
Committee Date:	30/01/2020	Application Number:	2020/00125/PA
Accepted:	09/01/2020	Application Type:	Demolition Determination
Target Date:	06/02/2020		
Ward:	Birchfield		

African Village, Former Crown and Cushion, Birchfield Road,
Birmingham, B20 3JE

Application for Prior Notification for the proposed demolition of the
former African Village, garages and commercial unit.

Recommendation

Prior Approval Required and to Approve with Conditions

1. Proposal

1.1. This application is made under the provisions of Part 11, Class B of the Town and Country Planning (General Permitted Development) Order 2015 and seeks a determination as to whether prior approval is required for demolition of the African Village restaurant, garages and commercial units. The application site is approximately 2 hectares. Demolition is sought to make way for future development at the site.

1.2. [Link to Documents](#)

2. Site & Surroundings

2.1. The application site consists of the African Village restaurant with car park area; garages and a commercial unit. The site is located within Perry Barr's Local Centre and is positioned west to the A34 dual carriageway. The site is adjacent to a Network Rail line and Perry Barr train station and One Stop Shopping Centre (north to site). There is a mixture of units including A1, A5 and C3 in the surrounding area.

2.2. The buildings on site vary in terms of materials and height. The African Village building is composed of brick and has up to three storeys. Part of this building has been significantly affected by fire damage. The extent of the damage is not as evident from the front of the property, however, is more recognisable when viewed from the sides and rear. The car park area connected to the African Village restaurant is in a poor state with evidence of littering across the area.

2.3. The garages (west of site) are single storey buildings made of brick materials with corrugated elevations and metal roofing panels.

2.4. The commercial building situated nearest to the rail line (north of site) has a steel portal frame with brick infill to the first floor and metal cladding to the roof. The building has a total of two storeys.

3. Planning History

- 3.1. There are a number of historic planning applications related to the site, however, there are no relevant applications associated with this application.

4. Consultation/PP Responses

- 4.1. Local councillors were consulted and a site notice was also erected by the applicant as part of the consultation process. There have been no responses received.
- 4.2. Transportation Development - raised no objection to the proposal subject to conditions.
- 4.3. Regulatory Services - expressed no objection subject to conditions.
- 4.4. Network Rail - raised no objection in principle subject to conditions attached.

5. Policy Context

- 5.1. The following local planning policies are applicable:
- Birmingham Development Plan (BDP) 2017
 - Birmingham Unitary Development Plan (UDP) 2005 (Saved Policies)

The following national policies apply:

- National Planning Policy Framework 2019
- General permitted Development Order/GPDO (2015) Class B, Schedule 2 Part 11.

6. Planning Considerations

- 6.1. The main considerations for this prior notification application are the method of demolition and any proposed restoration of the site in accordance with guidance set out in the General Permitted development Order 2015 (as amended 2019) for assessment of demolition applications in Schedule 2, Part 11, Class B.

Method of demolition

- 6.2. The proposal involves the demolition of one commercial building; six garages and the African Village restaurant.
- 6.3. It is proposed for the buildings to be demolished to slab level whereby the demolition method to be undertaken will include the use of cranes demolishing the building from the top down (piecemeal demolition). It is intended for any re-usable materials to be reclaimed whilst all deleterious materials arising from the demolition to become property of the demolition contractor and be removed from the site.
- 6.4. Once all buildings are demolished to slab level, the demolition contractor will remove all external hardstanding areas (car parks, footpaths) and kerbs to provide a uniform, finished site level. The demolition contractor shall then distribute crushed, site won brick and concrete materials across the site to provide a finished site. During development temporary Heras fencing will be erected to secure the site. Following the demolition works, the hoarding will be removed and the site boundary (excluding the western and northern boundary) will be secured with 2.4m Green Palisade Fencing and associated signage erected.

- 6.5. The construction hours have excluded Sundays and Public Holidays. Additional restrictions have been applied to specific types of operating machinery which will mitigate the impact of noise.
- 6.6. Temporary buildings will be erected for contractors working on the site. It is proposed for these structures to be removed once development has been completed.
- 6.7. The development also consists of asbestos removal, which will involve a separate asbestos report to be undertaken prior to development. Ecological considerations have also been undertaken by the developer.
- 6.8. The Construction Method details were viewed to be mostly supportive by Birmingham's Regulatory services; however, the consultation response did raise minor concerns relating to the burning of materials on site. Although this was addressed by the developer in relation to the burning of completion work materials, it was recommended to further minimise any harmful impact on the surrounding area that the prohibition of burning on site of any waste, residues or other materials should also be applied during the site clearance phase and demolition or site preparation phase. I am agreeable to this view.
- 6.9. One site vehicular access point/route is proposed during demolition, located on Wellington Road. It was outlined in the Method statement (section 2.5) that a Traffic Management Plan would be completed to provide further details relating to areas such as access; temporary traffic control measures; and restrictions to adjacent highway, pedestrian footpath and properties. Based on the information provided, Transportation Development were in favour of the proposal however, did recommend for the Traffic Management Plan to be submitted and approved by the Local Planning Authority prior to commencement of the development. Details to minimise the potential and control of mud on the highway shall also be submitted prior to commencement. I am agreeable to this view so as to address and mitigate any potential highway safety concerns prior to development taking place. It was also recommended that any new gates proposed should be set back into the site to a distance so as to not adversely impact the highway. I am in agreement with this stance.
- 6.10. As the site is located alongside the rail line, Network Rail advised that the developer must undertake the works with the agreement and supervision of Network Rail to ensure that the demolitions do not impact the safe operation and integrity of the railway and its boundary. Network Rail also requested for the developer to enter into a basic asset protection agreement with them with no development taking place until agreed with Network Rail. This is separate of the planning application process and this information has been forwarded to the applicant.

7.0. Conclusion

- 7.1 There is no objection to the proposed demolition in principle, however, it is viewed that more details are required to reduce any harmful impact the development may cause on surrounding areas. It is therefore recommended that prior approval be granted subject to the appropriate conditions.

8. Recommendation

8.1. Prior approval required and approved subject to conditions.

1 Requires the submission of a Traffic Management Plan

3 Prohibits the burning of materials

Case Officer: Janay Christie

Photo(s)

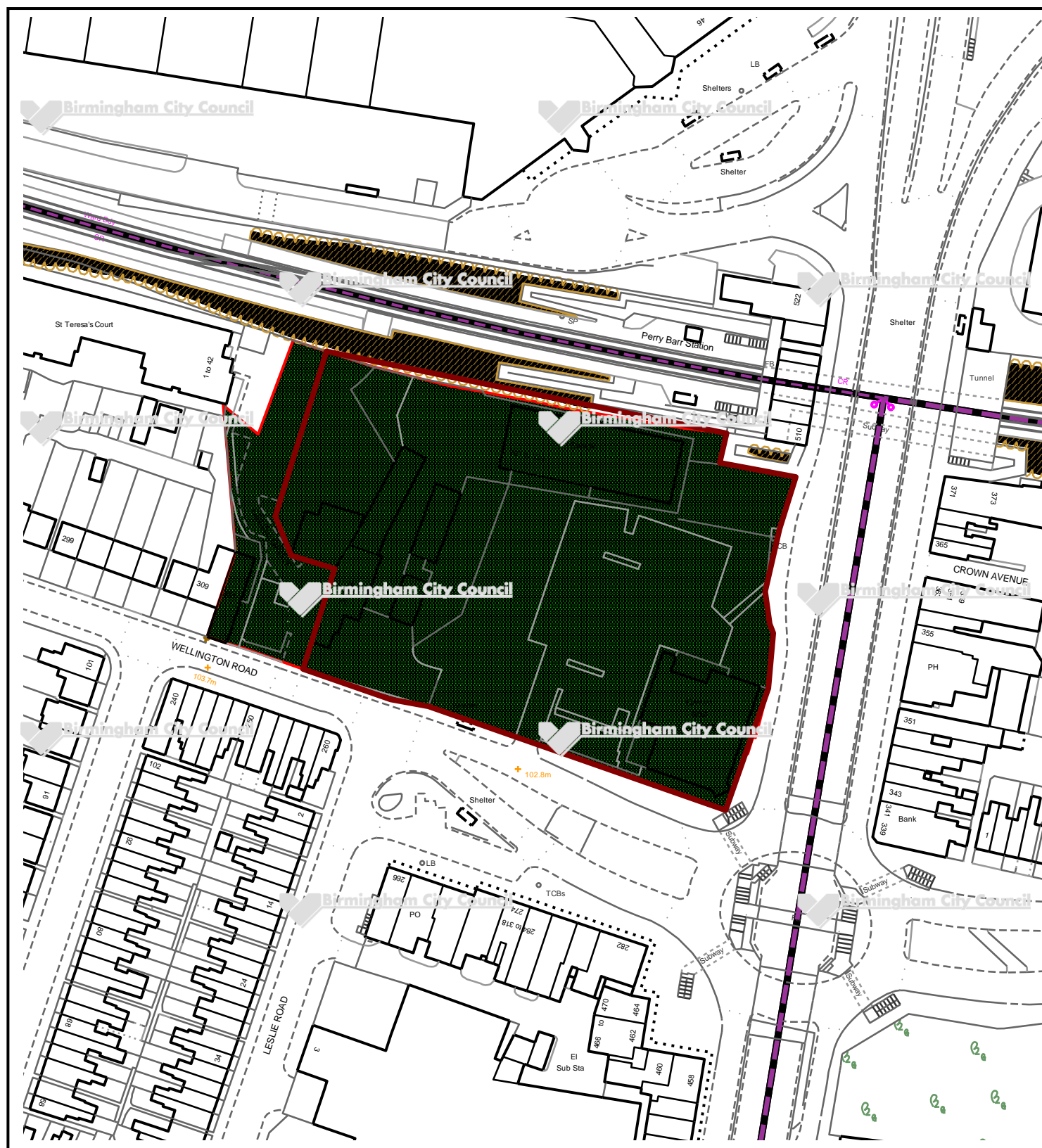
Photo 1 - View of fire damaged African Village Restaurant from rear



Photo 2 - View of African Village car park with evidence of tipping



Location Plan



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