

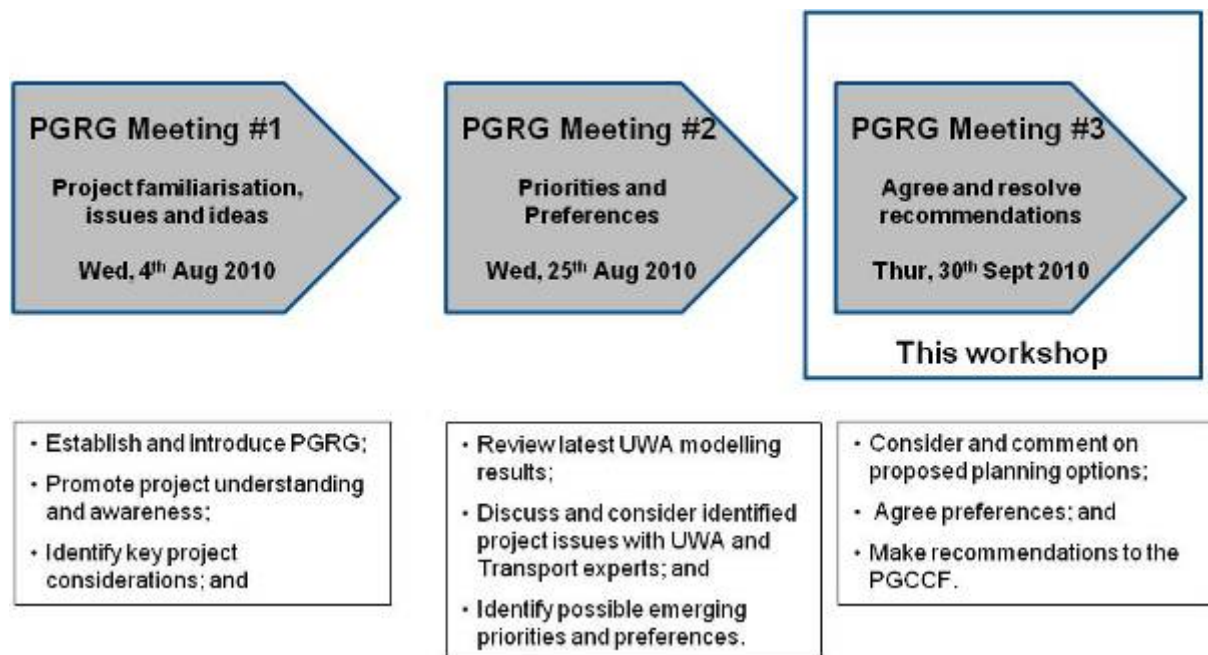
**PORT GEOGRAPHE SEDIMENT & SEAGRASS
REFERENCE GROUP WORKSHOP #3
Busselton Volunteer Marine Rescue Group
Foreshore (near Georgette Street)
5:30pm to 8:30pm, Thursday 30th September 2010
WORKSHOP SUMMARY**

1. WELCOME, WORKSHOP PURPOSE AND PROCESS

Linton Pike, workshop facilitator, welcomed participants to the third meeting of the Port Geographe Reference Group (PGRG) for the review of coastal management options and outlined the purpose and process. The purpose of the PGRG meeting is to:

- Consider and comment on the suggested model concept;
- Agree the fundamental requirements for the proposed solution;
- Agree a preferred concept; and
- Make recommendations to the Port Geographe Community Consultative Forum (PGCCF).

A copy of the workshop agenda is provided at Attachment One. Linton reminded participants that this was the third and final planned meeting of the PGRG with the broad purpose of each meeting outlined diagrammatically below.



2. PREVIOUS MINUTES - COMMENTS OR ADDITIONS

Linton invited comment or changes to the previous minutes. No changes were requested to the previous minutes.

James Holder noted that he has received positive feedback with regard to the information provided to the group at the meetings and the comprehensive summaries provided following the meeting.

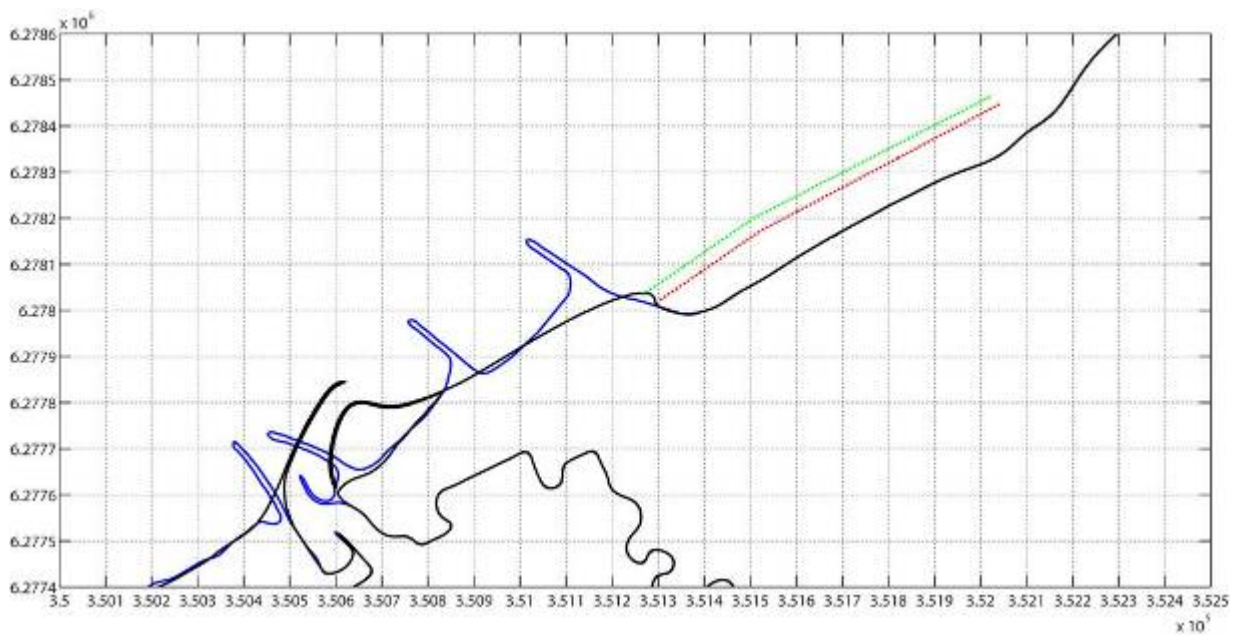
3. PRESENT SUGGESTED MODEL CONCEPT AND MODELLING OUTCOMES

Professor Chari Pattiaratchi, School of Environmental Systems Engineering at UWA presented the suggested model concept and modelling outcomes as outlined below.

The current, preferred configuration is shown below as an overlay of the existing configuration.



A wider perspective of the same model is shown below and includes the EPA coastal restoration lines. (Dotted lines show pre- and post-nourishment lines at Wonnerup.)

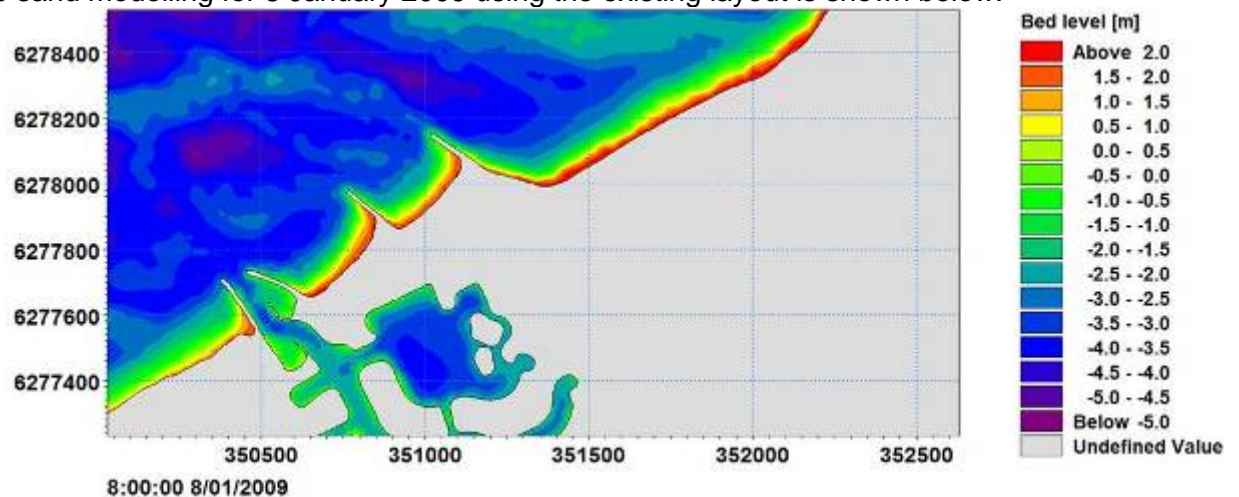


3.1 The Existing Layout

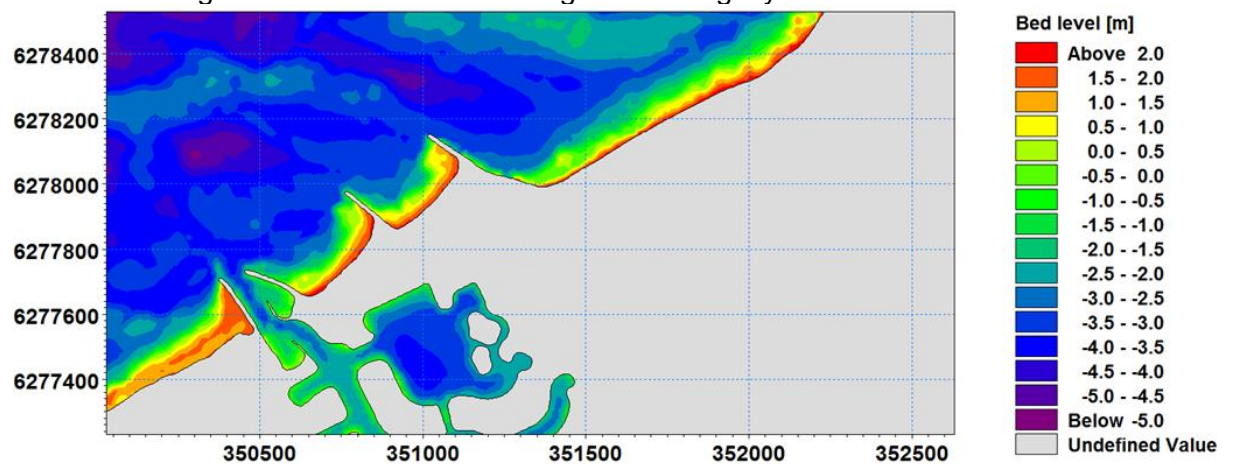
Chari explained that the existing layout had been modelled to confirm the resultant modelling outputs against the current experience as a verification process for the model. The resultant modelling outcomes are shown below for the existing layout.



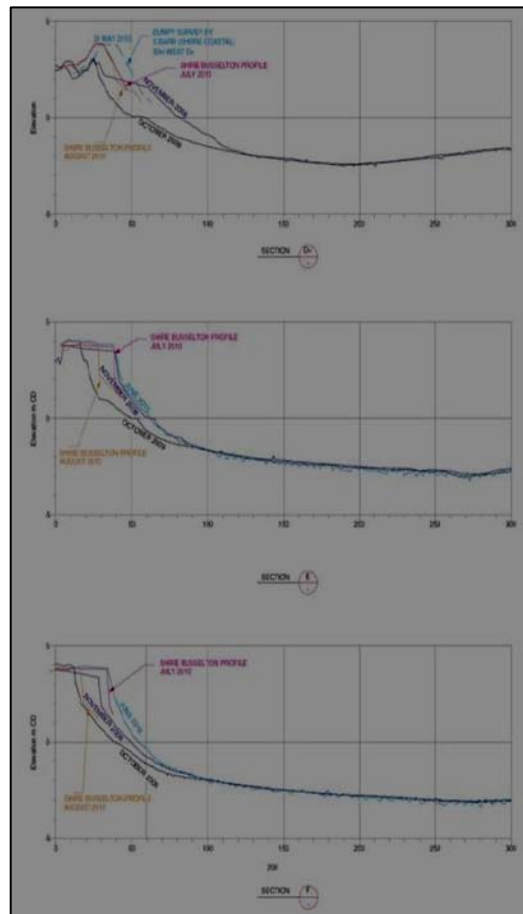
The sand modelling for 8 January 2009 using the existing layout is shown below.



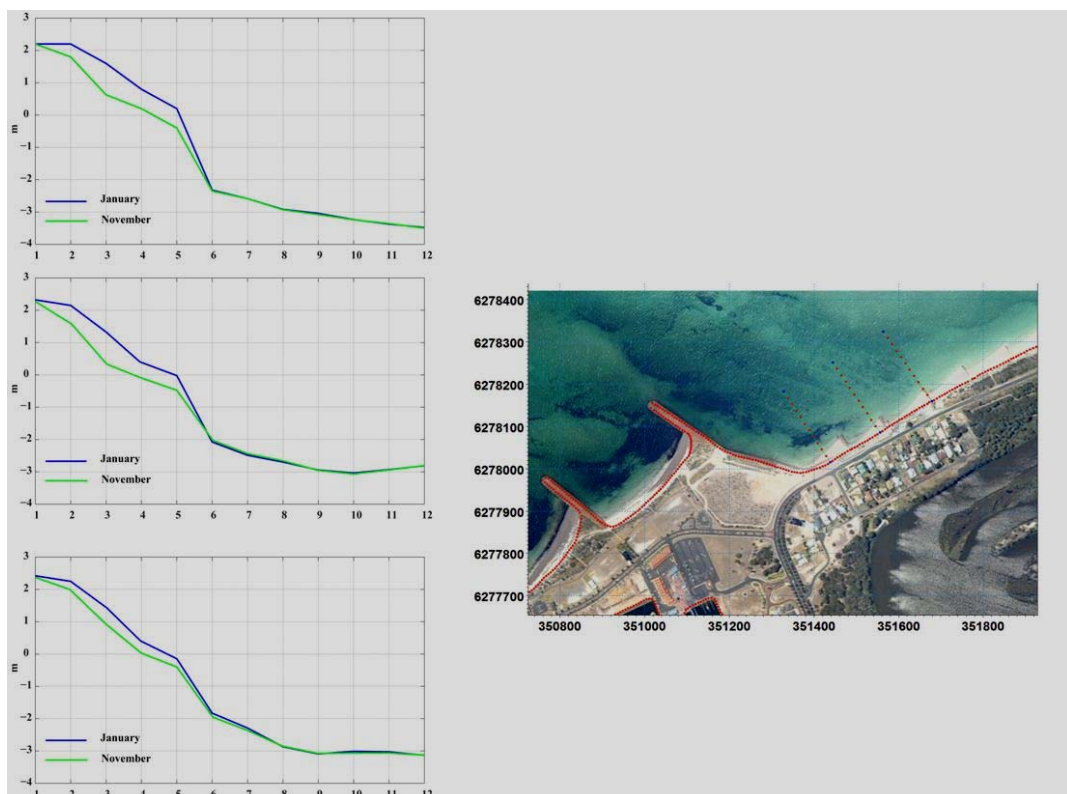
The sand modelling for 1 November 2009 using the existing layout is shown below.



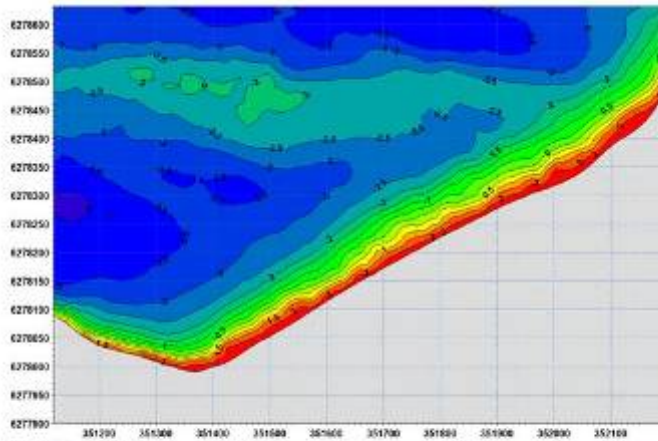
The SURVEYED actual beach profiles are shown below for three cross section locations shown in the plan below for Wonnerup Beach.



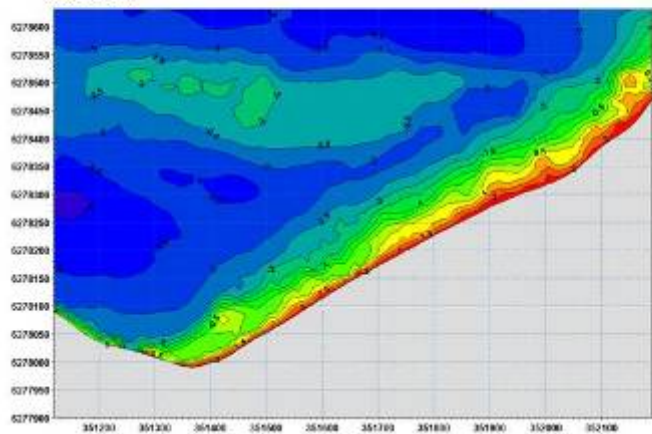
The modelled profiles at approximations of the same locations are shown below.



The modelled beach profile (existing layout) is shown in plan view in the diagrams below.

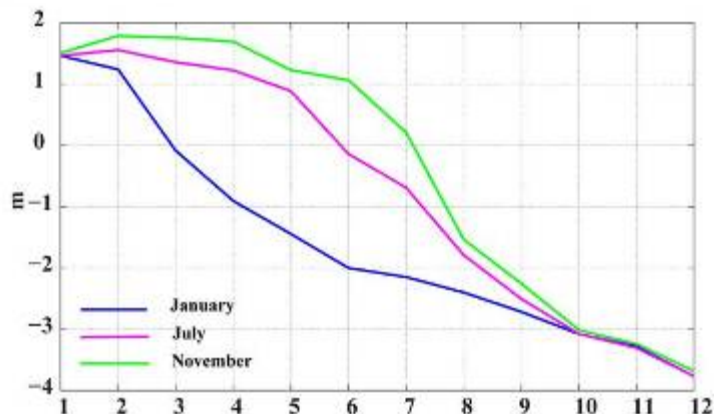


01 Jan 2009



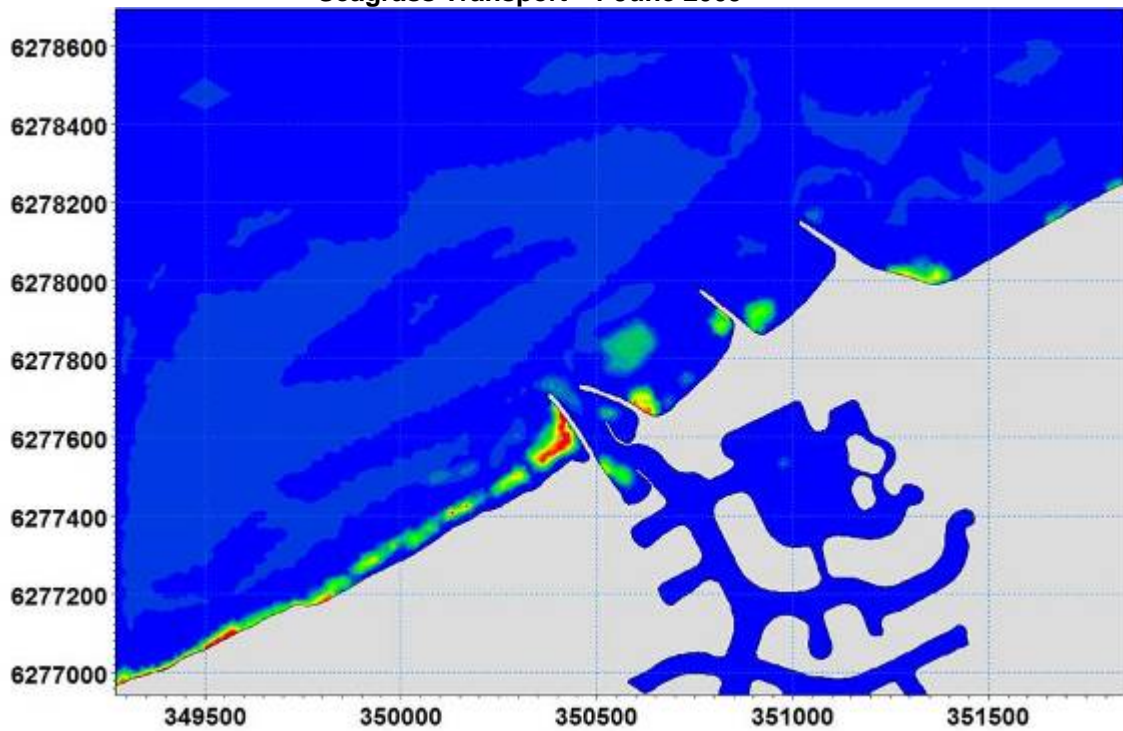
01 Nov 2009

A similar profile was prepared for western beach in the vicinity of the existing groyne as shown below.

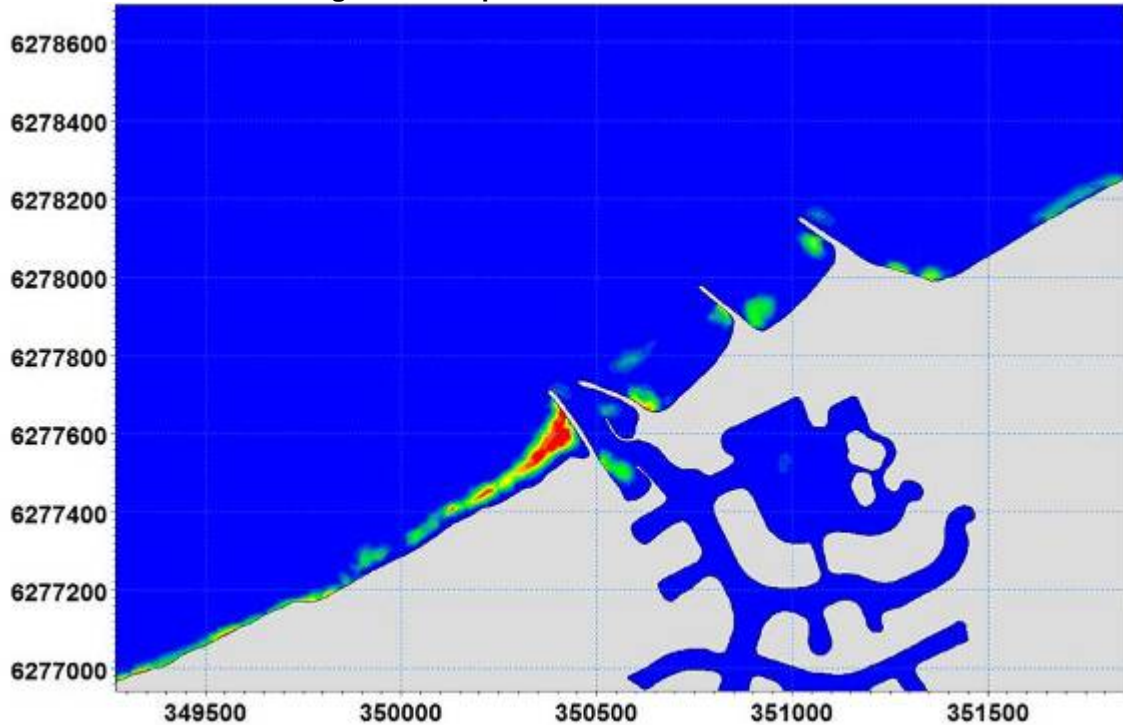


The modelled seagrass accumulation is shown in plan view in the diagrams below for the 1st June and 1st November 2010.

Seagrass Transport - 1 June 2009



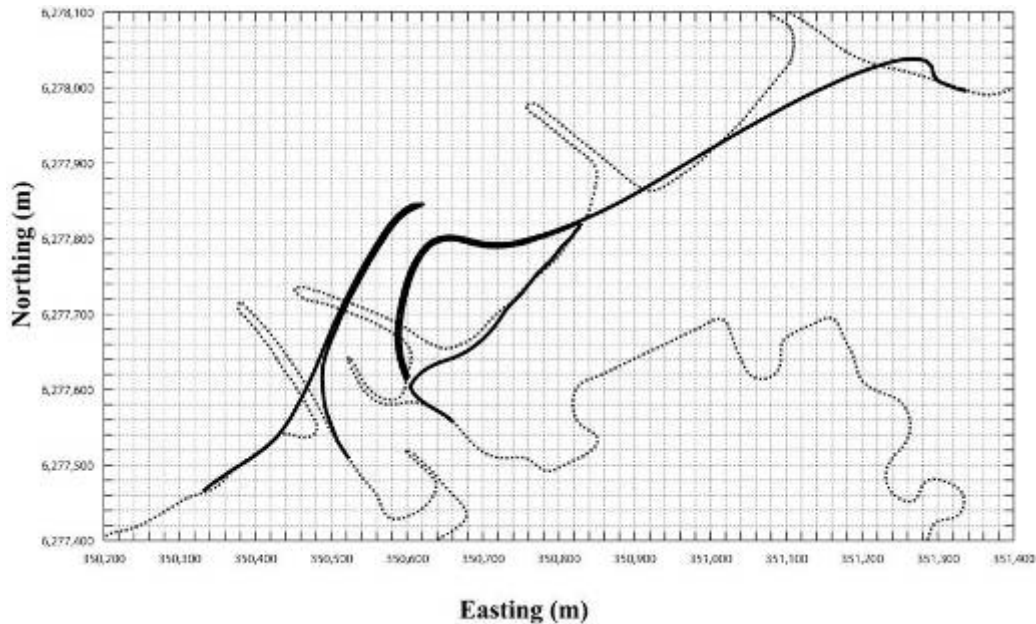
Seagrass Transport - 1 November 2009



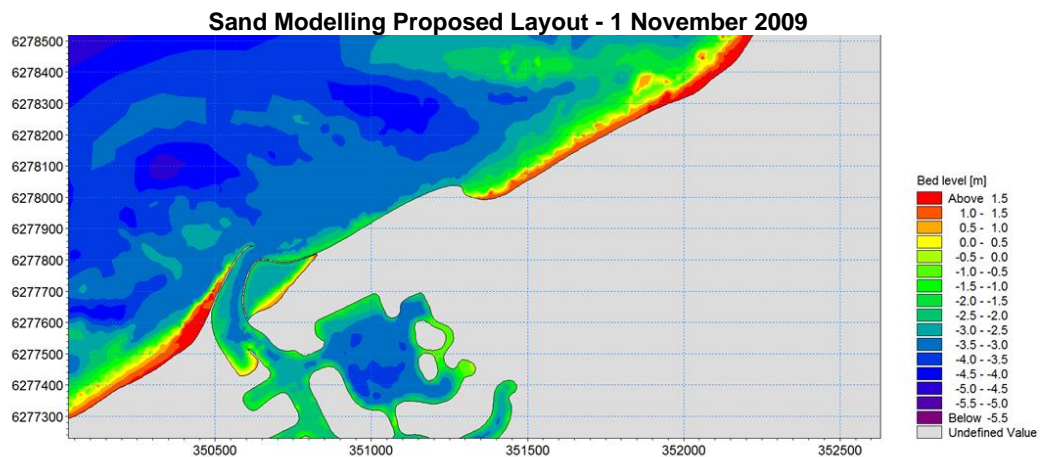
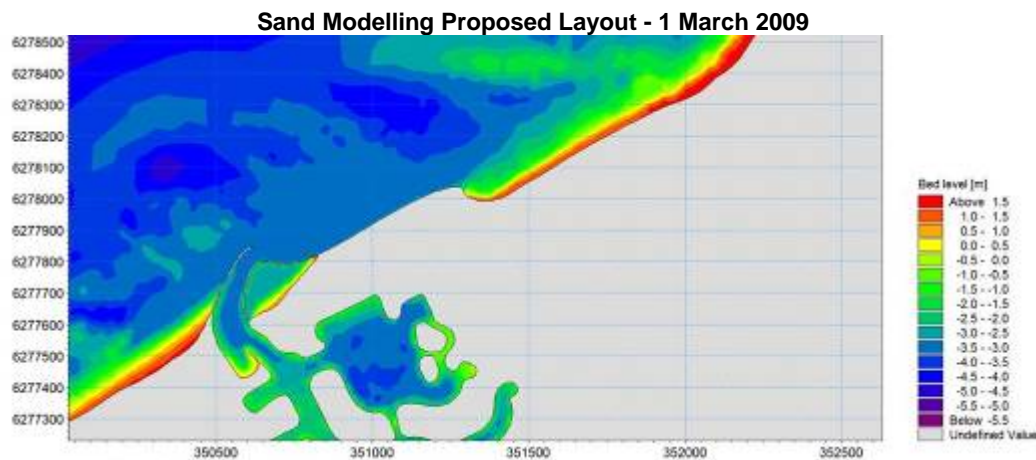
3.2 The Proposed Layout

Chari explained that the close approximation of the sand and seagrass modelling for the existing layout has given a good level of confidence in the modelling prepared for the proposed configuration.

The modelling for the proposed configuration is shown below and was completed for the layout immediately below.

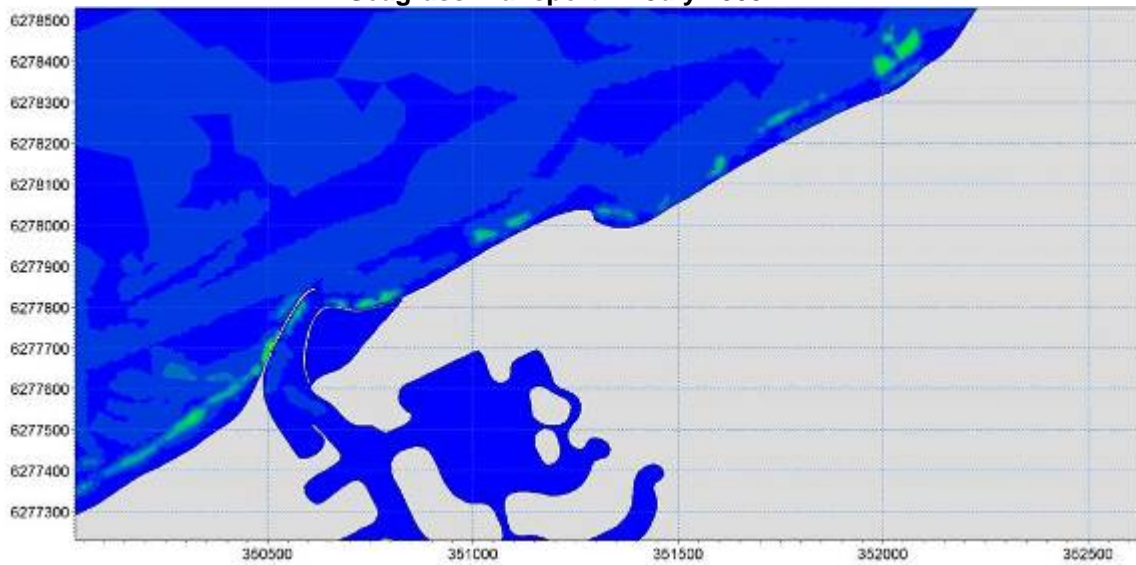


The resultant sand modelling for the proposed configuration is shown below for the same periods (1 January and 1 November 2009).

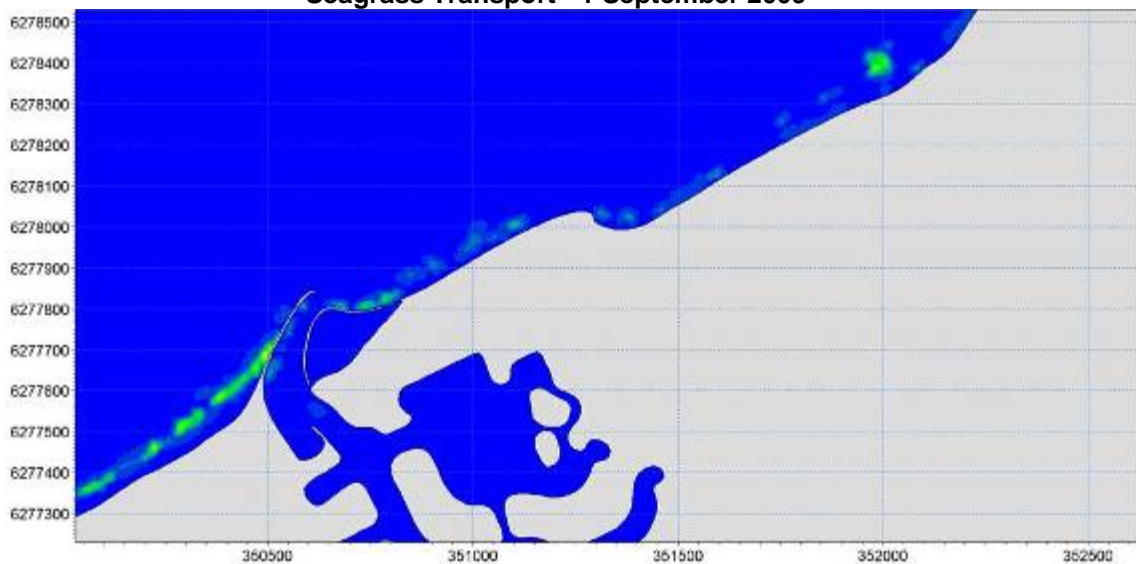


The resultant seagrass modelling for the proposed configuration is shown below for the 1st July and 1st September 2009).

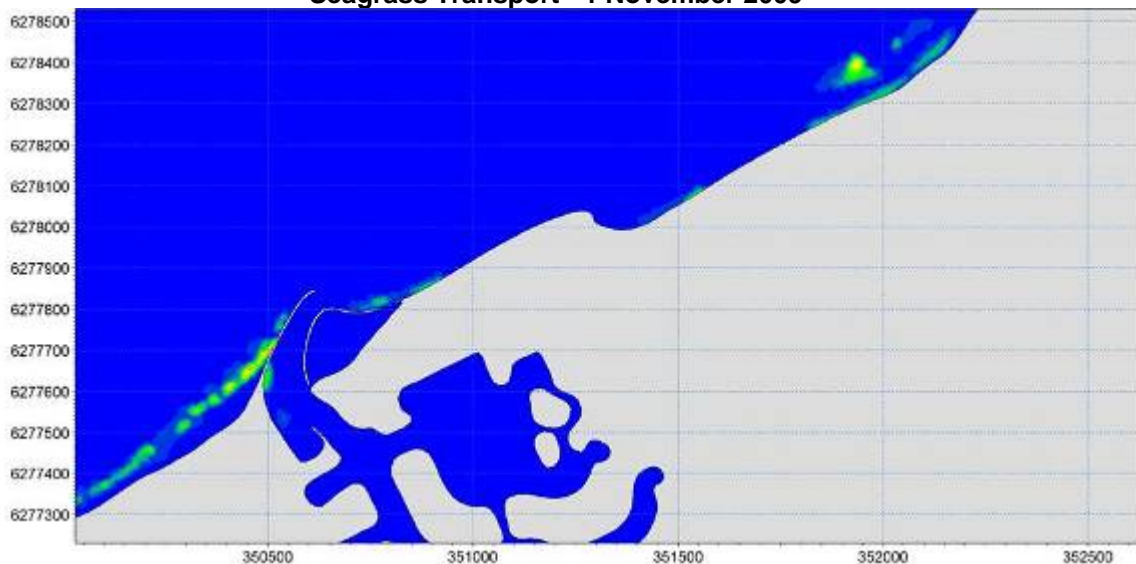
Seagrass Transport - 1 July 2009



Seagrass Transport - 1 September 2009



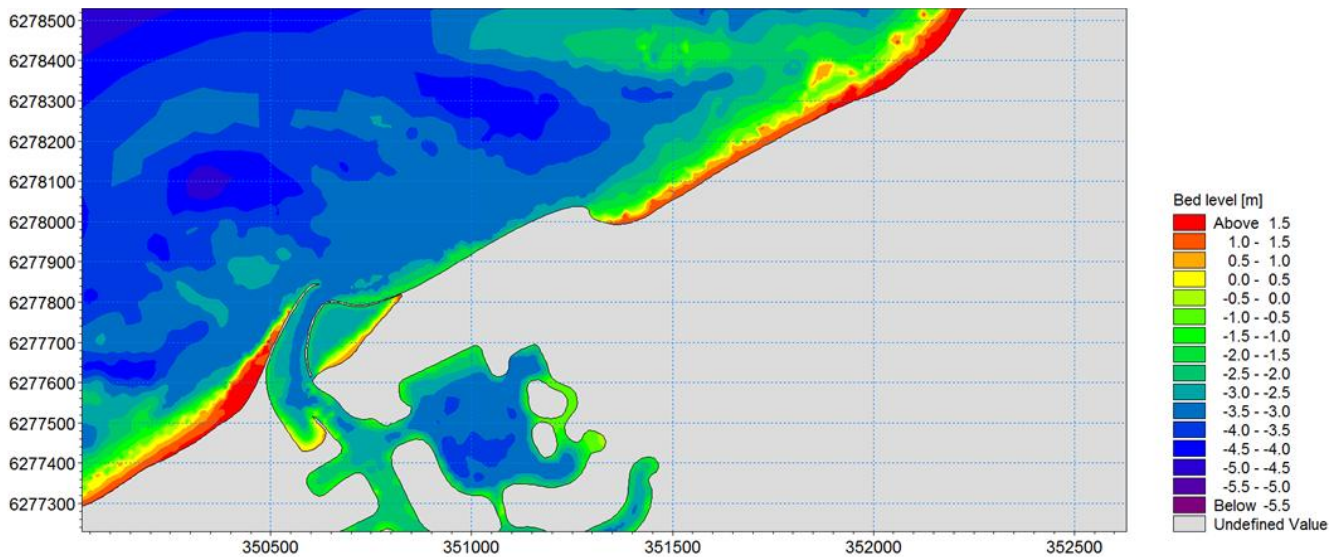
Seagrass Transport - 1 November 2009



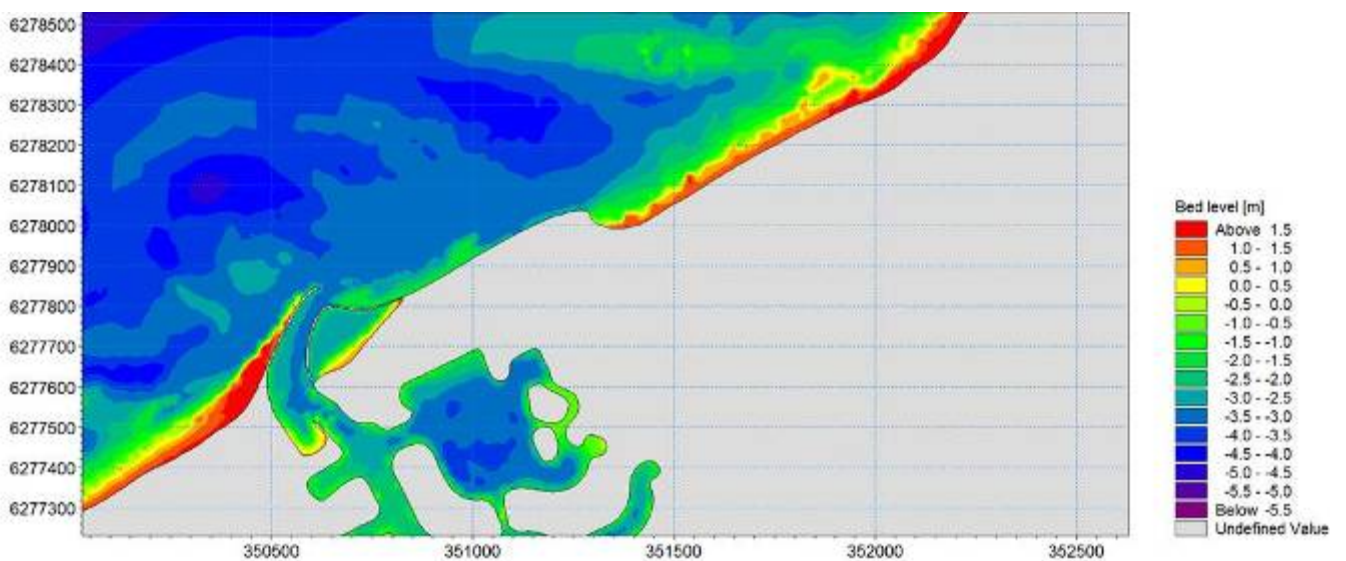
The sand modelling completed for the period to 1st November 2009 was then used as the baseline for further modelling assuming the seasonal conditions of 2009 were repeated in 2010.

The resultant sand modelling runs for May 2010 are shown below.

Sand Modelling Proposed Layout - 1 May 2010



Sand Modelling Proposed Layout - 27 May 2010



4. REALISTIC EXPECTATIONS AND OUTCOMES

James Holder, Department of Transport, presented the realistic expectations and outcomes noting the following key points.

Seagrass Wrack

It is to be expected that unnatural seagrass wrack accumulation will be dramatically reduced by the proposed reconfiguration.

However:

- Natural accumulations and processes will continue to occur at Port Geographe consistent with areas of Geographe Bay.

- Minor unnatural seagrass wrack accumulations can be expected to occur across the development from time to time depending on how weather and coastal processes interact.
- The computer modelling represents the best available technology and methodology; but does not come with 100% certainty. Seagrass wrack modelling in particular is a new application of the model.
- As with nearly all marinas and developments on the coast there will always be a requirement for some coastal management.

Wonnerup Beach

It is to be expected that the erosive nature of the section of Wonnerup Beach adjacent to the development will be reduced or halted; with the modelling indicating a growing beach.

However:

- The long term condition and profile of these beaches post re-configuration and how they then relate to existing approvals and alignments can only be finally and fully determined by completing the works and observing the new behaviour.
- Subsequent adjustments to the final structure or existing groynes in the form of spur, additions and removals cannot be excluded as possibilities to achieve the best final result.
- Should any form of bypassing activity still be required into the future, access to and use of Wonnerup Beach may continue to be necessary.

Marina Entrance

It is to be expected that a navigable marina entrance will be maintained and that the reconfigured entrance will have negligible effect on water quality or flushing times by comparison with the existing structures.

However:

- The nature of the re-configuration exposes the entrance to a changed arrangement indicating periodic siltation. This will likely require occasional dredging. This is no different to the current situation.
- The potential elimination of wrack entering the entrance and the more streamlined channel may represent some overall improvements.

Moonlight Bay / Pocket Beaches

Spinnaker Boulevard

The proposal requires the removal of the pocket beaches to aid natural bypass of sand and seagrass from west to east.

However:

- It is to be expected that improvements to the western beach and Wonnerup Beach will be a partial offset to the loss of these other beaches.
- The potential inclusion of a lagoon with beach is considered a further offset.
- Consideration of foreshore landscaping and amenity has not been addressed in detail by the reference group, but is acknowledged as an issue for further attention.

Implementation

There is a commitment to work collaboratively with all relevant stakeholders to resolve this issue.

However:

- The works have not been costed and are not funded.

- Implementation is subject to successful negotiation.
- Implementation may need to be staged to spread cost, monitor success and manage the associated impacts.

James explained that the process is likely to change as more information becomes known and the indicative process from here shown below should not be seen as the definitive version. Next steps:

- Report the findings of this group;
- Seek PGCCF endorsement;
- Complete the validation and peer review process;
- Release the report and conduct a public information day;
- Prepare detailed designs and funding negotiation;
- Prepare an implementation plan; and
- Commence implementation.

The Reference Group discussed the information presented by James above and accepted that:

- A dramatic reduction in unnatural seagrass accumulation is expected **BUT** not total elimination;
- Wonnerup Beach erosion will be reduced or halted **BUT** not entirely and further work may be required;
- The marina entrance will be maintained with no comparatively adverse flushing or water quality outcomes **BUT** periodic dredging will be required;
- The pocket beaches will be removed, **HOWEVER**, the lagoon and other benefits will offset this.
- Implementation is still subject to successful negotiation and may be staged to spread cost, monitor success and manage the associated impacts.

It is important to note the following additional comments agreed by the Reference Group with regard to the expectations listed above:

- We need to work with Moonlight Bay residents to broker an acceptable solution with the inclusion of the lagoon and/or small groynes to create some beach amenity. More detailed discussion is needed to consider and discuss the finer grained detail and offer appropriate reassurances; and
- A single construction stage is seen to be beneficial due to the associated economies of scale and avoidance of potentially sunk costs and continued negative outcomes. In any event it is essential that the scope as proposed remains intact.

5. QUESTIONS AND ANSWERS

A question and answer session followed summarised below.

Q	Assuming funding is available and an agreed model resolved. How long will it take for a new point of coastal equilibrium to result?
A	This will be sensitive to the type of season immediately following implementation. In terms of sand bypass and seagrass wrack – a new point of equilibrium is likely to be achieved in one season for the western groyne. A mild winter would slow the re-establishment process and it is noted that 2009 was around the third stormiest year recorded and one season would suffice.

Q	What sort of staging would be involved?
A	Probably start at the western end and get the entrance configuration in place and then work eastwards. Staging options will evolve through the detailed engineering design process. One possible approach may be to incrementally construct the new configuration to prove up the performance of the new entrance and its seagrass bypass capability. Factors including overall project construction time and weather may also influence staging.
Q	How wide would the beach be at Wonnerup after one year?
A	About 20 to 30m but sand will keep moving along the coast. In one season the western beach will form for about a width of 30m for a distance of 100m. With improved bypass it will also benefit Wonnerup naturally. The groynes will be covered ultimately (possibly around 20m past groynes).
Q	What will happen at Wonnerup if we have a severe winter?
A	Some loss may occur in a storm event but will build again in summer.
Q	What investigation is needed to extend the groynes to retain sand at Wonnerup?
A	None, if natural sand bypassing occurs the groynes will be buried by sand; they remain valuable in an extreme storm event and will assist summer accretion.
Q	Could we extend the groynes further over time to further trap sand?
A	Possible but not modelled and may have other unwanted impacts. Sand bypass is essential to maintain the beach.
Q	Where does this sit as an approved government project - is it a low, moderate or high priority seeing it was approved by government originally?
A	Government puts a high priority on resolving this problem but the solution is not solely with the State. The government is looking to work with all stakeholders including the Shire of Busselton and commercial interests.. The significant cost involved with the reconfiguration required to address this localised problem created by the development is the current challenge.
Q	Is sand bypass via existing pipes better if weed problems are reduced to replenish the eastern side of the groyne?
A	Two pipes are in place at present although one is already damaged. The other is currently used to move wrack rather than sand. The use of buried pipes for sand bypass is a realistic possibility for the future. Dredging at the entrance may be required every two years and material may be placed at Wonnerup or other suitable location depending on composition and need.
Q	When we have a viable model will it be handed over to a reviewer or other?

A	GHD is providing independent peer review with suggested improvements and validation. Its input is being treated seriously and a number of additional model checks are under investigation. James is liaising with a range of relevant experts to provide best knowledge and input to the project.
Q	Has any indicative costing been prepared to date?
A	No serious effort has been put into it but could be in the order of somewhere between \$15M and \$30M.
Q	In relation to the imminent bypass operation why do we still have to fill the beach at Wonnerup? Why fill it and see it erode? Should that money be better invested in the long term fix?
A	Until the long term solution is implemented it remains important to maintain the bypass operation because: <ul style="list-style-type: none"> • Sand accumulation to the west can threaten the entrance channel. • Beaches to the east benefit from receiving near natural quantities of sand even if Wonnerup erodes quickly under the current configuration. • Some residual sand at Wonnerup at the start of winter affords some protective buffer.
Q	Will the suggested lagoon suffer as a result of sand movement?
A	The lagoon with its entrance inside the marina entrance in an area of little wind or wave motion and is expected to be unaffected by sand movement. The sand observed in the model to build up on the internal western side of the channel results from the diminished currents in the area being in the lee of an internal beach (wave energy spending beach) on that side.
Q	What about water quality with additional sand in the lagoon?
A	Sand accumulation into the lagoon is not anticipated. The lagoon will be shallow (approx 1.5m) which will help with water exchange and to keep sand accretion out. Maintenance will be required periodically, particularly as wave action that generally forms beaches will be excluded.
Q	In relation to where the sand protrudes at the sand bar as shown in the model output on the Wonnerup side - will this accrete further over time as a permanent sand bar?
A	Could do but will vary to reflect coastal processes and will continue to move around 1m or 2m from east to west each year.
Q	What changes could we expect at the western beach?
A	The western beach will form to the level shown as a saturated level and remain reasonably stable other than minor sand movements.
Q	How much sand will there be in front of the sea wall?
A	Whilst the water in front of the seawall will be shallow (approx. 500mm deep) There will not be a "beach" beside the sea wall.
Q	Can it be changed to provide a beach?

A	<p>To create a beach in this area more groynes will be required and we will be back to creating unwanted traps for sand and seagrass wrack - ie little improvement on what we have now. Any ocean side opening for the purpose of creating an embayment in the seawall will also attract sea grass. The lagoon proposal is considered the best method of creating a wrack free beach.</p> <p>Other creative solutions which don't create a trap – ie a landing, jetty or other structure may be feasible as a further offset.</p>
Q	<p>There is likely to be a local protest as a result of the loss of permanent beach in this area.</p>
A	<p>This coastal location attracts around 20 tonnes of seagrass wrack per annum. This is unique in the world and the solution to this problem cannot meet all expectations.</p>
Q	<p>Will the marina entry vessel draught be less than the original design requirement as a result?</p>
A	<p>There is no intention to reduce the design depth of the channel. Whilst some accretion is observed within the model to a western portion of the channel, the deeper section remains close to design tolerances for depth and width. It is to be noted that the model outputs are represented in relation to Australian Height Datum and not Chart Datum.</p> <p>The channel will experience some siltation over summer months but this is shown to clear during the stormy months.</p>
Q	<p>Would there be a long lead time for dredging completion as often happens now?</p>
A	<p>The current situation is a result of Department of Transport (DoT) having to work through legal and default processes to complete the work. In other areas DoT has statewide dredging contracts in place which allow for programmed maintenance. It is to be noted that you cannot dredge at any time due to seasonal impacts and limitations. The optimal window for dredging here, if and when required, is likely to be at the start or end of summer.</p>
Q	<p>How many Moonlight Bay residents affected and how contacted?</p>
A	<p>We have tried hard to capture all the owner interests and input across the project site including Moonlight Bay / Spinnaker Boulevard. There has been advertising, letters to owners and an information day in May, registers of feedback as well as advertised expressions of interest to the Reference Group. Encouragingly, there is a level of acceptance and support for the proposals amongst Moonlight Bay residents already received from feedback. We have had application from Kin Lee and Colin Heath to present their viewpoints as affected landowners in that area in the same way that we sought input from all other parts of the development. The reference group membership represents the best coverage we could achieve.</p> <p>The big picture here involves trying to revert to a beachline that more closely reflects the natural coast. The Moonlight Bay beaches have always had seagrass wrack and amenity problems. It is unfortunate that these beaches cannot be retained as part of the solution.</p>
Q	<p>It is possible that one or two small (low and short) groynes may help to provide a small beach area to minimise the capture of wrack and provide a summer beach offering limited access.</p>

A	This prospect has not been modelled to date and would accumulate seagrass wrack.
Q	Could the lagoon beach be made bigger and extend further along the coast and try to emulate the sea pool at Coogee?
A	The study's primary focus has been to look at what happens outside the wall and has not further investigated this possibility. It may be possible to modify the lagoon to extend it further.
Q	Would the lagoon offer sufficient draught to allow yachts to enter it?
A	Shallow water is needed to mix and oxygenate it for water quality purposes. The water body is likely to be only suitable for small, shallow draught craft.
Q	Would dredging be required in the lagoon?
A	Not anticipated as the wind and wave action is not strong enough action to drag sediment in there. Some grooming of the beaches including pulling sand back from the water onto the beach (in the absence of waves) may be required periodically.
Q	Could we close the existing marina mouth and redirect it through the existing car park to meet the ocean at Wonnerup?
A	The groynes would still have to come out. It would have major coastal impacts at the entrance and in relation to navigability across the existing offshore sand bar. Internally there are a number of complex marina integrity and operational issues involved. Moving it will also impact upon Wonnerup Beach. It would have major land acquisition, environmental and other assessments, protracted dealings and associated cost.
Q	What sort of staging seems likely?
A	Western breakwater first to confirm wrack bypass and then working further east.
Q	If all funding was available how confident is UWA in the completed modelling?
A	UWA is confident in the model but the works may be a two or three financial year program.
Q	What is the timeframe for implementation?
A	As soon as possible but there is a need to follow due process including the development of a robust financial model.

6. AGREE THE FUNDAMENTAL REQUIREMENTS FOR THE PROPOSED SOLUTION

Discussion identified a number of key considerations and fundamental requirements for the proposed solution as follows:

- Any unnatural seagrass wrack build up or accretion will not be viewed positively by the local community. Is there any further contingency available or possible? Some level of clean up, dredging and nourishment may be needed to fast track the process.

- Marina dredging may be required on a frequent basis with larger vessels visiting over time. It appears acceptable but design levels are essential and should be maintained with provision for vessels to pass safely with recognition that long lead times apply when responding to dredging needs.
- The Moonlight Bay / pocket beach outcome is poor and may not be acceptable without considerably more detail. It is, however, worthy of further consideration. We will need to work with Moonlight Bay residents to broker an acceptable solution with the inclusion of the lagoon and suitable landscaping and access with some form of platform or other. It is noted that:
 - Resort site blocks will be most affected.
 - A combination of the lagoon with flushing assessments and beach configuration and the longest possible lagoon suitable for small boats should be explored to identify the optimal solution, if there is no better option to provide an outside beach.
 - We need more detailed discussion to consider and discuss the finer grained detail and reassurances.
- Time constraints exist but one construction stage is preferred from an “economy of scale” perspective if funding is available. Staging may see considerable loss of funds from ongoing replenishment and sand movement required in support of interim or staged solutions. We need to ensure the scope as proposed remains intact.

7. RECOMMENDATION/S TO PGCCF

The Port Geographe Sediment and Seagrass Reference Group recommends to the Port Geographe Community Consultative Forum that:

- The current concept is supported by this group subject to more detailed planning to provide the finer detail at Moonlight Bay including consideration of mini groynes, boat access and parking, lagoon length, craft access, pedestrian access, amenity, maintenance, etc with reassurances and offsets for local residents with their direct involvement.
- Wider input is sought from residents of the area as part of a more direct involvement through an agreed consultative process to present and discuss the preferred solution.
- The process from this point continues to provide opportunities for local stakeholders to influence the resultant outcomes.
- The concept continues to undergo the current peer review and refinement process.
- The participants of this group continue to be informed of the ongoing development of the concept eg minutes of PGCCF, regular updates, peer review, consultant reports or other means.
- State, local government, EPA and other regulatory processes including approvals are well communicated to the local community as potential project milestones.
- The PGCCF acts promptly to progress this issue and maintain the current momentum.

8. STAKEHOLDER COMMENT – LEVEL OF SUPPORT AND/OR CONCERNS

Linton invited comment from each workshop participant. The following comment was received.

	<p>Congratulations to Chari, James, Sharon for the way this initiative has progressed. We have made great progress to get to a potential solution on the horizon thanks to all involved.</p> <p>It is encouraging to see an emerging solution to the problems, seagrass wrack, accretion, erosion, etc and satisfying the various needs of local people.</p> <p>A contingency to deal with seasonal variations is needed but it is encouraging to see what we have achieved.</p>
	<p>There is a wealth of knowledge in this group.</p> <p>If this had been done 10 years ago this solution probably would have eventuated.</p> <p>The light at the end of the tunnel is encouraging and we live in hope.</p>
	<p>Long term involvement is needed. What has been said is true.</p> <p>We must do something and the proposal, while not pleasing everyone, seems the best we can aspire to.</p> <p>We are looking forward to something better than we have now. Let's get on with it.</p>
	<p>Reluctantly agreeable but need to address suggestions identified.</p> <p>Looking to build lagoon with ongoing maintenance a key consideration.</p> <p>Prospect of smaller groynes outside of sea wall is appealing.</p> <p>Looking for further reassurance from DoT to prepare the finer details.</p>
	<p>.</p> <p>Don't need more groups discussing things repetitively.</p> <p>Lagoon needs Council and wider input to make it something iconic. Not just local residents. The proposed solution seems best and appropriate.</p>
	<p>It is good to see the progress made with long term involvement required to make this work.</p> <p>State government's positive involvement has been great.</p> <p>Hoping to see further information and discussion to push on to the next level to get action and works on the ground.</p>
	<p>Either do this or risk doing nothing at all. We may need to accept some changes to Moonlight Bay or risk stalling this project further. Please do it quickly.</p> <p>Wonnerup outcomes seem positive and are supported.</p>
	<p>It is great to talk to the people at the coal face and we have had more input to the project than ever before. We are achieving something and hope it continues.</p> <p>Thanks for the process followed.</p>
	<p>Original aim has been to achieve a sustainable solution – social, economic and environmental.</p> <p>Appreciate the approach taken to provide ideas and listen. Thanks to Chari for the modelling work completed.</p> <p>More work remains to be done but have good results have been achieved to date.</p> <p>Moonlight Bay needs more work to get their support.</p>
	<p>Meetings have been productive and well organised.</p> <p>Chari's work is encouraging and promising.</p> <p>I am comfortable with the recommendations made.</p>

	<p>We are heading in the right direction with more fine tuning required. Need to consult to keep people onside. We are on the right track and we need to get on with things.</p>
	<p>First two meetings have been very productive. We have circled a little tonight and we need to get the best and most workable solution and this seems appropriate. Chari's work is brilliant and helps to understand what is happening and likely to happen in the future. After this work there may not be progress and we need to keep this moving.</p>
	<p>Missed earlier meeting but it is encouraging to see the way things have come together with good progress made. Disappointing to not have developer involvement despite the effort made.</p>
	<p>James has managed this process very well and we are heading in the right direction. I support Kin's comment as Moonlight Bay hasn't had much of a problem but we must ensure all needs are met to the greatest extent possible. The small groyne options seem worthy of further effort and testing and have been used at Jindalee.</p>
	<p>I am confident in the process we have gone through. It has been positive and thanks to all involved. Confident that the recommendations including the preferred option have a chance of working.</p>
	<p>Thanks to James for his great work. Chari's team has been good but we are still where we were five years ago. We are moving forward but need to make it happen and need to manage the political process.</p>
	<p>Thanks to all for the time you have dedicated with knowledge and historical input. We will endeavour to keep you informed with more opportunities for involvement and comment. Anticipate there may be an opportunity to meet again closer to the end point with this group or as part of an information day associated with the completion of the study report. Recommendations will go the PGCCF immediately.</p>
	<p>Current Councillors are supportive of this process. This is my first involvement in a consultation process of this type and has been very positive. It is a little disappointing that we still have more hurdles to cross. With enthusiasm and a need to keep things moving we will achieve this.</p>
	<p>A massive improvement in progress on this issue is evident. This issue was explained to the Minister during a recent visit with interest in the process, workings and possible solutions. It is remarkable people have persevered to achieve this outcome and it is great to see the passion and commitment shown.</p>
	<p>Thanks for your fantastic effort.</p>
	<p>Thanks for your hard work. I hope we have helped and listened, and thank you for your compliments.</p>

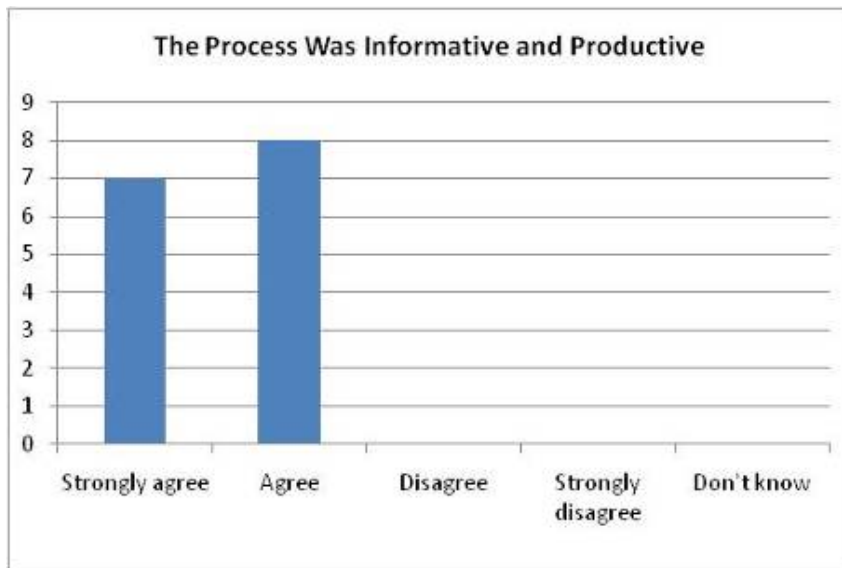
9. STAKEHOLDER FEEDBACK

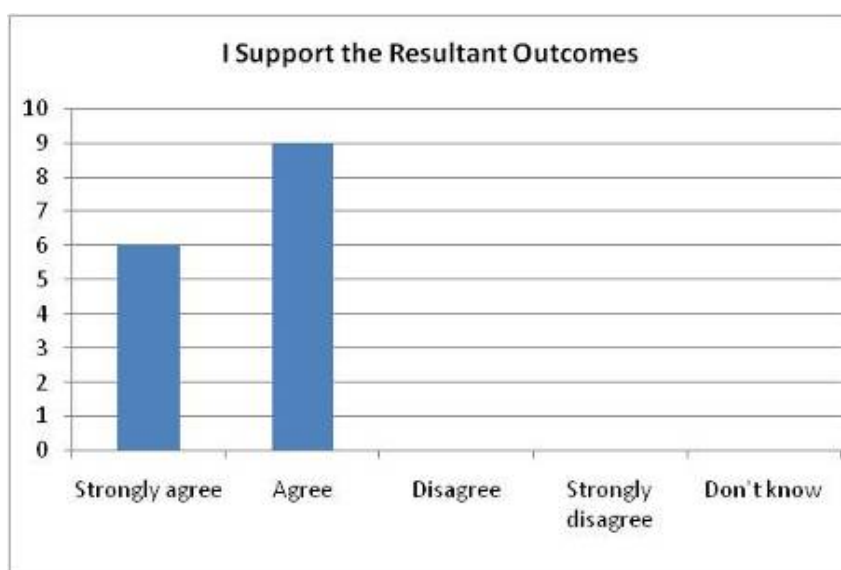
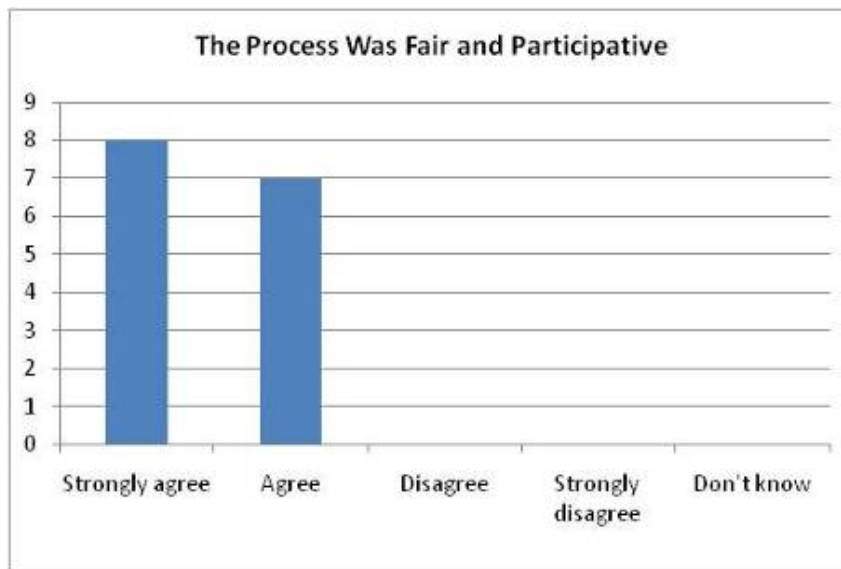
Participants completed a feedback sheet provided at the workshop to determine the level of support for the process and resultant outcomes. The Feedback Sheet is provided at Attachment Three.

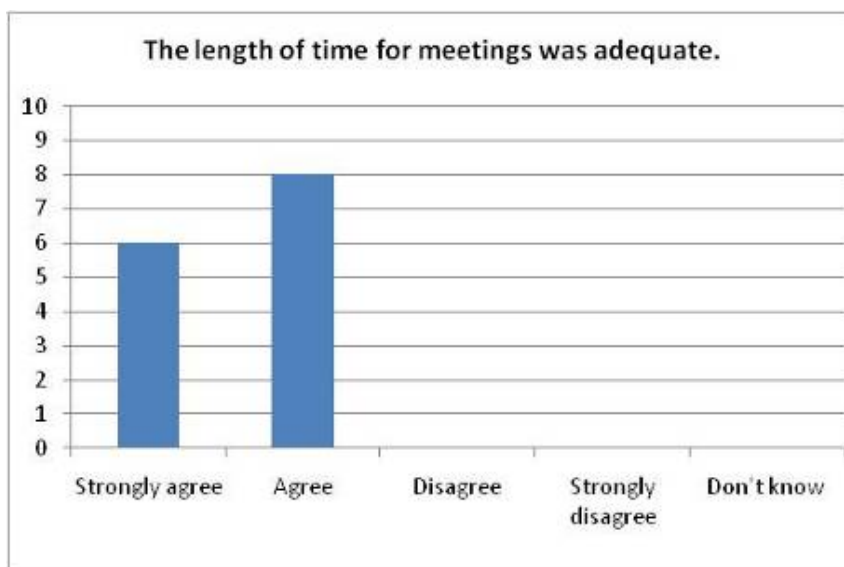
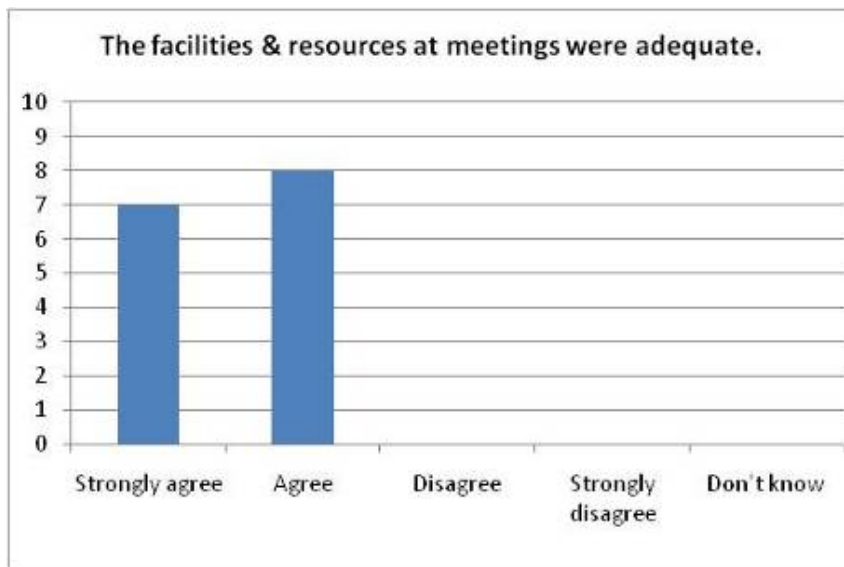
The Feedback Sheet sought responses to five key assertions listed below on a scale from “strongly oppose” to “strongly support”:

- The Port Geographe Sediment and Seagrass Reference Group has been informative and productive;
- The reference group process has been fair and participative;
- I support the outcomes of the forum based upon the information provided;
- The facilities & resources at meetings were adequate; and
- The length of time for meetings was adequate.

The resultant feedback was collated after the workshop and is shown graphically below.







The meeting closed at 8:40pm

ATTACHMENT ONE - AGENDA

**PORT GEOGRAPHE SEDIMENT & SEAGRASS
REFERENCE GROUP WORKSHOP #3
Busselton Volunteer Marine Rescue Group
Foreshore (near Georgette Street)
5:15pm to 8:30pm, Thursday 30th September 2010**

Workshop Purpose:

- Consider and comment on suggested model concept;
- Agree the fundamental requirements for the proposed solution;
- Agree a preferred concept; and
- Make recommendations to the Port Geographe Community Consultative Forum (PGCCF).

AGENDA

Start	Item	By
5:15	Arrival, tea and coffee	
5:30	Welcome, workshop purpose and process	Linton Pike
5:40	Previous minutes - comments or additions	All
5:50	Present suggested model concept and modelling outcomes	Chari Pattiaratchi
6:10	Realistic expectations and outcomes	James Holder
6:15	Questions and answers	All
6:30	Agree the fundamental requirements for the proposed solution	All
7:00	Stakeholder comment – level of support and/or concerns	All
7:45	Recommendation/s to PGCCF	All
8:20	Process from here and follow up actions	All
8:30	Close	

ATTACHMENT THREE - FEEDBACK SHEET

PORT GEOGRAPHE SEDIMENT & SEAGRASS REFERENCE GROUP

Thursday 30th September 2010

NAME:

WORKSHOP PROCESS FEEDBACK

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
The PG Sediment and Seagrass Reference Group has been informative and productive.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
The Reference Group process has been fair and participative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
I support the outcomes of the forum based upon the information provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
The facilities & resources at meetings were adequate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The length of time for meetings was adequate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment:					