

Questions:

So many people have questions about what is currently happening on Lindow Moss. Seeing all those lorries carting away peat looks absolutely dreadful and many of the people we have spoken to have been really concerned. So, today, we asked the ecologist overseeing the restoration some of the very direct questions that we have been asked. Here are his responses:

- 1) If the peat is of sufficient quality to be exported for use as a growing medium, why cannot it be used for restoration on the Moss itself? **The requirements for horticultural peat and peat in restoration are completely different. The ridged peat that is being removed has been on the heads for 2 or 3 years and is partially dried. For restoration we need wet, as dug peat.**

- 2) If the ditches within the Compartments have to be filled, why can't the surface peat (peat spoil) be used for that purpose? **We will use wet, as dug peat for this. The partially dried peat would provide channels for water drainage, which is not desirable.**

- 3) Does the survey of surface levels have to be that precise - surely it's possible to survey the levels without taking away the peat? **Realistically no, as we have to provide level surface for each compartment with water at surface level. We cannot have pools of water owing to the risk of bird strike at Manchester Airport.**

- 4) Bund construction within the compartments will require a lot of peat - why can't the peat spoil be used for bund construction? **As above we need to use wet peat, as dug. Also, we will take the peat from adjacent to the bunds as part of the levelling process, not haul around the site. Finally, we need it moving before the survey, and we don't know where it needs to go until we have the survey results.**

- 5) If the surface peat in Compartment 5 is so difficult to remove, why not leave it in place and use it for restoration? Surely, even this material could be used for drain blocking? **It is difficult to move because of the ground conditions, but that does not alter the fact that it is partially dried.**

- 5) Will the excavation of in-situ peat for bund construction reduce the overall peat depth (which is critical for restoration to raised bog), and leave behind large water filled hollows? **It will inevitably reduce the depth, but not to a significant degree as bund construction will be part of the levelling operation. We cannot have water filled hollows owing to Manchester airport.**

- 6) Will we find that there is not enough residual peat to carry through the restoration plan, and that will open the way for importation of inert waste material (perhaps from Saltersley Hall) for drain blocking and bund construction? **No, that would be ridiculous.**

We have also been asked what on earth Manchester Airport has to do with it. Manchester Airport responded to the restoration plan when it was agreed in 2015 and you can find the following in the published plan <https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s67331/15%200064M.pdf>

Aviation Safety

The areas of open water in the restoration proposals have been significantly reduced by 85% following concerns raised by Manchester Airport over the potential for bird strike associated with large areas of open water which could provide habitat for waterfowl and waders. There remains the potential for some risk of bird strike associated with the areas of reedbed. Monitoring is therefore proposed on a compartment by compartment basis, and should increased bird activity be identified, mitigation measures would be submitted for approval to Manchester Airport to address this. Subject to securing a bird hazard risk assessment and management plan, no objections are raised by Manchester Airport.