

3 SUMMARY OF MAJOR COMMENTS AND RESPONSES

3.1 General

- 3.1.1 During CE2, one focus group meeting, 2 CE forums, as well as consultation with Planning, Works and Housing Committee of EDC and HKTF were held. An opinion survey was conducted. Various channels were established to collect views from the public and stakeholders.
- 3.1.2 After the two-month CE2 exercise, the public generally supports constructing the Boardwalk as quickly as possible so as to open up the harbourfront from North Point to Quarry Bay, enhance the connectivity along the Island East harbourfront, and provide the dearly needed open space to the local residents.
- 3.1.3 In addition to the four proposed access points located at the planned open space north of Oil Street, as well as Tong Shui Road, Tin Chiu Street and Hoi Yu Street, different stakeholders have requested more access points from the hinterland to the Boardwalk for facilitating public enjoyment of the Boardwalk.
- 3.1.4 The public was generally supportive to the following suggestions on facilities –
- a) the proposed Boardwalk should provide sufficient space to cater for the needs and safety of pedestrians, cyclists and other people carrying out different activities therein;
 - b) to provide “viewing platforms” along the proposed Boardwalk for the public to enjoy the panoramic views of the Victoria Harbour between Tsim Sha Tsui and Lei Yue Mun;
 - c) to provide “activity nodes” at the four access points for different activities; and
 - d) to set up a “fishing platform” next to the existing Tong Shui Road Pier.
- 3.1.5 At the same time, there had been requests that due consideration should be given to the PHO. The space underneath the IEC structure should be fully utilised, so as to reduce the impact to the Victoria Harbour.
- 3.1.6 The detailed records of the CE activities and the views received in respect of the Boardwalk scheme presented in CE2 are enclosed in the Appendices as follows:

Appendix C Gist for Focus Group Meeting and two Community Forums

Appendix D Summary of Views Received from Opinion Survey

Appendix E Media Coverage during Community Engagement 2

Appendix F1 Meeting Minutes and Discussion Paper for the Meeting with Planning, Works and Housing Committee of the Eastern District Council on 29 November 2016.

Appendix F2 Meeting Minutes and Papers for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 19 October 2016

Appendix F3 Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 12 January 2017

Appendix F4 Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 10 March 2017

Appendix F5 Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 29 May 2017

Appendix G Written Comments from Professional Institutions/ Organisations

3.1.7 The major comments received during various activities in the CE2 exercise are categorized and summarized in the following paragraphs.

3.2 Major Comments

3.2.1 Provision and Alignment of “Boardwalk Underneath Island Eastern Corridor”

Comments from Focus Group Meeting

- a) Participants supported the Project. Some participants commented that the proposed Boardwalk should not have an uniform width all along in order to create pocket space to allow different kinds of activities/uses by the public at various locations.

Comments from Community Forums

- b) The vast majority in the two community forums were in support of the Project. They agreed that the space under the IEC should be utilized to provide the general public with a pleasant environment. Some participants hoped the project could be implemented as soon as possible so as to let the general public enjoy the Victoria Harbour by walking, jogging, cycling and doing other activities along the harbourfront.
- c) A few participants considered that the extended width of 10 meters of the proposed Boardwalk was still too narrow, hoping to extend further in terms of width and scale of the project to allow more flexibility increase. Some suggested expanding certain part of the Boardwalk to create larger space to allow people to stay, gather and enjoy the view. One participant suggested further extending the Boardwalk to the area directly underneath IEC to optimize the use of space and provide shelters in inclement weather.
- d) Some people suggested having viewing platforms in the form of a glass box, which would allow the visitors to enjoy the beauty of the harbour under different weather conditions.

Written Comments

- e) Hon Kwok Wai-keung, JP, a member of the Legislative Council, conducted a survey from 20 to 24 January 2017, and received 152 completed responses. According to the survey analysis, the majority of the public within the North Point district and nearby residents were in support of the Project because there was a high demand for a comprehensive harbourfront facility in the community.
- f) Hong Kong Institute of Urban Design (HKIUD) expressed their reservation on the alignment of the recommended scheme. They considered that the elevated IEC offered a real opportunity for efficient and sustainable use of the space beneath and the space need to be better exploited in a dense city with a high demand for space. They commented that from an urban design perspective, the engineering model put forward in CE2 had a high impact to the surroundings, and was located entirely outside the alignment of the IEC, leaving the area under IEC vacant. The aspects of climate protection from rain or sunlight and the opportunity to revitalize the “left-over” area under the IEC were ignored.
- g) The Society for Protection of the Harbour expressed concerns on the extent of reclamation and the alignment of Boardwalk running beyond the IEC footprint which might not be in compliance with the minimum reclamation requirements. They demanded that the Boardwalk alignment should be shifted directly under the IEC footprint as far as possible so as to better utilise the space under the IEC.

3.2.2 Design Character and Ambience

Comments from Focus Group Meeting

- a) The majority of the participants of the focus group meeting agreed that the concept of shared use of public spaces should be promoted in the design of the proposed Boardwalk to allow greater variety of activities and to enhance vibrancy. Fixed planter boxes or designated cycle track might become limitations for different uses. Integrated green space such as lawn area should be encouraged.
- b) A professional member suggested adding new planters or artificial greenery to enhance the visual quality of the columns of the IEC. Besides, the proposed projection of images would be nice during night time, however, it would not be visible during the day.
- c) Some participants commented that the colour tone of the proposed Boardwalk should differentiate the Boardwalk from the existing IEC. On the other hand, there were views that the design and colour tone should be subtle. Some other pointed out that colour and patterns of the proposed uses and design could be further studied in the detailed design stage later.
- d) Some participants commented that the proposed Boardwalk should not have an uniform width all along in order to allow different kinds of activity/uses by the public at various locations. One of the participants suggested collaborating with artists on the display of artwork along the Boardwalk.
- e) Some participants urged the Government to maximize the potential of the Boardwalk so that more people could enjoy the harbourfront. One participant opined that the study area represented only part of the harbourfront in Hong Kong and hence it was not necessary to include everything on the Boardwalk.

Comments from Community Forums

- f) The vast majority of the two community forums agreed that the general design should adopt the theme of naturalistic and simplicity, and introduce more day light onto the Boardwalk. The number of proposed lighting feature should be reduced. With simplicity as the design theme, the budget should be lower.
- g) There were participants suggested having a vibrant design for the Boardwalk, which allowed for all kinds of activities on sections of the Boardwalk. It should also cater for hosting various events and functions in order to attract more visitors.
- h) Some participants supported the provision of viewing platforms that would allow dynamic or gathering activities without blocking the pedestrian flow on the passageways.
- i) There were views suggesting that the project should aim at becoming a major landmark of the city for years to come, which could assist to promote the beautiful harbour of Hong Kong.
- j) Some participants commented that the Boardwalk was in close proximity to residential development, hence the design should be community-oriented.
- k) A participant suggested making reference to the design of Quarry Bay Park, Kwun Tong Promenade and Ma On Shan Promenade where the walkway and cycle track were being separated to ensure the safety of visitors. Some commented that the design theme was very common in Hong Kong and suggested incorporating some overseas elements and special features in the Project.
- l) Some participants raised their concern on the choice of material for constructing the Boardwalk, and commented that those used in Quarry Bay Park often led to unpleasant sound when being stepped on. Some other participants recommended using transparent material for Boardwalk and glass railing to allow the user and nature blend in together, yet it should be durable. There were discussion on the durability of the glass railing, and impacts to cyclists when they crashed into the railing; some suggested that transparent parapet with metal railing would be a better option.

- m) Some participants suggested enhancing the greenery along the Boardwalk and hoped that plantings were able to mitigate the visual impact from the IEC especially for the lower floors of the Provident Centre. Some suggested the project to reserve certain planting area to allow the community to get involved in planting at the Boardwalk, which would help lowering the maintenance cost.
- n) A participant commented that the IEC and the Boardwalk should be visually compatible, while some disagreed and commented that they were two separate structures and compatibility was not needed.

Written Comments

- o) There were comments requesting more plantings and trees along the Boardwalk and a covered walkway throughout the Boardwalk to provide a better walking experience and attract more people to stay and enjoy. But they hoped the Boardwalk would not become another tourism spot like the Golden Bauhinia Square.
- p) According to the website questionnaires and emails received, 433 responded to the question on design and ambience of the Boardwalk. The majority (323 nos., 74.6%) of the respondents agreed to adopt a simplistic or natural design as the general theme for the Boardwalk. There were 59 (about 13.6%) respondents who preferred a tranquil ambience while 45 (about 10.4%) suggested a colourful and lively design for the Boardwalk. Also, there were 6 (about 1.4%) who hoped that the Boardwalk could become an iconic landmark.

Newspaper Report

- q) A comment on a newspaper considered that the Boardwalk should adopt a simplistic design. It suggested that the public should accept the concept of shared use of public spaces among recreational activities and recommended that the management agent of the future Boardwalk should not restrict the uses and activities within the Boardwalk. People should have more tolerance and mutual respect for different uses of the scarce waterfront public spaces.

3.2.3 Connectivity, Accessibility and Proposed Access Points

Comments from Focus Group Meeting

- a) There were comments that more access points should be added to the proposed Boardwalk. One participant opined that there should be adequate space for both cyclists and pedestrians for the proposed link bridge connecting to the Boardwalk from Provident Centre.
- b) Some participants suggested re-aligning Hoi Yu Street so that most of the proposed facilities would be directly linked to the Boardwalk to enhance connectivity, and the public would not need to cross the road to use the cycle rental kiosk. Another participant suggested that traffic calming measures with special design should be implemented at Hoi Yu Street so that people would know that they were entering a special area.

Comments from Community Forums

- c) Majority of the participants agreed to the proposed access points, but some requested for more access points between the North Point Vehicular Ferry Pier and Hoi Yu Street for easy and convenient access by the elderly; and many participants agreed that the access points should be beautified. Some participants and residents of Provident Centre worried that the access point through Provident Centre would have adverse impact to the local residents. Another participant suggested slightly adjusting the access point near Tin Chiu Street to Tin Chiu Street, so as to allow a clear path from inland towards the harbourfront.

- d) Some participants commented that there was not sufficient connectivity towards the harbourfront. The pedestrian crossing facilities toward the harbourfront at both Hoi Yu Street and Healthy Street East were poor, and these inner streets should be widened. Participants also pointed out that the current Hoi Yu Street's connection with the harbourfront to the east was relatively narrow.
- e) Some participants were concerned about the emergency vehicular access arrangement; and suggested that the project should provide enough spacing for maneuvering of emergency vehicles and a clear path leading to the Boardwalk.
- f) A participant commented that a continuous connection of the Boardwalk was crucial. He suggested extending the proposed Boardwalk and cycle track towards both eastward and westward to create a continuous connection from Central Harbourfront, Wanchai, North Point to Sai Wan Ho.
- g) There was consensus from the public engagement that clearer signages were needed in the future to lead people towards the Boardwalk.

Written Comments

- h) There were written comments proposing to extend the Boardwalk further to the east and west on both ends so as to enhance the connectivity with other existing or planned Boardwalk. They also considered the proposed access points to be reasonable.
- i) Out of the 152 questionnaires received from the survey conducted by the LegCo member Hon Kwok Wai Keung, 146 (about 96%) respondents were in support of providing an access point from Provident Garden. 53 (about 32%) respondents preferred the Boardwalk to be able to connect to other districts such as Chai Wan, Quarry Bay, Wan Chai North, Central and Kennedy Town, in order to align a comprehensive Boardwalk for the Hong Kong Island. 35 (about 23%) of them preferred to have a continuous instead of a piecemeal Boardwalk. 29 (about 19%) respondents suggested enhancing the connectivity with other transportation means. 8 (about 5%) respondents requested more directional signage.

3.2.4 Boardwalk Management, Noise concern and Safety Concern

Comments from Focus Group Meeting

- a) Majority of the professionals considered that there should not be designated spaces for specific uses. Instead, there should be more space-sharing for different kinds of activities. Another member suggested that "designated" fishing area should be changed into "recommended" fishing area so that Boardwalk users would not be restricted to fish at specific locations.

Comments from Community Forums

- b) Some participants and a resident of Provident Centre supported restricting the opening hours of the Boardwalk to avoid disturbance to nearby residents during night time, and suggested the Government to consult the stakeholders. A few suggested opening up a portion of the Boardwalk to allow 24-Hours access.
- c) Participants had concerns on the safety, management and securities measures of the whole 2km long Boardwalk. A few worried whether accident on IEC might affect the safety of the Boardwalk users.
- d) Street hawkers issues were discussed. Some participants were against allowing street hawkers within the Boardwalk area. Many suggested to make reference to Tuen Mun's Gold Coast and Singapore's Sentosa Island, where certain area of the boardwalk are open for weekend market.

- e) Majority of the participants suggested having a vibrant Boardwalk which allowed all kinds of activities, including singing and performing, picnic, skateboarding and pets-walking. They complained there were too many restrictions in parks within Hong Kong, and hoped the future Boardwalk management would adopt fewer restrictions.
- f) A participant pointed out that special consideration should be given to crowd control during large-scale events.

Written Comments

- g) Hon Kwok Wai Keung suggested that the residents of Providence Centre should be consulted on the opening hours, the access point location and management details of the Boardwalk. The majority of the residents agreed to restrict opening hours of the Boardwalk, alas in other Leisure and Cultural Services Department (LCSD)'s park. The public were also concerned about the adequacy of open space, public hygiene, air and noise impact of the Boardwalk.

3.2.5 Intended Uses and Proposed Facilities

Comments from Focus Group Meeting

- a) There were queries on whether the proposed water playground would be fixed which would limit the variety of uses. It was also recommended that the Dragon Boat Association should be consulted to find out whether the proposed design of the Boardwalk could facilitate dragon boat racing activities.
- b) There were enquiries as to whether the design had considered the application of renewable energy such as cycle track with solar panel paving and wind turbine.

Comments from Community Forums

- c) Majority of the participants supported the idea of water playground which would allow the public to interact with the water. Some suggested providing a waterslide towards the Victoria Harbour. They commented that the proposed water playground should be under the sun but not under the IEC. A few queried whether the water playground facilities and space as shown in the perspectives were feasible. Participants also recommended restoring the old "North Point Swimming Shed" to provide swimming facilities with the improving water quality of Victoria Harbour.
- d) Many of the participants suggested that public toilets should be provided along the Boardwalk, and the suggestion of installing temporary portable toilets was also raised. A few participants considered it acceptable if toilets would be provided nearby instead of on the Boardwalk.
- e) Other facilities suggested include shelters from rain and sun, viewing platforms, vending machines, drinking fountains, refreshment kiosks, Wi-Fi services and electric socket. Currently there were quite a number of anglers fishing underneath the IEC near Hoi Yu Street. Some participants suggested that a fishing platform at the same location could be added.
- f) One participant commented that since the harbour was already impaired by the IEC, the whole area underneath the corridor should be used to create more open space especially for elderly and children.
- g) Some residents of the Provident Centre claimed that they were already suffering from the noise pollution from IEC. They suggested adding a noise barrier between their estate and the Boardwalk in order to mitigate the noise impact to the residents.
- h) Some participants were worried about the already congested area of North Point, for example Java Road. They were concerned that the area would get even more crowded if a new

attraction were to be placed there. They suggested adding more parking spaces and loading/unloading bays in the area.

Written Comments

- i) There was a suggestion to provide a refreshment kiosk near Oil Street. Another comment suggested having exercise corners with exercise equipment and rain shelters for the elderly to achieve LCSD's goal of "Sports for All Day".
- j) According to the website questionnaires and emails received, 280 respondents provided feedback to the question on facilities/functions to be included in the project. Among them, 11 (about 4%) respondents recommended to include facilities/functions such as exercise kiosk, weekend market and performing platform. 22 (about 8%) and 20 (about 7%) of the comments recommended having more access points and more bicycle parking facilities respectively.

Newspaper Report

- k) According to an interviewee in a newspaper report, anglers tended to walk along the harbourfront to search for the most advantageous position that would have the most catch. Anglers worried that if there would be a designated fishing spot, it would limit the area that they could fish. They preferred a more flexible arrangement.

3.2.6 Discussion on whether to allow Pet to enter the Boardwalk

Comments from Community Forums

- a) Some participants considered pet as part of their community and therefore supported allowing pets on the Boardwalk. Some suggested that the Boardwalk should provide facilities for pet use, promote a safe and harmonious environment for them and allow for interaction between people and pets. There were comments suggesting that at least a portion of the Boardwalk should allow pet. However, some thought that untrained pet should not be allowed.
- b) The nearest pet garden within the whole district was located at the Quarry Bay Park, which was considered remote from North Point. Some participants suggested adding another pet garden along the Boardwalk to cater for the demand. If there would be a pet garden provided along the Boardwalk, a participant suggested providing sufficient number of dog latrines and imposing guidelines for pet walkers.
- c) A participant suggested having a comprehensive planning of pet garden for both Quarry Bay Park and the project and linked them together to create a larger space for pets. There was also recommendation on having a seamless connection of pet garden from North Point to Wan Chai North.
- d) There were, however, some participants who had reservation on allowing pets on the Boardwalk, as they considered the Boardwalk to be people-oriented.

Written Comments

- e) According to the website questionnaires and emails received, 40 (about 9.3%) respondents requested allowing pet to enter the Boardwalk.

3.2.7 Cycle Track and Related Comments

Comments from Focus Group Meeting

- a) Some professional members commented that the design of the proposed Boardwalk should be flexible in encouraging space sharing, and designated cycle track design should not be required. Some pointed out that the purpose of the cycle track provision would affect its design. For

instance, design of a cycle track for commuting purpose would be different from one for leisure in view of the speed involved. The project team should determine the purpose of the cycle track provision prior to the development of the design.

- b) A professional member commented that more cycle rental kiosks should be put in place. Some participants also enquired whether it would be feasible to use the North Point Vehicular Ferry Pier as a cycle rental kiosk. It was also suggested that CEDD and PlanD should coordinate and provide cycle rental kiosks in Wan Chai and Quarry Bay/Hoi Yu Street to better coordinate the planning of the cycle rental kiosks from west to east of the harbourfront area.
- c) Another member commented that the locations, scale and design of bicycle parking should be carefully selected as they were related to cyclist's preferences/purpose of their trips.

Comments from Community Forums

- d) There were diverse views on whether to allow cycling, skateboarding, scooters and roller-skating activities on the Boardwalk. Many participants had concerns on the cycling activities for fear of endangering pedestrians' safety. Some preferred restricting cycling while others suggested separating the pedestrian walkway from the cycle track. If there would be a cycle track, participants suggested there should be enough clearance and level difference between the seating benches and the cycle track so as to ensure safety of the general public.
- e) A participant also commented on the steep gradient at certain section of the Boardwalk and worried that the level change might cause accidents.

Written Comments

- f) Some expected that cycling facilities were imperative. Another comment preferred an unobstructed cycling pathway.
- g) According to Hon Kwok Wai Keung, the only public cycle track on the Hong Kong Island was at the Quarry Bay Park. Residents of North Point were looking forward to having a continuous harbourfront cycle track connecting North Point to Admiralty and Central.

- h) HKIUD commented that cycling should only be encouraged in situations that created opportunities both for recreational and commuting purposes as it was difficult to introduce a safe system. Unlike the cycle track in New Territories where there were wider spaces and longer tracks, the cycle track proposed in this Boardwalk was an 'add on' to an existing waterfront in a situation that was fraught with legalities. They were also worried that young cyclists living nearby had to cross major roads to get to this waterfront. Besides, they would unlikely be able to use this as a means of transport to schools etc as there was no other cycle track provision in the area. The Boardwalk should therefore be provided with a safe and comfortable waterfront pedestrian environment, with leisure cycling use as that on the Aldrich Bay waterfront.
- i) According to the website questionnaires and emails received, the vast majority of the respondents (233 nos., about 53.8%) supported the provision of a cycle track along the Boardwalk. 11 (about 2.5%) of them commented that should be separation between pedestrians and cyclists.
- j) Hong Kong Cycling Alliance submitted written comments on 22 January 2017. In the submission, Hong Kong Cycling Alliance stated that 340 Hong Kong people cycled from Kennedy Town to Quarry Bay to support the Stage 2 proposal to enable and encourage cycling along the IEC Boardwalk. Most of them also supported the creation of a harbourfront cycle track that would run from Kennedy Town to Chai Wan.

Newspaper Report

- k) Members of the cycling groups, "HK Cycling Alliance" and "A Green Harbourfront Cycle Path for Hong Kong Island" held an event to cycle around the Hong Kong Island to express their request to the government to provide a cycle track within the Project. They were looking forward to having a "Hong Kong Harbourfront Cycle Path" at the northern Hong Kong Island in order to connect other districts such as Kennedy Town and Heng Fa Chuen while providing a leisure and tourism spot in the city centre. The Hon Kwok Wai Keung supported the event and commented that the ancillary cycling facilities in Hong Kong Island were poor and hoped that cycling could become part of an option for daily commuting. A former LegCo member the Hon Yiu Chung Yim considered that cycling could improve both the traffic and air quality of the city.

3.2.8 Implementation issues

Comments from Focus Group Meeting

- a) A professional member suggested providing some pilings for expansion/enhancement works opportunities in the future.

Comments from Community Forums

- b) Participants asked about various implementations issues such as project cost, implementation schedule and phasing, completion date, structural engineering issues and funding procedure. They also asked when the Legislative Council would approve the funding for the project.
- c) Several participants raised concern on the structural safety of the North Point Vehicular Ferry Pier and questioned whether the pier would be relocated; they recommended the government taking this opportunity to optimize that particular area. Some suggested the design of the Boardwalk should make use of the existing structure/footing of the IEC and adopt simplicity approach to minimize the reclamation area and lower the construction cost.
- d) Some hoped to speed up the public consultation for early implementation of the Project while some considered the schedule was within a reasonable timeframe.

3.2.9 Implication of the PHO on the project

Comments from Focus Group Meeting

- a) A professional member pointed out that the most important part of the study was to fulfill the requirements of the PHO. Issues such as colour tone/pattern of the design could be decided at a later stage.

Comments from Community Forums

- b) With regard to the PHO, some participants considered that the Project had an overriding public need as it would not have adverse impact on the Victoria Harbour.

Written Comments

- c) HKIUD made reference to the judgment of the High Court in July 2013, suggesting the Government to re-consider the prospect of passing the overriding public need test under the PHO, in particular when there was a less intrusive option of the alignment. They further stated that meeting public aspirations might not necessarily be equal to meeting an “overriding public need”. While this might have to be decided by the court through Judicial Review, protracted litigation processes might only delay the harbourfront enhancement initiative however well-intentioned it might be.

3.2.10 Other Views

Comments from Community Forums

- a) Comments from the elderly and person with disabilities should be collected.
- b) Some participants inquired about the mitigation measures on the air quality and noise issue generated from the IEC. They thought the traffic noise on the IEC would lower the public's intention to stay within the Boardwalk and suggested adding noise barrier along the IEC to reduce the noise to a comfortable level. In this regard, since noise barrier might lead to visual impact against the residents of Providence Centre, another stakeholder engagement with the affected residents should be arranged. Some participants suggested the government to take this opportunity to conduct a traffic impact assessment on the impact of the Boardwalk towards Electric Road and Java Road.
- c) A participant suggested that a more attractive and interesting name should be given to this Project.

Written Comments

- d) The Hong Kong Institute of Architects (HKIA) submitted written comments on 10 April 2017. In the submission, HKIA expressed that the Institute was in support in principle to the development of the Boardwalk underneath IEC. The Project should proceed immediately without further delay.
- e) Details of comments are presented in Appendix F.

3.3 Comments from EDC

- 3.3.1 At the meeting held on 29 November 2016, a number of Members expressed concern over the Boardwalk proposal, and hoped that the department(s) concerned could design the Boardwalk, cycle track, fishing zone and other facilities under consideration of safety, aesthetics and practicality. Members generally hoped that the department(s) concerned could commence the works of Boardwalk as soon as possible, with a view to providing additional recreational and leisure space to residents of the district.

3.4 Comments from HC

- 3.4.1 At the meeting held on 19 October 2016, members expressed their concern on the alignment and the architectural design of the Boardwalk. They commented that the Boardwalk should create a sense of place with multiple uses and an interesting and simple design. Some members opined that the proposed alignment should make full use of the space underneath the IEC. At the meeting held on 12 January 2017, members gave suggestions on the Boardwalk facilities, additional access points, estimated project cost, and Boardwalk alignment. Some members expressed their concern on the compliance with the minimum reclamation requirements and suggested the Boardwalk alignment should utilise the shaded area under the IEC.