



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-3

Annual Plan Action Description:

Prepare a scoping paper and lobby State Government to secure veterinary services for the Furneaux Group to support population growth.

Date presented to Council:

Matter has been workshopped numerous times and the following is the minute from the July 2018 Council meeting:

176.07.2018 Moved: Cr G Willis Seconded: Cr K Stockton

That Council:

1. Adopts the report entitled 'Support for procurement of veterinary services; (Annexure 15); and
2. Lobbies the State Government, via the Minister for Department of Primary Industries, Parks, Water and the Environment (DPIPWE), The Hon Sarah Courtney, to take action to secure a full time veterinary service on Flinders Island by either one of the following two options:

i Develop, maintain and operate a veterinary practice and service; or

ii Provide the buildings and equipment for a sustainable veterinary practice which is then leased to an external provider.

CARRIED UNANIMOUSLY (6-0)

BRIEF – Basic description of the history of the Task on hand:

Over a number of years Council have inadvertently been involved with the issue of veterinarian services to the Island – usually when things go wrong. There is quite a collation of issues that have arisen when the local vet is not available. The State Gov, at one point, ensured that a locum would be provided to provide for leave cover, but this was short lived. The current vet is has advised Council, numerous times, that he will not be staying on as a vet for long. In fact, he is a private vet after hours only, as he is employed by BioSecurity Tasmania on a full time basis as a biosecurity officer.

Biosecurity has advised that if the current vet were to leave, they would not provide their clinic for the use of a future vet. This brings up a number of issues, including, but not limited to:

- Building a new clinic;
- Attracting a new vet to the island; and
- Ensuring there is a feasible earning available to a new vet so that they stay on.

As well as the livability issues around the topic (people move to flinders for the wide-open space and the keeping of animals etc.), there is also an animal welfare issue here with a number of reports received about animals unable to be assisted until further help is available. Some had to be flown to another veterinarian in Tasmania or Victoria.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

This used to be a State Government responsibility and each area had a State Government appointed vet, but this is not longer the case.

OUTCOME DESIRED:

That the State Government (fund) and work with Council on obtaining a full time veterinarian and clinical service for the Island.

TIMING OF RESOLUTION:

ASAP

COST IMPLICATIONS:

Unknown.

LEVEL OF RISK (Low, Medium, High and explanation of why):

The risk of not having the service not only effects animal welfare but also those wishing to relocate to the Island. It has been noted by some that they would leave if no vet were available.



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-6

Annual Plan Action Description:

Investigate options for Council's land at North East River.

Date presented to Council:

Not formally presented to Council but discussed in various workshops.

BRIEF – Basic description of the history of the Task on hand:

When the Northern Tasmania 'Shack Sites' Program was enacted by Crown Land Services around 2005-2007, some shack sites were forced to be removed (around the north east of the State). North East River was one of the sites affected. To offset the issue, a portion of land was handed to Council to allow for Council to develop an area for camping or recreational use.

Some people assumed a camping spot on the land without notifying Council. This occurred for many years until a fire broke out and threatened the safety of those using the area. It then became well known that Council would no longer tolerate the use of the site.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

Council to direct officers toward desired outcome so that feasibility investigations may commence.

OUTCOME DESIRED:

Direction from Council.

TIMING OF RESOLUTION:

No timeframe.

COST IMPLICATIONS:

Unknown at this stage.

LEVEL OF RISK (Low, Medium, High and explanation of why):

The site is a risky site for illegal camping as it is heavily vegetated and in the summer months presents a risk to users. There is a real risk that some will still camp on the site in summer as the area is popular with locals.



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-12

Annual Plan Action Description:

In-house scoping of development of a wastewater pump-out treatment and disposal system for Flinders Island.

Date presented to Council:

Has been discussed at workshops for many years without formal presentation.

BRIEF – Basic description of the history of the Task on hand:

It's a topic high on the environmental agenda. We are an island of on-site waste water systems so where does the material that is pumped out of all of our septic tanks go (recommended 3 yearly)??

The matter hasn't fallen on deaf ears as it seems that each Council has acknowledged the need. We just don't have the budget to fund such a system. The State Government and TasWater have been lobbied (somewhat) but they are not interested. Multiple millions of dollars have been spent on the Island on treating water to service Whitemark and Lady Barron, whereas a waste water solution for the entire Island is still missing.

It's not only the septic tank pump out material that needs a suitable disposal system but also:

- The MPC (a registered truck must come from Tasmania to service and pump out their system);
- Parks toilets (they too require a registered truck and disposal system but try to make do without it); and
- Tavern (this old system can't be pumped out and gets overrun with sludge).

Lady Barron experienced some high bacteria levels in the recreational water sampling program early this year. We can only speculate that this may have been contributed to by failing septic tanks in the town.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

It is the responsibility of Council; however, Councils are hamstrung as they are a regulated entity under the Water and Sewerage Industry Act. TasWater is the only entity that can create a sewerage system. Council may provide a "reuse scheme". This basically means that Council cannot put infrastructure in the ground but can install a system (usually of ponds) that may direct treated water for "reuse" to another area.

OUTCOME DESIRED:

The desired outcomes are:

1. That TasWater would develop a scheme to treat all septic waste generated on the Island.
2. That the State Government would fund the implementation of a suitable reuse scheme to service the Island.

But for the purpose of this annual plan action – Council will fund the scoping of a feasibility study to find the best location and technological solution for the Island's needs.

Once developed, a rate could be charged in annual rates for the pump out and assessment of each system on the Island ensuring that failures are mitigated.

TIMING OF RESOLUTION:

If a feasibility study were completed in the period, it could be utilised for lobbying in the future. Next election? Priority Projects list?

COST IMPLICATIONS:

Unknown. Feasibility quotation between \$60 & \$75k.

LEVEL OF RISK (Low, Medium, High and explanation of why):

High. This is stated as the nature of the matter demands it but also due to the length of time without such a facility. Clearly people would have had their tanks pumped out and where that material is going is unknown and thankfully has not presented a nuisance to date.



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-31

Annual Plan Action Description:

Waste at Whitemark Tip – Scrap metal, electronic waste and whitegoods baling (\$20K)

Date presented to Council:

Budget Workshops 2019

BRIEF – Basic description of the history of the Task on hand:

Council has a large amount of hard waste that needs Baling to:

- a) Tidy the hard waste landfill site;
- b) Get rid of whitegoods and ewaste stored to make the area for new tipping bins clean and more appealing;
- c) Reduce the number of cars to be crushed to make more room; and
- d) Have bales of hard waste stacked and stored for when the opportunity to freight off-island arises.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

Works & Airport Manager

OUTCOME DESIRED:

The desired outcome would be to have waste baled this financial year and ready to ship.

However, following an inspection from and in consultation with Ashley Mouritz (Try Tas Engineering and baling contractor), we have now realised that the preferred solution would be to purchase a finger grab for our excavator and to prepare the site for baling.

He would then come and stack the vehicles, pick through the hard waste to remove scrap steel and mix it with the ewaste and whitegoods to allow for the baling process.

Apparently, whitegoods and ewaste do not bale well on their own as the foam in refrigerators springs out again and they can then fall apart. But if baled in with other scrap steel (old roofing iron, wire and whatever else has been thrown in the hardwaste pile), it becomes a much more compact and tighter bale.

TIMING OF RESOLUTION:

Purchase of finger grab will take place in October/November and then the waste could be sorted in early December.

COST IMPLICATIONS:

The cost implication would be that Council would be spending the budgeted amount on an added excavator attachment and the sorting of waste ready for baling. That would include the cost to return freight contractor's light truck on which he could bring the four tipping bins already

purchased. The savings made on freight of the bins will allow us to purchase 2 more bins later in the financial year. There would need to be a further amount budgeted for in the 2020/21 financial year for the baling of the sorted waste. That amount would depend on the amount of waste ready for baling and Council's financial position.

LEVEL OF RISK (Low, Medium, High and explanation of why):

Low risk as the works have been scoped and can be timed to fit in before the end of the calendar year.

A finger grab has been sourced and only awaiting confirmation of purchase.



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-32

Annual Plan Action Description:

Airport Runway: Complete reconstruction of the airport's north-south runway. (Cost \$3.6million with Grant Income of \$1.8million)

Date presented to Council:

This project has been discussed in budget deliberations in 2018 and 2019, and with Council at its Special Meeting on the 28th March 2019 approving the motion that Council authorises the General Manager to enter into formal arrangements for \$1.8m funding, under part of Round 6 of the Australian Government's Remote Airstrip Upgrade Program, via the applicable grant documents, which are conditional to Council receiving the grant.

BRIEF – Basic description of the history of the Task on hand:

Flinders Council has been successful in securing federal grant funding to enhance the safety and accessibility of the Flinders Island Airport. Safe, operational aerodromes are vital in the delivery of essential goods and services in remote communities, particularly where road access is unavailable, unreliable or disrupted for extended periods due to seasonal weather conditions.

Flinders Council intends to rehabilitate the primary runway by way of in situ foamed bitumen stabilisation. The area to be treated is approximately 51,600m² and will be comprised of 3% bitumen and 2% hydrated lime.

In August and September, Council underwent a tendering process for the Supply and Delivery of Bitumen and also the Finders Island Airport Runway Rehabilitation Project. The preferred supplier for the Supply and Delivery of bitumen has been selected and awarded to Fulton Hogan. Two preferred suppliers were selected for the Runway rehabilitation project and further discussions are taking place in order to select the best candidate.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

Works and Airport Manager

OUTCOME DESIRED:

The rehabilitation of Runway 14/32 will see an increase in pavement life from, what is currently only 2 years, to over 20 years, allowing for current aircraft usage. There would also be an increase in PCN (Pavement Classification number) from 7 to at least 10 with maximum tyre pressures raised from 610Kpa to 1000Kpa. This would allow the runway to cater for aircraft of up to 50 seats such as the ATR 42, Dash 8-300 Series, Fokker 50 or their equivalent in the future.

TIMING OF RESOLUTION

Works are programmed to start in early February 2020 and be completed before April 2020.

COST IMPLICATIONS:

Nil. Project has been budgeted for with 50% being funded by Federal grant funding at this stage. The project is expected to be complete within time and under budget.

LEVEL OF RISK (Low, Medium, High and explanation of why):

Low – The bitumen supply has been finalised with Fulton Hogan contracted to deliver the full amount of bitumen required for the stabilisation process before works commence in February 2020. The final two preferred contractors for the Rehabilitation Project are long standing companies who have stabilisation as their core business and have contingencies in place for personnel, plant and materials. The tenderers have validated our estimated timeframes and cost projections.



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-39

Annual Plan Action Description:

Buildings & Facilities - Stage 1 upgrade Council Office /Flinders Arts and Entertainment Centre septic system (\$35k).

Date presented to Council:

Not formally presented to Council. Discussed, mainly in budget workshops.

BRIEF – Basic description of the history of the Task on hand:

The Flinders Arts and Entertainment Centre (FAEC) waste water system (septic tank and absorption drains) completely failed approx. 18 months ago when Hydro had hired the hall for a convention. It was discovered that the Kikuyu grass had found its way into the septic tank and up the inlet line (from the hall) and down the outlet line (to the trenches). The grass was removed from the inlet so that water could get away from the building and into the tank but the drains were infested and totally blocked.

In the few months prior to this happening there had been some issues with the Duckpond waste water system. It was noted at that time that not only is the septic tank very small but it also takes the waste from the Council offices. The tank needed to be upgraded, but due to budgetary constraints, the tank was serviced and new (temporary) absorption drains were installed.

It would be unwise to fix the FAEC problem without realising the potential to fix the office/duckpond issue at the same time. The best way to do this would be to pipe all waste from office/duckpond to the FAEC tank. The FAEC tank is very large and has excellent capacity to accept and treat this volume of waste but a new absorption area is required, which is big enough to treat the expected volumes.

Preliminary works have commenced with the plumber and waste water designer to develop a suitable design that can fit within the space (council's staff car park and the lower grassed area with trees are the available spaces) noting that there is a child care centre to one side and residential development to the front and other side. This would demand a tertiary treatment system – which adds to the cost. The other cost is rerouting the existing pipework from the offices and duckpond to the FAEC tank.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

Environmental Health Officer

OUTCOME DESIRED:

The job is large and estimated to be in the vicinity of \$70k+. The 19/20 budget has allowed for \$35k for design and investigation work and purchase of materials with the final amount of work to be budgeted in the 20/21 period.

TIMING OF RESOLUTION:

By end of 20/21 financial year.

COST IMPLICATIONS:

19/20 = \$35k

20/21 budget implications to match above but more will be known by that time.

LEVEL OF RISK (Low, Medium, High and explanation of why):

High. The FAEC tank is currently on regular pump out with the risk of overflow. The Council office system is putting pressure on the under-designed duckpond system that has had a temporary measure put in place. Children are a high-risk group that must not be exposed to any failure material.



BRIEFING PAPER FOR ANNUAL PLAN ACTIONS

Annual Plan Action Number: AP1920-42

Annual Plan Action Description:

Plant - Airport Fuel tank upgrade (\$30k). This was not completed in the FY1819 budget and carried over to FY1920.

Date presented to Council:

Budget Workshops 2018 and 2019

BRIEF – Basic description of the history of the Task on hand:

Council took over ownership and running of the aviation fuel facility at Flinders Island Airport in 2018. The tank has 2 compartments, both holding 22,500 lts. One compartment contains Jet A1 fuel which is used to power turbine engines and the other contains Avgas which is used to power piston engines. The fuel facility had not had maintenance done on it for several years and is in need of refurbishment. \$30,000.00 was set aside in the 2018/19 budget for these works but the contractor did not have the available time to do those works so the money was carried over to the 2019/20 budget. A new tender was let in August and Wilkins Welding was the successful tenderer. During this process, we were informed that the tenderer believed that refurbishing the tank in its position at the Airport presented too much of a risk and that it would need to be emptied and relocated to his workshop. The idea was put forward to store the Avgas in the iso-tainer that we use to transport aviation fuel, while the works took place. When investigated, this proved to be an expensive exercise as the cost to get it here and back empty from Devonport was in the order of \$10,000.00 which would have to be added to the cost of the refurbishment. Discussions were then held with TasPort's staff to gauge the availability of the old Fuel truck for use in storing the Avgas. We are waiting for the final approval from TasPorts, but at this stage it appears that the use of their truck is quite possible.

STAKEHOLDER (S) RESPONSIBLE FOR TASK:

Works and Airport Manager

OUTCOME DESIRED:

That the fuel tank be removed from site and refurbished at Wilkins Welding premises before being returned to site for ongoing use. The Jet A-1 fuel (approximately 5,000 lts) to be stored in IBC containers and then used for the sealing program (we will require over 7,500 lts for sealing purposes). The Avgas fuel (approximately 12,500 lts) to be pumped into the old TasPorts Fuel Truck and then pumped back in when the tank is finished and back in place. A full iso-tainer (22,000 lts) of Jet A1 fuel will then be delivered and pumped into the finished tank.

TIMING OF RESOLUTION:

At this stage, the works are expected to take place in mid-November for a period of 3 to 4 weeks. The timing of November/December will allow us to store the current fuel quantities, while still allowing for the refilling to occur in time to provide fuel for the summer months, being the period where we have the most use by emergency services as well as private customers.

COST IMPLICATIONS:

Staff are working with TasPorts to store the Avgas in their second truck while the works are taking place to save the extra cost of freighting the iso-tainer from Devonport. If this comes to fruition, there should not be further cost implications.

LEVEL OF RISK (Low, Medium, High and explanation of why):

Medium

If TasPorts does not allow the use of its old fuel truck for storage, there will be an extra cost to freight another storage tank in.

The fuel facility will need to be closed for approximately 4 weeks for regular use of Jet A1 fuel but available for emergency purposes only. We could supply over 5,000 lts including 3,800 lts of Jet A1 in drums, but this can be used very quickly if needed by larger helicopters.

We will be able to still offer regular use of Avgas by pumping straight from the TasPorts truck or another storage tank.

This will be advertised by NOTAM when specific dates are known.