



# Removal of the Old Scamander Bridge

On Monday, June 26 2017, the Department of State Growth and Break O'Day Council held a community forum to discuss the future of the Old Scamander Bridge.

More than 40 people attended the forum where the Department of State Growth's General Manager of State Roads, Shane Gregory explained to the community the current state of the bridge, the works required and the cost to keep the bridge in place as well as outlining their options for the bridge.

Once the condition of the bridge, the costs and potential risks of keeping the bridge were understood, an overwhelming majority of attendees voted to remove the bridge and instead form a steering committee tasked with developing conceptual ideas for the southern foreshore of the river. This was to include historic information regarding, not just the iron bridge, but the six bridges that came before.

The following information aims to shed some light as to how this decision was reached.

## What is the current condition of the bridge?

In 2012, the Department of State Growth engaged Aldanmark Consulting Engineers to complete a detailed structural inspection and assessment of the Old Scamander Bridge. This investigation identified corrosion throughout the structure. A second inspection of the bridge was completed by Jacobs Group (Australia) Pty Ltd in 2016.

These reports found the bridge would require significant works to make it safe, including but not limited to the following:

- Removal of the lead paint on the bridge, using shrouding to avoid environmental contamination;
- Strengthening of a number of trusses due to damaged or cracked welds;
- Replacement of other trusses due to corrosion, including the majority of southern side diagonal bracing;
- Installation of a handrail for pedestrian access;
- Concrete repairs to the deck of the bridge, pylons and piers;
- Repairs to the block work on the bridge approaches, and installation of safety fencing;
- Installation of stub columns to support the existing heavily corroded bridge bearings.

## How much would it cost to keep the bridge?

In order for the bridge to be retained, a number of short-term and long-term remedial repairs would be required to address the issues above. Short-term repairs (to ensure the bridge was safe for pedestrian access) have been estimated at \$30,000, with long-term repairs, including repairs to the superstructure and substructure, estimated at \$2.12 million. State Growth said they would contribute \$1 million towards the works with Break O'Day Council and the community footing the rest of the costs now and into the future.

## If the bridge is repaired, could something be built on the bridge (such as a café or hotel)?

No. The works to refurbish the bridge would only allow for it to be used for pedestrian traffic and a load limit would be put in place.

## Why can't the bridge be heritage listed?

The bridge has been nominated for listing on the Tasmanian Heritage Register (THR), however the likelihood of it being accepted is low. The bridge is the second oldest Pratt truss bridge in Australia and was designed by prominent Tasmanian engineer Sir Allan Knight, however Sir Allan Knight also designed the Bridgewater Bridge (which is already listed on the THR).