannon corridor as a strategic tourism growth area.

The strategy specifically focuses on greenways, blueways, watersports, canal tourism and connected visitor experiences.

This matches almost exactly the type of tourism clustering being promoted nationally.

Important strategic insight
The western terminus of the Royal Canal Greenway at Cloondara creates a rare opportunity where greenway tourism, Shannon boat activity, campervan tourism and riverside recreational activity all combine.



Royal Canal Greenway (County Meath section)



Great Western Greenway (Mayo)

8.2 Trails and Greenway Case Studies (Supporting Data)

Lough Key Forest & Activity Park, Co. Roscommon
Lough Key is one of the strongest regional comparator projects for the proposed Termonbarry Riverside Park. Located on the Shannon waterway network, it combines walking and cycling trails, lakeside recreation, family activities and visitor facilities. Coillte recorded approximately 139,000 visitors during 2024, demonstrating the strong demand for high-quality outdoor recreation destinations outside Ireland's principal tourism centres. The proposed mix of water-based recreation, trails, visitor facilities and events at Termonbarry is consistent with this successful model.

Rossmore Forest Park, Co. Monaghan
Rossmore Forest Park has become Ireland's most visited regional forest park, attracting almost 358,000 visitors in 2023. While not a greenway, it demonstrates the scale of demand for accessible outdoor recreation, walking, and cycling facilities located close to regional towns. The park has benefited from continuous investment in trails, visitor amenities and family recreation, illustrating how well-designed outdoor destinations can generate significant visitor numbers and repeat use from both residents and tourists.

Portumna Forest Park, Co. Galway
Portumna provides perhaps the closest operational comparator to Termonbarry because it combines a Shannon-side location, marina activity, walking and cycling opportunities and a well-established motorhome market. The adjacent forest park attracted approximately 59,300 visitors during 2023, while the wider Portumna destination also benefits from boating visitors, campervan tourism and outdoor recreation. This demonstrates the value of integrating trails, waterways and overnight touring infrastructure into a single

Marina	Approximate Scale	Published Usage Indicator	Relevance to Termonbarry
Dromod Marina, Co. Leitrim	Approximately 50 berths	Recognised as one of the busiest stopover marinas on the Upper Shannon. The marina accommodates over 50 berths and experiences a full cruising season with regular boating rallies, visiting cruisers and events.	A strong comparator for a small Shannon village marina that has successfully developed tourism through boating, outdoor recreation and visitor services.
Portumna Castle Harbour, Co. Galway	Approximately 30–40 berths	The Shannon Tourism Feasibility Study records 28,688 annual boat movements at nearby Portumna Bridge, illustrating the significant volume of cruising traffic using the harbour and surrounding visitor facilities.	Particularly relevant due to the integration of marina facilities with Portumna Forest Park, campervan facilities, walking and cycling trails and tourism services.
Terryglass Harbour, Co. Tipperary	Approximately 30 berths	A well-established cruising stop on Lough Derg. While annual marina visitor numbers are not published, the Shannon Tourism Feasibility Study identifies Terryglass as one of the key visitor destinations on the Shannon navigation with strong seasonal boating activity.	Demonstrates how a relatively small harbour can support local tourism through hospitality, outdoor recreation and marina-based visitor services.

While annual visitor numbers are generally not published for individual marinas, Waterways Ireland navigation statistics provide a useful measure of boating activity along the Shannon. The Shannon Tourism Feasibility Study records approximately 19,525 annual boat passages through Termonbarry Lock, demonstrating that the village already benefits from substantial boating traffic. For comparison, the study records approximately 27,506 boat passages at Athlone Lock and 28,688 boat passages at Portumna Bridge.

These figures highlight the strategic opportunity for the proposed riverside park to encourage greater visitor dwell time and expenditure by providing enhanced marina facilities, campervan accommodation, outdoor recreation, greenway connectivity and visitor services.

8.3 Water-based tourism activities

Assumptions used in the financial analysis
Water-based activities - Annual franchise income €4,000

Water-Based Tourism Operators

Shannon River Adventure - Rooskey, Co. Roscommon
Activities include Kayaking, Canoeing, Youth Camps and river activities

Lough Ree Boat Trips - Lanesboro/Ballyleague
Activities include Boat Trips and river/lake tours

- boat trips
- river/lake tours

There is very little publicly available information on actual concession/licence fees paid by kayak or SUP operators to private landowners in Ireland because these are usually:

- private commercial agreements,
- seasonal licences,
- informal access agreements,
- or revenue-share arrangements.

However, from comparable Irish tourism and recreation models, a fairly consistent pattern emerges.

SUPwell Ireland and Lilliput
Activity base - Lough Ennell / Westmeath

- SUP lessons
- yoga SUP
- tours
- equipment rental

My Next Adventure - Killaloe / Shannon system
Activities include kayak tours, river trips and guided paddling.

What Operators Typically Pay in Ireland

Based on an examination of a range of operators, the following is typical. There is no standard national fee; however, based on Irish recreation access agreements, concessions, outdoor tourism licences and comparable arrangements, small operators usually pay under one of these models:

Arrangement Type	Typical Irish Range
Simple seasonal access licence	€1,000–€5,000/year
Revenue share	5–15% of activity income
Fixed annual concession	€3,000–€15,000/year
Café/activity hybrid lease	€5k–€25k/year
Public authority concession	Often tender-based

For small rural SUP/kayak operators
The most common model is likely - low fixed fee plus insurance obligations plus maintenance responsibilities.

Conclusion
Small-scale water activity operators along the Shannon corridor typically operate through land access agreements, seasonal licences or concession arrangements with landowners, marina operators or public authorities. Comparable Shannon-side operators, including Shannon River Adventure and My Next Adventure, demonstrate the viability of kayaking and paddleboarding activities in rural river-based tourism destinations. Industry practice in Ireland suggests that activity operators commonly pay either fixed seasonal licence fees or revenue-share arrangements in exchange for managed access to launch facilities, parking, visitor amenities and riverside infrastructure.


Shannon River Adventure - Rooskey/Dromod area


My Next Adventure - Killaloe

8.4 Bike Hire & Greenway Tourism Operators

Assumptions used in the financial analysis
Bike Hire activity – Annual bike Hire Franchise Income €3,000

Ethical Tours Bike Hire
Activities
- e-bike hire
- greenway tours
- Shannon corridor cycling tourism

The business specifically markets
- riverside routes,
- greenways,
- boglands,
- and Shannon landscapes as tourism experiences.

Midlands Cycle Hub – Cloondara
Located directly in Cloondara on the Royal Canal Greenway/ Shannon corridor.

Commercial insight
This is an independent local tourism business rather than a franchise.

It is a startup model
- leased/purchased bikes
- seasonal staffing
- tourism partnership marketing.

LiKe Bikes – Multi-Hub Expansion Model
LiKe Bikes are based at the Rathkeale Greenway Hub and have been operating for about a year.

What they operate
- multiple Greenway hubs,
- bike hire,
- tourism partnerships,
- community/social enterprise elements.

Waterford Greenway Bike Hire Operators
- Waterford Greenway Bike Hire, Merchant's Quay
- Waterford Greenway Bike Hire Union Workhouse Kilmacthomas
- Dungarvan Greenway Bike Hire

Grand Canal / Royal Canal Models
- Grand Canal Greenway Bike Hire
- Mullingar Bike Hire Limited

Conclusion
The Irish greenway bike hire sector is predominantly composed of independently operated tourism businesses rather than formal franchise models. Operators commonly function through local tourism partnerships, greenway hub concessions and multi-location service models linked to Fáilte Ireland and local authority greenway infrastructure. Comparable operators along the Royal Canal, Waterford Greenway and Limerick Greenway demonstrate that relatively small-scale rural bike hire operations can achieve sustainable tourism activity levels when integrated with cafés, visitor services and destination experiences.

Typical rental rates
- Standard bike: €25–€40/day
- E-bike: €45–€80/day


Midlands Cycle Hub

8.5 Cost Base

Termonbarry Riverside Park			
User/Visitor Numbers - Year 1	Based on total numbers visiting Greenway - picking up after year 1 to 30,000		18,816
Operational Costs			
Staff Costs - Direct - Café -see staff cost schedules	Direct staff - Supervisor/Operator - all areas		35,584
IT Equipment	Sundry Equipment for café supervisor		1,000
Rates	Assume Rates Free as Council Supported		-
Water Rates	Assume similar to usage at similar small café's		1,250
Telecommunications			1,500
IT Support and Overheads	Assume €100 per Month		1,200
Bank Charges	Assume €20 per Month.		240
Credit card Charges	Assume 40% transactions are Credit card, charge 2% of value.		488
Cleaning	Assume contract cleaners @ 8 hours per week		4,160
Insurance	Assume EL and PL at typical visitor attraction rates		4,000
Energy			2,500
Repairs and Maintenance	Assume €150		1,800
Security	Assume €600 per annum		600
Total Cost			54,322
Staff Cost Assumptions			
Direct Staff Costs			
Café * camper van supervisor - Part time cover	Assume cost of €15 per Hour for 56 Hours weekly for 25 weeks = €22,626	15984	
Coffee Cart	Assume cost of €12 per hour for 56 Hours weekly for 25 weeks = €19,219 per person	19600	
Total Direct Staff costs		35584	

Revenue Analysis

9. ECONOMIC IMPACT

9.1 Economic Impact

The Economic impact calculations and analysis are included on the table in this page and on page 69.

The Riverside Park will create a range of interventions that create economic benefits to the community of Termonbarry and its surrounding area, particularly impacting the surrounding areas of the Shannon and wider geographical area.

Additional overnight visitors - staying longer, spending in the local economy, particularly using the campervan facilities, but also the existing accommodation in the village.

Job creation – additional jobs for people locally and secondary jobs in suppliers and tourism businesses.

Tourism – additional spin off for local tourism providers – Restaurants, cafés, activity providers, retail business – Termonbarry.

Community – Social and environmental benefits – Open space and recreation sustainability policies and investing in local conservation projects.

The economic assessment undertaken for the proposed Riverside Park demonstrates that the project has the potential to generate significant long-term economic, tourism and community benefits for the local area and the wider Shannon corridor. The analysis, as set out within the financial model, indicates that the Park would function not only as a recreational amenity but also as a strategically important tourism asset aligned with the objectives of Ireland's Hidden Heartlands.

The baseline number of users is based on estimates of users for the Coffee cart facility plus visitors to the Camper Van facility, minus the numbers common to both. Coffee cart users are based on an estimate of average users per day in the main season and off-season, multiplied by an estimate of the number of days in operation in both seasons. It is assumed to be open approximately 180 days per annum. Camper van users are based on the estimated number of pitches, the average number of nights in operation, and the average number of people per camper van. These numbers are then adjusted by 20% to reflect the number of people double-counted by using both facilities. The table below sets out these calculations.

These projections reflect the park's anticipated role as:

- A greenway and trailhead destination
- A stopover point for Shannon boating traffic
- A campervan and touring hub
- A base for outdoor recreation and events

The projected visitor profile aligns strongly with growing tourism trends associated with active outdoor recreation, cycling tourism, campervan travel and water-based activity tourism. The net present value, as indicated in the attached table, is negative at -€1.1m over a 5-year period and becomes positive at €1.1m over a 10-year period – this is a normal result: a short-term negative net present value with benefits outweighing costs over a longer period. The NPV overall is therefore very positive.

TII/Fáilte Ireland MOVE Project

The proposed Termonbarry Riverside Park is consistent with the objectives of the Transport Infrastructure Ireland (TII) and Fáilte Ireland Mobility and Outdoor Value Estimates (MOVE) Project, which is providing an evidence base for the planning and appraisal of greenways and active travel infrastructure across Ireland. The MOVE programme combines user surveys and visitor counts to better understand greenway usage, visitor profiles, trip characteristics and associated expenditure. Importantly, the findings are being used by Fáilte Ireland to refine models that estimate visitor spending and the wider economic benefits generated by active tourism infrastructure. This growing evidence base demonstrates that well-designed trailheads and visitor hubs can increase visitor dwell time, encourage expenditure in local businesses and strengthen the economic contribution of greenways and outdoor recreation. The proposed Riverside Park in Termonbarry reflects these principles by integrating walking, cycling and water-based activities with visitor services, thereby maximising local tourism spend and supporting the continued development of Ireland's Hidden Heartlands as a sustainable active tourism destination.

Benefit	Operating Cost	Discounted Cash Flow	
			2,575,057
470,400	54,322	418,167	
484,512	55,952	430,712	
499,047	57,630	443,634	
514,019	59,359	456,943	
529,439	61,140	470,651	
545,323	62,974	484,771	
561,682	64,863	499,314	
578,533	66,809	514,293	
595,889	68,813	529,722	
613,765	70,878	545,613	
632,178	73,004	561,982	
651,144	75,194	578,841	
670,678	77,450	596,207	
690,798	79,774	614,093	
711,522	82,167	632,516	
732,868	84,632	651,491	
754,854	87,171	671,036	
777,500	89,786	691,167	
800,825	92,480	711,902	
824,849	95,254	733,259	
12,639,824	1,459,652	11,236,312	11,236,312
Net Present Value (NPV) - 10 Years		2,218,763	
New Present Value (NPV) - 5 Years		-354,950	

Discounted Cash Analysis

9.1 Economic Impact

Displacement
"The operational philosophy of the Riverside Park trailhead concept is one of partnership rather than competition, to use the park as a catalyst to increase the overall tourism economy of the Shannon corridor and create opportunities for existing local businesses to benefit from increased visitor numbers."

Supporting Local Operators and Minimising Displacement
A key principle of the proposed Riverside Park will be to maximise local economic benefit by creating opportunities for existing businesses and service providers rather than displacing them. Subject to appropriate procurement processes, first preference will be given to suitably qualified operators and providers based in Termonbarry and the surrounding area to deliver services such as the coffee dock, bike hire, water-based activity rental, guided experiences and event programming. This approach seeks to retain visitor expenditure within the local economy, encourage entrepreneurship and support existing tourism businesses. The facilities proposed at the park are intended to complement, rather than compete with, the existing hospitality offering within the village, including accommodation and food and beverage services. The target markets for the park - including campervan tourists, greenway users, Shannon cruising visitors and outdoor recreation participants - represent additional visitor segments that are not currently fully catered for within the local area. By attracting new visitors and encouraging longer dwell times, the park is expected to increase overall visitor spend, generating additional business opportunities for hospitality providers in Termonbarry as well as neighbouring villages and towns such as Cloondara, Rooskey, Tarmonbarry, Lanesborough and Longford. Consequently, the proposal is expected to create complementary economic activity across the wider destination rather than displace existing trade.

Unique Selling Proposition
Termonbarry's greatest tourism asset is its exceptional location on the banks of the River Shannon, where the river forms both the physical and experiential heart of the destination. Few villages in Ireland enjoy such direct access to the country's largest inland waterway while also benefiting from excellent connectivity via the N5 further supported by the potential for a future greenway crossing linking Termonbarry with Cloondara and the wider trail network. This unique combination of river, road and greenway access positions Termonbarry as a natural gateway to Ireland's Hidden Heartlands. Unlike many Shannon destinations that focus primarily on boating, Termonbarry has the opportunity to integrate water-based recreation, walking, cycling, campervan tourism and events into a single riverside park trailhead concept. The result is a distinctive tourism proposition that encourages visitors to stop, stay longer and experience the Shannon from both the water and the surrounding landscape.

Job Creation
The proposed Riverside Park has the potential to create a range of direct and indirect employment opportunities while also supporting wider economic activity across the local tourism sector. Although the development is modest in scale, its operational model requires a variety of visitor services including management of the campervan facilities, operation of the coffee cart, bike hire, water activity equipment rental, cleaning and maintenance of public facilities, customer service and event coordination. The financial projections indicate that these activities can support a number of full-time equivalent and seasonal positions, with staffing levels increasing during peak tourism periods. In addition to direct employment, the hub is expected to generate opportunities for local activity providers, food vendors, outdoor instructors and event organisers through concession or partnership arrangements. A key objective of the project will be to maximise local employment by encouraging suitably qualified operators and service providers from Termonbarry and the surrounding area to participate in the operation of the hub. Increased visitor numbers will also provide secondary employment benefits for existing hospitality, retail and tourism businesses within the village and neighbouring towns through increased visitor expenditure and longer dwell times. Consequently, the Riverside Park is expected to act as a catalyst for sustainable rural employment, supporting entrepreneurship, small business development and the continued growth of the visitor economy within the Shannon corridor and Ireland's Hidden Heartlands.

The following table is indicative of the potential job creation for the Termonbarry Riverside Park:

Job Creation		
Facility	Full time	Part Time
Camper Van facility	1	2
Watersports Operations		2
Coffee Cart	1	2
Toilets/Visitor base		1
Total	2	7

9.1 Economic Impact (Sensitivity Analysis)

Introduction
To assess the robustness of the proposed Riverside Park, the financial model has been tested against changes in visitor demand. The base case assumes 18,816 annual visitors, while two alternative scenarios have been considered: a 20% reduction in visitor numbers (15,053 visitors) and a 20% increase (22,579 visitors). The analysis assumes that visitor-related income streams, including campervan fees, bike hire, water-based activities and coffee cart sales, vary broadly in line with visitor demand, while recognising that the majority of operating costs remain fixed or only partially variable. This provides an indication of the project's financial resilience under more conservative and optimistic operating conditions.

Comparative Financial Summary (Year 1)

Measure	Low Case (-20%)	Base Case	High Case (+20%)
Annual Visitors	15,053	18,816	22,579
Total Income	€48,800	€61,000	€73,200
Total Costs	€51,900*	€54,322	€56,800*
Net Operating Position	-€3,100	-€5,229	€16,400

*Assumes approximately 20% of operating costs vary with visitor numbers, with the remaining costs fixed.

Commentary
The sensitivity analysis demonstrates that the proposed Riverside Park is based on a prudent operating model with a relatively low cost base and diversified revenue streams. Under the base case, the facility is forecast to operate at a modest deficit during the initial years before moving into operational surplus from Year Seven onwards as campervan occupancy and visitor activity increase.

Under the Low Case scenario, where visitor numbers are 20% below forecast, total annual income would reduce to approximately €48,800 in Year 1. While some operating costs such as cleaning, utilities and merchant charges would also reduce, the majority of staffing and overhead costs remain fixed. Consequently, the facility would continue to operate at a modest deficit during the early years, although this remains within a level that could reasonably be managed by the project promoter as the destination matures and visitor awareness grows.

Conversely, the High Case scenario demonstrates the scalability of the business model. A 20% increase in visitors increases annual income to approximately €73,200, while operating costs increase only marginally because many costs are fixed irrespective of visitor numbers. As a result, the operating position improves significantly, illustrating the benefit of additional visitor spend across the coffee cart, campervan facilities and activity services. This demonstrates that relatively modest increases in visitor demand can have a disproportionately positive impact on financial performance. The analysis also highlights the importance of maintaining multiple revenue streams. Rather than relying on a single source of income, the combination of campervan facilities, food and beverage sales, bike hire and water-based activities provides resilience and reduces exposure to fluctuations in any one market segment. As visitor numbers increase over time, these complementary income sources support both financial sustainability and local employment opportunities.

Conclusion
The sensitivity analysis indicates that the proposed park is financially resilient across a realistic range of visitor demand scenarios. Although lower visitor numbers would reduce annual income and extend the period before operational surpluses are achieved, the forecast deficits remain relatively modest during the establishment phase. Equally, relatively small increases in visitor numbers generate significant improvements in operating performance due to the project's largely fixed cost structure.

Overall, the analysis demonstrates that the financial model is robust and that the proposed development has the capacity to adapt to changing market conditions while continuing to support tourism growth and economic activity within Termonbarry and the wider Shannon corridor.

9.2 Visitor Expenditure and Economic Value

The economic model applies an estimated economic value per visitor of:

- €20 per local/regional user
- €40 per tourist visitor

These are lower than Failte Ireland multiplier numbers due to the spin-off spend likely to be a bit below the national average in the area.

This reflects the anticipated visitor expenditure associated with:

- Campervan overnight stays
- Food and beverage purchases
- Bike hire and activity participation
- Retail and hospitality spending
- Event attendance
- Ancillary tourism spending within Termonbarry and surrounding areas

Based on these assumptions, the model estimates annual economic benefits of approximately €470,400 - see table below.

Benefits	
Users	18,818
Local	14,114
Visitors	4,705
Value of each user	
Local - Daily Rate	20
Visitors - Daily Rate	40
Total Value derived from Users - Riverside Park	470,450

Importantly, this figure represents direct and attributable economic activity generated by users of the park and does not fully capture broader multiplier effects across the local economy.

The Ratio is that benefits outweigh costs by a factor of 3.13 which is very positive. A CBA of greater than 1 is acceptable on an infrastructure project, and the greater the ratio the better.

Overall Cost Benefit Analysis of Options	
	Termonbarry
CBA Ratio	3.13
Operating Costs	
Capital Cost	
Total Capital Cost -Park infrastructure	2,575,057
Operating Cost - Park	54,322
Total Operating Cost	54,322
Benefits	
Users	18,816
Local	14,112
Visitors	4,704
Value of each user	
Local - Daily Rate	20
Visitors - Daily Rate	40
Total Value derived from Users - Park	470,400
Net Economic Benefit	
Total Capital Cost	2,575,057
Total Operating Cost - Discounted	1,459,652
Total Capital and Operating Costs	4,034,709
Total Benefits Discounted - 20 Years	12,639,824
CBA Ratio	3.13

9.3 Long-Term Economic Impact

The economic analysis includes a 20-year discounted cash flow assessment that compares projected economic benefits to capital and operating costs.

The model identifies total discounted benefits over 20 years, approximately €10.88 million.

The total discounted capital and operating costs are approximately €4.46 million.

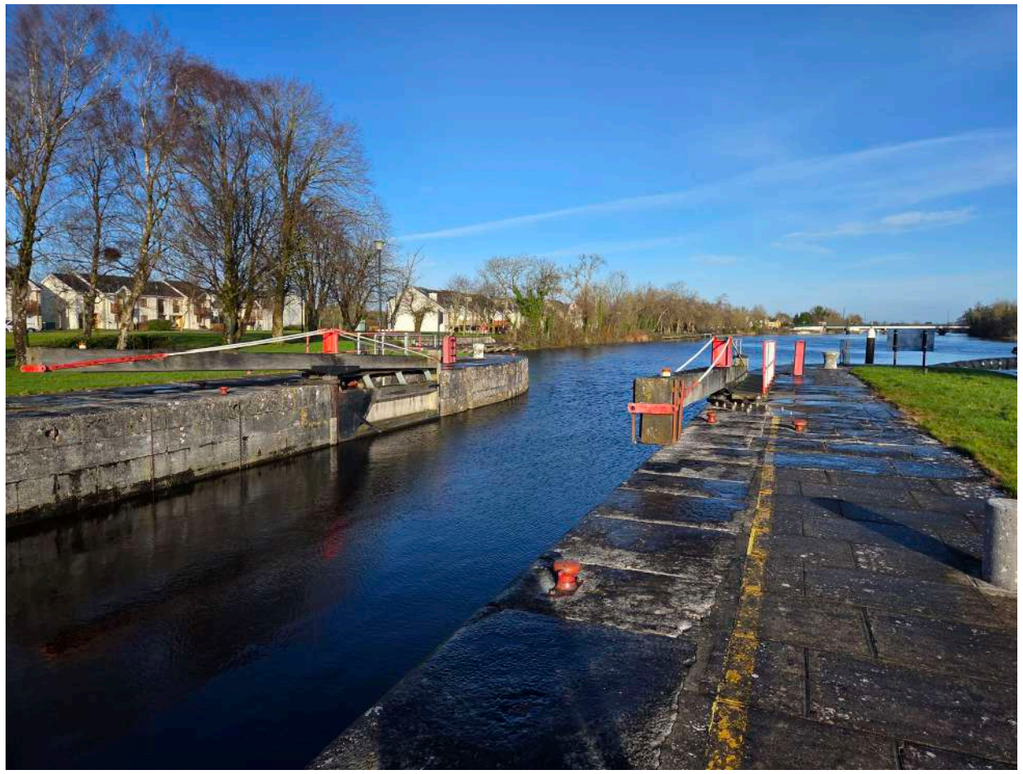
This results in a Cost Benefit Analysis (CBA) Ratio of 3.13 A CBA ratio significantly above 1.0 demonstrates that the project generates substantial positive economic returns relative to investment costs. A ratio of 3.13 is strong for tourism and recreational infrastructure projects and indicates that the proposed park would provide considerable long-term value to the region.

Wider Economic and Tourism Benefits
In addition to direct visitor expenditure, the proposed park is expected to generate a range of broader economic benefits, including:

- Increased overnight tourism within the Shannon corridor
- Enhanced tourism profile for Termonbarry village
- Increased footfall for local businesses
- Support for rural enterprise and tourism services
- Job creation associated with operations and tourism activity
- Increased visitor dwell time within the area
- Activation of the marina and riverside environment
- -Enhanced attractiveness of the proposed greenway connection

The campervan facilities are particularly significant from an economic perspective, as touring visitors typically generate high levels of local spending over extended travel periods. Similarly, event-based tourism associated with cycling events, regattas, triathlons and outdoor recreation has the potential further to increase seasonal visitor expenditure and regional economic activity.

Overall, the economic analysis demonstrates that the proposed Riverside Park represents a strong long-term investment capable of delivering sustained tourism growth, local economic regeneration and wider strategic benefits for the Shannon and Ireland's Hidden Heartlands region.



Termonbarry Lock

9.4 Funding Sources – Termonbarry Riverside Park

Funding Source	Amount	Aid Rate	Description
RRDF - Delivering a project to readiness stage	€5,000,000	80%	Rural regeneration funding for projects that revitalise towns, villages and rural communities. 2026 Scheme currently open
RRDF - Major Capital Infrastructure Scheme	€10,000,000	80%	Rural regeneration funding for projects that revitalise towns, villages and rural communities. 2026 Scheme currently open
LEADER (Roscommon Parternership) Community projects involving economic activity	€200,000,000	75%	Rural regeneration funding for local projects that support enterprise, amenities, services and sustainable rural communities
Local Enterprise Office Roscommon	Depends on Current Year Budget	Could be up to 80%	Feasibility Study and Priming Grants
Outdoor Recreation Infrastructure Scheme Measure 1 (small scale repair/development/promotion and marketing)	€40,000	90%	
Outdoor Recreation Infrastructure Scheme Measure 2 (medium scale repair/upgrade and new trail/amenity development)	€200,000	90%	

Note – the amounts indicated in the funding tables above are maximum funding amounts as per the particular funding sources and are not an indication of what the project would receive. That will be determined by later discussions with funding sources.

9.4 Funding Sources – Termonbarry Riverside Park

Funding Source	Amount	Aid Rate	Description
Outdoor Recreation Infrastructure Scheme Measure 3 (large scale repair/upgrade and new trail/amenity development)	€500,000	90%	
Outdoor Recreation Infrastructure Scheme Project Development Measure	€50,000	90%	
Failte Ireland - Future Capital Grant Schemes	no scheme advertised	Normally 80%	There may be a new scheme to fund the development of visitor facilities, but nothing has been announced at the time of writing
Community Foundation Ireland	Philanthropic Source - no limit	Can be 100%	Potential philanthropic route for community, inclusion, heritage-access or social-impact elements
The Ireland Funds	Philanthropic Source - no limit	Can be 100%	Potential diaspora a/philanthropic source, especially if framed around famine memory, emigration, Irish heritage and education
Town & Village Scheme		Grant funding can range from €100,000 to €500,000 for projects which align with Our Rural Future and Town Centre First Policy.	Could support Termonbarry village linkages, arrival/public realm, reuse of vacant/derelict buildings or supporting community infrastructure around the attraction.

Note – the amounts indicated in the funding tables above are maximum funding amounts as per the particular funding sources and are not an indication of what the project would receive. That will be determined by later discussions with funding sources.

10. CONCLUSION & NEXT STEPS

10.1 Key Planning Considerations

Flood Risk
The site is located within the Shannon floodplain on low-lying lands subject to seasonal flooding. Any future proposals will need to comply with the Planning System and Flood Risk Management Guidelines and demonstrate an appropriate response to flood risk. While open space and recreation uses may be acceptable in principle, any ancillary structures will require careful siting and design.

The concept proposals have been developed with flood risk considerations being factored in. No critical infrastructure, essential services or vulnerable built assets would be proposed within areas at risk of flooding. Instead, these areas would accommodate flood-compatible and flood-resilient elements such as open space, hardstanding areas, planted areas, walking trails, seating areas and other recreational amenities that can safely withstand periodic inundation and recover quickly following flood events. The concept proposals have therefore been envisaged to ensure that any residual flood risk does not compromise the operation, safety or long-term functionality of the overall development. This will be explored in more detail at preliminary design stage.

Ecology
The proximity of the site to the Lough Forbes Complex SAC and Royal Canal pNHA gives rise to significant environmental considerations. Any proposal will need to be supported by ecological appraisal and environmental assessment, with particular regard to hydrology, runoff, construction activity and visitor pressure. Development will need to demonstrate that adverse effects can be avoided or mitigated.

Settlement Context
Future development should align with the settlement strategy for Termonbarry and respond to the scale and character of the village. Proposals should support local economic activity, reinforce the role of the settlement and complement existing amenities and services. The park should therefore be planned as an integrated part of the wider village offer.

Connectivity
Access and connectivity are key infrastructural considerations. Existing constraints, including the narrow bridge crossing and limited pedestrian and cycle provision, create challenges for permeability and sustainable movement. Future proposals should improve active travel connections, including consideration of a pedestrian and cycle link across the Shannon, subject to feasibility and assessment.

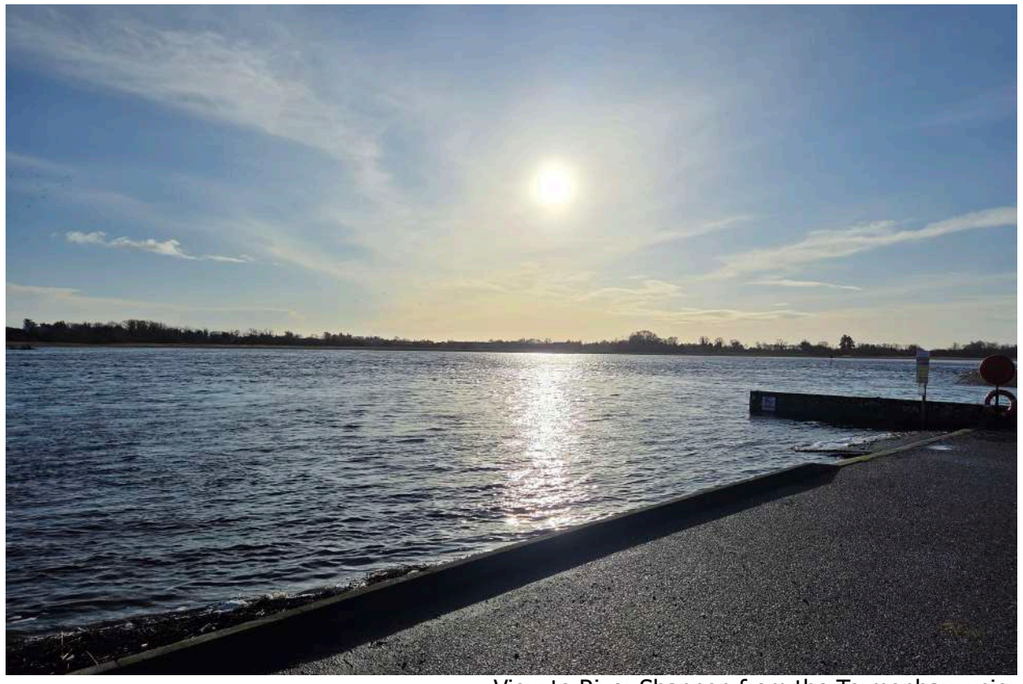
Heritage
The site is located within a sensitive heritage setting, including the historic weir, lock structures and canal infrastructure. Any intervention will need to protect the archaeological, architectural and cultural significance of these assets and be supported by appropriate heritage assessment. This also presents opportunities for heritage-led placemaking where suitably designed.

Governance
Project success will depend on a clear delivery, management and governance framework. This should address maintenance, visitor services, programming and long-term stewardship. A robust operational model will be necessary to support deliverability and sustainable management over time.

Consultation
Ongoing engagement with local stakeholders, residents, businesses, user groups and statutory bodies will remain important as the project progresses. Continued consultation will help ensure that proposals are locally informed, responsive to need and capable of securing community support through design and statutory stages.

Delivery and Phasing
Delivery of the overall vision will depend on capital funding and an appropriate implementation strategy. Proposals will need to demonstrate deliverability in terms of timing, cost, partnerships and alignment with relevant funding programmes. A phased approach is likely to be required.

Summary of Planning Considerations
Taken together, these issues define the key policy and development management considerations for the site. Addressing them in an integrated manner will be critical to ensuring that future proposals are plan-led, environmentally responsible and deliverable. Through careful planning, design and stakeholder engagement, the project can deliver lasting benefits for Termonbarry and the wider region.


View to River Shannon from the Termonbarry pier

10.2 Technical & Environmental Assessment

A number of high level assessments and baseline reviews have been carried out to g a broad understanding of the site constraints at feasibility stage. These are listed in the table below, with corresponding follow-up assessments that would be required at the detailed investigations stage of the project in the lead-up to preparing a Part 8 Planning application for the site.

Discipline	High Level Surveys Completed	Detailed Surveys for Completion at Next Stage
Ecology	Desktop Review	Appropriate Assessment (AA) Screening, Natura Impact Statement (NIS), Ecological Impact Assessment (EcIA); Species Surveys (as required)
Engineering		
Civil	Not Required	Ground Investigations, Geo-technical Survey, Topo-graphic Survey, Underground Drainage & Utilities
M&E	Not Required	Underground Utility Survey
Structural	Not Required	Survey of River Bank Walls and Structures
Archaeology	Desktop Heritage Review	Heritage Appraisal; Archaeological Appraisal & Ar-chaeological Impact Assessment (if required)
Arboriculture	On-Site Review by LA	Tree Survey, Tree Protection Plan (TPP), Arboricul-tural Impact Assessment (AIA)
Traffic	Not Required	Traffic & Transport Assessment (TTA), Traffic Impact Statement (TIS) (if required)
Landscape	Landscape Appraisal	Invasive Species Survey & Eradication Plan; Vegeta-tion Surveys; Soil Sampling

10.3 Achieving Sustainable Development Goals and Targets

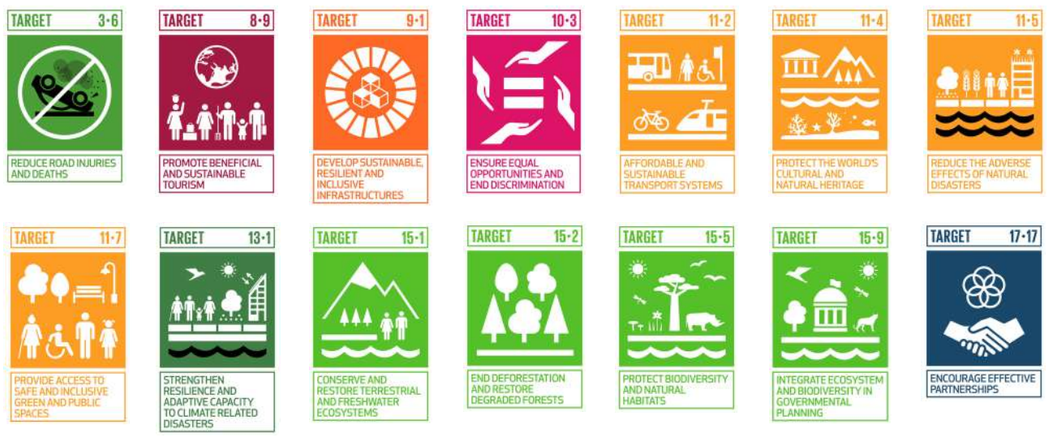
The Riverside Park has the potential to contribute to seven United Nations Sustainable Development Goals (SDGs) by directly impacting fourteen SDG Targets. Refer to graphic below outlining these.

This broad scale SDG Assessment should be read in conjunction with the broad principles and objectives of the projects as a Riverside Park delivering opportunities for outdoor recreation and activities, sustainable intermodal travel (walking, wheeling and cycling) as well as providing opportunities for economic activity within rural communities.

SDG Goals



SDG Targets



10.4 SWOT Analysis

STRENGTHS	OPPORTUNITIES
- Exceptional riverside setting on the River Shannon with attractive long-distance views across the water. Within walking distance of Termonbarry village, providing a strong direct relationship between the village and the waterfront. - Existing riverside promenade provides an established pedestrian connection to the village. - Existing mature trees along the promenade provide an established landscape structure, visual amenity and ecological value. - Strong existing relationship with the marina, lock, weir, waterfront and Shannon navigation corridor. - Strong heritage character associated with the historic weir, lock, canal infrastructure and Shannon navigation. Existing infrastructure and uses partially established on site, including promenade, parking, public toilets and marina access. - Existing boating and water-based activity provide a strong basis for recreational and tourism use. - Existing open grassed areas provide basis for recreation, events and landscape enhancement. - Strong strategic position within the wider Shannon, Blueway, Greenway and tourism network. - Positive local interest in improved recreation, river access, play, open space and community facilities	- Develop the site as a distinctive riverside park and trailhead tourism base linking walking, cycling and water-based recreation. - Strengthen the existing promenade and improve pedestrian and cycle connections between the villa marina, riverside park and wider trail network. - Potential future pedestrian/cycle connection across Shannon could substantially improve regional connections and link to the Royal Canal Greenway, National Famine Way and wider network. - Reduce vehicular dominance along the waterfront create a more pedestrian-focused riverside environment. - Reconfigure existing parking areas to incorporate additional tree planting, sustainable drainage and improved landscape treatment. - Create a heritage-led landscape experience through interpretation, public art, viewpoints and sensitive treatment of the historic waterfront. - Introduce native riparian woodland, meadow planting and improved treeline connectivity to strengthen biodiversity and ecological resilience. - Incorporate natural play, flexible lawns, event space, picnic areas and informal recreation to increase local community use. - Provide dedicated facilities for campervans, cycling kayaking and other outdoor activities, supporting local visitor dwell time. - Phased delivery allows the core park to operate independently while potential future Greenway/bridge elements are developed. - Use sustainable drainage, ecological planting and low-maintenance landscape principles to support climate resilience and long-term management.
WEAKNESSES	**THREATS**
- Site is low-lying and located within the Shannon floodplain, creating constraints for the siting and detailing of structures, landscape elements and finishes. - Existing waterfront parking is known to flood occasionally during winter/high-flow conditions (which can be mitigated during detail design stage). - Site is a relatively constrained peninsula surrounded by water, limiting opportunities for expansion and requiring careful organisation of circulation and uses. - Limited pedestrian and cycle connectivity across the Shannon. - Existing vehicle access is required for the wastewater treatment plant, marina, lock, crèche, car parks and other operational uses, creating potential conflicts with pedestrian/cycle priority. - Existing crèche/play area is located close to the River Shannon, creating a sensitive interface between children's recreation and the waterfront (which can be addressed during detail design stage). - Existing parking and hard landscape areas provide functional infrastructure but currently have limited landscape integration. - A number of existing operational uses must remain accessible throughout the course of development. - Detailed ecology, arboriculture, archaeology, heritage and site investigations are still required before detailed design. - Long-term operational, maintenance and governance arrangements have yet to be fully confirmed. - Overall project is dependent on phased funding and coordination with other projects, including the proposed future Greenway/river crossing and its exact location.	- Flooding and high river flows could cause damage to park features e.g. paths, parking, planting, play areas and other landscape infrastructure (to be mitigated through the use of flood resilient materials). - Climate change and changing flood conditions may increase long-term pressure on vulnerable park infrastructure and planting (to be mitigated through the use of flood resilient materials). - Poorly controlled visitor access, recreational use or events could result in increased disturbance, landscape wear and pressure on sensitive river and riparian habitats. - Construction activity, surface-water runoff or changes to hydrology could adversely affect nearby ecological habitats on the River Shannon corridor. - Increased pedestrian, cycle, vehicle and water-based activity could create conflicts where service, emergency, boat launch and recreational movements overlap. - Future development could adversely affect the character of the historic weir, lock, canal infrastructure or wider heritage setting if not carefully designed and assessed. - Overdevelopment or excessive visitor infrastructure could undermine the rural scale, visual character and existing relationship between the village and waterfront. - Poorly coordinated lighting, furniture, signage, structures or planting could interrupt important riverside functionality (e.g. boat access). - Statutory environmental, archaeological, heritage and planning requirements could constrain the layout or programme at later stages. - Insufficient funding, maintenance resources or an unclear operating model could result in deterioration of landscape and visitor facilities over time. - Should the potential future greenway not materialise and the low-case scenario plays out, the viability of certain elements of the scheme may need to be reassessed prior to that later phase of development, e.g. cycle hire, artwork and other potentially non-essential features.

10.5 Summary & Next Steps

The Termonbarry Riverside Park represents a significant opportunity to create a distinctive riverside tourism and recreation asset on the Shannon. The site benefits from an exceptional strategic location beside the existing marina, within walking distance of Termonbarry village and close to a potential greenway crossing over the Shannon, the National Famine Way and wider greenway and trail networks. This combination gives the project the potential to be much more than a local amenity; it can become a recognised activity, touring, and trailhead hub within Ireland's Hidden Heartlands.

The proposed mix of facilities - including campervan provision, enhanced toilets and showers, bike hire, water-based activity support, seasonal coffee offer, event space, and improved access to the river - is well aligned with current tourism trends around slow travel, outdoor activity, greenways, water-based recreation, and campervan tourism. The concept also supports local community use, providing improved access, amenities, and gathering spaces for residents while attracting additional visitor spend in the village.

Overall, the feasibility study indicates that the park is strategically well-positioned, commercially realistic at an appropriate scale, and capable of delivering wider economic, tourism, and community benefits. With careful design, consultation, and phased delivery, Termonbarry can develop into an important Shannon-side destination and a strong anchor point within the emerging greenway and river tourism network.

The following table represents the list of actions to summarise the next steps of the project over the next year.

No.	Action	Summary	Lead	Support
1	Public Consultation	Early and structured engagement to support transparency, build local support and gather feedback on emerging proposals.	CSR	RCC
2	Local Consultation	Targeted engagement with residents, businesses, users, land-owners and community groups to inform project development.	RCC	CSR
3	Operating Model	Confirm the preferred operational approach at an early stage to guide design, management and long-term viability.	RCC	CSR
4	Survey & Assessment	Engage relevant assessments and surveys, such as ecology, arboriculture, archaeology, heritage, site investigation...etc.	TOBIN	CSR
5	Detailed Design	Prepare detailed layouts and technical design to support the Part 8 application and cost planning.	CSR	TOBIN
6	Planning Pack	Compile Drawings, technical reports and assessments required to support the planning process.	CSR, TOBIN	-
7	Infrastructure Coordination	Align the project with the bridge, greenway and Cloondara link to support wider connectivity and integration.	CSR, TOBIN	RCC, Waterways Ireland
8	Cost Plan and Funding	Prepare a phased cost plan and funding strategy, including indicative costs and potential funding sources.	CSR, TOBIN, John Ruddle	RCC, Fáilte Ireland
9	Events and Activation	Develop an activation strategy to strengthen the business case and identify operational requirements.	CSR	RCC, John Ruddle
10	Tourism Partners	Engage with tourism agencies to align the project with wider destination and product development objectives.	RCC	CSR, RCC, Fáilte Ireland, Waterways Ireland
11	Delivery and Governance	Establish a clear programme and governance structure to support implementation and oversight.	RCC	CSR



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Fáilte Ireland

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ROSCOMMON Comhairle Contae Ros Comáin Roscommon County Council

Waterways Ireland

CSR Land Planning & Design

TOBIN

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