

# **SITE APPRAISAL REPORT**

## **53 RESIDENTIAL UNITS**

### **ROCKBRAE HOUSE, VEVAY ROAD, BRAY, CO. WICKLOW**

**DATE: JULY 2025**



**Comhairle Chontae Chill Mhantáin**  
**Wicklow County Council**

## **CONTENTS**

### **1.0 SITE CAPACITY**

#### **1.1 ACCOMMODATION BRIEF**

### **2.0 SUSTAINABLE COMMUNITY PROOFING**

### **3.0 SITE CONSTRAINTS**

#### **3.1 PLANNING HISTORY**

#### **3.2 FLOOD ZONE**

#### **3.3 STATUTORY ENVIRONMENTAL, ARCHAEOLOGICAL AND ARCHITECTURAL DESIGNATIONS**

#### **3.4 SERVICES**

#### **3.5 TRAFFIC AND PARKING**

#### **3.6 TOPOGRAPHY & BEARING CAPACITY**

### **4.0 CONCLUSION**

## 1.0 SITE CAPACITY

The overall site of 0.57ha is located to the south of the town centre core area of Bray. Access to the site is direct from Vevay Rd along the eastern boundary.

The site location plan extract below highlights the extent of the site within the ownership of the Local Authority.



Fig: Site location map extract

The Bray LAP has a residential objective R2 which notes that *in order to make best use of land resources and services, unless there are cogent reasons to the contrary, new residential development shall be expected to aim for the highest density indicated for the lands. Lands zoned Residential – High Density will be expected to achieve a density of not less than 50 units / hectare.* The site is considered 'centre and urban neighbourhood' of a key town in the Regional and Spatial Economic Strategy and as such a density of 40-100 uph will generally be applied as outlined in the *Sustainable Residential Development and Compact Settlement Guidelines*.

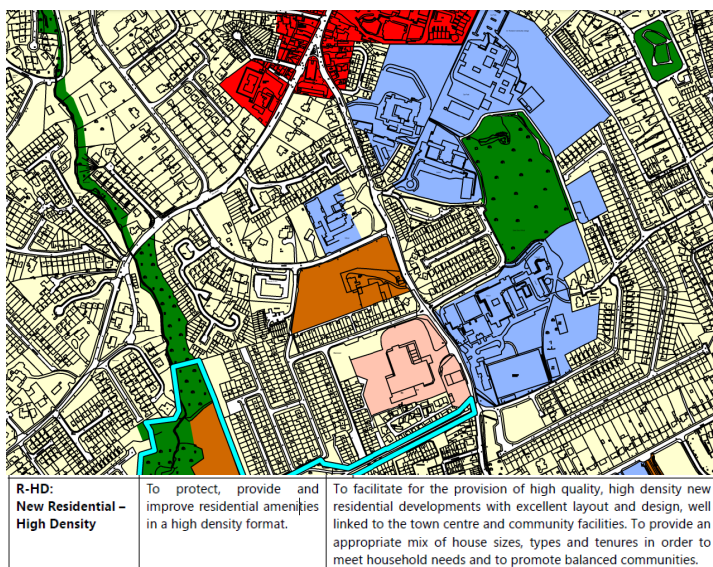


Fig: Extracts from Bray LAP

## 1.1 Accommodation brief

This proposal will provide 53 units as per unit breakdown below:

- 15 no. 1 Bed, 2 Person Apartment
- 6 no. 1 Bed, 2 Person UD Apartment
- 5 no. 2 Bed, 3 Person UD Apartment
- 18 no. 2 Bed, 4 Person Apartment
- 9 no. 3 Bed, 5 person Townhouse

The table below outlines the unit types and mix:

UNIT TYPE	Block A	Block B	Block C	Total	% Mix	% Mix
<b>1A - 1B2P (53 M2)</b>	8	0	0	8	15.09%	39.62%
<b>1B - 1B2P (48 M2)</b>	2	0	0	2	3.77%	
<b>1C - 1B2P UD (59 M2)</b>	6	0	0	6	11.32%	
<b>1D - 1B2P (50 M2)</b>	0	5	0	5	9.43%	
<b>2A - 2B3P UD (64 M2)</b>	0	5	0	5	9.43%	43.40%
<b>2B - 2B4P (74 M2)</b>	8	5	0	13	24.53%	
<b>2C - 2B4P (77 M2)</b>	0	5	0	5	9.43%	
<b>3A - 3B5P (110 M2)</b>	0	0	9	9	16.98%	16.98%
<b>Total</b>	24	20	9	53		

The proposal provides a good mix of dwelling types and approximates to the proportion of each dwelling size as recorded on the waiting list. Floor areas and layouts are consistent with the target areas of the key guidance documents listed below:

*Quality Housing for Sustainable Communities*

*Sustainable Urban Housing: Design Standards for New Apartments*

*Sustainable Residential Development and Compact Settlements*

*Design Manual for Quality Housing*

The proposed density is 93 units per hectare. The proposed plot ratio is 1:0.81, which is appropriate for the area.

## 2.0 SUSTAINABLE COMMUNITY PROOFING

The site lies within a mixed tenure, mixed income neighbourhood. It is generally accepted that 500m (5-minute walk) to 1000m (10-minute walk) represents a suitable distance from which residents should be able to access local services and convenience shopping.

Within 500m (5 minutes' walk):

- Town Centre shopping incl. Credit Union, Supermarket, Cafes and Restaurants etc
- Bray Primary Care Centre
- Restaurants, cafés and take-aways
- Health and fitness (Yoga, physio, Zumba, dentists, GP surgeries)
- Sports clubs (hockey, cricket, soccer, badminton)
- Childcare facilities & Youth club
- Local convenience shopping (bank, pharmacy, shops, fishmonger, off-license, hairdressers)
- Pubs
- Churches
- Day centre for adults with disabilities
- Bray Men's Shed
- Petrol station
- Primary schools & Secondary schools
- GoCar pick-up point
- Bolt bike public e-bike parking point

Within 1000m (10 minutes' walk):

- Garda Siochana Station
- Numerous Primary and Secondary Schools
- Bray Institute of Further Education
- Bray Library
- Numerous sports clubs
- Mermaid Art Centre and Civic offices

In addition, in terms of public transport facilities, the site is located directly adjacent bus stops on Vevay Rd for local bus routes (45A, 45B, 84, 143, 144 184, 185t), 400m from regional bus service stops (131 and 145), and 1.4km from Bray Daly train station with DART and intercity rail services. This site is in an excellent location and will offer tenants an opportunity to live in the centre of Bray with access to excellent amenities.

The site is currently subject to frequent anti-social behaviour, vandalism and dumping of waste, and was subject to repeated arson attempts which have caused severe damage to the main house which has caused it to become a hazard to public safety.

### 3.0 SITE CONSTRAINTS AND OPTIMISATION

#### 3.1 Planning History

There are no current planning applications on record for this site. Historic maps indicate use as fields before the addition of Rockbrae House in the late 19<sup>th</sup> century. It was used by the Defence Forces as its HQ in Bray when it bought it in 1945, and was transferred to Wicklow County Council in 2022. An archaeological desktop assessment has been undertaken and concludes that there is low potential for previously unrecorded archaeological remains, and recommends archaeological monitoring during topsoil stripping and excavations.

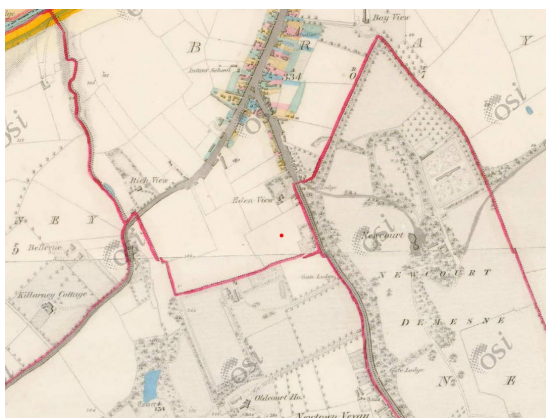


Fig: Historic map prior to Rockbrae House



Fig: Current satellite view

#### 3.2 Flood Zone

The site is within current OPW Cfram flood risk area. There is no flood risk for the subject site.

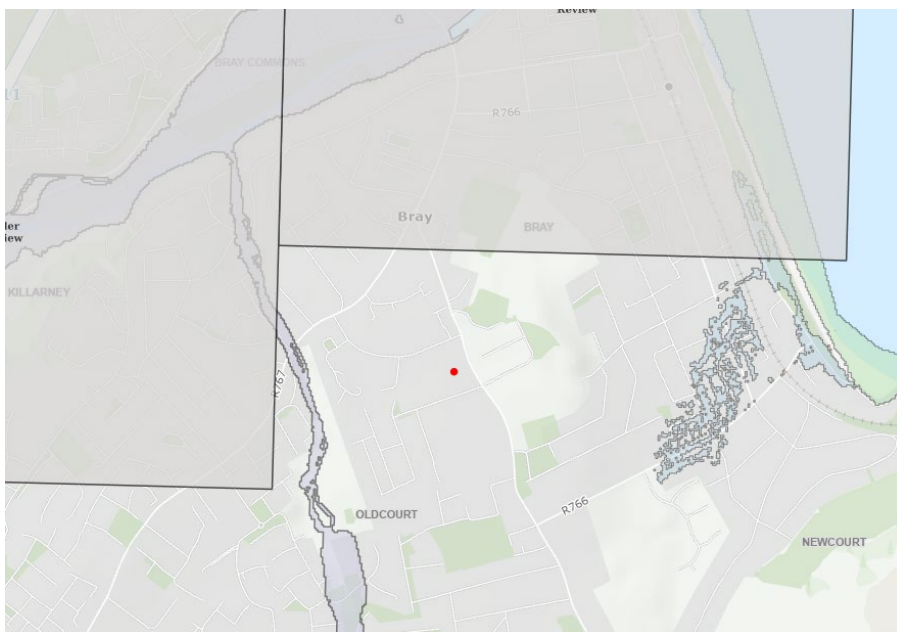


Fig Extract from current OPW Cfram flood risk mapping, with site marked with a red dot

#### 3.3 Statutory Environmental, Archaeological and Architectural Designations

The subject site does not impact on statutory environmental designations such as Special Protection Areas (SPAs), Natural Heritage Areas (NHAs) or Special Area of Conservation (SACs). In addition the



subject site does not contain any protected structures or recorded monuments. Rockbrae House is not included on the National Inventory of Architectural Heritage and is in a hazardous state of disrepair.

Additional reports have been undertaken to inform the design and to determine any impacts of the proposal, and to outline mitigating measures where relevant:

- Ecological impact assessment
- Arboricultural impact assessment
- Architectural heritage impact assessment

### 3.4 Services

All existing main services such as water, foul drain, gas, Eircom and electricity are available nearby. There is an underground ESB line running along the east of the site. An overhead line connects to the house from Church Road. Mains water runs along Vevay Road. There is a combined sewer along Churchlands to the west, approx. 100m north along Vevay Rd. A gas line runs through the site which previously served the main house, which will be removed as part of the works.

A pre-connection Enquiry has been submitted to Irish Water and confirmation of feasibility was received in February 2025, noting that a network extension will be required along Vevay Rd.

### 3.5 Traffic and parking

A 4m setback is required along Vevay Road to facilitate future provision of a bus lane. The proposed parking provision of 29 no. spaces is considered adequate given the proximity to services and public transport. The breakdown of car and bike parking provision is outlined below.

BIKE PARKING	SECURE	UNCOVERED	Total
1 bed (CDP - 1 per unit)	21		
2 bed (CDP - 2 per unit)	46		
3 bed (CDP - 3 per unit)	27		
Visitor (0.2 per unit)		11	
Total Required	94	11	105
External Visitor		12	
Coach House	40		
New Shelter	36		
3 bed front garden	18		
Provided	94	12	106

CAR PARKING	Total
Apartments	19
Houses	10
TGD M spaces (5%, inc above)	2
AF spaces (5%, inc above)	2
EV spaces (10%, inc above)	3
Total Provided	29

Fig: Car and bike parking provision

A TIA is not required as the development is sub-threshold as per TII guidelines. The 29 additional carparking spaces represents an increase of 3% in numbers of journeys, compared to the 7,600 journeys identified in a 2016 traffic count outside the site. A road safety audit has been undertaken along with sightline analysis for the new entrance.

### 3.6 Topography & Bearing capacity

The site falls from east to west with an overall level change of approx. 3m. The proposed design has been developed with the existing topography of the site in mind as much as possible and to ensure ease of movement and access. In December 2024 site investigation works were carried out. Trial pits were excavated and material sampling and laboratory testing of material followed. No major issues were highlighted, but some made ground was encountered in some locations.

#### **4.0 CONCLUSION**

The proposed densities are in accordance with the planning requirements. Given its proximity to the town centre with its numerous educational, recreational and healthcare facilities, and the easy access to quality public transport, the site is considered an appropriate location for social housing and would contribute to sustainable mixed communities in accordance with national and local statutory planning policy.