

PROPOSAL: CONVERSION OF EXISTING DWELLING INTO 1 ONE BED FLAT AND 1 TWO BED FLAT at 109 CHESTERFIELD ROAD, STAVELEY, CHESTERFIELD FOR MR JACK MCGUINNESS

Ward Middlecroft and Poolsbrook
Local plan unallocated - residential area

1.0 **CONSULTATIONS**

| | |
|--------------------------|---|
| Ward Members: | No comments received. |
| Local Highway Authority: | No objection but would normally advocate 3 spaces for a scheme such as this. |
| Forward Planning: | No objection to the principle of the proposal but require further information. |
| Parish Councillors | No comments received. |
| Representations: | 3 comments received objecting on the grounds of residential amenity and highways. |

2.0 **THE SITE**

2.1 The application site is a rendered two storey end-terrace dwelling to the south of Chesterfield Road in Staveley. It is part of a group of terraced two storey dwellings on this side of the road. The site is surrounded by dwellings to the east, west and south, with open land to the north. The house is raised up above the ground level of the pavement to the front of the site, with an area to the side of the dwelling which is at the same level of the pavement. This area was unmanaged on the officer's site visit and it has a dwarf wall to the eastern side and an approximately 1.5m high stone wall to the western side. It has a dropped curb to the front of the site and was used for parking vehicles previously, with only 1 vehicle space available on historical images viewed from google streetview. Beyond this area to the north east is Immingham Grove which is accessed from Chesterfield Road and which is an area of

hardstanding that is utilised for parking and bin storage for 4 dwellings to the south-east of the site (2-8 Immingham Grove).

2.2 The existing house has a living room, dining room, kitchen and a washroom at ground floor, 2 bedrooms and a bathroom at 1st floor level and an attic bedroom in the 2nd floor. It also had a lean-to outbuilding attached to the side of the house, but this was demolished recently. The property has an unmanaged garden to the rear of the site

3.0 **RELEVANT SITE HISTORY**

3.1 CHE/06/00076/COU - Clear area by removing shrubs and rubbish, lay slabs and turf, erect 1.5m fence around plot, put steps in corner – Conditional Permission – 18/04/06

4.0 **THE PROPOSAL**

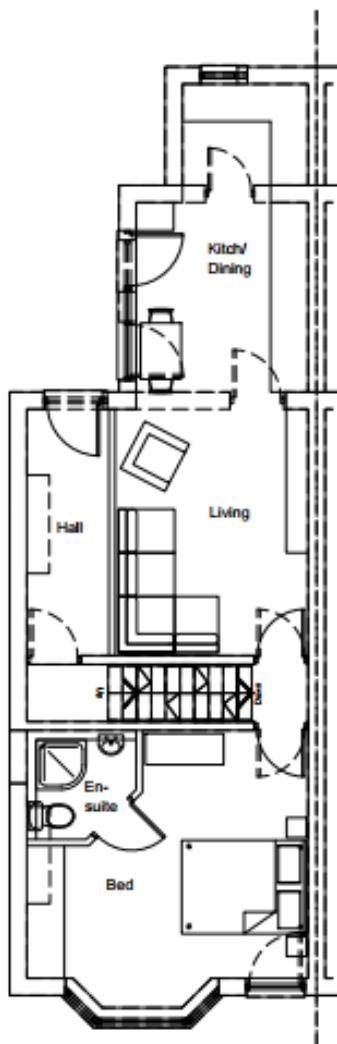
4.1 Planning approval is sought to convert the existing dwelling into 1 one bed flat and 1 two bed flat. This includes converting the ground floor into a bedroom, en-suite bathroom, living room and kitchen/diner, as well as an entrance door and hallway for the upstairs flat. On the upper floors there would be bedroom, en-suite bathroom, living room and kitchen/diner at 1st floor and bedroom and bathroom in the attic space. There would be amenity area in the rear garden and 2 parking spaces to the side of the site. The land to the side on which parking is proposed, was not owned by the applicant when the application was submitted however the applicant is purchasing the land from the Borough Council and has served the appropriate notice to this effect.

4.2 The ground floor flat is approximately 40 sqm in size, which includes the removal of an existing wall to open up the space between the kitchen/diner and living room.

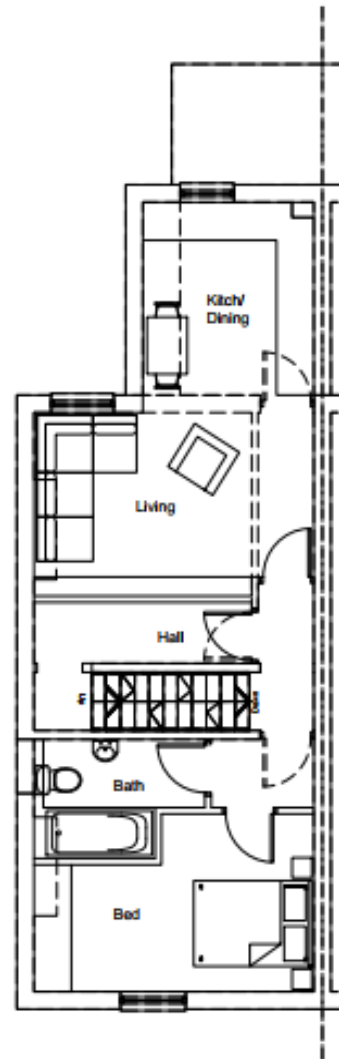
4.3 The upper floor 2 bedroom flat is approx. 68 sqm in size, excluding the hall and floorspace which is under 1.5m in height in the attic.

4.4 The parking area to the north east has been presented as part of the scheme and which shows two parking spaces parallel to 109 Chesterfield Road and the bin storage area.

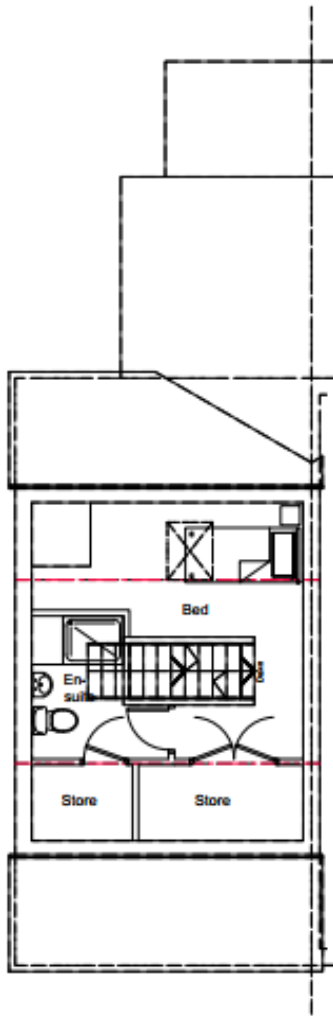
4.5 The below drawings have been provided as part of the application:



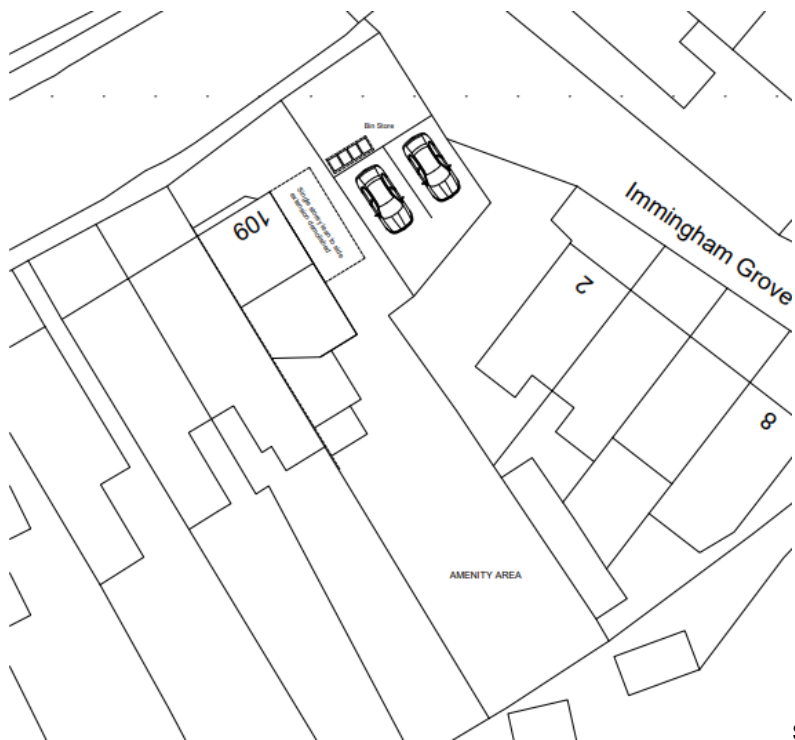
GROUND FLOOR PLAN
Scale - 1 : 50



FIRST FLOOR PLAN
Scale - 1 : 50



ATTIC PLAN
Scale - 1 : 50



site plan



proposed parking area and situation to side of site.

5.0 **CONSIDERATION**

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that, 'applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise'. The relevant Development Plan for the area comprises of the Chesterfield Borough Local Plan 2018 – 2035.

5.2 **Chesterfield Borough Local Plan 2018 – 2035**

| | |
|-------|---|
| CLP1 | Spatial Strategy (Strategic Policy) |
| CLP2 | Principles for Location of Development (Strategic Policy) |
| CLP3 | Flexibility in Delivery of Housing (Strategic Policy) |
| CLP13 | Managing the Water Cycle |
| CLP14 | A Healthy Environment |
| CLP16 | Biodiversity, Geodiversity and the Ecological Network |
| CLP20 | Design |
| CLP22 | Influencing the Demand for Travel |

5.3 **National Planning Policy Framework (2021)**

- Part 2. Achieving sustainable development
- Part 4. Decision-making
- Part 5. Delivering a sufficient supply of homes
- Part 8. Promoting healthy and safe communities
- Part 9. Promoting sustainable transport
- Part 12. Achieving well-designed places
- Part 14. Meeting the challenge of climate change, flooding and coastal change
- Part 15. Conserving and enhancing the natural environment

5.4 **Supplementary Planning Documents**

Successful Places' Residential Design Guide (2013)

5.5 **Principle of Development**

5.5.1 The principle of development should be assessed through application of policies CLP1 (Spatial Strategy) and CLP2 (Principles for Location of Development). The proposal accords with Policy CLP1 which seeks to concentrate new development to within walking distance of a range of Key Services and regeneration areas and the creation of an additional dwelling in this location would be acceptable in principle.

5.5.2 The site is within easy walking distance of Staveley Town Centre and the facilities and services which are offered and is also close to public transport links with bus stops in both directions on Chesterfield road and Middlecroft Road close by. The property is already in use as a residential dwelling and whereas the proposed development would be an intensification, the existing site is considered to be sufficiently sustainable for a development of this nature and which adheres to the policies CS1 and CS2 of the local plan.

5.6 **Residential Amenity**

5.6.1 Local Plan policy CLP14 states that development will be expected to have an acceptable impact on the amenity of users and neighbours. The Council's SPD 'Successful Places' provides further guidance in respect of privacy, day light and sunlight, overshadowing and external amenity space.

- 5.6.2 As the proposal does not include any new building or significant changes to the external appearance of the building there is negligible additional impact of the proposal in terms of overshadowing, day lighting and sunlight. With regards privacy and overlooking the proposal includes the changing of a washroom on the ground floor and bathroom on the 1st floor into kitchen/diner spaces. The 1st floor window will overlook the rear garden of no's 109 and 111 however no comments have come from neighbouring residents on this matter. It is considered that the proposed change of the room to primary window with clear glazed windows will not lead to any significant levels of overlooking.
- 5.6.3 The issues of whether the proposal is designed in a manner that provides an acceptable environment for future residents internally and externally (private amenity space) is of relevance.
- 5.6.4 The rear garden area is proposed to be left open for the residents of both flats to utilise without separation. The rear garden is over 100 sqm in size and it is considered to be an acceptable situation where this space is left open and unseparated for future residents. The current state of the garden is unmanaged and in need of clearance and some work to be useable for future residents however no information has been provided in regards what is proposed for the garden on site e.g. planting, grass, trees but this is a matter for the applicants to decide.
- 5.6.5 With regards to the size and layout of the flats 1 of the units falls below the nationally described space standards for the size of the unit. The ground floor flat provides a 40 sqm space, which is acceptable for a 1 person dwelling (37 sqm when shower included). The living room space has no direct window/outlook, but as the inner wall and door are proposed to be removed into the kitchen/diner space then this is acceptable, as some level of natural light and outlook will be possible through this room.
- 5.6.6 With regards to the flat for the upper floors, which is 55 sqm, a 2 bedroom dwelling for 3 people would be required to have a sqm of at least 70 sqm. Some of the technical requirements from the Nationally described space standard relevant for this proposal in paragraph 10 include these details:
a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below

- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom*
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide*
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²*
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide*
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)*
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all*
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement*
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area*

5.6.7 The double bedroom's area in the flat is 10.5m and the 1st and 2nd floor add together to make approximately 68 sqm of floorspace including an area of storage space in the attic. The additional space to the rear of the attic space that has a bed positioned on the plan is below 1.5m in height and this space is not included in the floor plan. Whilst the proposals do not adhere exactly to the national described space standards the officer considers they are close enough to the standards when everything is taken into account, especially as the National Space Standards have not been adopted by the Council.

5.6.8 On the basis of the above, the proposal would be acceptable with the requirements of Policies CLP14 and CLP20 of the Local Plan and the advice contained within the 2021 NPPF (paragraph 130) which states that planning decisions should ensure that developments have a "high standard of amenity for all existing and future users" and chapter 3.11 (Amenity) of the Council's SPD 'Successful Places'.

5.7 **Design and Visual Impact**

- 5.7.1 Local Plan policy CLP20 states in part; all development should identify and respond positively to the character of the site and surroundings and respect the local distinctiveness of its context respect the character, form and setting of the site and surrounding area by virtue of its function, appearance and architectural style, landscaping, scale, massing, detailing, height and materials.
- 5.7.2 The application does not include any significant external works to the site and to most people the development would not be highly noticeable on the streetscene and is acceptable therefore in visual amenity terms. The proposal does not conflict with the Council's Supplementary Planning Document 'Successful Places' (section 3.16 Building Design), Policy CLP20 of the Chesterfield Borough Local Plan and paragraph 130 of the revised National Planning Policy Framework.

5.8 **Highways Issues**

- 5.8.1 Local Plan policies CLP20 and CLP22 require consideration of parking provision and highway safety.
- 5.8.2 The Highways Authority commented that there are:
No highway safety objections in principle, based on the submitted application proposals and supporting off-street parking arrangements - the Highway Authority would normally advocate 3.No spaces being provided for the 1 and 2 bed flats, although we would not be in a position to raise objection to proposed provision given existing roadside restrictions and carriageway markings on the existing, adjoining highway network.
- 5.8.3 The parking situation for dwelling no's 109-139 is that most houses do not have any direct parking associated to their dwellings. There is some parking availability elsewhere in the surrounding area including the Immingham Grove area and garage site to the south of the site. The unkept area to the side of the site (which is the proposed parking for this site) was not under the ownership of the applicant when this application was submitted but is being acquired by the applicant. This land appears to have been previously used for parking (with historical google streetview

images and a dropped curb). It was only previously used for the parking of 1 vehicle however it is currently overgrown.

Google Streetview Images



2008



2015

5.8.4

The proposal includes 2 parking spaces for the 2 flats and which has been altered during the application process, with the changing of proposed direction of parking spaces from sideways-on (which would require the manoeuvring of vehicles on land to the east of the site) to be parked to enter and leave the site directly from Chesterfield Road. This area has a dwarf wall to the eastern side, a 1.5m high plus stone wall and lamppost to the front (part) and the

land is not level at present. The submitted drawing also includes the bins as part of this area however their positioning is not practical or safe in regards the exiting and entering of the spaces. The area is overgrown and with some rubbish on this site. The applicant refers to a right of way over the Immingham Grove land which is situated to the north east of the site.

- 5.8.5 The current property of 109 Chesterfield Road has no on-street parking availability to the front of the site due to the double yellow lines to the side (parts of) and solid double white lines in the centre of the road and residents would have had to park elsewhere if they had a vehicle (ie Middlecroft Road or St Johns Road). The site is however within 800m of the Staveley Town Centre and is on a regular bus route, which provides residents with access to local services and public transport.
- 5.8.6 In parking terms the scheme proposed has to be compared with the existing arrangement. For the existing 3 bed dwelling there appears to be no parking available. For the proposed 1 one bed flat and 1 two bed flat there are 2 spaces proposed and which can be tied to the flats. Where as there is no change in bedroom numbers it is accepted that two smaller flats can result in an increase in visitors and servicing for example compared with a single larger dwelling however it is considered that the differences are marginal. Due to the lack of on-street parking availability in front of the site the highways authority don't consider that the scheme could impact highway safety in the area, as any parking of vehicles is restricted. Any increase in demand for parking is likely to lead to increased pressure on the parking/bin storage arrangements to the east of the site and this is a point raised by local residents.
- 5.8.7 The land to be used for parking associated with the proposal has clearly been used for the parking for 1 vehicle in the past and could be used again for such parking. There is also the context of the land to the front off Immingham Grove, which is used for informal parking and bin storage however this area is meant to be a right of way, which includes for the residents of this dwelling and which should be maintained clear. The land is measured on the Ordnance Survey as being 6.5 metres wide and 12.3 metres deep which is more than adequate to park two vehicles and provide a bin store facility however it is considered that a vehicle or vehicles reversing out onto the A619 Chesterfield Road is not the safest of

highway manoeuvres and notwithstanding the fact that this appears to have been happening in the past for some years for a single space, the opportunity to improve the highway safety of this situation arises in connection with this application. On this basis a condition is recommended that requires a replan of the proposed parking area to enable vehicles to enter and leave Chesterfield Road in a forwards gear. This will need to deal with the bin storage facilities and is likely to involve the use of Immingham Grove over which the applicant conforms they have a right of access. Such a scheme is likely to include the construction of a barrier along the A619 frontage to preclude direct access to the land.

5.8.8 On this basis it is considered that the access arrangements are considered to be achievable subject to further information submitted under condition. The proposal therefore is acceptable on balance with potential for improvement compared to the existing situation and which satisfies the requirements of Policy CLP20 of the Local Plan which seeks the provision of adequate and safe vehicle access and parking (criteria g) and a safe, convenient and attractive environment for pedestrians and cyclists (criteria h), as well as CLP22.

5.8.9 Paragraph 103 of the NPPF states that planning should actively manage patterns of growth to support the use of public transport, walking and cycling and Policy CLP22 a) expects development to demonstrate incentives to use walking, cycling and use public transport for journeys. The occupiers of this development would be well placed to pursue active transit modes such as cycling – particularly as there is limited parking provision locally. Ideally one cycle storage space would be provided per bedroom however the plans do not identify a suitable external space in which occupants could store a bike securely overnight however adequate space exists within the rear garden area. The provision of secure cycle storage should be secured through condition.

5.9 **Biodiversity**

5.9.1 Local Plan policy CLP16 states that all development will “protect, enhance, and contribute to the management of the boroughs ecological network of habitats, protected and priority species ... and avoid or minimise adverse impacts on biodiversity and geodiversity and provide a net measurable gain in biodiversity.” The NPPF in paragraph 170 requires decisions to protect and

enhance sites of biodiversity and also requires plans to “pursue opportunities for securing measurable net gains for biodiversity”.

5.9.2 During the application the agent was asked to provide additional information in relation to biodiversity measures on site. The agent has supplied a response, stating that they’ll include 1 bird/bat box on site.

5.9.3 The proposed development is considered to be a minor development and does not result in the loss of an existing species rich habitat area. Some level of biodiversity net gain is considered to be necessary to accord with policy CLP16 of the Local Plan and the NPPF, therefore a planning condition can be attached to any decision issued to ensure the application provides the agreed biodiversity net gain measures, as a result of the proposed development. On this basis the proposal is considered to accord with the provisions of policy CLP16 of the Local Plan.

5.10 **Developer Contributions**

5.10.1 Having regards to the nature of the application proposals the development comprises the change of use of existing residential floorspace and is CIL Liabe development. No CIL forms have been submitted with the application however no additional floorspace is to be created and it is clear that the dwelling has been occupied during the last 3 years such that there will be no CIL charge.

5.11 **Coal mining risk and ground contamination**

5.11.1 The application does not propose to build any new buildings. On this basis the proposal is considered to meet the requirements of policy CLP14.

5.12 **Flood Risk**

5.12.1 The application does not propose to build any new buildings. On this basis the proposal is considered to meet the requirements of policy CLP13 of the Local Plan.

5.13 **Lighting, noise and air pollution issues**

5.13.1 The proposal (for mostly internal works) are not considered to lead to a significant change on site which would impact lighting, noise or air pollution issues. There is an opportunity to provide electric vehicle charging points now that the application includes land available for parking. And this can be secured by condition to ensure compliance with CLP14 of the Local Plan.

6.0 **REPRESENTATIONS**

6.1 The application has been publicised via letters sent to surrounding local residents and three comments have been received.

6.2 Of the 3 comments received all were objections and the issues raised were:

- impact on residential amenity
- traffic or highways – potential removal of side walls would impact existing parking and bin storage on the neighbouring parking area, and that the area is not enough parking for 2 flats.
- concerns regarding parking for workmen for the scheme.

6.3 The issues raised are considered in the report.

7.0 **HUMAN RIGHTS ACT 1998**

7.1 Under the Human Rights Act 1998, which came into force on 2nd October 2000, an Authority must be in a position to show:

- Its action is in accordance with clearly established law
- The objective is sufficiently important to justify the action taken
- The decisions taken are objective and not irrational or arbitrary
- The methods used are no more than are necessary to accomplish the legitimate objective
- The interference impairs as little as possible the right or freedom

7.2 The recommended conditions are considered to be no more than necessary to control details of the development in the interests of amenity and public safety and which interfere as little as possible with the rights of the applicant.

7.3 Whilst, in the opinion of the objectors, the development affects their amenities, it is not considered that this is harmful in planning

terms, such that any additional control to satisfy those concerns would go beyond that necessary to accomplish satisfactory planning control.

8.0 **STATEMENT OF POSITIVE AND PROACTIVE WORKING WITH APPLICANT**

8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and paragraph 38 of 2021 National Planning Policy Framework (NPPF) as the proposed development does not conflict with the NPPF or with 'up-to-date' policies of the Local Plan, it is considered to be 'sustainable development' to which the presumption in favour of the development applies.

8.2 The Local Planning Authority have during and prior to the consideration of this application engaged in a positive and proactive dialogue with the applicant in order to achieve a positive outcome for the application.

9.0 **CONCLUSION**

9.1 The proposed development is considered to be acceptable in principle and the flats are of an appropriate size and layout to accommodate future residents, without detriment to the street scene or the amenity of nearby properties. The opportunity arises to improve the highway safety implications of then site. As such, the proposal accords with the requirements of Policies CLP1, CLP2, CLP3, CLP13, CLP14, CLP16, CLP20 and CLP22 of the adopted Local Plan and the National Planning Policy Framework subject to the imposition of relevant conditions.

10.0 **RECOMMENDATION**

10.1 It is therefore recommended that the application be APPROVED subject to the following:

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - *The condition is imposed in accordance with section 51 of the Planning and Compulsory Purchase Act 2004*

2. The development hereby approved shall only be carried out in full accordance with the approved plans: Site Location Plan (notwithstanding the site plan including the parking proposals), Existing Plans and Elevations, Proposed elevations and floor plans and biodiversity measures drawing (received 28th June 2021); with the exception of any approved non-material amendment.

Reason - *In order to clarify the extent of the planning permission in the light of guidance set out in "Greater Flexibility for planning permissions" by CLG November 2009.*

3. Within 2 months of the completion of the development hereby approved, the proposed biodiversity measures (1 bird box) shall be implemented on site. These measures shall be retained and maintained thereafter in accordance with the scheme so approved.

Reason - *In the interests of achieving a net measurable gain in biodiversity in accordance with policy CLP16 of the adopted Chesterfield Borough Local Plan and to accord with paragraph 175 of the National Planning Policy Framework.*

4. Construction work shall only be carried out between the hours of 8:00 am to 6:00 pm Monday to Friday and 9:00 am to 5:00 pm on a Saturday. Construction work shall not be carried out on Sundays or Public Holidays. The term 'construction work' shall include mobile and fixed plant/machinery, (e.g. generators) radios and the delivery of construction materials.

Reason - *In the interests of residential amenities.*

5. The dwellings hereby approved shall not be occupied until the optional requirement for water consumption (110 litres use per person per day) in Part G of the Building Regulations has been complied with for the respective dwelling.

Reason - *To protect the water environment in accordance with policy CLP13 of the of the adopted Chesterfield Borough Local Plan and to accord with paragraph 149 of the National Planning Policy Framework.*

6. A scheme for the provision of car parking for 2 parking spaces, shall be submitted to the Local Planning Authority for consideration. The scheme should avoid access direct to Chesterfield Road with a barrier to be provided to the frontage to Chesterfield Road and be designed such that vehicles can enter and leave Chesterfield Road in a forwards gear. The approved scheme shall be constructed prior to first occupation of the flats and be made permanently available for its use thereafter unless otherwise agreed in writing by the Local Planning Authority. The spaces shall be laid out and constructed with a solid bound material (not loose chippings) but which include sustainable drainage and which shall be maintained thereafter free from any impediment to its designated use.

Reason - *In the interests of highway safety in accordance with policy CLP22 of the Adopted Local Plan.*

7. A residential charging point shall be provided for the flats with an IP65 rated domestic 13amp socket, directly wired to the consumer unit with 32 amp cable to an appropriate RCD. The socket shall be located where it can later be changed to a 32amp EVCP. Alternative provision to this specification must be approved in writing, by the local planning authority. The electric vehicle charging points shall be provided in accordance with the stated criteria prior to occupation and shall be maintained for the life of the approved development.

Reason - In the interests of reducing emissions in line with policies

8. Prior to occupation of the flats hereby approved, on site facilities shall be provided within the curtilage of the site for the secure and weatherproof storage of 3 bicycles in accordance with details to have been submitted to and approved by the Local Planning Authority beforehand. Such facilities shall be maintained thereafter.

Reason - *In the interests of residential amenity and design, and policies CLP14 and CLP20.*

9. Prior to occupation of the development hereby approved details of facilities for the storage and collection of waste and refuse within the curtilage of the site shall be submitted to and

approved by the Local Planning Authority. Development shall be carried out and thereafter maintained in accordance with the approved details.

Reason – *In the interests of residential amenity and highway safety, and policies CLP14 and CLP20.*

10.2 **Informative Notes**

1. If work is carried out other than in complete accordance with the approved plans, the whole development may be rendered unauthorised, as it will not have the benefit of the original planning permission. Any proposed amendments to that which is approved will require the submission of a further application.

2. In accordance with condition 3, appropriate ecological/biodiversity enhancement measures shall include but shall not be limited to:

- bird/owl/bat boxes

(Locating your nestbox:

Whether fixed to a tree or a wall, the height above ground is not critical to most species of bird as long as the box is clear of inquisitive humans and prowling cats. If there is no natural shelter, it is best to mount a box facing somewhere between south-east and north to avoid strong direct sunlight and the heaviest rain. The box should be tilted slightly forwards so that the roof may deflect the rain from the entrance.

You can use nails to attach the box directly to a tree trunk or branch; or you can use rope or wire wrapped right around the box and trunk (remembering to protect the trunk from the wire cutting into it by using a piece of rubber underneath it). Both methods are satisfactory, but annual maintenance is easier if the box is wired and can be taken down easily for cleaning.

The number of nestboxes which can be placed in a garden depends on the species you wish to attract. Many species are fiercely territorial, such as blue tits, and will not tolerate another pair close by; about 2 to 3 pairs per acre is the normal density for blue tits. Other species, such as the tree sparrow, which is a colonial nester, will happily nest side-by-side.

Do not place your nestbox close to a birdtable or feeding area, as the regular comings and goings of other birds are likely to prevent breeding in the box.)

(Locating your bat box: Bat boxes should be positioned at least 3 metres above the ground (5 metres for noctules) in a position that receives some direct sun for part of the day, with a clear flight path to the box, but preferably also with some tree cover nearby as protection from the wind. In the roof eaves, on a wall or fixed to a tree are all suitable sites.)

- biodiversity enhancing planting and landscaping including trees, hedges and native species, wildflower planting and nectar rich planting for bees and night scented flowers for bats
- measures to enhance opportunities for invertebrates including bug hotels/log piles, stone walls including a programme of implementation and maintenance