

<p><u>MEETING</u></p> <p>PLANNING AND ENVIRONMENT COMMITTEE</p>
<p><u>DATE AND TIME</u></p> <p>THURSDAY 28 MARCH, 2013</p> <p>AT 7.00 PM</p>
<p><u>VENUE</u></p> <p>HENDON TOWN HALL, THE BURROUGHS, NW4 4BG</p>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
13a.	<p>Oakleigh Ward</p> <p>Oakleigh school, Oakleigh Road North, London, N20 0DH - B/00248/13</p>	1 - 14

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LOCATION: Oakleigh School, Oakleigh Road North, London, N20 0DH
REFERENCE: B/00248/13 **Received:** 19 January 2013
WARD(S): Oakleigh **Accepted:** 22 January 2013
Expiry: 19 March 2013 **AGENDA ITEM 13a**

Final Revisions:

APPLICANT: London Borough Of Barnet

PROPOSAL: Single storey front (north east) extension to main school building and single storey front extension to existing rear building (rear of main school building) to form additional classrooms and associated facilities, alterations to landscaping including new parking areas and alterations to parking layout, and new access footpath

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 3001, 3002A, 3003P1, 3004P6, 3005P, 3006P4, 3007P3, 3008P4, 3010P3, 3012,3901P2.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

4. Before the development hereby permitted is occupied the parking spaces shown on Plan 3004 P6 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

5. No development shall take place until a 'Demolition & Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

6. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

7. No site works or works on this development shall be commenced before temporary tree protection has been erected around existing trees to the south of the site in accordance with details to be submitted and approved in writing by the Local Planning Authority. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

8. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

9. School Travel Plan annual reviews should incorporate the increased number of staff and pupils. The documents shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car models such as walking, cycling and public transport.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of development Management Policies (Adopted) September 2012.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows:

- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012). In particular the following polices are relevant:

Core Strategy (Adopted) 2012: CSNPPF, CS1, CS5, CS9, CS10, CS13.

Development Management Policies (Adopted) 2012: DM01, DM02, DM03, DM04, DM13, DM16, DM17.

- ii) The proposal is acceptable for the following reason(s): The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds.

- iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

2. It is noted that Drawing 3901 P2 includes references to relocated signage. The applicant should note that this permission does not infer or imply any grant of advertisement consent for relocated signage.
3. For any changes to the vehicle access the applicant must submit an application under Section 184 of the Highways Act (1980) for any

modifications to the existing vehicle accesses, which will require a separate authorisation from the Highways Authority. The proposed access design details, construction and location will be reviewed as part of the application. To receive a copy of the relevant Guidelines for Developers and an application form please contact: Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.

4. The applicant is advised that Oakleigh Road North is part of Traffic Sensitive Route from 8.00am-9.30am and 4.30pm-6.30pm Monday-Friday. Deliveries should be scheduled taking into account this designation.
5. For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.
6. The applicant is advised that this application does not include any details of extraction equipment, air conditioning equipment or any other plant that may be required in association with the use. The applicant is reminded that planning permission should be sought for such equipment prior to its installation.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan July 2011:

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Relevant Policies: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan (2012) Policies:

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM13, DM16, DM17.

Supplementary Planning Documents and Guidance

The Council adopted a Supplementary Planning Document (SPD) "Sustainable Design and Construction" (June 2007), following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet. Part 6 of the SPD relates to generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards.

Relevant Planning History:

Site Address: OAKLEIGH SCHOOL Oakleigh Road North London N20 0DH
Application Number: N02837N/07
Decision: Approve with conditions
Decision Date: 30/08/2007
Proposal: **Single storey extensions to front and side and infill extension to court yard.**

Site Address: OAKLEIGH SCHOOL Oakleigh Road North London N20 0DH
Application Number: N02837J/01
Decision: Approve with conditions
Decision Date: 24/01/2002
Proposal: **Erection of two additional single storey classrooms with associated toilet and storage facilities and three additional single storey storage room extensions to existing classrooms.**

Site Address: Oakleigh School Oakleigh Road North LONDON N20
Application Number: N02837F
Decision: Approve with conditions
Decision Date: 17/11/1993
Proposal: **Erection of single storey demountable classroom and covered walkway.**

Site Address: Oakleigh School Oakleigh Road North LONDON N20
Application Number: N02837G
Decision: Approve with conditions
Decision Date: 28/02/1995
Proposal: **Erection of single storey extension to provide classroom and office for specialist teaching and extension of covered walkway.**

Site Address: Oakleigh School Oakleigh Road North LONDON N20
Application Number: N02837C
Decision: Approve with conditions
Decision Date: 08/04/1987
Proposal: **Single storey rear extension to provide softplay area.**

Site Address: Oakleigh School Oakleigh Road North LONDON N20
Application Number: N02837B
Decision: Approve with conditions

Decision Date: 13/08/1986
Proposal: **Temporary classroom (Council Development, Regulation 4(5))**

Site Address: Oakleigh School Oakleigh Road North LONDON N20
Application Number: N02837E
Decision: Approve with conditions
Decision Date: 09/02/1993
Proposal: **Single storey extension to demountable classroom and single storey glazed link to main building.**

Site Address: Oakleigh School Oakleigh Road North Whetstone N20
Application Number: N02837A
Decision: Approve with conditions
Decision Date: 05/01/1983
Proposal: **Single-storey rear extension to provide hydrotherapy pool for disabled children together with ancillary rooms.**

Site Address: Oakleigh Special School, Oakleigh Road North, Whetstone, London, N20 0DH
Application Number: B/01577/12
Decision: Approve with conditions
Decision Date: 31/08/2012
Proposal: **Erection of single storey modular classroom with access ramps and handrails.**

Consultations and Views Expressed:

Neighbours Consulted: 320 Replies: 2 letters of comment received.
Neighbours Wishing To Speak 0

The comments raised may be summarised as follows:

- The expansion is needed.
- Concern about the lack of parking for the doctors at the healthcare centre and the subsequent congestion around the school and clinic.

Internal /Other Consultations:

Traffic and Development: No objections, subject to condition.

Date of Site Notice: 31 January 2013

2. PLANNING APPRAISAL

Site Description and Surroundings:

Oakleigh School is accessed from a driveway extending from the southern side of Oakleigh Road North. The Oakleigh Road Clinic is to the north of the school site, with residential properties being adjacent to all other boundaries of the school site. The south west boundary of the site contains a number of trees, whilst the south east boundary is delineated primarily by close boarded fencing. There is a parking area to the front of the school site

The existing school comprises a range of single storey buildings, built in brickwork with flat roofs. The buildings occupy the majority of the width of the site. Soft play areas are located to the rear of the main buildings. A taller pitched roof is over the hall/dining room area.

Proposal:

This application proposes a single storey front extension to the main school building and a single storey front extension to an existing detached classroom building to the

rear of the main building. These would form additional classrooms and associated facilities, enabling an additional 16 pupil places to be created.

Front extension to main building

The front extension to the main building would require the removal of an existing temporary building which projects forward of the main school building. The proposed front extension would project a maximum of 12 metres forward of the existing main school building. It would project no closer to the north eastern boundary of the site than an existing adjacent front projection. The main front extension would provide a therapy room, classroom, toilets and a parents room. It would have a width of approximately 24 metres. The wall adjacent to the existing entrance would be curved, with a ramp following the curve, to make the main entrance clearly visible and a feature of the front elevation. A smaller front extension would be located on the other side of the main entrance, 7.9 metres wide and 3 metres deep, to provide an office for the site manager. Both extensions would have flat roofs of a height matching the roof to the main building. Roof lanterns would be incorporated within the flat roofs to provide natural lighting to the rooms below.

Extension to rear building

The front extension to the building rear of the main building would measure 5.3 metres in depth by 13.9 metres in width. This would also have a flat roof, with a height matching that of the existing building, and some raised roof lanterns. The extension would contain a new classroom and an office.

Landscaping alterations

The application also proposes alterations to the hard and soft landscaping on the site, including the provision of new parking areas and alterations to the existing parking layout. The parking layout within the site will be modified and clearly set out on site, with fewer parking spaces to the front of the site. Formal minibus parking spaces are proposed to the rear of the site. The existing steel fence will be modified in position to enclose the land adjacent to the parking spaces reserved for users of the adjacent clinic. The sliding gate will remain as existing.

A new access footpath would also be constructed, adjoining the existing access road from Oakleigh Road North.

The following information has been submitted with the planning application (summarised below):

Design and Access Statement

- The proposed extensions will increase the capacity of the school by two classes.
- The school caters for children with special educational needs, aged between 2 and 11 years within the Barnet catchment area.
- The front extension has been arranged to create a new frontage to the school.
- Landscaping will be adjusted around the new extensions to provide a secure, safe and friendly environment within the school grounds.
- An improved and separate pedestrian route into the site will be provided.
- Fencing will be installed within the site to create some outdoor teaching areas.
- The parking area will be re-planned to ensure best use of the available space and to formalise space for the minibuses.

Ecology Report

- The only habitat present is short-mown grassland. The proposals will not impact on the grassland or adjacent trees.
- There was no evidence of any possible use of the school buildings by bats.
- Mature oak trees on the boundary have low potential to support bats but these will remain unaffected by the proposals.

Planning Considerations:

Background

The Corporate Plan 2012-2013 has a corporate priority of 'Sharing opportunities, sharing responsibilities. It has a strategic objective of "ensuring that every school is a good school for every child", under which the Council will 'ensure sufficient primary and secondary school places are available to meet demand by delivering a programme of permanent and temporary expansions'.

Ensuring there are sufficient school places is also a key component of the Barnet Children and Young People's Plan 2010/11 – 2012/13. Furthermore, as a Local Authority, the Council has a statutory duty to offer a school place to every child of school age in the Borough who requests one.

Barnet's projected population for the next ten years will increase and change existing communities. There will be a marked increase in the number of children aged between 5-14 years old.

There is currently a high volume of demand for school places in the borough both at Primary and Secondary level. The proposals within this application will help meet some of that demand for more specialist school places.

Principle of the expansion of the school's capacity

Educational uses have been highlighted by the Secretary of State for Communities and Local Government as a priority. National policy states that "Local planning authorities should: give great weight to the need to create, expand or alter schools" (paragraph 72 of the NPPF).

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF advises that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Core Strategy Policy CS10 (Enabling Inclusive and Integrated Community Facilities and Uses) states that the Council will work with our partners to ensure that community facilities including schools are provided for Barnet's communities. The policy states that the Council will ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population.

Development Management Policy DM13 (Community and education uses) states that educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

The current application has been submitted as part of the Council's programme for capital investment in schools. It is considered that the site is large enough to accommodate the additional pupils and staff without causing harm to the amenity of neighbouring residential properties. The principle of expansion on this site is supported.

Impact of the proposal on the character and appearance of the building and the wider locality

Policy DM01 relates to protecting Barnet's character and amenity. It states that all development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. It further states that development proposals should be based on an understanding of local characteristics and should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

National guidance makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. Guidance also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It sets out that good design also involves integrating development into the existing urban form and built environment.

The proposed extensions to the school would be of a scale commensurate with that of the existing school buildings, being single storey with flat roofs, reflecting the existing school buildings. The extensions have been sensitively designed to use matching materials, and this will ensure that the extensions integrate well with the existing building. The design of the extensions reflect the use of the building as an educational facility. The proposal would not adversely affect the character and appearance of the existing school building, or the wider locality.

The alterations to the parking area would not significantly change the amount of hardstanding within the site. The alterations to the parking area, and the provision of a new footpath, are not considered to be detrimental to the character of the area.

One tree to the front of the site is proposed to be removed. This tree is not protected by a Tree Preservation Order, and is not considered to be of special amenity value such that an Order would be applicable. No objections are raised to the loss of this tree. It is noted that the south western boundary of the site has a number of large and mature oak trees. These are shown to be retained. Planning conditions are recommended requiring tree protection fencing to be constructed, to reduce the risk of damage to these trees during construction works.

Development Management Policy DM16 (Biodiversity) states that when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity. An Ecology Report has been submitted, which does not identify the presence of any protected species at the site. The existing mature trees to the site boundaries are not proposed to be removed, and grassland will remain within the site. As such, the proposal will seek at the very least the retention of biodiversity, and no objections are raised with regard to Policy DM16.

Impact of the proposal on the amenities of the occupants of neighbouring residential properties.

The proposed extensions would be screened from the neighbouring residential properties to the north west and south west by the existing school buildings. The extension to the rear building would be set some 26 metres from the boundary of the school site. Given the single storey nature of the proposed buildings and their distance from the neighbouring residential properties, it is not considered that the proposed extensions would adversely affect the amenities of the occupants of any neighbouring property.

The application includes alterations to the parking layout within the site. However, the same areas would be used for the parking of vehicles as previously used, and it is not considered that these parking areas would be detrimental to the amenities of the occupiers of neighbouring properties.

Impact of the proposal on highway safety

The existing vehicular access is to be maintained, with a formal footpath installed adjacent to the access road to improve separation between pedestrians and vehicles.

The application site at present has 37 parking spaces. This includes visitor spaces, and five spaces marked on site as being available for staff at the adjacent clinic, therefore a total of approximately 32 spaces for users of the school. The existing plan also shows space for 8 minibusses. It is proposed to provide 15 spaces for the school, plus 10 spaces for minibus parking and the five doctors spaces. In addition dual use of the minibus spaces would provide a further 5 spaces for the school resulting in a total of 20 spaces. Therefore there will be a loss of on-site parking available. It is noted that the proposal will result in an increase in staff at the school.

Travel to the school for pupils is via mini-busses. Site visits indicate that there is on street parking availability within walking distance from the site to accommodate the parking displacement from lost car parking spaces and demand from the additional members of staff. The proposed parking layout will increase the number of mini bus bays improving the efficiency of school mini buses. Whilst the proposed rationalisation of the on site parking would result in a reduction of staff parking spaces from 32 to 20 it is nevertheless considered acceptable given the availability of on street parking in the area.

The pedestrian access into the school is via the single entrance from Oakleigh Road, which provides vehicle access with an adjoining grass verge and currently has no pedestrian footpaths. The proposal includes removal of the grass verge and provision of a segregated footpath which will provide improved footway access from Oakleigh Road North into the school.

3. COMMENTS ON GROUNDS OF OBJECTIONS

No objections have been received.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposals have been designed to be accessible by disabled people in line with Development Management Policy DM03.

5. CONCLUSION

The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds. APPROVAL is recommended.

SITE LOCATION PLAN:
N20 0DH

Oakleigh School, Oakleigh Road North, London,

REFERENCE:

B/00248/13



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