

APPENDIX 6



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	School Organisation
Brief description of proposal	Proposal to Close Hovingham CE VC Primary School
Directorate	Children and Young Peoples' Service
Service area	Strategic Planning
Lead officer	Andrew Dixon
Names and roles of other people involved in carrying out the impact assessment	Matt George
Date impact assessment started	08/12/2022

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

The consultation on a proposal to close the school has only been initiated because all other options to secure a sustainable future for the school had been exhausted. The full details of the situation leading to this closure proposal and the other options that were investigated are contained with the report to Executive that this document is an appendix to.

In summary no sustainable option to keep the school open alone or in partnership could be identified.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Any annual savings to the Dedicated Schools Grant arising from the closure, if approved, would remain within the ring-fenced Dedicated Schools Grant as part of the funding for all schools. Any surplus revenue or capital balances would be allocated in line with the Closing School Accounting Policy.

The school currently has no pupils on roll so there will be no immediate cost or savings to the home to school transport budget.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>			<p>X</p>	<p>The issue of school transport is difficult to analyse as parental preference and parental behaviour plays a large role in the level of emissions from travel. For example, the local authority can maintain a school in one village but the popularity of a neighbouring school can encourage car use even in scenarios where a school within walking distance is available. Similarly even for schools located within walking distance some parents may choose to drive their children to school each day. Many schools operate travel plans which encourage low carbon transport options such as walking and cycling.</p>	<p>Where possible Integrated Passenger Transport will choose vehicles and routes to minimise traffic. Neighbouring schools will be encouraged and supported to develop sustainable travel plans.</p>	<p>Schools will continue to encourage sustainable methods of transport where safe and possible. For example by encouraging lift sharing, walking to school as part of developing their travel plans.</p>

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				<p>In the particular case of the proposed closure of Hovingham C.E School there are currently no pupils on roll and it is to be presumed that most of the pupils in catchment are now making vehicular journeys to neighbouring schools. Previously there have been a number of pupils living in the village who have attended the school and would walk to school. Closing the school would reduce the ability of pupils living in Hovingham to walk to school in future.</p>		
Emissions from construction		X		N/A	N/A	N/A
Emissions from running of buildings	X			The local authority would cease to operate the Hovingham CE School Premises and the pupils living within the catchment area would continue		

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					to be accommodated at existing local establishments with no additional running costs.		
Emissions from data storage	X				The data storage for Hovingham CE as a separate institution would not be required going forward.		
Other							
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X			Pupils from Hovingham's catchment area being accommodated in existing establishments would continue to consume the same resources.		
Reduce water consumption	X				The water consumption required to operate Hovingham CE as an establishment would no longer be required and is therefore removed from the NYCC carbon footprint.		
Minimise pollution (including air, land, water, light and noise)	X				The pollution created by the Hovingham CE heating system would be removed from the NYCC carbon footprint.		

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<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		N/A		
<p>Enhance conservation and wildlife</p>		X		N/A		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		N/A		
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker:

This proposal has positive and negative environmental impacts. The positive impacts will be a reduction in energy usage associated with a whole establishment and site ceasing to be used. Reducing surplus capacity indicates a more efficient use of resources. This would include reductions in heating, lighting and water usage but also other resource usage. However, there is likely to be a negative impact associated with some increased use of vehicles to transport the pupils to and from school. Ultimately there is an overriding consideration in this proposal to provide the best outcome for the education of children in the local area and no other educationally sustainable option has been identified.

The school site itself is not owned by the Local Authority and the future of the site would be for the owners to determine.

Sign off section

This climate change impact assessment was completed by: Matt George

Name	Matt George
Job title	Strategic Planning Officer
Service area	Strategic Planning
Directorate	CYPS
Signature	Amanda Newbold
Completion date	08/12/2022

Authorised by relevant Assistant Director (signature):

Date: 8/12/2022

