

## APPENDIX E: 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>School Organisation</b>
<b>Brief description of proposal</b>	<b>Proposal to Close St Hilda's CE VC Primary School, Ampleforth</b>
<b>Directorate</b>	<b>Children and Young Peoples' Service</b>
<b>Service area</b>	<b>Strategic Planning</b>
<b>Lead officer</b>	<b>Jon Holden</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>Matt George</b>
<b>Date impact assessment started</b>	<b>05/04/2024</b>

**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?**

As set out in the report to the Executive dated May 7 2024, 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 made available to the receiving school(s) in line with the Closing School Accounting Policy.

If the school closed, then parents will be able to express a preference for their child/children to attend another school locally. Depending on the schools which the pupils are allocated to and the distance to that school they may be eligible for home to school transport in line with the Council's home to school transport policy. The actual costs of any transport services would not be known until the number of children wishing to access transport on this route is confirmed, and NYC Integrated Passenger Transport have subsequently secured an operator for the service.

<p><b>How will this proposal impact on the environment?</b></p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p><b>Where possible/relevant please include:</b></p> <ul style="list-style-type: none"> <li>• <b>Changes over and above business as usual</b></li> <li>• <b>Evidence or measurement of effect</b></li> <li>• <b>Figures for CO<sub>2</sub>e</b></li> <li>• <b>Links to relevant documents</b></li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>	
<p>Minimise <b>greenhouse gas emissions</b> 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 Council can maintain a school in one village but 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>In the particular case of the proposed closure of St Hilda's Ampleforth CE VC School there will</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>be a small number of pupils living in Ampleforth who are currently within a very short walking distance of the current school who will be eligible for transport to the next nearest school (or under the current home to school transport policy their catchment school). Others may choose to attend the other school within the village, St Benedict's Ampleforth Catholic Primary School and continue to walk to school. Others who have previously walked may choose to drive to schools further afield. In the longer term there could be a negative impact associated with some increased use of vehicles to transport the pupils to and from school if parents chose to send their children to the proposed catchment schools. However, initial indications are that this may not be significant. The preferencing exercise to determine provisional school places for current for pupils</p>		

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					<p>currently on roll at St Hilda's CE VC Primary has been completed and the vast majority of parents have chosen for their child to attend St Benedict's Catholic Primary School. This therefore means the impact on transport is minimal and would continue to be minimal if this pattern of preference continued.</p>		
Emissions from construction		X			N/A	N/A	N/A
Emissions from running of buildings	X				<p>The Council would cease to operate the St Hilda's Ampleforth CE VC School Premises and the pupils would be accommodated at existing local establishments with no additional running costs.</p>		

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	Emissions from data storage	X			The data storage for St Hilda's Ampleforth CE VC School as a separate institution would not be required going forward.		
	Other						
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	X			There will be a general reduction in the use of resources of all kinds due to the current St Hilda's pupils being accommodated in existing establishments and St Hilda's consumption of resources ceasing.			
<p>Reduce <b>water</b> consumption</p>	X			The water consumption required to operate St Hilda's CE as an establishment would no longer be required and is therefore removed from the NYC carbon footprint.			
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>	X			The pollution created by the St Hilda's CE heating system would be removed from the NYC carbon footprint.			

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<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		N/A		
<p>Enhance <b>conservation</b> and wildlife</p>		X		N/A		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></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. This would include reductions in heating, lighting and water usage. In the longer term there could be a negative impact associated with some increased use of vehicles to transport the pupils to and from school if parents chose to send their children to the proposed catchment schools. However, initial indications are that this may not be significant. The preferencing exercise to determine provisional school places for current for pupils currently on roll at St Hilda's CE VC Primary has been completed and the vast majority of parents have chosen for their child to attend St Benedict's Catholic Primary School. This therefore means the impact on transport is minimal and would continue to be minimal if this pattern of preference continued.. 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 jointly owned by the Diocese of York and North Yorkshire Council. Both NYC and The Church of England have targets to make their entire estates carbon neutral by 2030 so the future of this site will form part of those aspirations.



**Sign off section**

This climate change impact assessment was completed by: Matt George

<b>Name</b>	<b>Matt George</b>
<b>Job title</b>	<b>Strategic Planning Officer</b>
<b>Service area</b>	<b>Strategic Planning</b>
<b>Directorate</b>	<b>CYPS</b>
<b>Signature</b>	<b>Amanda Newbold</b>
<b>Completion date</b>	<b>05/04/2024</b>

**Authorised by relevant Assistant Director (signature): Amanda Newbold**

**Date: 24/4/24**