



Amey



# M90 9-10 Bridge of Earn

Supporting Information - Marine Licence  
Application

December 2025

# Document Control Sheet

<b>REPORT TITLE:</b>	M90 9-10 Bridge of Earn
<b>PROJECT NAME:</b>	Supporting Information - Marine Licence Application

REVISION	PREPARED	CHECKED	APPROVED
First issue	Name: Hannah Craig [Redacted] Date: 06/10/2025	Name: Ruari Kaylor [Redacted] Date: 28/11/2025	Name: Heather Ather [Redacted] Date: 03/12/2025

# Contents

<b>1. Introduction</b> .....	<b>2</b>
1.1. Document Scope .....	2
1.2. Location .....	2
<b>2. Marine Policy Assessment</b> .....	<b>5</b>
2.2. GEN 1 General Planning Principle .....	5
2.3. GEN 5 Climate Change .....	5
2.4. GEN 6 Historic Environment.....	5
2.5. GEN 7 Landscape/Seascape .....	6
2.6. GEN 8 Coastal Process and Flooding.....	6
2.7. GEN 9 Natural Heritage.....	6
2.8. GEN 10 Invasive Non-Native Species.....	7
2.9. GEN 11 Marine Litter.....	7
2.10. GEN 12 Water Quality and Resource .....	7
2.11. GEN 13 Noise.....	8
2.12. GEN 14 Air Quality .....	8
<b>3. Consultation Correspondence</b> .....	<b>9</b>

# 1. Introduction

## 1.1. Document Scope

- 1.1.1 This report has been prepared by Amey Consulting, on behalf of Transport Scotland to support the Marine Licence application for the proposed works at M90 9-10 25 Bridge of Earn.
- 1.1.2 Detailed within this document is a marine policy assessment, evidence of consultation correspondence and photographs of the proposed works location.

## 1.2. Location

- 1.2.1 The M90 9-10 25 Bridge of Earn spans the River Earn, located to the southeast of Perth, Perth & Kinross (Figure 1). The bridge is a continuous three-span steel-concrete composite deck structure, constructed between 1819-22 by James Jardine.
- 1.2.2 A typical view taken from the northbound carriageway looking south is presented in Figure 2, and a typical view taken from the northbound carriageway looking north is presented in Figure 3.

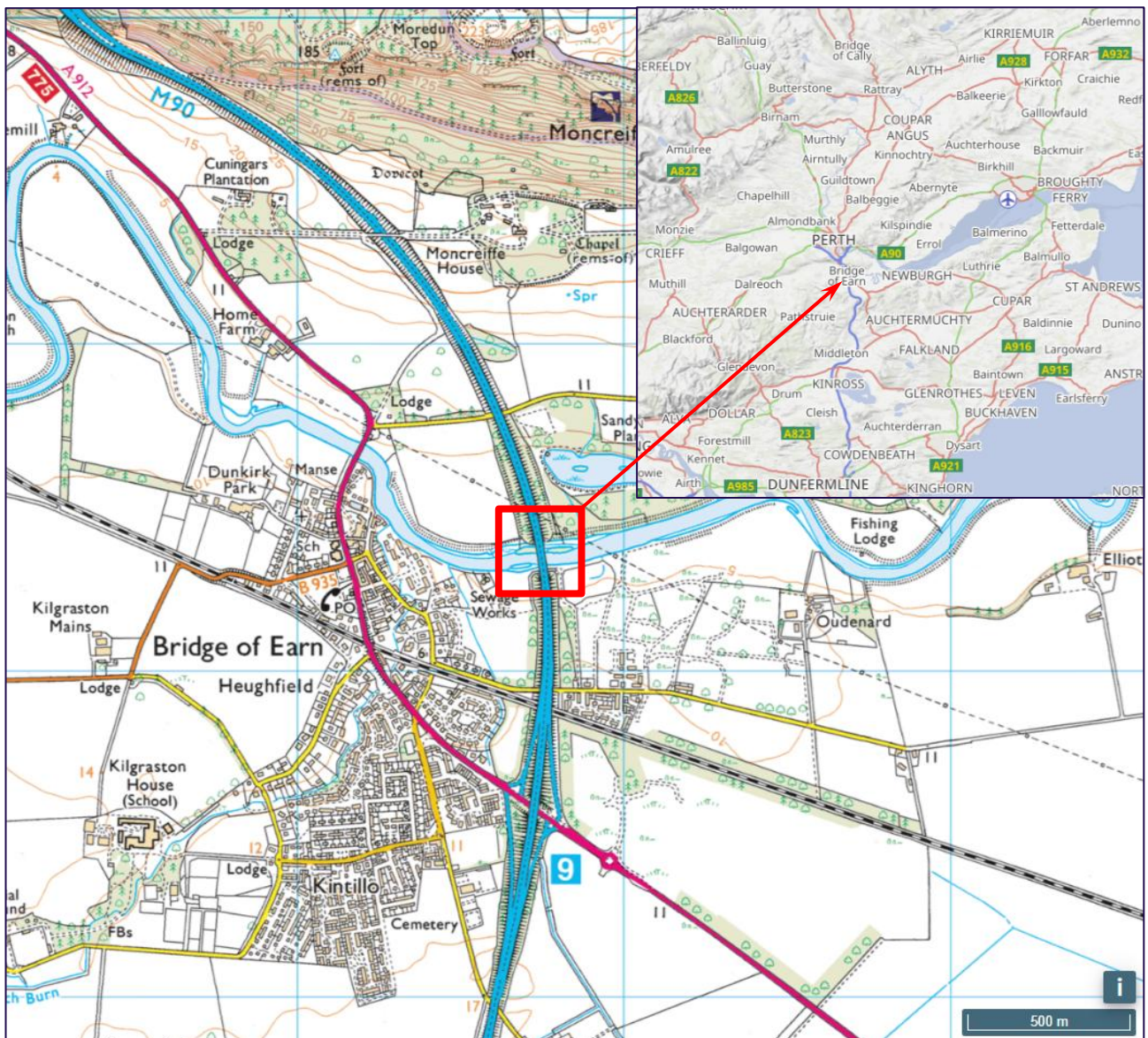


Figure 1. Scheme Location Map. © Crown copyright and database rights 2025. OS Licence number 100023385.



Figure 2. Typical view of the carriageway and structure facing south.



Figure 3. Typical view of the carriageway and bridge facing north.



*Figure 4. Upstream view of the River Earn, as taken from the M90 9-10 Bridge of Earn.*

## 2. Marine Policy Assessment

2.1.1 The following information provides an assessment of the proposal against the relevant policies of Scotland's National Marine Plan (SNMP)<sup>1</sup> as required by Section 10 of the Marine Licence Application Form for Construction Projects.

### 2.2. GEN 1 General Planning Principle

2.2.1 *"There is a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of this Plan."*

#### Assessment of Compliance

- 2.2.2 The principle of the proposed works seek to maintain the existing structure through essential maintenance and will contribute to the long-term use of the existing structure within the marine environment. This will ensure its safety and continued operation as a key network route (M90).
- 2.2.3 Overall, it is considered that the proposed works are consistent with the policies and objectives of SNMP and as such is considered to be **compliant with Policy GEN 1** of the SNMP.

### 2.3. GEN 5 Climate Change

2.3.1 *"Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change."*

#### Assessment of Compliance

- 2.3.2 Compared to the do-minimum scenario where the project is not taken forward, greenhouse gas (GHG) emissions are not expected to increase as a result of the proposed works. The principle of the proposed works in maintaining an existing asset to ensure its long-term use is consistent with the objectives for climate change mitigation and adaptation identified at a national scale with respect to using existing assets, i.e. the M90 9-10 Bridge of Earn.
- 2.3.3 Additionally, at operation the proposed works will not increase the daily traffic flows, average speeds of road traffic or have any effect on GHG emissions.
- 2.3.4 As such, the proposed works are considered to be **compliant with Policy GEN 5** of the SNMP.

### 2.4. GEN 6 Historic Environment

2.4.1 *"Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance."*

#### Assessment of Compliance

- 2.4.2 The M90 9-10 Bridge of Earn is a non-designated Canmore feature<sup>2</sup>. The proposed works are necessary to provide maintain the structure and largely consist of like-for-like replacements and repairs.
- 2.4.3 As the proposed works seek to maintain the existing structure and its cultural integrity, they will contribute to the long-term use of the structure and preserve it as a heritage asset. Furthermore, the proposed works are not anticipated to compromise the historical, architectural, and cultural value of the bridge.
- 2.4.4 Consultation has been undertaken with Perth and Kinross Heritage Trust Team, who had no comments to make with regard to proposals. Refer to Appendix C for consultation correspondence.
- 2.4.5 As such, the proposed works are considered to be **complaint with Policy GEN 6** of the SNMP.

---

<sup>1</sup> [Contents - Scotland's National Marine Plan - gov.scot \(www.gov.scot\)](#) (Accessed 1/12/2025)

<sup>2</sup> [Pastmap | PastMap](#) (Accessed 1/12/2025)

## 2.5. GEN 7 Landscape/Seascape

2.5.1 *“Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape, and visual impacts into account.”*

### Assessment of Compliance

2.5.2 The proposed works comprise of maintenance of the existing structure, largely with like-for-like replacements of existing features and components. The structure is not located within, or visible to or from an area designated for its landscape quality. As such, there are no anticipated significant effects upon the landscape/seascape.

2.5.3 As such, the proposed works are considered to be **complaint with Policy GEN 7** of the SNMP.

## 2.6. GEN 8 Coastal Process and Flooding

2.6.1 *“Developments and activities in the marine environment should be resilient to coastal change and flooding and not have unacceptable adverse impact on coastal processes or contribute to coastal flooding.”*

### Assessment of Compliance

2.6.2 The M90 carriageway within the scheme extents is identified at a high (10%) change of pluvial flooding annually<sup>3</sup>, and the River Earn beneath the structure has a high fluvial and coastal flood risk. However, the proposed works comprise of maintenance of the existing M90 9-10 Bridge of Earn structure and therefore not giving rise to potential impacts on coastal processes, or contribution to flood risk. There will be continued free movement of tidal waters in the surrounding water environment, with no works within the River Earn beneath.

2.6.3 As such the proposed works are considered to be **compliant with Policy GEN 8** of the SNMP.

## 2.7. GEN 9 Natural Heritage

2.7.1 *“Development and use of the marine environment must: (a) Comply with legal requirements for protected areas and protected species; (b) Not result in significant impact on the national status of Priority Marine Features; and (c) Protect and, where appropriate, enhance the health of the marine area.”*

### Assessment of Compliance

2.7.2 The works are not wholly, or partly located within a statutory designated site, however, the structure spans the River Earn, which has hydrological connectivity to the River Tay, and the following European sites:

- River Tay Special Area of Conservation (SAC) (NatureScot Site Code: 8366<sup>4</sup>; EU Code: UK0030312).
- Firth of Tay and Eden Estuary SAC (NatureScot Site Code: 8257<sup>5</sup>; EU Code: UK0030311).
- Firth of Tay and Eden Estuary Special Protection Area (SPA) (NatureScot Site Code: 8501<sup>6</sup>; EU Code: UK9004121).
- Firth of Tay and Eden Estuary Ramsar (NatureScot Site Code: 8425<sup>7</sup>; EU Code: UK13018 respectively).

2.7.3 These designated sites are all located at the confluence of the River Earn with the River Tay, approximately 10km downstream.

2.7.4 A detailed consideration of the potential for any likely significant effects on the European sites, as required under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) has been undertaken within

<sup>3</sup> [Flood Maps | SEPA - Flood Maps | SEPA](#) (Accessed 1/12/2025)

<sup>4</sup> [SiteLink - River Tay SAC](#) (Accessed 1/12/2025)

<sup>5</sup> [SiteLink - Firth of Tay and Eden Estuary SAC](#) (Accessed 1/12/2025)

<sup>6</sup> [SiteLink - Firth of Tay and Eden Estuary SPA](#) (Accessed 1/12/2025)

<sup>7</sup> [SiteLink - Firth of Tay and Eden Estuary RAMSAR](#) (Accessed 1/12/2025)

the Habitats Regulations Stage 1 Screening Assessment for the proposed works on the M90 9-10 Bridge of Earn. No Likely Significant Effects were concluded on the European sites as a result of the proposed works as detailed in *Stage 1 Screening HRA Report M90 9-10 Bridge of Earn* document to support the marine licence application).

2.7.5 With regard to Priority Marine Features (PMFs), the nature of the works will not result in underwater noise or cause disturbance within the River Earn beneath the works area. Therefore, there is no anticipated impact to PMFs within territorial waters such as mammals, fish, shellfish, and other invertebrates.

2.7.6 As such, the works are considered to be **complaint with Policy GEN 9** of the SNMP.

## 2.8. GEN 10 Invasive Non-Native Species

2.8.1 *“Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made.”*

### Assessment of Compliance

2.8.2 There are records of invasive non-native species (INNS) within 1km of the M90 9-10 Bridge<sup>8</sup>, however, all works are contained to the existing structure, with access from the existing road network with no requirement for marine vessels/equipment, thus reducing potential pathways for transfer of INNS and non-native marine species.

2.8.3 As such the proposed works are considered to be **compliant with Policy GEN 10** of the SNMP.

## 2.9. GEN 11 Marine Litter

2.9.1 *“Developers, users and those accessing the marine environment must take measures to address marine litter where appropriate. Reduction of litter must be taken into account by decision makers.”*

### Assessment of Compliance

2.9.2 Appropriate, full containment and other pollution prevention and control measures will be implemented to prevent pollution or debris from entering the water environment. This may be via the use of drain covers or similar to ensure full segregation of the works from the road drainage system. This will also include a fully encapsulated/contained works area during the hydrodemolition process, such as plastic sheeting or scaffolding and associated waste collection areas.

2.9.3 Each suite of works will be assessed individually within an Environmental Scoping Assessment, carried out prior to each works activity. Such reports will be undertaken in accordance with North East Scottish Trunk Road Network Management Contract, the Environment and Sustainability discipline of the Design Manual for Roads and Bridges (DMRB), Environmental Impact Assessment (Scotland) Regulations 1999 (as amended) and The Roads (Scotland) Act 1984. Any additional mitigation measures identified specific to each activity will be agreed with the appointed Contractor(s) and implemented throughout the construction phases.

2.9.4 No deposits or removals below mean high-water springs (MHWS) are required as part of the proposed works.

2.9.5 As such the proposed works are considered to be **compliant with Policy GEN 11** of the SNMP.

## 2.10. GEN 12 Water Quality and Resource

2.10.1 *“Developments and activities should not result in a deterioration of the quality of waters to which the Water Framework Directive (WFD), Marine Strategy Framework Directive or other related Directives apply.”*

---

<sup>8</sup> [Explore Your Area | NBN Atlas](#) (Accessed 1/12/2025)

## Assessment of Compliance

- 2.10.2 The River Earn, located beneath the proposed work area is a classified watercourse under the Water Framework Directive (WFD), with 'Good' ecological potential and water quality<sup>9</sup>. Best practice and site-specific pollution measures, including spill response procedures and containment measures will be in place to prevent potential contamination of the River Earn, and surrounding water environment. These measures and mitigations will ensure no adverse impact or deterioration to the River Earn's WFD status.
- 2.10.3 Furthermore, no deposits or removals below mean high-water springs (MHWS) are required as part of the proposed works.
- 2.10.4 As such the proposed works are considered to be **compliant with Policy GEN 12** of the SNMP.

## 2.11. GEN 13 Noise

- 2.11.1 *"Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects."*

### Assessment of Compliance

- 2.11.2 Construction activities and working methods associated with the proposed works including resurfacing, concrete repairs, hydroblasting etc. have the potential to cause noise and vibration impacts through the use of machinery and construction vehicles. However, the nature of the works will not result in underwater noise.
- 2.11.3 Best practice and construction mitigation measures to minimise the effects of noise and vibration on wildlife and noise-sensitive receptors will be in place. Following best practice and mitigation measures it is considered that any adverse noise or vibration effects associated with construction of the proposed works are unlikely to be significant.
- 2.11.4 As such, the works are considered to be **complaint with Policy GEN 13** of the SNMP.

## 2.12. GEN 14 Air Quality

- 2.12.1 *"Development and use of the marine environment should not result in the deterioration of air quality and should not breach any statutory air quality limits."*

### Assessment of Compliance

- 2.12.2 Existing baseline air quality surrounding the scheme extents is likely to be influenced by traffic flow along the M90 trunk road. Secondary sources are likely from agricultural, residential and rail activities. There is potential for congestion and resulting increased emissions from traffic management arrangements during the construction phase.
- 2.12.3 With best practice measures followed from the Institute of Air Quality Management<sup>10</sup> and further dust control and mitigation measures, no significant air quality impacts are anticipated.
- 2.12.4 Due to the nature of the works, operationally, there will be no significant air quality effects as traffic flow, speed and composition of vehicles on the carriageway will not be impacted/changed, thus increased vehicle emissions and pollutant release is not anticipated.
- 2.12.5 As such the proposed works are considered to be **compliant with Policy GEN 14** of the SNMP.

---

<sup>9</sup> [Water Classification Hub](#) (Accessed 1/12/2025)

<sup>10</sup> [Construction-Dust-Guidance-Jan-2024.pdf](#) (Accessed 1/12/2025)

**From:** [REDACTED]@amey.co.uk>  
**Sent on:** Tuesday, June 10, 2025 12:31:14 PM  
**To:** info@pkht.org.uk  
**CC:** [REDACTED]@amey.co.uk>  
**Subject:** [Pending]Heritage Enquiry - M90 9-10 Bridge of Earn

Good afternoon,

I am in contact from Amey Consulting Environmental Team regarding a cultural heritage enquiry for the M90 9-10 Bridge of Earn. Amey, on behalf of Transport Scotland are proposing to undertake a programme of bridge refurbishment and various ongoing maintenance works to the structure. These works are required to maintain its structural integrity, ensure the safety of road users, and mitigate the risk of progressive deterioration. The proposed activities include:

- Investigations and testing (of asbestos, concrete, trial holes)
- Carriageway resurfacing.
- Steel repairs and strengthening.
- Internal and external painting.
- Replacement of bridge deck waterproofing.
- Replacement of gullies and drainage system.
- Concrete works to the abutment and parapet.
- Safety barrier and restraint system upgrades.

As part of our environmental assessment we have noted that the bridge is recorded as a Canmore feature (**Bridge of Earn, Motorway Bridge - Canmore ID: 113180**) located at the National Grid Reference NO 1374 1839.

Given the nature of the outlined works, generally consisting of maintenance to the structure we do not anticipate any direct impact on the bridge as a heritage feature. However, we would appreciate any guidance you may have regarding appropriate mitigation measures. Should you require any more information please get in touch.

Kind regards,  
[REDACTED]

### 3. Consultation Correspondence

Consultation has been undertaken with Perth and Kinross Heritage Trust Team.

---

**From:** [REDACTED]@pkht.org.uk>  
**Sent on:** Tuesday, June 10, 2025 6:17:28 PM  
**To:** [REDACTED]@amey.co.uk>  
**Subject:** RE: Heritage Enquiry - M90 9-10 Bridge of Earn

**Follow up:** Follow up

**Start date:** Sunday, June 15, 2025 12:00:00 AM

**Due date:** Sunday, June 15, 2025 12:00:00 AM

You don't often get email

[earn why this is important](#)

**WARNING:** This email originated from outside of Amey Limited. Exercise caution when opening attachments or clicking links, especially from unknown senders. If you suspect this message is not legitimate, report it to the **Phishing mailbox**.

Hello [REDACTED]

Thank you for your email. I think we have already been consulted on this, as such we have no comment to make on the scheme as there will likely be no impact on the bridge.

Kind regards,  
[REDACTED]