

Application Number:	PL/2026/03005
Location:	Project SEMH, Station Approach, Melksham, SN12 8BN
Proposal:	Change of use from Class E (offices) to a combined use of class E(offices) and F1 (Learning and Non- Residential Institutions)

[SN12 8BN - Google Maps](#)

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Introduction and Existing Use

I refer to the above planning application which seeks a change of use from Class E to a combined use of offices and Class F educational use.

It is understood that the site has recently been used for offices and for special education needs, and the proposal would regularise this use under a new lease of the building.

Proposed Use and Trip Generation

The supporting statement advises the site is proposed to be used as a mentoring hub for young people aged 5 to 25 with social, emotional and mental health (SEMH) needs, with mentors collecting the learners from their homes or schools to attend the facility for activities.

It is advised that there would be approximately 4 to 8 learners in the building at any one time.

The facility would also accommodate office space for the senior leadership team.

Given the limited number of attendees and the small-scale nature of the operation, the overall trip generation is expected to be modest.

However, it is acknowledged that:

- Trips are likely to be vehicle-based, due to the specific needs of the users
- Movements will be associated with pick-up and drop-off activity, rather than typical independent travel

Taking these characteristics into account, the proposal is still considered comparable in scale to a low-intensity office use, and unlikely to result in a material increase in traffic generation relative to the lawful or previous use of the site.

There are no changes proposed to the external or internal layout.

Sustainability

The site is located on the edge of Melksham Town Centre within a commercial area, which also provides access to Melksham Train Station.

There are footway connections to the local facilities within the town centre, and access to other public transport facilities.

The site is therefore considered to be sustainably located in transport terms.

Parking

There are 6 existing car parking spaces associated with the application site, which will remain available for use of staff.

It is also noted that there is a Council car park to the north of the site offering additional parking, if required.

Given the scale of the use, the on-site parking is expected to accommodate staff requirements, with short-stay pick-up/drop-off activity being managed on-site or within the immediate vicinity.

While no detailed parking accumulation data has been provided, the level of activity associated with 4–8 learners and associated staff presence is considered unlikely to generate parking demand that would exceed the available provision or result in severe highway impact.

The reliance on nearby public parking is noted, and given the town centre location, this is considered a reasonable and typical arrangement.

Summary and Recommendations

The application proposes a change of use from offices to a mix of office and educational uses to support a mentoring hub for young learners with social, emotional and mental health needs.

The site has parking for 6 vehicles, with access to additional car parking within the nearby council car park. The site is also well served by pedestrian facilities and public transport.

The site has previously been in office use and more recently with some use for special educational needs.

Having regard to the sustainable location of the site, the modest scale of the proposed use, the retention of existing access and parking arrangements, and the limited anticipated impact on the highway network, it is considered that the development would not result in a severe or unacceptable impact on highway safety or capacity, in accordance with national and local planning policy.

Therefore, no highway objection is raised.

Amanda Hall
Highways Development Management Engineer