

Coniston Byelaws 2020: Application evaluation & assessment for an exemption from the speed limit under Byelaw 6 of the Coniston Water 2020 byelaws.

Summary & Recommendation.

A. Details of the event or activity provided by applicant:

1	Name of event or activity	Bluebird K7 and Bluebird K3
2	Applicant(s)	The Coniston Institute and Ruskin Museum – Tracy Hodgson
3	Date(s) of event or activity	The application period is from Sunday 10 May until Sunday 17 May 2026.
4	Time(s) and duration of event or activity	The timetable is from 09:00hrs until 18:00hrs. The running of the Bluebird K7 is very weather dependent, and it is difficult to say when the boat will be run on a particular day. If the weather conditions are perfect, there will be a maximum of 8 runs per day (1 run is a trip north to south and south to north).
5	Number of craft and participants involved	The event will involve running two craft, the Bluebird K7 and K3. The emphasis will be to run the Bluebird K7 rather than the Bluebird K3.
6	Why an exemption is required for this event or activity	The event is to commemorate the 70 th anniversary of Donald Campbell CBE's first World Water Speed record on Coniston Water with Bluebird K7. It is envisaged the Bluebird K7 will get to a maximum speed of 150mph and Bluebird K3 will get to a maximum speed of 50-70mph. To be able to do this the drivers will need to exceed 10 knots per hour and therefore need to request an exemption from the byelaw under byelaw 6 of the Coniston Water Byelaws 2020.
7	Anticipated speeds involved	It is envisaged the Bluebird K7 will get to a maximum speed of 150mph and Bluebird K3 will get to a maximum speed of 50-70mph. Rescue and safety boats will maintain speeds of less than 10mph unless they are attending an emergency.

8	Safety considerations and the mitigation presented	<p>A risk assessment for running the Bluebird K7 and K3 has been completed which identifies the hazards and the precautions in place. The controls in place are deemed to be good by the applicant for all hazards. The organisers have a draft Event Safety Management Plan that covers planning and organisation, licencing, medical and first aid provision, communication, traffic and transport, temporary demountable structures, fire safety, electrical and lighting, barriers and fencing, crowd management, special effects, waste management, noise, sanitary accommodation, information and welfare, food, drink and water provision and animal welfare.</p> <p>The course will be patrolled by 19 craft/patrol boats. These include 2 crew boats at either end of the course, 1 support boat in the first km of the course, 1 rescue boat in the 2km of the course, 1 support boat and a medic in the 3rd km of the course, 1 rescue boat in the fourth km of the course, and 1 support boat in the fifth km of the course. There will also be a refuelling boat stationed at either end of the course, and 10 “floating” vessels, including canoes and kayaks stationed strategically around the course to watch out for lake users.</p> <p>The water-based officials are controlled by the Marshall, who is based at the top (Northern end) of the course. All boat operators will be qualified to RYA Level 2 Powerboat handling, the Osprey team are qualified to PADI open water or BSAC, and the Commercial divers are qualified to HSE standard.</p> <p>The teams will put the required course buoys (approximately 1 every 150m) out on Saturday 9 May or Sunday 10 May before the event and will be dependent on the weather. These will be recovered on Monday 18 May.</p> <p>Full briefings of officials, crew, pilots, National Park staff and Emergency Services will take place on Sunday 10 May (afternoon and evening), and daily intervals during the week. The initial briefing will take place in the Ruskin Museum/Coniston Institute.</p> <p>Depending on the weather and water conditions the water-based rescue, patrol teams will be required at their position by 08:45hrs each day, to allow the water surface to completely flatten in anticipation of the first run at 09:00hrs. The event is managed by the Safety Officer on duty at the time. There will be a team of these officers working alternately throughout the week, and they will be based on the shore at Coniston Boating Centre.</p>
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		<p>Before launching the Bluebird K7 and Bluebird K3 will be checked by the team of engineers to ensure they are safe to run, and they will be checked again on return. Both boats will be launched at the Coniston Boating Centre and remain in the jetty area until the driver is released to leave the jetties and be slowly towed to the Marshall boat area and the course area. Once the course is clear the Marshall will release the boat using the green flag and green light. All the vessels around the course will have a megaphone with a siren, and when a run is imminent the siren will be sounded to warn of the run. Once the boat has left the Marshall boat, the Marshall will show a red light and red flag to stop other lake users entering the course. The course will be buoyed and clearly visible to other lake users. The Marshall vessels will patrol the full length of the course to make sure there are no water borne spectators or lake users within 150m of the course when a run is imminent, and the run will not commence until the course and safe distance (150m) is clear of the course.</p> <p>There will be a fully equipped emergency ambulance vehicle and crew, based in the pit area. There will be a full-time paramedic on duty during the event. The pit area will be patrolled by 5 Marshalls who will inform visitors about health and safety risks.</p> <p>During the event other lake users such as Coniston Launch and Gondola will be given radios to ensure there is good communication with the event organisers, and so they can provide information about the event to their customers. The organisers are in contact with the Coniston Water Association user group to make sure their activities aren't impacted by the event.</p> <p>The lake area will be monitored by patrol boats. The patrol boats are equipped with radios to keep in communication with both officials and other safety boats. They will monitor the area and prevent the possibility of boats accidentally entering the course when either the Bluebird K7 or K3 are on the course.</p> <p>The applicant has all Risk and Public Liability insurance for the event provided via Lockton Insurance Brokers. The Coniston Institute & Ruskin Museum also has commercial combined all risks insurance through Lockton Insurance Brokers.</p>
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9	Environmental considerations and the mitigation presented	<p>Refuelling Fuel will be stored and transferred in spill proof containers and absorbent mats. The K7 fuel tank is on top of the boat, behind the cockpit. K7 is fitted with secondary containment systems to minimise any spills or leakage. Both boats will be inspected to check fuel lines and any other sources of pollution are sealed before every run and being allowed on the water. Trained staff and spill response equipment including booms and pads will be on standby. Fuel spillage safety packs will be kept on the shore so they can be applied immediately.</p> <p>The boats will be refuelled whilst moored on the jetty and as required at refuelling points at the north and south end of the course. This will be done following the standard operating procedure and spill kits and firefighting equipment will be available. There will be fuel spillage safety packs kept on the shore, and in any refuelling boats so that in the event of a fuel spillage into the lake, they can be applied immediately.</p> <p>Emissions and noise The regulations the event runs under requires noise testing to take place during the event and this will be done. The emissions from the boats are negligible and only one boat will be allowed on the course at any one time to reduce any potential pollution risks and noise.</p> <p>Invasive species Both boats will be washed and checked for invasive species before launching.</p> <p>Wash There is no historical evidence of a negative impact of wash on the shoreline.</p> <p>Wildlife Both boats will only operate within the designated area of the lake to minimise any potential disturbance to wildlife. To minimise the disturbance to wildlife the boats will run during the daylight hours of 8am and 6pm. The course is set in the deeper water in the middle of the lake to reduce the impact to any wildlife on the shoreline.</p>
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10	How the applicant considers the event or activity positively contributes to the delivery of the Vision	<p><u>Prosperous economy</u></p> <p>The organisers expect the event to attract visitors from the local area, as well as areas outside the Lake District and abroad. They think there could be up to 15,000 people attending the event each day but expect this to be around 5,000 attending at any one time. However, their Event Management Plan states 20,000 people, so we need to assume the higher limit. It's expected visitors attending will be from outside the local area and will require accommodation within the Coniston, Ambleside and Windermere area. The event organisers have been in contact with Cumbria Tourism who feel the event will be positive for the area and bring a boost to the local economy at a time when trading conditions are difficult. The event is outside the main school holidays and bank holiday period and provides an extension to the holiday season. In addition to the water side of the festival there will be a series of land-based events, that will be beneficial to Coniston's local economy as there are opportunities for accommodation providers to offer 'Bluebird Week' packages.</p> <p><u>World Class Visitor Experience</u></p> <p>Coniston and Coniston Water have strong links to Donald Campbell CBE and his water speed records. The return of Bluebird K7 to Coniston Water will allow people to learn more why Donald Campbell CBE is culturally important to the area. The Ruskin Museum and the Campbell content in the museum celebrates the history of Campbell and his record-breaking attempts. The organisers have included a marketing plan with their application that highlights how the event will promote both Coniston and the wider Lake District.</p> <p><u>Vibrant Communities</u></p> <p>The organisers are keen to work with local schools and groups to celebrate Donald Campbell CBE and Bluebird K7. They will be working with the two local schools in Coniston, the Prestley Centre and Low Bank Ground and are keen to get others involved. The organisers are aware that the event may have an impact on the local community and are working closely with Westmorland and District Council and the Parish Council to ensure any disruption is kept to a minimum. They are working with accommodation providers in the area and exploring options for providing pop-up accommodation, car parks and shuttle buses linked to park and ride options.</p>
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11	<p>How the applicant considers the event or activity contributes to the delivery of other relevant policies</p>	<p>The application supports Outcome 1: Vibrant communities and prosperous economy following COVID-19 of the Lake District National Park Partnership Plan, as it will contribute to supporting the Lake District's economic recovery.</p>
12	<p>Outline event management, planning and communication proposals</p>	<p>The event is to commemorate the 70th anniversary of Donald Campbell CBE's first World Water Speed record on Coniston Water with Bluebird K7 and will involve Bluebird K7 and Bluebird K3 running on Coniston Water in excess of the 10 knots per hour speed limit. The exemption application period is from Sunday 10 May until Sunday 17 May 2026. This exemption is only considering the byelaw exemption regarding the running of Bluebird K7 and K3 and not all the land related aspects of the wider Bluebird Festival and concert.</p> <p>The organisers have a draft Event Safety Management Plan that covers planning and organisation, licencing, medical and first aid provision, communication, traffic and transport, temporary demountable structures, fire safety, electrical and lighting, barriers and fencing, crowd management,</p>

special effects, waste management, noise, sanitary accommodation, information and welfare, food, drink and water provision and animal welfare.

Event management for the water side element of the festival

The event management is highlighted in section 8 of the summary (Safety considerations and the mitigation presented). This highlights there will be 19 vessels supporting the event, the necessary qualifications needed for these roles, how the course will be visible to other lake users and the process for getting the Bluebird K7 and K3 to the course and do a run.

The organisers are using Chevron for their traffic management, to ensure there are no traffic issues on Lake Road and in or around Coniston while the event is taking place. They are planning to have a Park and Ride system to minimise parking in the village and have identified potential sites for these on the outskirts of Coniston, Torver and are looking at other sites in Lowick and Ambleside.

They plan to close Lake Road to vehicles south of the bridge and only allow pedestrian access. They are working with the various landowners adjacent to the lake, to promote potential viewing areas to watch the Bluebird K7 and K3 runs and will promote these with signs ahead of the event.

Planning

The organisers are working with Worldwide Events to deliver the Bluebird K7 Festival. They are in contact with Westmorland and Furness Council regarding the relevant licences, traffic management, food, waste and welfare plans needed for the event. There has been one meeting of the Safety Advisory Group which covered the wider land-based elements of the Bluebird K7 Festival (Event overview, engagement with the community and wider partners, traffic management, licencing, security, noise management, health and safety, food and hygiene, waste management, fire safety and ambulance). It is planned to have a transport, communication and emergency planning working groups that will feed into the SAG. The next SAG meeting is planned for 11 December 2025.

Communication for the water side element of the festival

All craft supporting and involved with the event will be equipped with radios to keep in communication with both officials and other safety boats. All the vessels around the course will have a megaphone with a siren, and when a run is imminent the siren will be sounded to warn of the run. When the

		<p>course is clear the Marshall will release the boat using the green flag and green light. Once the boat has left the Marshall boat, the Marshall will show a red light and red flag to stop other lake users entering the course. The course will be buoyed and clearly to other lake users.</p> <p>During the event other lake users such as Coniston Launch and Gondola will be given radios to ensure there is good communication, and they can provide information about the event to their customers. They will be able to notify the organisers when they wish to cross the lake to one of their jetties and be aware of when a run is about to take place or in progress. The organisers are also in contact with the Coniston Water Association user group to make sure their activities aren't impacted by the event.</p> <p>There will be 10 "floating" vessels, including canoes and kayaks stationed strategically around the course to watch out for lake users such as swimmers or paddleboarders accidentally entering the course during a run.</p> <p>Prior to the event the organisers will be in contact with the local community and potential spectators to keep them informed about the Bluebird K7 event. There will be a dedicated website (www.bluebirdk7thefestival.co.uk) and social media presence for the event via a Bluebird K7 – The Festival Facebook page. There will also be posters and signs in the area, in addition to local and national press coverage.</p> <p>Westmorland and Furness Council will require a final communication and engagement plan for the Bluebird K7 Festival.</p>
B. Consultation		
13	Consultation – summary of responses	<p>Consultation process. To allow us to gather views and feedback from the local community on this application we consulted 31 organisations and groups.</p> <p>This involved writing to all the surrounding Parish Councils of Coniston Water, user groups such as the local outdoor centres, sailing club, passenger ferry providers on Coniston Water, campsites</p>

		<p>adjacent to Coniston Water and partners such as the National Trust, Forestry Commission, Environment Agency, Natural England, Westmorland and Furness Council and the Police.</p> <p>The consultation included a letter explaining the application had been received, a copy of the application form, the applicants risk assessment, map of the course, marketing plan, traffic management plan, event safety plan, waterside festival site plan, SOP for refuelling, pedestrian access site plan, viewing access plan for the lake and locations for support craft on the course. The consultees were asked to provide feedback on the application through a questionnaire. There was a 6-week consultation period for the consultees to provide feedback on the application.</p> <p>Consultation feedback. We received feedback from 8 consultees including – Brantwood, Coniston Parish Council, Coniston Sailing Club, Cumbria Constabulary, Environment Agency, Natural England, The Rawdon Smith Trust and Satterthwaite Parish Council.</p> <p>Some of these responses where generic responses and did not respond to the questions set. The individual responses are provided below with our <i>Officer Response</i> when required.</p>
<p>Do you feel the event or activity applied for contributes to the Vision and Outcome of the Lake District National Park Partnership Plan? Please provide details to support your decision</p>		
	<p>Brantwood Trust</p>	<p>Yes It commemorates the heritage of Coniston Water and supports its community.</p>
	<p>Coniston Parish Council</p>	<p>Yes. The exemption and the resulting return of Bluebird to run on Coniston Water and the related events being organised to support the boat’s return are compatible with the National Park’s vision i.e. it will contribute toward a prosperous economy, vibrant communities, and world-class visitor experiences. It will diversify activities that visitors are able to engage with and there is a clear commitment to providing sustainable travel options.</p>

	Coniston Sailing Club	Yes. Bluebird is part of Coniston History and should be shared with all
	Cumbria Constabulary	No comment
	Environment Agency	No comment.
	Natural England	No comment
	Rawdon Smith Trust	No comment
	Satterthwaite Parish Council	Yes
Do you feel the application identifies and provides appropriate action to address any health and safety issues? Please provide details to support your decision.		
	Brantwood Trust	Yes
	Coniston Parish Council	Yes. It is clear that there are aspects relating to the concerts that require additional information and work with partner agencies, communities, etc. However, the organiser has made a commitment to communication and to ensuring that all stakeholders are consulted as plans develop. <ul style="list-style-type: none"> • <i>Officer response – this will continue as the event plans develop and Safety Advisory Group meets.</i>
	Coniston Sailing Club	Yes.
	Cumbria Constabulary	Yes The organisers have provided reassurance with the supporting documentation that this has been addressed. The Organisers attend and continue to engage with a Safety Advisory Group as preparation continues.
	Environment Agency	No comment.
	Natural England	No comment

	Rawdon Smith Trust	No comment
	Satterthwaite Parish Council	No We are concerned regarding the additional evening events planned and the amount of footfall / tourists that will be in attendance each evening. Considerations for transport and road safety for local business <ul style="list-style-type: none"> • <i>Officer response – this aspect of the Bluebird Festival is not linked to the byelaw exemption request or activities that are taking place on Coniston Water.</i>
Do you feel the event or activity proposed has any potential or actual environmental impacts?		
	Brantwood Trust	Yes
	Coniston Parish Council	Yes
	Coniston Sailing Club	No
	Environment Agency	Yes
	Natural England	No comment
	Rawdon Smith Trust	No comment
	Satterthwaite Parish Council	Yes
Do you feel they have been suitably managed? Please provide further details to support your decision, and if yes are there any actions or measures which would change your decision to no?		
	Brantwood Trust	Yes The noise pollution will be substantial, but the limited schedule of runs should mitigate its effect. If it was incessant every day we would change our minds. The running of K3 in addition to K7 will add to the noise and should be limited. <ul style="list-style-type: none"> • <i>Officer response – the noise levels will be monitored and there will only one boat running at a time which will limit any potential noise.</i>

	Coniston Parish Council	<p>Yes</p> <p>It is clear that the involvement of a professional event organiser shows a commitment to developing an event that will put safety and efficient organisation at the heart of the event. There are some issues that are yet to be determined, however, we have been assured that this is because the eventual date of the event has not yet been identified. If the exemption is allowed planning to address these issues will proceed.</p>
	Coniston Sailing Club	Yes.
	Cumbria Constabulary	<p>Yes</p> <p>All indications are that any impact will be suitably managed but Cumbria Constabulary are not best placed to provide comment on this aspect.</p>
	Environment Agency	<p>No further clarification could be useful</p> <ul style="list-style-type: none"> • Whilst the refuelling points are represented on the Running Course map, the map is not at a scale that allows specific identification of the detailed proposed locations. However, it does look as if these are water-based stations, with the risk assessment referring to refuel boats. We note that fuel and oil spill kits (which we would expect to contain both absorbent mats and booms / bunds) will be present on each refuelling boat. Ideally to minimise impacts on water quality and wildlife shore-based refuelling is preferred, with stations based and at least 10 meters from the water's edge on hard standing and away from drains. • We would like to be reassured that full spill kits (absorbent pads, bunds etc) are included in planning for any on water incidents e.g. collisions or other accidents, and that boat fuel lines and other condition checks have been carried out prior to vessels entering the water. • <i>Officer response – clarification will be sought from the applicant why they need to refuel on the water, and a condition about refuelling listed in the recommendation.</i> • As in previous events we would wish to see awareness of other lake users and wildlife presence and movement on and around the lake to be taken into account and reflected in safety measures e.g. of timing of runs. In previous event Risk Assessments this has had a higher profile with safety measures to ensure the vessel path is and remains clear of wildlife

		<p>and other lake users. Hitting wildlife and waterfowl is not only not good for the aerodynamic profiles as stated in the Risk assessment but is significantly not good for the birds, wildlife or other lake users!</p> <ul style="list-style-type: none"> • I can see no account taken of INNS, biosecurity measures should also be implemented in relation to any kit and footwear before and after the entering the water and washing facilities should be provided. • <i>Officer response – under Question 5. Environmental protection section of the application it states ‘Both boats will be washed and checked before launching for an invasive species. The literature provided before the event will also promote awareness’. This will be noted as a condition in the recommendation.</i> • The perimeter of the lake should be avoided, particularly any reed habitats to prevent bird, otter disturbance and damage to the habitat from wash. Where sensitive reed beds or other habitats are identified temporary shoreline wave attenuation should be considered. • Avoid going above 10mph in shallower areas where the boats may contribute to silt disturbance and impacts on fish. Ideally vessels will be slow in manoeuvring in to avoid disturbing silt in the shallower areas and then staying in the centre area of the lake. • <i>Officer response – this will be noted as a condition in the recommendation.</i>
	Natural England	No comment
	Rawdon Smith Trust	No comment
	Satterthwaite Parish Council	<p>This is also GSCE week and there will be local children revising for exams. Additional noise pollution and activity may be detrimental.</p> <ul style="list-style-type: none"> • <i>Officer response - noise levels will be monitored and only one boat will run at a time which will reduce any potential noise pollution.</i>
<p>Please provide any comments you have on the duration, dates and times of the event or activity.</p>		

	Brantwood Trust	The noise pollution will be substantial, but the limited schedule of runs should mitigate its effect. If it was incessant every day we would change our minds. The running of K3 in addition to K7 will add to the noise and should be limited.
	Coniston Parish Council	The organiser has indicated that managing the event in such a way that minimises the impact on the local community is a priority. They are very aware that the area has finite parking, road capacity, limited public transport, etc and they are exploring options to manage these effectively. They are especially aware that the event occurs during GCSE examinations and will be doing all they can to minimise/eliminate distractions.
	Coniston Sailing Club	No comment
	Cumbria Constabulary	Yes The event itself and exemption apply to a relatively small period of days in May 2026. Most challenges for local services will not arise from this aspect of the event.
	Environment Agency	No comment
	Natural England	No comment
	Rawdon Smith Trust	No objections
	Satterthwaite Parish Council	Evening events are a concern due to it being GCSE week <ul style="list-style-type: none"> • <i>Officer response – there will be no evening events linked to the byelaw exemption request on Coniston Water.</i>
Please provide any comments on the location or site of the event or activity area.		
	Brantwood Trust	No comment
	Coniston Parish Council	The organisation of the event on the lake is very professional and well thought through. The organisation of the concerts is still a 'work in progress', however, the Parish Council has been assured that the management of this element of the celebration will be done sensitively and

		<p>efficiently. Issues such as ‘noise spillage’, parking, park and ride, etc are to be addressed, as such the Parish Council is keen to be kept informed of developments.</p> <ul style="list-style-type: none"> • <i>Officer response - this will continue as the event plans develop and Safety Advisory Group meets.</i>
	Coniston Sailing Club	No comment
	Cumbria Constabulary	The events management company employed by the organisers appear to be very experienced and initial documentation demonstrates that reasonable thought and preparation has been given to the siting and structure of the location and event area.
	Environment Agency	No comment
	Natural England	No comment
	Rawdon Smith Trust	No objections
	Satterthwaite Parish Council	No comment
Have you any further comments?		
	Brantwood Trust	No comment
	Coniston Parish Council	No comment
	Coniston Sailing Club	<p>No mention if the lake is to be closed to other lake users</p> <ul style="list-style-type: none"> • <i>Officer response – there is a right of navigation for all lake users and the lake cannot be closed to other lake users. The applicant shows how they will notify lake users prior to the event and how other lake users will be managed on the water when the event is taking place.</i>
	Cumbria Constabulary	We will continue to engage with the SAG, the event organisers and ensure that any issues that arise during the planning stage are raised with the relevant partners including SVMG.
	Environment Agency	No comment

	Natural England	No comment
	Rawdon Smith Trust	No objections
	Satterthwaite Parish Council	<p>It would be good to know what mitigations are in place for the expected increase in attendance particularly for the evening events and how measures will be put in place to address the noise and disruption for locals, including travel. Satterthwaite Parish Council however, do fully support the launch of Bluebird in this way but are concerned re additional events and how much planning has been put in place to mitigate transport concerns and impacts on children sitting exams.</p> <ul style="list-style-type: none"> • <i>Officer response – this will be fed back to the applicant and Westmorland and Furness Safety Advisory Group.</i>
C. Officer comments and evaluation of the application.		
14	Consideration of safety, environmental, and supporting the Vision consultation comments.	<p>A. Safety: The exemption application has included a risk assessment, the standard operation procedures for refuelling and event safety plan that covers the wider aspects of the Bluebird Festival. The applicant is working with a specialist events company to organise the festival and will have specialist boat crew and commercial divers involved with the event. There are still some final aspects of the Bluebird K7 Festival to be confirmed and agreed, but the Organisers attend and continue to engage with a Safety Advisory Group to do this.</p> <p>Consultation feedback: The consultation generally supports the safety measures that have been put in place by the organisers for the water side of the festival. Some concerns have been raised regarding the concerts and evening events taking place. It is stressed that this evaluation is of the byelaw exemption application to run Bluebird K7 and K3. It is not an assessment of the holding of other land-based aspects of Bluebird K7 Festival that are proposed. These matters need to be considered through the Westmorland and Furness Safety Advisory Group and Strategic Visitor Management Group who will authorise the relevant licences for Traffic Regulation Orders, food and hygiene, noise, etc.</p> <p>B. Environmental:</p>

	<p>1. Invasive species The event organisers have confirmed both boats will be washed and checked for invasive species before launching.</p> <p>2. Emissions and noise Consideration has been given to the impact of the boat engines on the tranquillity of the local area. The exemption is for 8 runs (one run is both north to south and then back again) per day, for a total of 8 days. This equates to a maximum of 128 lengths (64 runs) of Coniston Lake over the 8 days.</p> <p>Each length of the lake in Bluebird K7 would take approximately 2 to 3 minutes, if travelling between 120 to 150 mph. This would mean for each day (if the total of 16 lengths (8 runs) were completed, Bluebird K7 would be operated at high speed between 32 and 48 minutes. As the high-speed events will only take place between 9am and 6pm (9 hours period) the total period of noise disturbance for each day will be between 6 to 9 %. But this period of disturbed noise will be reduced for any people stationary along the lakeshore areas.</p> <p>It is accepted there will be some noise disturbance, to anyone enjoying the lakeshore areas of Coniston, and the land besides the lake during this event. It is anticipated this noise disturbance would be for up to 30 seconds for anyone stationary on the lakeshore for each run north to south or south to north. This is similar in noise disturbance time to an RAF Jet Plane travelling the length of Coniston. Albeit the sound levels would be a little higher for a jet plane and the noise disturbance would equate to up to 8 minutes per day (assuming the noise is heard for 30 seconds per length of the lake and up to 16 lengths per day are completed).</p> <p>The regulations the event runs under requires noise testing to take place during the event and this will be done. The emissions from the boats are negligible and only one boat will be allowed on the course at any one time to reduce any potential pollution risks and noise.</p> <p>3. Wildlife Both boats will only operate within the designated area of the lake to minimise any potential disturbance to wildlife. To minimise the disturbance to wildlife the boats will run during the daylight</p>
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hours of 8am and 6pm. The course is set in the deeper water in the middle of the lake to reduce the impact to any wildlife on the shoreline.

Consultation Feedback:

One consultee commented that the noise pollution would be substantial but felt this would be mitigated due to the limited number of runs and the K7 and K3 being run separately.

- *Officer response – the noise levels will be monitored and there will only one boat running at a time which will limit any potential noise.*

One consultee commented ‘It is clear that the involvement of a professional event organiser shows a commitment to developing an event that will put safety and efficient organisation at the heart of the event. There are some issues that are yet to be determined, however, we have been assured that this is because the eventual date of the event has not yet been identified. If the exemption is allowed planning to address these issues will proceed’.

- *Officer response – a condition for the exemption will be that the organisers update the Safety Advisory Group on any additional safety aspects of the Bluebird Festival that don’t involve the water side of the event.*

One consultee commented on the refuelling points ‘it does look as if these are water-based stations, with the risk assessment referring to refuel boats. We note that fuel and oil spill kits (which we would expect to contain both absorbent mats and booms / bunds) will be present on each refuelling boat. Ideally to minimise impacts on water quality and wildlife shore-based refuelling is preferred, with stations based and at least 10 meters from the water’s edge on hard standing and away from drains.

- *Officer response – this will be checked with the applicant, and a condition relating to the refuelling highlighted in the recommendation.*

One consultee commented that there was no reference to INNS and biosecurity measures required.

- *Officer response - this is highlighted in their response to Question 5 in the Environmental protection section of their application.*

One consultee commented ‘it is GSCE week and there will be local children revising for exams. Additional noise pollution and activity may be detrimental’.

- *Officer response - noise levels will be monitored and only one boat will run at a time which will reduce any potential noise pollution.*

C. Duration and dates of event:

The application period is from Sunday 10 May until Sunday 17 May 2026.

The timetable is from 09:00hrs until 18:00hrs. The running of the K7 is very weather dependent, and it is difficult to say when the boat will be run on a particular day. If the weather conditions are perfect, there will be a maximum of 8 runs per day (1 run is a trip north to south and south to north).

Consultation feedback:

One consultee commented that ‘the noise pollution will be substantial, but the limited schedule of runs should mitigate its effect’

- *Officer response - noise levels will be monitored and only one boat will run at a time which will reduce any potential noise pollution.*

One consultee commented that ‘the organiser has indicated that managing the event in such a way that minimises the impact on the local community is a priority. They are very aware that the area has finite parking, road capacity, limited public transport, etc and they are exploring options to manage these effectively They are especially aware that the event occurs during GCSE examinations and will be doing all they can to minimise/eliminate distractions.

Officer response - this will be a condition and requirement from the Safety Advisory Group.

One consultee commented ‘the events management company employed by the organisers appear to be very experienced and initial documentation demonstrates that reasonable thought and preparation has been given to the siting and structure of the location and event area.

D. Location and timing:

A course plan has been provided along with the siting of safety boats, marshalling points and support craft. A site plan showing where the event control, toilets, first aid, sponsor and market area,

		<p>hospitality and VIP dining, parking for officials and helicopter landing site has also been provided and has been consulted upon.</p> <p>The event is taking place outside the main holiday period or Bank Holiday weekend. The water element of the event will run between the hours of 9am and 6pm.</p> <p>Consultation feedback:</p> <p>One consultee commented ‘the organisation of the event on the lake is very professional and well thought through. The organisation of the concerts is still a ‘work in progress’, however, the Parish Council has been assured that the management of this element of the celebration will be done sensitively and efficiently. Issues such as ‘noise spillage’, parking, park and ride, etc are to be addressed, as such the Parish Council is keen to be kept informed of developments.</p> <ul style="list-style-type: none">• <i>Officer response – the additional feedback regarding the potential impacts relating to the concerts will be fed back to the Safety Advisory Group.</i> <p>One consultee commented ‘the events management company employed by the organisers appear to be very experienced and initial documentation demonstrates that reasonable thought and preparation has been given to the siting and structure of the location and event area’.</p> <p>E. Communications:</p> <p>The applicant is in communication with the Gondola, Coniston Launch, Coniston Boating Centre, Coniston Water Association user group and Parish Councils to make sure the event doesn’t impact on their activities.</p> <p>There will be a dedicated website (www.bluebirdk7thefestival.co.uk) and social media presence for the event via a Bluebird K7 – The Festival Facebook page. There will also be posters and signs in the area, in addition to local and national press coverage.</p>
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		<p>Westmorland and Furness Council will require a final communication and engagement plan for the Bluebird K7 Festival. To feed into this a sub-communication working group has been established and will have its first meeting on 19 November 2025.</p> <p>The applicant is working with relevant landowners to identify and agree public viewing areas and signage to promote these.</p> <p>Consultation feedback:</p> <p>There was limited feedback on this.</p> <p>Strategic policy delivery and benefits:</p> <p>The proposal satisfies Coniston Water 2020 byelaws 'the use of a Power Driven Vessel by any person under the provisions of byelaw 6, either individually or collectively through another organisation and subject to such conditions as the Authority see fit, shall not be deemed an offence against these byelaws'.</p> <p>Local business will derive some benefit as the event is expected to bring lots of visitors to the area to watch the Bluebird K7 and K3 run and they may require food and accommodation.</p> <p>Consultation feedback:</p> <p>Consultees did not provide any comment on this.</p>
15	Conclusion	<p>The application period is from Sunday 10 May until Sunday 17 May 2026.</p> <p>The event exemption application relating to running the Bluebird K7 and K3 is thorough, and the safety and environmental issues have been considered. Consultees were generally supportive of the application. There was one concern regarding a potential pollution incident relating to refuelling the boats which will be minimised by including a condition on how boats are refuelled in the recommendation.</p>

		<p>Regard has been had to the special qualities of the National Park and attributes of the World Heritage Site, particularly those relating to quiet enjoyment, a long tradition of tourism and outdoor activities, wealth of habitats and wildlife, and a world class cultural landscape. The running of this event is felt to further aspects of these special qualities, whilst conditions imposed can help minimise impact on other special qualities, namely quiet enjoyment and wealth of habitats and wildlife, including water quality.</p> <p>The risk assessment and potential environmental impacts have been reviewed and deemed to be appropriate subject to the amendment being made to how the boats will be refuelled. This application cannot consider other land-based events being organised to align with the running of Bluebird K7, including any concerts. A draft event safety management plan has been included and is being developed for the wider Bluebird K7 Festival which is being discussed through the Westmorland and Furness Safety Advisory Group.</p> <p>However, it is important for us to consider expected numbers of spectators, estimated at 20,000 a day. A traffic management plan is being developed by the specialist traffic management company Chevron. There is ongoing communication taking place with the local community and key stakeholders including other commercial organisations on the lake and lake users. A marketing plan has been developed and sub-communications working group established to ensure all lake users (both existing and visiting) and local community are aware of the Bluebird K7 Festival and where required will have direct communication channels with the key stakeholders.</p> <p>Consultees are overall supportive of the application and their concerns focused on minimising the impact of noise and disruption for locals, including travel and traffic from the festival and concerts. There were also some comments regarding how the event could potentially impact on school children doing their GCSE exams. Further work needs to be done on this by the applicant to ensure the event has a minimal negative impact on the local community and other lake users. Additionally further work is needed to ensure appropriate management of all spectators, not just those attracted to Coniston Village, but to those who wish to view from along both eastern and western Coniston shorelines.</p>
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		<p>Other key factors in evaluating this exemption are – duration of activity, time of day, and day of week, proximity to public / school holidays, safety measures, environmental impact issues and mitigation.</p>
<p>D. Decision.</p>		
<p>16</p>	<p>Recommendation and conditions (where relevant)</p>	<p>RECOMMENDATION: We approve the exemption for the running of the Bluebird K7 and K3.</p> <p>Proposed conditions: The approval for the exemption for the Bluebird K7 and K3 is subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The application period is from Sunday 10 May until Sunday 17 May 2026. <p>The timetable on the water is from 9am until 6pm and there will be a maximum of 8 runs per day (1 run is a trip north to south and south to north) for the K7 and K3. The course, number of rescue boats, driver qualifications, safety support.</p> <p>Reason: To avoid the event taking place during the school holidays and minimise the impact on lake users.</p> <ol style="list-style-type: none"> 2. A member of the Lake Ranger Team or Coniston Boating Centre staff attends the safety briefings, the days the Bluebird K7 and K3 are run on Coniston Water and monitors overall exemption compliance. The cost of this provision will be met by the event organiser. <p>Reason: To ensure the attempts run smoothly and resolves any issues to ensure the Byelaws and conditions are adhered to, and lake users are not adversely impacted. This allows any issues to be addressed and monitored and allows feedback to be provided.</p> <ol style="list-style-type: none"> 3. To address any potential safety concerns and lack of awareness where the Bluebird K7 and K3 will be run on the Coniston Water the applicant provides a list of lake users and business that have been contacted and highlights any feedback or issues raised. This will be provided by 28 February 2026 to allow time for any issues to be addressed by the applicant.

		<p>Reason: To ensure there has been contact with the nearby outdoor centre users, Sailing Club, campsites and other lake users to ensure they are aware of the event and the Bluebird K7 and K3 attempts run smoothly.</p> <p>4. By 31 January 2026 provide written confirmation there has been contact with the Gondola and Coniston Launch, and whether the event will impact on their timetable, and if so, how this will be managed by the applicant.</p> <p>Reason: To ensure commercial operators are still able to operate, and the Bluebird K7 and K3 attempts run smoothly.</p> <p>5. All 'warm up' activity prior to the Bluebird K7 and K3 runs is done within the same geographical area and the exceeding of the 10mph speed limit only occurs within the marked course.</p> <p>Reason: To reduce any potential impact on other lake users and disturbance of silt in the shallower areas of the lake.</p> <p>6. The results of the noise testing is shared with the Authority. The applicant works with Westmorland and Furness Environmental Health team to assess the noise implications associated with the event and provide noise level records to the LDNPA within six weeks after the event.</p> <p>Reason: To ensure the noise from each event is within acceptable levels for Westmorland and Furness Council.</p> <p>7. Biosecurity measures are implemented in relation to any kit and footwear before and after the entering the water and washing facilities should be provided</p> <p>Reason: To reduce the impact of invasive species entering Coniston Water.</p> <p>8. Full spill kits (absorbent pads, bunds, etc) are included in the planning for any on water incidents such as collisions or other accidents, and boat fuel lines and other condition checks are carried out</p>
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		<p>prior to the vessels entering the water. Refuelling is done on the jetty with full spill kits used and boom surrounding the boats.</p> <p>Reason: to reduce potential pollution incidents in Coniston Water.</p> <p>9. The applicant provides further details of all the land viewing areas, car parking that has been secured, park and ride locations with their capacity, proposed road access routes for visitors and any proposed Temporary Traffic Regulation Orders (TTROs) required for running the Bluebird K7 and K3. The agreed locations are provided on a map, with an example of the signage to promote the viewing and parking areas. The proposed Traffic Management Plan, including the parking plan and park and ride plan, should be provided by 1 January 2026 to Westmorland and Furness Safety Advisory Group. Any TTRO applications should be submitted to Westmorland and Furness Council by 31st January 2026.</p> <p>Reason: To reduce any potential impact on the local community and ensure people know where they can park and watch the Bluebird K7 and K3 runs.</p> <p>10. The event organisers submit a communication and marketing plan to this Authority by 31 January 2026, which includes how the traffic management will be promoted. This should be signed off two months before the running of the event.</p> <p>Reason: To ensure all agencies, the local community and key stakeholders are aware of the event and are aware how any potential impact is being managed.</p> <p>11. The event organisers produce a questionnaire to gather feedback on the event from lake users, residents, local businesses, spectators on the water and land. The content and methodology for undertaking this survey is confirmed with this Authority before it is carried out. The results from the survey will be summarised in a table and provided to the Authority within two months of the event concluding.</p> <p>Reason: To capture and evaluate the benefits and impacts of the event</p>
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		<p>INFORMATIVE: This consent (if approved) is for the purposes of an exemption to the speed limit imposed by the Coniston Water Byelaws only. The LDNPA accepts no responsibility for the Event. The Event Organiser must ensure the safety of both participants and members of the public during the Event and at all times maintain in force an insurance policy of sufficient value to cover all risks.</p>
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