



Antiquities and Monuments Office

Study on Old Trails in Hong Kong - Final Study Report

February 2014

Environmental Resources Management
16/F DCH Commercial Centre
25 Westlands Road
Quarry Bay Hong Kong
Telephone 2271 3000
Facsimile 2723 5660

www.erm.com

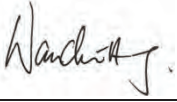


Antiquities and Monuments Office

Study on Old Trails in Hong Kong: *Final Study Report*

24 February 2014

Reference 0127814

For and on behalf of ERM-Hong Kong, Limited	
Approved by:	Frank Wan
Signed:	
Position:	Partner
Date:	24 February 2014

This report has been prepared by ERM-Hong Kong, Limited with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporating our General Terms and Conditions of Business and taking account of the resources devoted to it by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

CONTENTS

1	INTRODUCTION	1
1.1	STUDY BACKGROUND	1
1.2	STUDY OBJECTIVES	2
1.3	STUDY TEAM MEMBERS	2
1.4	STRUCTURE OF THE REPORT	3
2	METHODOLOGY	7
2.1	STUDY APPROACH	7
3	EXISTING PHYSICAL CONDITIONS OF THE OLD FOOTPATHS AND THEIR IMMEDIATE ENVIRONMENT AND FEATURES	11
3.1	OVERVIEW	12
3.2	A1- HO CHUNG TRACKWAY	23
3.3	A2 - HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY	26
3.4	A3 - SUN LEUNG TAM TRACKWAY	30
3.5	A4 - LUNG A PAI - SIU OM SHAN TRACKWAY	32
3.6	A5 - WUN YIU TRACKWAY	35
3.7	A6 - LAU SHUI HEUNG - KAT TSAI SHAN AU TRACKWAY	36
3.8	A7 - LUK KENG-TSAT MUK KIU BOULDER TRACKWAY	39
3.9	A8 - PAK KONG-MUI TSZ LAM TRACKWAY	41
3.10	A9 - SHUI NGAU SHAN TRACKWAY	44
3.11	A10 - TAI LAM CHUNG-SHAP PAT HEUNG TRACKWAY	46
3.12	A11 - HO PUI TRACKWAY	49
3.13	A12 - NGONG PING - SHEK PIK TRACKWAY	50
3.14	A13 - YI O - FAN LAU BOULDER TRACKWAY	52
3.15	A14 - HUNG SHING YE TRACKWAY	54
4	BASIC RECORDING OF SIX RECOMMENDED OLD FOOTPATHS	57
4.1	OVERVIEW	57
5	CULTURAL HERITAGE VALUES AND SIGNIFICANCE OF THE OLD FOOTPATHS	63
5.1	STATEMENT OF SIGNIFICANCE FOR OLD FOOTPATHS IN HONG KONG AS A GROUP	63
5.2	STATEMENT OF SIGNIFICANCE FOR OLD FOOTPATHS IN HONG KONG	64
6	KEY ISSUES INVOLVED IN THE PRESERVATION OF OLD FOOTPATHS IN HONG KONG	73
6.1	LACK OF DETAILED STUDY ON OLD FOOTPATHS	73
6.2	AUTHENTICITY OF BOULDER PAVED FOOTPATHS	74
6.3	DIFFICULTY ON PHYSICAL PROTECTION OF THE OLD FOOTPATHS	75
7	FEASIBLE MEASURES/OPPORTUNITIES ON OLD FOOTPATH PRESERVATION/MANAGEMENT	77
7.1	DOCUMENTATION AND FURTHER STUDY/RESEARCH ON OLD FOOTPATHS	77
7.2	PROMOTION AND ENHANCEMENT OF OLD FOOTPATHS	77
8	CONCLUSIONS	79

LIST OF ANNEXES AND PLANS

ANNEX A1	HO CHUNG TRACKWAY INFORMATION
ANNEX A1-1	LOCATION PLAN SHOWING THE RECORDED HO CHUNG TRACKWAY
ANNEX A1-2	LOCATION PLANS OF THE VERIFIED ALIGNMENT OF HO CHUNG TRACKWAY
ANNEX A1-3	PHOTOGRAPHIC RECORDS OF HO CHUNG TRACKWAY AND ITS ASSOCIATED FEATURES
ANNEX A1-4	LAND STATUS PLANS – A1 HO CHUNG TRACKWAY
ANNEX A1-5	OUTLINE ZONING PLANS FOR A1 HO CHUNG TRACKWAY
ANNEX A2	HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY INFORMATION
ANNEX A2-1	LOCATION PLAN SHOWING THE RECORDED HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY
ANNEX A2-2	LOCATION PLANS OF THE VERIFIED ALIGNMENT OF HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY
ANNEX A2-3	PHOTOGRAPHIC RECORDS OF HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY AND ITS ASSOCIATED FEATURES
ANNEX A2-4	LAND STATUS PLANS – A2 HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY
ANNEX A2-5	OUTLINE ZONING PLANS FOR A2 HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY
ANNEX A3	SUN LEUNG TAM TRACKWAY INFORMATION
ANNEX A3-1	LOCATION PLAN SHOWING THE RECORDED SUN LEUNG TAM TRACKWAY
ANNEX A3-2	LOCATION PLANS OF THE VERIFIED ALIGNMENT OF SUN LEUNG TAM TRACKWAY
ANNEX A3-3	PHOTOGRAPHIC RECORDS OF SUN LEUNG TAM TRACKWAY AND ITS ASSOCIATED FEATURES
ANNEX A4	LUNG A PAI-SIU OM SHAN TRACKWAY INFORMATION
ANNEX A4-1	LOCATION PLAN SHOWING THE RECORDED LUNG A PAI-SIU OM SHAN TRACKWAY
ANNEX A4-2	LOCATION PLANS OF THE VERIFIED ALIGNMENT OF LUNG A PAI-SIU OM SHAN TRACKWAY
ANNEX A4-3	PHOTOGRAPHIC RECORDS OF LUNG A PAI-SIU OM SHAN TRACKWAY AND ITS ASSOCIATED FEATURES
ANNEX A4-4	LAND STATUS PLANS – A4 LUNG A PAI-SIU OM SHAN TRACKWAY
ANNEX A4-5	OUTLINE ZONING PLANS FOR A4 LUNG A PAI-SIU OM SHAN TRACKWAY
ANNEX A5	WUN YIU TRACKWAY INFORMATION
ANNEX A5-1	LOCATION PLAN SHOWING THE RECORDED WUN YIU TRACKWAY
ANNEX A5-2	LOCATION PLANS OF THE VERIFIED ALIGNMENT OF WUN YIU TRACKWAY
ANNEX A5-3	PHOTOGRAPHIC RECORDS OF WUN YIU TRACKWAY AND ITS ASSOCIATED FEATURES
ANNEX A5-4	LAND STATUS PLAN – A5 WUN YIU TRACKWAY
ANNEX A5-5	OUTLINE ZONING PLANS FOR A5 WUN YIU TRACKWAY
ANNEX A6	LAU SHUI HEUNG-KAT TSAI SHAN AU TRACKWAY INFORMATION
ANNEX A6-1	LOCATION PLAN SHOWING THE RECORDED LAU SHUI HEUNG-KAT TSAI SHAN AU TRACKWAY
ANNEX A6-2	LOCATION PLANS OF THE VERIFIED ALIGNMENT OF LAU SHUI HEUNG-KAT

	<i>TSAI SHAN AU TRACKWAY</i>
<i>ANNEX A6-3</i>	<i>PHOTOGRAPHIC RECORDS OF LAU SHUI HEUNG-KAT TSAI SHAN AU TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A6-4</i>	<i>LAND STATUS PLANS – A6 LAU SHUI HEUNG-KAT TSAI SHAN AU TRACKWAY</i>
<i>ANNEX A7</i>	<i>LUK KENG-TSAT MUK KIU BOULDER TRACKWAY INFORMATION</i>
<i>ANNEX A7-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED LUK KENG-TSAT MUK KIU BOULDER TRACKWAY</i>
<i>ANNEX A7-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF LUK KENG-TSAT MUK KIU BOULDER TRACKWAY</i>
<i>ANNEX A7-3</i>	<i>PHOTOGRAPHIC RECORDS OF LUK KENG-TSAT MUK KIU BOULDER TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A7-4</i>	<i>LAND STATUS PLANS – A7 LUK KENG-TSAT MUK KIU BOULDER TRACKWAY</i>
<i>ANNEX A8</i>	<i>PAK KONG-MUI TSZ LAM TRACKWAY INFORMATION</i>
<i>ANNEX A8-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED PAK KONG-MUI TSZ LAM TRACKWAY</i>
<i>ANNEX A8-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF PAK KONG-MUI TSZ LAM TRACKWAY</i>
<i>ANNEX A8-3</i>	<i>PHOTOGRAPHIC RECORDS OF PAK KONG-MUI TSZ LAM TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A8-4</i>	<i>LAND STATUS PLANS – A8 PAK KONG-MUI TSZ LAM TRACKWAY</i>
<i>ANNEX A8-5</i>	<i>OUTLINE ZONING PLANS FOR A8 PAK KONG-MUI TSZ LAM TRACKWAY</i>
<i>ANNEX A9</i>	<i>SHUI NGAU SHAN TRACKWAY INFORMATION</i>
<i>ANNEX A9-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED SHUI NGAU SHAN TRACKWAY</i>
<i>ANNEX A9-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF SHUI NGAU SHAN TRACKWAY</i>
<i>ANNEX A9-3</i>	<i>PHOTOGRAPHIC RECORDS OF SHUI NGAU SHAN TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A10</i>	<i>TAI LAM CHUNG – SHAP PAT HEUNG TRACKWAY INFORMATION</i>
<i>ANNEX A10-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED TAI LAM CHUNG – SHAP PAT HEUNG TRACKWAY</i>
<i>ANNEX A10-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF TAI LAM CHUNG – SHAP PAT HEUNG TRACKWAY</i>
<i>ANNEX A10-3</i>	<i>PHOTOGRAPHIC RECORDS OF TAI LAM CHUNG – SHAP PAT HEUNG TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A10-4</i>	<i>LAND STATUS PLANS – A10 TAI LAM CHUNG – SHAP PAT HEUNG TRACKWAY</i>
<i>ANNEX A10-5</i>	<i>OUTLINE ZONING PLANS FOR A10 TAI LAM CHUNG – SHAP PAT HEUNG TRACKWAY</i>
<i>ANNEX A11</i>	<i>HO PUI TRACKWAY INFORMATION</i>
<i>ANNEX A11-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED HO PUI TRACKWAY</i>
<i>ANNEX A11-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF HO PUI TRACKWAY</i>
<i>ANNEX A11-3</i>	<i>PHOTOGRAPHIC RECORDS OF HO PUI TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A11-4</i>	<i>NOT USED</i>
<i>ANNEX A11-5</i>	<i>OUTLINE ZONING PLANS FOR A11 HO PUI TRACKWAY</i>
<i>ANNEX A12</i>	<i>NGONG PING – SHEK PIK TRACKWAY INFORMATION</i>
<i>ANNEX A12-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED NGONG PING – SHEK PIK TRACKWAY</i>
<i>ANNEX A12-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF NGONG PING – SHEK</i>

	<i>PIK TRACKWAY</i>
<i>ANNEX A12-3</i>	<i>PHOTOGRAPHIC RECORDS OF NGONG PING – SHEK PIK TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A12-4</i>	<i>NOT USED</i>
<i>ANNEX A12-5</i>	<i>OUTLINE ZONING PLANS FOR A12 NGONG PING – SHEK PIK TRACKWAY</i>
<i>ANNEX A13</i>	<i>YI O – FAN LAU BOULDER TRACKWAY INFORMATION</i>
<i>ANNEX A13-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED YI O – FAN LAU BOULDER TRACKWAY</i>
<i>ANNEX A13-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF YI O – FAN LAU BOULDER TRACKWAY</i>
<i>ANNEX A13-3</i>	<i>PHOTOGRAPHIC RECORDS OF YI O – FAN LAU BOULDER TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A13-4</i>	<i>LAND STATUS PLANS – A13 YI O – FAN LAU BOULDER TRACKWAY</i>
<i>ANNEX A13-5</i>	<i>OUTLINE ZONING PLANS FOR A13 YI O – FAN LAU BOULDER TRACKWAY</i>
<i>ANNEX A14</i>	<i>HUNG SHING YE TRACKWAY INFORMATION</i>
<i>ANNEX A14-1</i>	<i>LOCATION PLAN SHOWING THE RECORDED HUNG SHING YE TRACKWAY</i>
<i>ANNEX A14-2</i>	<i>LOCATION PLANS OF THE VERIFIED ALIGNMENT OF HUNG SHING YE TRACKWAY</i>
<i>ANNEX A14-3</i>	<i>PHOTOGRAPHIC RECORDS OF HUNG SHING YE TRACKWAY AND ITS ASSOCIATED FEATURES</i>
<i>ANNEX A14-4</i>	<i>NOT USED</i>
<i>ANNEX A14-5</i>	<i>OUTLINE ZONING PLANS FOR A14 HUNG SHING YE TRACKWAY</i>
<i>ANNEX B1</i>	<i>TAI PO ROUTE (KOWLOON CITY TO SHAM CHUN; KOWLOON CITY TO SHING MUN SUB-SECTION) INFORMATION</i>
<i>ANNEX B1-1</i>	<i>TAI PO ROUTE (KOWLOON CITY TO SHAM CHUN; KOWLOON CITY TO SHING MUN SUB-SECTION) (N1A) DETAIL INFORMATION</i>
<i>ANNEX B1-2</i>	<i>PHOTOGRAPHIC RECORDS OF N1A</i>
<i>PLAN N1A-1</i>	<i>1:5000 SURVEY PLAN FOR N1A</i>
<i>PLAN N1A-2</i>	<i>1:5000 SURVEY PLAN FOR N1A</i>
<i>ANNEX B2</i>	<i>TAI PO ROUTE (KOWLOON CITY TO SHAM CHUN; SHING MUN TO TAI PO MARKET SUB-SECTION) INFORMATION</i>
<i>ANNEX B2-1</i>	<i>TAI PO ROUTE (KOWLOON CITY TO SHAM CHUN; SHING MUN TO TAI PO MARKET SUB-SECTION) (N1B) DETAIL INFORMATION</i>
<i>ANNEX B2-2</i>	<i>PHOTOGRAPHIC RECORDS OF N1B</i>
<i>PLAN N1B-1</i>	<i>1:5000 SURVEY PLAN FOR N1B</i>
<i>PLAN N1B-2</i>	<i>1:5000 SURVEY PLAN FOR N1B</i>
<i>ANNEX B3</i>	<i>LAI TUNG ROUTE (SHA TAU KOK TO SHAM CHUN) INFORMATION</i>
<i>ANNEX B3-1</i>	<i>LAI TUNG ROUTE (SHA TAU KOK TO SHAM CHUN) (N2) DETAIL INFORMATION</i>
<i>ANNEX B3-2</i>	<i>PHOTOGRAPHIC RECORDS OF N2</i>
<i>PLAN N2-1</i>	<i>1:5000 SURVEY PLAN FOR N2</i>
<i>PLAN N2-2</i>	<i>1:5000 SURVEY PLAN FOR N2</i>
<i>ANNEX B4</i>	<i>KOWLOON ROUTE (KOWLOON CITY TO SHAM CHUN; KOWLOON CITY TO YUEN CHAU KOK FERRY PIER SUB-SECTION) INFORMATION</i>
<i>ANNEX B4-1</i>	<i>KOWLOON ROUTE (KOWLOON CITY TO SHAM CHUN; KOWLOON CITY TO YUEN CHAU KOK FERRY PIER SUB-SECTION) (N10) DETAIL INFORMATION</i>
<i>ANNEX B4-2</i>	<i>PHOTOGRAPHIC RECORDS OF N10</i>
<i>PLAN N10-1</i>	<i>1:5000 SURVEY PLAN FOR N10</i>
<i>PLAN N10-2</i>	<i>1:5000 SURVEY PLAN FOR N10</i>

ANNEX B5	TAI CHE TO HO CHUNG OLD FOOTPATH INFORMATION
ANNEX B5-1	TAI CHE TO HO CHUNG OLD FOOTPATH (O8) DETAIL INFORMATION
ANNEX B5-2	PHOTOGRAPHIC RECORDS OF O8
PLAN O8	1:5000 SURVEY PLAN FOR O8
ANNEX B6	TAI LONG WAN VILLAGE TO CHAI WAN ROUTE INFORMATION
ANNEX B6-1	TAI LONG WAN VILLAGE TO CHAI WAN ROUTE (H1) DETAIL INFORMATION
ANNEX B6-2	PHOTOGRAPHIC RECORDS OF H1
PLAN H1-1	1:5000 SURVEY PLAN FOR H1
PLAN H1-2	1:5000 SURVEY PLAN FOR H1

LIST OF FIGURES

FIGURE 3.1	OLD FOOTPATHS IN HONG KONG RECORDED BY THE AMO
FIGURE 3.2	PHOTOGRAPHS SHOWING TYPICAL MUD SECTION
FIGURE 3.3	PHOTOGRAPHS SHOWING TYPICAL BOULDER SECTION
FIGURE 3.4	PHOTOGRAPHS SHOWING TYPICAL REWORKED SECTION
FIGURE 3.5	TYPICAL ARRANGEMENT OF THE TWO-BOULDER STEPS
FIGURE 3.6	TYPICAL LAYOUT OF VILLAGE HOUSES IN HONG KONG
FIGURE 3.7	PHOTOGRAPHS SHOWING TYPICAL BRIDGES FOR CROSSING
FIGURE 3.8	PHOTOGRAPHS SHOWING TYPICAL BRIDGES FOR CROSSING
FIGURE 3.9	PHOTOGRAPHS SHOWING TYPICAL SMALL CROSSINGS
FIGURE 3.10	PHOTOGRAPHS SHOWING TYPICAL RAILINGS
FIGURE 3.11	ONE OF THE INFORMATION PLAQUES ON NAM HANG PAI ANCIENT TRAIL
FIGURE 3.12	INSCRIPTIONS ON THE INFORMATION PLAQUE ON NAM HANG PAI ANCIENT TRAIL

LIST OF TABLES

TABLE 2.1	CRITERIA FOR SIGNIFICANCE EVALUATION
TABLE 3.1	BASIC INFORMATION OF THE OLD FOOTPATHS RECORDED BY AMO
TABLE 3.2	DEFINITIONS OF OLD FOOTPATH SECTIONS
TABLE 3.3	SUMMARY OF FACTUAL INFORMATION OF THE OLD FOOTPATHS RECORDED BY AMO
TABLE 3.4	EXISTING PHYSICAL CONDITION OF A1
TABLE 3.5	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A1
TABLE 3.6	LIST OF PRIVATE LAND LOTS IN A1
TABLE 3.7	EXISTING PHYSICAL CONDITION OF A2
TABLE 3.8	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A2
TABLE 3.9	LIST OF PRIVATE LAND LOTS IN A2
TABLE 3.10	EXISTING PHYSICAL CONDITION OF A3
TABLE 3.11	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A3
TABLE 3.12	EXISTING PHYSICAL CONDITION OF A4
TABLE 3.13	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A4
TABLE 3.14	LIST OF PRIVATE LAND LOTS IN A4
TABLE 3.15	EXISTING PHYSICAL CONDITION OF A5
TABLE 3.16	LIST OF PRIVATE LAND LOTS IN A5
TABLE 3.17	EXISTING PHYSICAL CONDITION OF A6
TABLE 3.18	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A6
TABLE 3.19	LIST OF PRIVATE LAND LOTS IN A6
TABLE 3.20	EXISTING PHYSICAL CONDITION OF A7
TABLE 3.21	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A7
TABLE 3.22	LIST OF PRIVATE LAND LOTS IN A7

TABLE 3.23	EXISTING PHYSICAL CONDITION OF A8
TABLE 3.24	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A8
TABLE 3.25	LIST OF PRIVATE LAND LOTS IN A8
TABLE 3.26	EXISTING PHYSICAL CONDITION OF A9
TABLE 3.27	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A9
TABLE 3.28	EXISTING PHYSICAL CONDITION OF A10
TABLE 3.29	BRIEF DESCRIPTION OF THE FEATURES IDENTIFIED ALONG A10
TABLE 3.30	LIST OF PRIVATE LAND LOTS IN A10
TABLE 3.31	EXISTING PHYSICAL CONDITION OF A11
TABLE 3.32	EXISTING PHYSICAL CONDITION OF A12
TABLE 3.33	EXISTING PHYSICAL CONDITION OF A13
TABLE 3.34	LIST OF PRIVATE LAND LOTS IN A13
TABLE 3.35	EXISTING PHYSICAL CONDITION OF A14
TABLE 4.1	RECOMMENDED SIX OLD SURVEYED OLD FOOTPATHS
TABLE 4.2	BASIC INFORMATION OF THE SIX SURVEYED OLD FOOTPAHTS
TABLE 5.1	STATEMENT OF SIGNIFICANCE FOR EACH FOOTPATH
TABLE 6.1	KEY DEPARTMENTAL REPRESENTATIVE WHO SHOULD PARTICIPATE IN THE OLD FOOTPATH CONSERVATION WORK

1.1

STUDY BACKGROUND

A request was made to the Antiquities Advisory Board (AAB) to protect the boulder trackways (古石徑) in Hong Kong in 2010 (AMO 2010b). To respond to similar voices from the general public, it was decided to regard ‘ancient trails’ as a new item/category proposed by the public for consideration in AAB in due course. As a result, this Study has been put forward to collect and analyse historical information, and record the current condition of the old trails for assessment on their cultural significance in local context.

It is widely believed that old trails reflect the early pattern of commercial activities, cultural exchanges and communications among villagers, markets and towns in various parts of Hong Kong. In order to have an in-depth understanding of the development and the present conditions of the old trails in Hong Kong, the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) commissioned ERM-Hong Kong, Limited to conduct a “Study on Old Trails in Hong Kong” (hereafter referred to as the Study). The trails to be covered in the Study are those trails which were built before 1899.

A *Desk-top Study Report* presenting the comprehensive key findings of the archival search and literature review was completed and accepted by the AMO on 23 July 2013. The *Desk-top Study Report* defined the old trail in both international and local context.

According to the internationally recognised charters and guidelines on cultural or heritage routes, the term “cultural route” is defined as “any route of communication which is physically delimited and is also characterised by having its own specific dynamic and historic functionality to serve a specific and well-determined purpose”. In principle, it should be composed of tangible elements of which the cultural significance comes from exchanges and a multi-dimensional dialogue across countries or regions, and that illustrate the interaction of movement, along the route, in space and time. In local context, the “old footpaths” (古道) are defined as any footpath built before British colonialisation (i.e. before 1898 on the New Territories, 1859 on Old British Kowloon and 1841 on Hong Kong Island); and especially any such footpath still retaining its original character (i.e. with a cobbled, or boulder or mud surface).

Further to the recommendation as presented in the *Desk-top Study Report*, it was considered that either “old routes” or “old footpaths” better terms than “old trails”. For consistency, “old footpaths” is used in this report hereafter.

Old footpaths have been classified into three categories in the *Desk-top Study*, which are major routes that carry through traffic to major centres, through routes linking market towns, and minor routes of local importance that link a village with its neighbour, or a village with its fields, or some site of local significance.

In addition to the 14 items recorded by AMO, an inventory of old footpaths has also been identified in the *Desk-top Study* and a maximum of 6 old footpaths has been recommended for basic recording.

Further to the findings presented in the *Desk-top Study Report*, this *Final Study Report* presents the detailed study on the 14 Items recorded by AMO and the recommended 6 newly identified old footpaths and their cultural heritage values assessment.

1.2 *STUDY OBJECTIVES*

The overall objectives of the Study are:

- to give an overall understanding of the old footpaths in Hong Kong;
- to record on the current condition of the footpaths; and
- to assess on the cultural significance of the footpaths in local context.

The specific objectives of the Study are:

- to compile a basic inventory of these old footpaths in Hong Kong, including their names and rough alignments;
- to review all available historical archives on the origin, purpose and development of these old footpaths and their roles and functions in their heyday;
- to assess the values and cultural significance of these old footpaths in accordance with internationally recognised conservation charters and guidelines; and
- to identify issues involved in preservation and public enjoyment of these old footpaths.

1.3 *STUDY TEAM MEMBERS*

The following team members have participated in the study:

Peggy Wong	Team Leader and Heritage Conservation Specialist
------------	--

Dr. Patrick Hase	Local Historian
------------------	-----------------

Roy Tan	Building Conservation Architect
Rosemary J. Tan	Heritage Conservation Specialist
Audrey Tam	Cultural Heritage Specialist
Edward Chiu	Cultural Heritage Specialist
Kitty Liu	Cultural Heritage Specialist
Raymond Ng	Cultural Heritage Specialist
William Sin	Cultural Heritage Specialist
Fion Tai	GIS Specialist and Field Surveying Assistant
Nicci Ng	GIS Specialist
Simon Leung	GIS Specialist
Katie Yu	Planning Specialist
Anna Ma	Field Surveying Assistant
Chan Pak Kin	Field Surveying Assistant

1.4 *STRUCTURE OF THE REPORT*

Following this introductory section, the remainder of this *Report* comprises the following Sections:

- *Section 2* presents the methodology;
- *Section 3* presents the existing physical conditions of the old footpaths and their immediate environments and features;
- *Section 4* presents the basic recording of six recommended old footpaths;
- *Section 5* presents the cultural heritage values and significance of the old footpaths;
- *Section 6* presents the key issues involved in the preservation of old footpaths in hong kong;
- *Section 7* presents the feasible measures/opportunities on old footpath preservation/management;
- *Section 8* presents the conclusion;
- *Section 9* presents the Chinese summary; and
- *Section 10* presents the bibliography.

The following annexes are also included:

- Annex A1* Ho Chung Trackway Information
- Annex A2* Hok Tau Reservoir-Cheung Uk Boulder Trackway Information
- Annex A3* Sun Leung Tam Trackway Information
- Annex A4* Lung A Pai-Siu Om Shan Trackway Information
- Annex A5* Wun Yiu Trackway Information
- Annex A6* Lau Shui Heung-Kat Tsai Shan Au Trackway Information
- Annex A7* Luk Keng-Tsat Muk Kiu Boulder Trackway Information
- Annex A8* Pak Kong-Mui Tsz Lam Trackway Information
- Annex A9* Shui Ngau Shan Trackway Information
- Annex A10* Tai Lam Chung – Shap Pat Heung Trackway Information
- Annex A11* Ho Pui Trackway Information
- Annex A12* Ngong Ping – Shek Pik Trackway Information
- Annex A13* Yi O – Fan Lau Boulder Trackway Information
- Annex A14* Hung Shing Ye Trackway Information
- Annex B1* Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section) Information
- Annex B2* Tai Po Route (Kowloon City to Sham Chun: Shing Mun to Tai Po Market Sub-Section) Information
- Annex B3* Lai Tung Route (Sha Tau Kok to Sham Chun) Information
- Annex B4* Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section) Information
- Annex B5* Tai Che to Ho Chung Old Footpath Information
- Annex B6* Tai Long Wan Village to Chai Wan Route Information

For *Annexes A1* to *A14*, information includes (i) location plans showing the recorded old footpaths recorded by AMO, (ii) plans showing the verified alignments of the recorded old footpaths, (iii) photographic records of the recorded old footpaths, (iv) land status plans of the recorded old footpaths, and (v) plans showing land use zoning of the 14 old footpaths recorded by AMO.

For *Annexes B1* to *B6*, information includes (i) location plans showing the 6 recommended old footpaths, (ii) detail records of the 6 surveyed old footpaths, and (iii) photographic records of the 6 surveyed old footpaths.

This page is intentionally left blank.

2.1 STUDY APPROACH

The Study is divided into four major tasks.

2.1.1 Task A – Desk-top Study

A comprehensive desk-top study was undertaken to:

- establish a concise definition of old footpaths and boulder trackways in the local context. The target footpaths of the Study are those which were built before 1899;
- conduct a literature review and acquire all available historical archives (e.g. historical maps, plans, photos, aerial photos, etc.) to trace the origin, construction purposes and development of the old footpaths and associated village developments in Hong Kong and their roles and functions in their heyday; and
- compile an inventory of old footpaths in Hong Kong including their names, locations and rough alignments marked on 1:5000 survey plans, among which six of the newly identified old footpaths were selected for basic recording in full consultation with the Government Representative (GR).

During the *Desk-top Study*, available literatures, historical and modern maps, plans, photos, graphics, archives held in tertiary institutions and various government departments and information from internet and interview with experienced hikers were conducted for compilation of a comprehensive inventory of old footpaths in Hong Kong. The findings of the desktop study were presented in the *Desk-top Study Report* which was accepted by AMO on 23 July 2013.

2.1.2 Task B – Detailed Study on the Old Trails Recorded by AMO

Upon completion of the *Desk-top Study*, a detailed study on the 14 old footpaths recorded by the AMO (approximate locations shown in *Annexes A1 to A14*) was conducted to establish the historical, geological, topological, environmental, land ownership and land use background of these footpaths. Specific tasks conducted including:

- Conduct site inspection of these old footpaths, reviewed the current conditions of the old footpaths and their respective immediate environments and features (such as starting point and ending point of each old footpath and the boulder sections on each trail), took photographs of the key features of the footpaths, and indicated the old footpaths on 1:5000 survey plans;

- Tracing of the starting and ending points of each old footpath and the boulder sections on each old footpath for provision of the total length and other data of the footpath through land surveying by marking the alignments of the footpath on the most updated 1:5000 survey plans with coordinates (highlighting those old footpaths made of boulders);
- Site inspection to analyse the construction materials and construction methods of the old footpaths and trace of the builders;
- Recording features along the identified old footpaths (e.g. buildings, temples, bridges, markets, etc.) and study the relationship between these features and the old footpaths;
- Reviewing land status, land use zoning, existing use of the old footpaths and any impending development proposals which may affect the footpaths; and
- Interview with local informants and experienced hikers to record and compile oral history of the footpaths, where possible.

2.1.3

Task C – Basic Recording of Newly Identified Old Footpaths

In addition to the 14 old footpaths recorded by the AMO, 6 of the newly identified old footpaths from *Desk-top Study* were selected for basic recording. The 6 footpaths selected were based on their respective historical, architectural, social and cultural significance in local context and in full consultation with the GR. Basic information gathered for these footpaths included their names, locations, rough alignments (using hand held GPS with approximately $\pm 5\text{m}$ accuracy), length, a brief background and photos. The findings are detailed in *Section 4*.

2.1.4

Task D – Cultural Heritage Value Assessment

An assessment of the values and a statement of significance of the identified old footpaths in Hong Kong as a group and individually has been conducted in respect of its historical, architectural, social and cultural aspects which took into account the local conditions and internationally recognised conservation charters, guidelines and reports.

In assessing the significance of the old footpaths, each footpath is given a designation of significance, as defined in *Table 2.1* below, with reference to similar parameters adopted for assessing the standing buildings and the *Historic Buildings Assessment Criteria* adopted by AMO for graded historic buildings.

Constraints and opportunities that may involve in preservation of the identified old footpaths and feasible measures to promote and enhance public enjoyment of the old footpaths are identified.

Table 2.1 *Criteria for Significance Evaluation*

Significance	Parameters
High	<p>Parameters considered:</p> <ul style="list-style-type: none"> • Historic Interest: Footpaths associated with significant historic events or figures and important in the historical development of Hong Kong; • Architectural Interest: Excellent example of an architectural style or building type; excellent construction (design, decoration, construction material, craftsmanship) and with high aesthetic value; • With high social, group and local value; • High intactness (minimal disturbance); and • Very rarely found. <p>High Significance defines footpaths that are of such great cultural value that total destruction or removal of the remains would be a great loss to local, regional or national heritage and would diminish the value of the footpaths.</p> <p>Acceptable treatments for footpaths of high significance include:</p> <ul style="list-style-type: none"> • Removal of inappropriate or intrusive footpaths; • Any affected areas should first be fully recorded; and • Conservation of the footpaths to maintain or improve its condition.
Medium	<p>Parameters considered:</p> <ul style="list-style-type: none"> • Historic Interest: Footpaths associated with historic events, figures and the historical development of Hong Kong in district/regional or community level; • Architectural Interest: Good or very good example of an architectural style or building type; good construction (design, decoration, construction material, craftsmanship) and with medium aesthetic value; • With medium social, group and local value; • Medium intactness (medium disturbance); and • Rarely found. <p>Medium Significance describes footpaths which retain a level of cultural importance, though with the realisation that partial impact is possible.</p> <p>Acceptable treatments for footpaths of medium significance include:</p> <ul style="list-style-type: none"> • Allow non-major elements impact; • Reuse of useful footpaths' materials collected; and • Any affected areas should first be fully recorded prior to removal.
Low	<p>Parameters considered:</p> <ul style="list-style-type: none"> • Historic Interest: Little association with the historic events, figures and importance in the historical development of Hong Kong; • Architectural Interest: Ordinary example of an architectural style or building type; ordinary construction (design, decoration, construction material, craftsmanship) and with low aesthetic value; • With low social, group and local value; • Low intactness (high disturbance); and • Commonly found. <p>Low Significance describes footpaths where there is little cultural heritage present. Acceptable treatments for footpaths of low significance include:</p> <ul style="list-style-type: none"> • Reuse of useful footpaths' materials collected; and • Any affected areas should first be fully recorded prior to removal.

This page is intentionally left blank.

EXISTING PHYSICAL CONDITIONS OF THE OLD FOOTPATHS AND THEIR IMMEDIATE ENVIRONMENT AND FEATURES

The 14 items listed by the AMO to be studied in this Study are listed in *Table 3.1* below. Their location plans are appended in *Annexes A1-1 to A14-1*.

Table 3.1 *Basic information of the Old Footpaths Recorded by AMO*

Site Code	English Name	Chinese Name	Category ^(a)
A1	Ho Chung Trackway	蠔涌古徑	B
A2	Hok Tau Reservoir-Cheung Uk Boulder Trackway	鶴藪水塘至張屋古石徑	C
A3	Sun Leung Tam Trackway	新娘潭古徑	B
A4	Lung A Pai-Siu Om Shan Trackway	龍丫排至小菴山古徑	C
A5	Wun Yiu Trackway	碗窰古徑	C
A6	Lau Shui Heung-Kat Tsai Shan Au Trackway	流水響至桔仔山坳古徑	B
A7	Luk Keng-Tsat Muk Kiu Boulder Trackway	鹿勁至七木橋古石徑	B
A8	Pak Kong-Mui Tsz Lam Trackway	北港至梅子林古徑	B
A9	Shui Ngau Shan Trackway	水牛山古徑	B
A10	Tai Lam Chung – Shap Pat Heung Trackway	大欖涌至十八鄉古徑	B
A11	Ho Pui Trackway	河背古徑	C
A12	Ngong Ping – Shek Pik Trackway	昂坪至石壁古石徑	B
A13	Yi O – Fan Lau Boulder Trackway	二澳至分流古石徑	B
A14	Hung Shing Ye Trackway	洪聖爺古徑	C

Note:

(a) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the *Desktop Study Report*

Site inspections were conducted on these 14 old footpaths between 11 February and 30 March 2011 to record their physical conditions and their immediate surroundings and features. Each of these old footpaths is further discussed in detail in *Sections 3.2 to 3.15* below.

3.1 OVERVIEW

3.1.1 Footpaths

Geographically speaking, among the 14 old footpaths recorded by the AMO ⁽¹⁾, majority of them (11 nos.) are located in the New Territories (for commuting either between the New Territories and Kowloon or the markets/towns / villages within the New Territories) and the remaining footpaths (3 nos.) are located on the outlying islands of Lantau and Lamma. None of the recorded old footpaths is located on the Hong Kong Island.

The total length of the old footpaths range between 203m and 3,340m, amongst which the longest being the Ngong Ping – Shek Pik Trackway and the shortest the Hung Shing Ye Trackway.

The majority of these old footpaths are existing country trails/nature trails/family walks maintained and managed by the Agricultural, Fisheries and Conservation Department of the HKSAR Government (AFCD) except part of the Hok Tau Reservoir-Cheung Uk Boulder Trackway, Ho Pui Trackway, Lung A Pai-Siu Om Shan Trackway and Hung Shing Ye Trackway. Those former old footpaths managed by AFCD are generally in better conditions than those that are not actively managed. Nowadays, AFCD-maintained old footpaths are still mostly in active use by hikers. *Figure 3.1* shows the general location of these old footpaths.

Regarding the immediate environment and features of the old footpaths, the common features to be found along the old footpaths include direction signs/information plaques, building structures such as village houses, ancestral halls associated with villages, western style buildings, tunnel portals /caves, bridges, pillbox structures, stream crossing bridges or drains, retaining walls, burial sites (graves/urns) and shrines. Since majority of the old footpaths are located along the existing country trails, their immediate surroundings are natural environs comprising green vegetation (sometimes overgrown), decayed leaves, streams and exposed bedrock. In some cases (e.g. Sun Leung Tam Trackway), some modern country park facilities such as toilets and outdoor barbeque areas are situated nearby the old footpaths.


3.1.2 Definitions of Different Types of Sections

Along an old footpath, three different types of sections, mud, boulder and reworked, were observed during site inspections. In order to present the existing physical conditions of the old footpaths in a more consistent manner, each old footpath is divided into sections of the three types for elaboration. One old footpath may contain more than one mud/boulder/reworked section. The three types of sections of the old footpaths were shown in their respective plans in *Annexes A1-2 to A14-2* and *B1 to B6*. Definitions of these three types of sections are summarized in *Table 3.2* below:

(1) A new item namely Hoi Ha Trackway has been recently recorded by AMO. There are a total of 15 old footpaths recorded by AMO as at November 2012. The scope of this Study only covers the 14 old footpaths listed by AMO before November 2012.

Key

 Old Footpaths Recorded by the AMO

 Boundary of Country Park

Code Name

-  A1 Ho Chung Trackway
-  A2 Hok Tau Reservoir-Cheung Uk Boulder Trackway
-  A3 Sun Leung Tam Trackway
-  A4 Lung A Pai-Siu Om Shan Trackway
-  A5 Wun Yiu Trackway
-  A6 Lau Shui Heung-Kat Tsai Shan Au Trackway
-  A7 Luk Keng-Tsat Muk Kiu Boulder Trackway
-  A8 Pak Kong-Mui Tsz Lam Trackway
-  A9 Shui Ngau Shan Trackway
-  A10 Tai Lam Chung - Shap Pat Heung Trackway
-  A11 Ho Pui Trackway
-  A12 Ngong Ping-Shek Pik Trackway
-  A13 Yi O-Fan Lau Boulder Trackway
-  A14 Hung Shing Ye Trackway

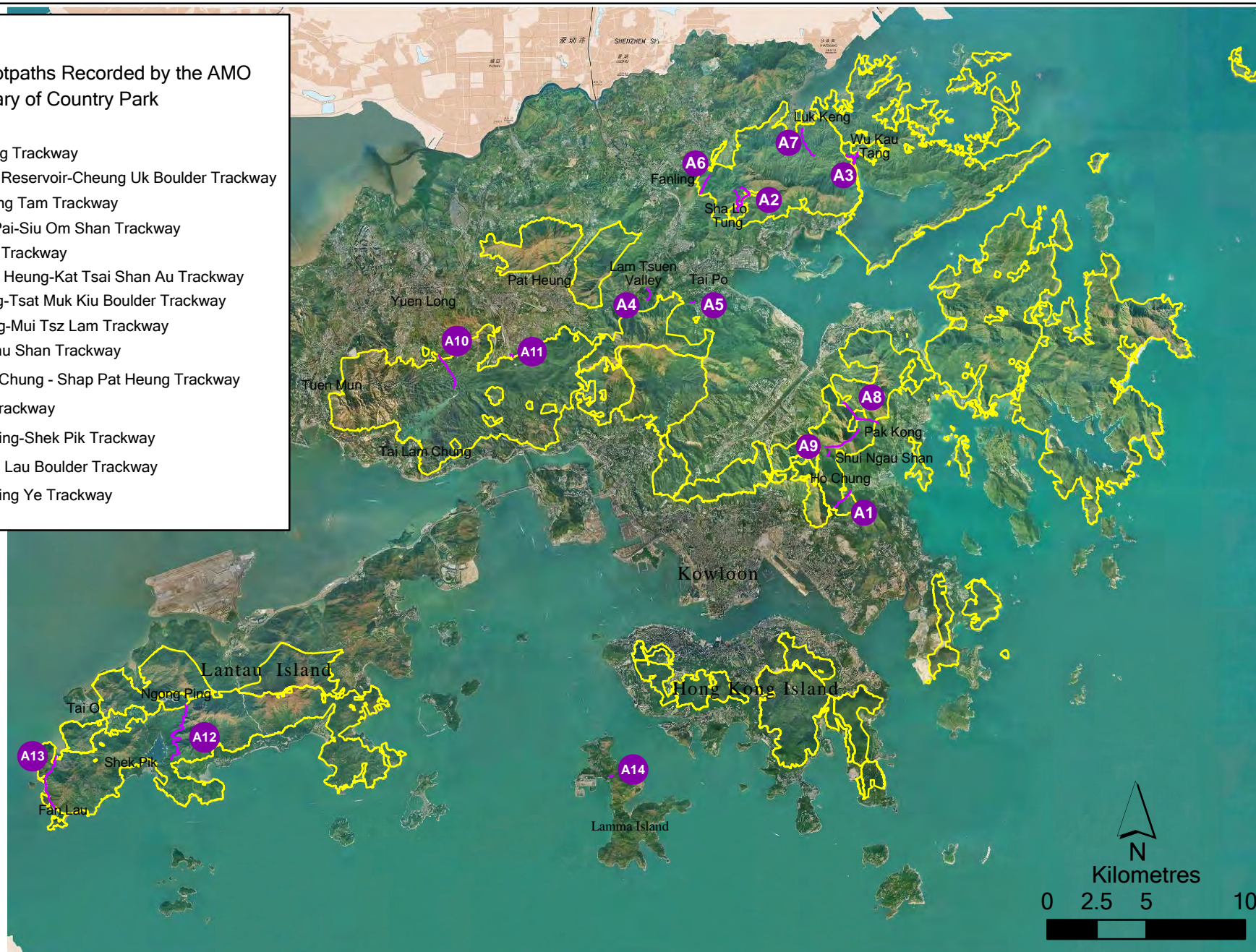


Figure 3.1

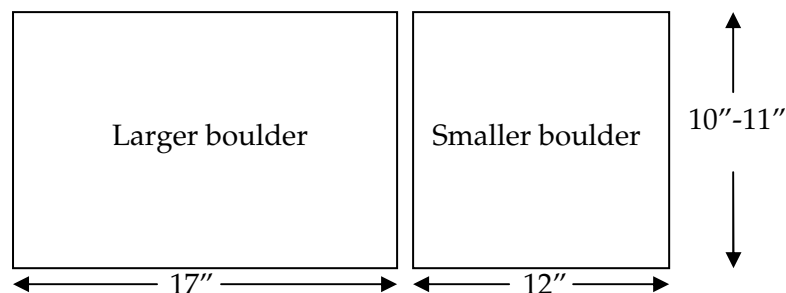
Old Footpaths in Hong Kong Recorded by the AMO

Table 3.2 *Definitions of Old Footpath Sections*

Type of Section	Brief Description	Definition
Mud	Majority of the section is comprised of soil/mud surface, without any trace of concrete rework	<ul style="list-style-type: none"> • Mud surface only: no obviously observable stones/boulders; (interpretation: probably frequently used path); • Mud with occasional stones/boulders: random stones/boulders (natural/modified by human) observable along the mud surface; (interpretation: probably frequently used path; stones/boulders may be natural, or the remains of seriously damaged boulder path); and • See <i>Figure 3.2</i> for typical examples.
Boulder	Majority of the section is paved with boulder	<ul style="list-style-type: none"> • Purposely paved boulders path: typical paving with one to three boulders width. In some cases more boulders in width. The width of the boulder paved path range from 2 to 5 feet. The paving demonstrated a relatively flat surface. (interpretation: original boulder path built pre-1898, it is the strongest evidence to confirm the location and existence of old footpath); • Purposely paved boulders with occasional damaged sections or signs of minor repairs or reworked areas: same as above except that some short damaged sections showing the mud surface or signs of minor repairs/reworked parts with in-filled concrete that can be observed through close observation. The minor repairs/reworked parts usually occurred along steps; (interpretation: original boulder path built pre-1898 with damaged or minor reworked (repaired/reinforced) sections); and • See <i>Figure 3.3</i> for typical examples.
Reworked	Majority of the section shows obvious reworked path (repaired, upgraded, or reinforced) with modern materials	<ul style="list-style-type: none"> • Pure concrete surface: plain concrete surfaced path; (interpretation: path surfaced by AFCD/government); • Concrete with gravel or small stones: concrete mixed with gravel or small stones; (interpretation: lower quality path paved in earlier periods (middle 20th century) by government or local villagers); • Stones/rocks/boulders embedded with concrete surface: Stones/rocks/boulders embedded with concrete. The edges are usually very straight. For steps, they are usually in rectangular shape with flat surface and sharp edges. (Interpretation: the stones/rocks/boulders paved may either be originally boulder pave or newly built. Mainly repair works done by AFCD but it is possible some sections were reworked by local villagers); • Repair or reinforced works with modern materials: Apart from boulders/stones/rocks and concrete, other materials such as wood planks would be used. (interpretation: AFCD repair or reinforcement work); and • See <i>Figure 3.4</i> for typical examples.

Generally speaking, during site inspections, all the old footpaths consist of a number of boulder sections, which were constructed of medium-size to large-size boulders. Typical arrangement of the boulder steps are one to three boulders arranged as one step, with each boulder measuring between 12 and 17 inches in length and 10 to 11 inches in width, with a half to 1 inch gap between the boulders (*Figure 3.5*). One view suggests that gaps were left in between boulders deliberately so that on rainy days rainwater could run off through the gaps to make them less slippery and avoid mud accumulation (太陽報, 19 July 2010).

Figure 3.5 *Typical arrangement of the two-boulder steps*



The boulders typically found on the old footpaths are mainly of volcanic rock and, occasionally, metamorphic rock. To minimise effort and time, it is considered that these construction materials were likely to have been collected nearby. Based on site inspection observation, similar types of boulders can easily be observed at nearby area with rocks exposed or along stream courses.

Although some of boulders were found to have been reinforced or repaired with modern materials such as concrete (probably by AFCD), the boulders, in many cases are believed to be original, having been put in place when the footpath was built or collected from nearby areas along the old footpaths. Detailed photographic recordings of the example of boulders along the old footpaths are shown in *Annexes A1-3 to A14-3* and *B1-2 to B6-2*.

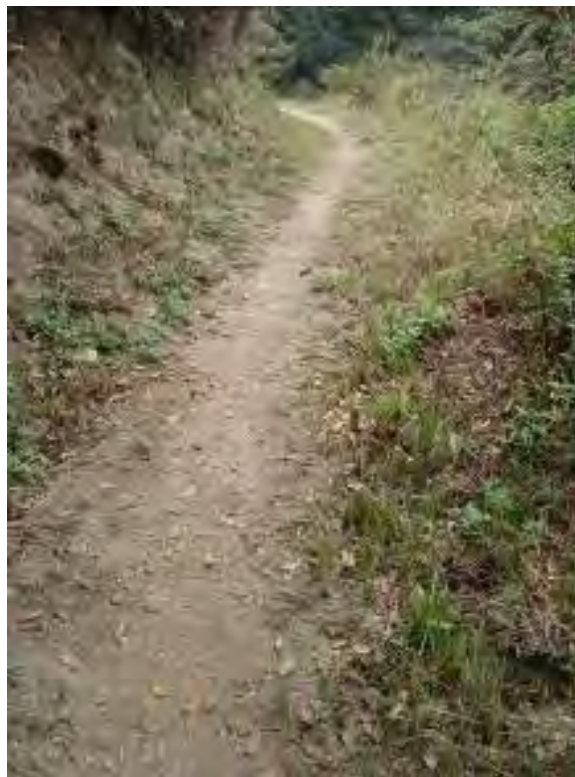
3.1.3 *Photo Numbering System*

Photo reference numbers are allocated to the photographs taken along each old footpath in *Annexes A1-2 to A14-2* and *A1-3 to A14-3*. The photo numbers in *A1-2 to A14-2* and *A1-3 to A14-3* refer to the locations of the photos taken. The starting/ending points of each old footpath are assigned as a capital letter (starting from A). The numbers within each footpath represent the views captured along the footpath. The feature(s) of each old footpath (if any) are assigned as a capital letter F in front of a number (starting from F1). In case more photos were intended to be shown at one location, more than one photo will be provided.

A summary of factual information of the 14 old footpaths is presented in *Table 3.3* below and detailed in this section below.



A mud section of Wun Yiu Trackway



A mud section of Ngong Ping-Shek Pik Boulder Trackway



A mud section of Tai Lam Chung-Shap Pat Heung Trackway

Figure 3.2

Date 08042011

Photographs Showing Typical Mud Section

Environmental
Resources
Management





A boulder section at Yi O-Fan Lau Boulder Trackway



A boulder section at Ngong Ping-Shek Pik Boulder Trackway



A boulder section at Sun Leung Tam Trackway

Figure 3.3

Date 08042011

Photographs Showing Typical Boulder Section

Environmental
Resources
Management





A reworked section with flat surfaced at Tai Lam Chung-Shap Pat Heung Trackway



A reworked section with timber boards for reinforcement at Hok Tau Reservoir-Cheung Uk Boulder Trackway



A reworked section at Pak Kong-Mui Tsz Lam Trackway

Figure 3.4

Date 08042011

Photographs Showing Typical Reworked Section

Environmental
Resources
Management



Table 3.3 Summary of Factual Information of the Old Footpaths Recorded by AMO

Site Code	Name	Category (a)	Total Length (m) (c)	Land Status (numbers of private land lots) (Plans can be found in <i>Annexes A1-4 to A13-4</i>) (d)	Current Land Use Zoning (b)	Associated Features
A1	Ho Chung Trackway	B	1,329	2 (see <i>Annexes A1-4a-c</i>)	Partly in GB, CA, AGR under Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/10 and partly not covered by any land use zoning plan (see <i>Annex A1-5</i>)	A western style house, two burial areas, two bridges and military use structures (pillbox)
A2	Hok Tau Reservoir-Cheung Uk Boulder Trackway	C	3,340	34 (see <i>Annexes A2-4a-e</i>)	Partly in GB, CA, SSSI under Sha Lo Tung (沙羅洞) OZP No. S/NE-SLT/4 and partly not covered by any land use zoning plan (see <i>Annex A2-5</i>)	Nine bridges, three burials, two boulder retaining walls, one stream crossing, and one direction stone.
A3	Sun Leung Tam Trackway	B	1,552	0 (100% in government land)	Not covered by any land use zoning plan (see <i>Annex A3-5</i>)	Three bridges, one shrine, one handrail, and one set of concrete slabs for stream crossing.
A4	Lung A Pai-Siu Om Shan Trackway	C	852	9 (see <i>Annexes A4-4a-b</i>)	Partly in CA, AGR, V under Lam Tsuen (林村) OZP No. S/NE-LT/11 and partly not covered by any land use zoning plan (see <i>Annex A4-5</i>)	Burials (urns and graves), two boulder retaining walls, and ruins
A5	Wun Yiu Trackway	C	285	4 (see <i>Annex A5-4</i>)	In GB under Tai Po OZP No. S/TP/23 (see <i>Annex A5-5</i>)	A granite water gate and a stone mortar
A6	Lau Shui Heung-Kat Tsai Shan Au Trackway	B	1,138	13 (see <i>Annexes A6-4a-c</i>)	Not covered by any land use zoning plan (see <i>Annex A6-5</i>)	Four bridges, one retaining wall, one stone drain, and ruins.
A7	Luk Keng-Tsat Muk Kiu Boulder Trackway	B	1,726	2 (see <i>Annexes A7-4a-c</i>)	Not covered by any land use zoning plan (see <i>Annex A7-5</i>)	One grave, some ruined building structures and a bridge.
A8	Pak Kong-Mui Tsz Lam Trackway	B	2,420	11 (see <i>Annexes A8-4a-e</i>)	Partly in V, GB, CA under Ma On Shan (馬鞍山) OZP No. S/MOS/17 or Pak Kong & Sha Kok Mei (沙角尾) OZP No. S/SL-PK/11 and partly not covered by any	Two bridges, numerous abandoned building structures of Mau Ping village, a Lau Ancestral Hall, an earth shrine and three burial urn structures.

Site Code	Name	Category ^(a)	Total Length (m) ^(c)	Land Status (numbers of private land lots) (Plans can be found in <i>Annexes A1-4 to A13-4</i>) ^(d)	Current Land Use Zoning ^(b)	Associated Features
					land use zoning plan (see <i>Annex A8-5</i>)	
A9	Shui Ngau Shan Trackway	B	2,591	0 (100% in government land)	Not covered by any land use zoning plan (see <i>Annex A9-5</i>)	Two cave/tunnel portal and a grave.
A10	Tai Lam Chung – Shap Pat Heung Trackway	B	2,156	2 (see <i>Annexes A10-4a-d</i>)	Partly in CA under Tai Tong OZP No. S/YL-TT/16 and partly not covered by any land use zoning plan (see <i>Annex A10-5</i>)	Six bridges, a temple and an earth shrine.
A11	Ho Pui Trackway	C	222	0 (100% in government land)	In CA under Kam Tin (錦田) South OZP No. S/YL-KTS/11 (see <i>Annex A11-5</i>)	Nil
A12	Ngong Ping – Shek Pik Trackway	B	5,156	0 (100% in government land)	Partly in CA under Ngong Ping OZP No. S/I-NP/6 and partly not covered by any land use zoning plan (see <i>Annex A12-5</i>)	Boulder wall structure
A13	Yi O – Fan Lau Boulder Trackway	B	3,308	26 (see <i>Annexes A13-4a-f</i>)	Partly in CP under South Lantau Coast OZP No. S/SLC/16) and partly not covered by any land use zoning plan (see <i>Annex A13-5</i>)	Leung Ying Kong Ancestral Hall (應綱梁宗祠) in Fan Lau village and a ruined village house
A14	Hung Shing Ye Trackway	C	203	0 (100% in government land)	In GB and CA under Lamma Island OZP No. S/I-LI/9 (see <i>Annex A14-5</i>)	Two abandoned modernized building structures (Building Nos. 32 and 34 Hung Shing Ye) and two concrete bridges.

Notes:

(a) A – Major Routes; B – Through Routes; C – Minor Routes

(b) GB – Greenbelt; CA – Conservation Area; SSSI – Site of Special Scientific Interest; AGR – Agricultural; V – Village Type Development; CP – Country Park

(c) Total length based on field survey findings.

(d) Annexes A3-4, A9-4, A11-4, A12-4 and A14-4 not used.

3.1.4 *Features along the Old Footpaths*

As presented in *Table 3.3* above, features along the footpaths included temples, ancestral halls, village houses (ruined or abandoned), a western style house, pillbox structure, shrines, tunnel portals/caves, burials (graves or urns), stream crossings (bridges or drains), retaining wall structures, a granite water gate and a stone mortar. Typical characteristic of these features are briefly discussed below.

3.1.5 *Village Houses*

Many of the old footpaths link to villages or pass-by village houses and these villages/village houses are of the following characteristic.

The Need for Security

It is apparent from the appearance of villages that security was of overwhelming importance. Old villages in Hong Kong were in various layouts. Most houses were grouped closely together or arranged tightly in rows for security all facing the same direction with *fung shui* (風水) and topographical considerations. Some were arranged in rows within a protective walled compound having a narrow front entrance wide enough to admit only one man through at a time. Strong iron mail security doors with strong wooden bars behind slotting into frames were typical in walled villages. Others villages did not have protective walls but the houses looked inwards and presented a blank back wall to the exterior. Villages without walls are called village or 'tsuen' (村) and those with walls are called 'wai' (圍) (enclosure).

The Village House

The village house was seen as a safe retreat from attack by pirates or bandits. Traditionally houses had no windows for *fung shui* reasons and also for safety. Any extension to the village took the existing *fung shui* into account and also followed the same symmetrical layout. In front of the houses there would be a large paved area for the drying of rice before it was stored.

Village houses were built according to the Chinese 'jian' or 'bay' (間) the basic modular spatial unit in traditional Chinese architecture. A 'jian' refers to the internal space enclosed within four corner posts. The design was symmetrical and rectangular in a one 'jian' double hall house or almost square in the case of triple 'jian', double 'lang' (廊) houses. A 'lang' is a space that is covered but not enclosed such as the side halls housing the kitchen and storage in the Hakka house.

- **The Single ‘Jian’ House (see Figure 3.6)**

In the single ‘jian’ house, the door at the central front, the only access to the house, opened into a front hall that continued through another central door to a larger living room or space. This had a narrow staircase up to a cockloft or mezzanine perhaps used for storage or for children to sleep. The kitchen and lavatory were normally in the front hall, the lavatory behind a partition beside the door.

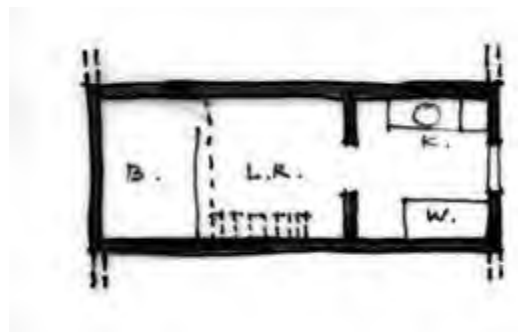
The earliest form of village construction was of load-bearing rammed earth walls and mud bricks constructed on a foundation of compacted loose stones. The walls were rendered in lime plaster as a sacrificial material. In the case of brick village houses, the walls were double, green brick party-walls laid with lime mortar and rendered in lime plaster with a lime washed surface. The end houses had brick cavity walls. The floor would have been plain rammed earth and finished with mixture of clay and lime ‘chunam’, but in wealthier houses the floor finish could be of ‘Canton’ terracotta tiles. The beams would have been Chinese fir, spanning wall to wall, most probably round and in poorer houses, unpainted. In wealthier houses the beams would have been treated with tung oil and lacquered. Normally there was no ceiling and one could see the beams and roof tiles. In new houses, or houses requiring a new roof, a ‘topping out’ ceremony for fixing the ridge-pole in place was customary. This was to dispel evil and appease any gods or spirits that might have been disturbed by the construction. In the simple village house the roof ridge was covered with convex pantiles. The gable walls at the ends of the row of simple village houses were finished with a ‘firm mountain’ (硬山) gable apex higher than the roof level. The more affluent house could have a boat shaped main roof ridge with Shekwan (石灣) ceramic figurines.

- **The Two ‘Jian’ House (see Figure 3.6)**

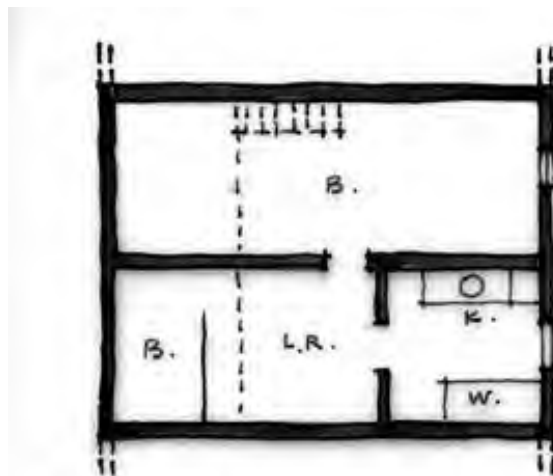
The two ‘jian’ house entrance and kitchen hall, and entrance to the living room were arranged symmetrically along a central axis. A door opened off the living hall to a bedroom (the second ‘jian’ which had a staircase to the cockloft).

- **The Triple ‘Jian’ Double ‘Lang’ House (see Figure 3.6)**

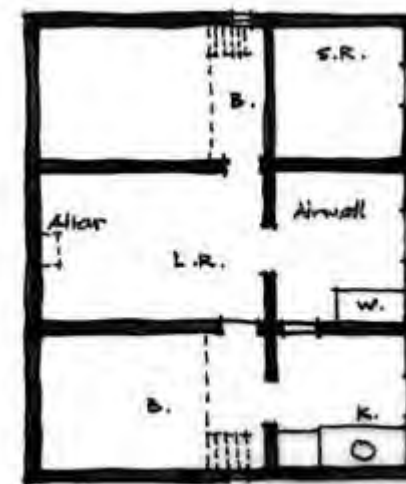
The triple ‘jian’ double ‘lang’ house was a typical traditional Hakka domestic dwelling. The central main hall was the first ‘jian’ and this combined with the rooms by the two sides to form the triple ‘jian’ building layout. These two sides with their lofts were used for sleeping and working quarters. The double ‘lang’ refers to the covered cooking and storage areas along the flanks of the light well which is situated between the front door and the main hall. ‘Lang’ refers to a covered but not enclosed area. The doorway was sheltered from the elements by a small roof structure. A toilet was situated in one of the side bays.



1 'jian' village house usually in rows



2 "jian" village house usually in rows.



3 'jian' village house usually stand-alone.

Legend

- K = Kitchen
- W = Wash area
- LA = Living Area
- B = Bed Room
- = Cock loft

Figure 3.6

Typical Layout of Village Houses in Hong Kong

Date 08042011

Environmental
Resources
Management



In plan the building was symmetrical along a central axis. There were light apertures on the roofs and small port holes along the perimeter walls. The interior had to rely on the light well for ventilation and day lighting. Rain water falling into the light well was drained off by underground ducts.

The roof tiles sat on timber battens and timber rafters which were supported by brick walls rendered with lime plaster. Canton tiles covered the main hall and the remaining floors were probably chunam. The main door opening had a granite threshold, jambs on both sides and lintel. This would have been the home of a better off farming family.

3.1.6 *Village Temples/Ancestral Halls*

The temple or ancestral hall have always been an integral building in the rural Chinese village and plays an important role in village life and traditions.

Depending on the affluence of the village, the temple/ancestral hall could be a small, single '*jian*' hall or a larger, triple '*jian*' building more elaborate in layout and highly decorated. Temples or Ancestral Halls of Hong Kong and Guangdong are distinctive in their design. A typical feature is the straight roof ridge as opposed to the curved style of Fujian. The roof is supported by round wooden beams spanning between the walls. Roofs on more elaborate temples are decorated with fired Shekwan Pottery figures unlike the 'cut and paste ceramic sherd' figures or '*Chein Nien*' as in Fujian architecture.

Temples

The temple is often built on a plinth or platform, possibly made of tamped earth with a surrounding border of bricks or granite slabs. Steps lead up to the entrance. The walls are rough laid brick or mud-block originally lime-plastered and sometimes decorated with a painted design of fine brick pointing. On these vernacular buildings side gable walls extend up to a peak shaped like an inverted 'V' called the 'firm mountain'. The pointed top protects the wall, diverting water quickly. The point is made of roll tiles and chunam plaster and render. The walls are slightly raised above the level of the roof and ridge.

The roof, considered the most prominent part of the building, is made of rows of concave and convex pan tiles laid on wooden battens. The main and largest beam below the highest roof ridge is the most important and last to be erected. The ceremony and rituals accompanying this are called the 'topping out ceremony'. Roof tiles are laid from the eaves upwards, the top row fixed to the ridge which protects the main beam. Ridges mostly have roll tiles along the top and mouldings up from the tile surface which sometimes form the basis for a row of decorative Shekwan pottery friezes. These feature historic figures and scenes from dramas and literature. Ceramic auspicious objects and mythical creatures are placed along the roof ridge to protect the temple from fire and to frighten demons away. Dragons on either side of the

central flaming pearl decorate the ridge which can have upturned curling ends or a swallow tail end design.

The roof tiles need a stop at or near the eaves. This can be made of chunam plaster shaped into the form of the tile above. On more elaborate temples the stop can be made of roll tiles covered in chunam plaster. Glazed round eave tiles decorate the end of the rows of roll tiles and a triangular glazed drip tile at the end of the concave row of tiles directs water away from the building. There are two systems of construction that can be found in temples, one being the 'column, beam and strut' system called 'Tai-liang' (抬樑), and the method of 'column and tie' called 'Chuan-dou' (穿斗), where the purlins rest directly on top of columns. Most village temples in Hong Kong are built in the *Tai-liang* system.

Whether small and simply decorated or larger and elaborate, the architectural elements of the temple are symmetrically arranged. The simple temple comprises a single hall with a central double door entrance, this often being the only access opening to the building and painted with protective figures of fierce military figures. There may or may not be window openings on either side of the door or at the sides of the building. The door and walls at the front may be set back, sometimes with a drum terrace and eaves that cover the width of the terrace. In a larger temple it is common to find a raised threshold requiring one to step over it to enter. Beyond it there may be a spirit screen with central doors and another threshold within the frame.

In both simple and more elaborate temples the main altar is situated centrally against the back wall. The main deity is at the centre of the altar facing the doorway. Ancillary deities are located on the same altar on either side of the main deity, or on smaller altars on either side of the main altar. In the more elaborate temple the 'moon goon' or Door God or gods may have small altars on either side of the door. There may also be an Earth God altar inside the temple near the door or in a separate shrine outside.

Elaborate temples may have two or three halls before reaching the hall of the main altar. Some may have additional open halls or rooms on either side of the main hall. There may be an open central air-well or side air-wells which allow for ventilation and escape of incense smoke. A frieze-board may be installed in position before placement of the end battens. This is often painted in a 2-D relief pattern (birds, plants and auspicious animals). There is always an incinerator available for burning paper offerings. This is usually situated outside.

Ancestral Halls

Ancestral halls were built for the purpose of ancestral worship with funds from the income of trusts set up by the clans. The continued welfare of the clan is believed to be dependent on caring for the needs of the ancestors through performing grave-side rites and making offerings and prayers at prescribed times to the ancestral tablets in the ancestral hall. However Ancestral halls were also used for other clan activities and entertainment.

Ancestral halls usually consist of a triple 'jian' building with three halls with skywells in between resulting in a long building using the 'tai liang' system of construction. On each side is a drum terrace and the front eaves are supported by the column and bracket 'dou kung' (斗栱) system. The halls are joined by high side walls. The hall at the back will be higher than the front two. Generally this hall houses the ancestral tablets standing on an altar against the back wall. The middle hall is used for meetings and the front hall for feasts. To the side is a room housing a fireplace for two woks used for catering. The columns, wood or stone are in line from front to back. They can be octagonal or round. The walls are green brick with lime plaster. The wooden screens, ancestral altar and doors are beautifully carved and painted in bright colours. Beams and their supporting brackets and eaves can also be heavily carved and painted or lacquered in 'ox blood red'. Roof ridges are decorated with dragon fish and other auspicious ceramic figures.

3.1.7 *Earth Shrines*

The wayside shrine is a temple in miniature pared down to the bare essentials of place for the deity and space for offerings. Some are more recognizable as shrines, others only a stone with a piece of inscribed paper stuck on beneath a tree. The placement of the shrine will be according to the Geomancer's (*fung shui* expert) rule. The recognizable shrines are usually in armchair or throne shape.

3.1.8 *Stone Tablets*

Stone tablets, acting as direction signs (問路石), can be commonly found along the old footpaths. For example, stone tablets were found along Hok Tau Reservoir – Cheung Uk Boulder Trackway. However, only one of the stone tablets is made of granite and considered historic (when compared with other modern ones erected by the AFCD). It is situated adjacent to the junction of old footpaths outside the row of Cheung Uk village houses (see Point C in *Annex A2-3*). The stone tablet, plays a role in directing users of the old footpaths to the surrounding villages or places. In this case, it is used to direct people to Sha Tau Kok (沙頭角) to the left and Ping Shan Chai (坪山仔) to the right (see F8 in *Annex A2-3*).

3.1.9 *Burials (Graves and Urns)*

Burial was the usual form of disposal of the dead in Hong Kong in earlier times when cremation was not considered proper. In the New Territories the people no longer have the legal right to bury their dead. Usually the dead were buried on hill slopes thus graves did not take up arable land.

The system of burial in the New Territories is divided into three stages. First the body is placed into a coffin and buried in a rough grave. A simple grave stone will mark where the body lies. Then, after a number of years, the bones are removed from the grave by a specialist in this task. He will clean and purify the bones, placing them carefully in an earthenware funerary urn with a cover. This will be placed on a hillside, perhaps in the company of other funerary urns and under protective cover. The urn will be identified

with a simple grave stone and remain in this position until a suitable site for a permanent grave has been found. This is not an easy or inexpensive task, and the expertise of a geomancer is required.

Local villagers believed that a good burial site should bring benefits for the descendants of the ancestor who is buried there. Once a site is found, a proper throne-like omega/armchair/ horseshoe shaped grave will be built exactly according to the placement instructed by the *fung shui* expert. A hole is left in the center of the grave. This is purified with incense and the urn or urns are lowered into the hole. After further purification with incense the hole is filled in with earth and cemented over and the dragon inhabiting the site will be woken with noisy firecrackers. A grave stone with a carved inscription will be set up at the front of the grave with a small altar table.

3.1.10 *Western Style House*

One western style house was identified by the Ho Chung Trackway (see *Annex A1-3*, photo F1). It is a free standing house similar to a villa with three-storeys and enclosed by a boundary wall. Western architecture features can be identified from the arched doorway of rusticated stone with a carved modified 'fleur de lis' on the keystone, arched leadlight window with an art nouveau style design and supported by classical pilasters with modified composite capitals, curved internal staircase, modified early renaissance window with a wide span round arches in the floral leadlight glass sections, a sinuous mosaic floral design on the rise of the step to balcony etc. This building demonstrates a complete departure from Chinese architecture. The designer or owner of the building obviously admired art nouveau design leadlight windows and arches.

3.1.11 *Military/Fence Purpose Features*

Tunnel Portals/Caves

Two tunnel portals or caves were identified by the Shui Ngau Shan Trackway at the south slope of the West Buffalo Hill at the elevation of approximately 460m with an open view towards Sai Kung (See *Annex A9-3*, Photo F2 and F3). Given its high elevation and the open view, it is believed that the tunnel ports/caves were built during the wartime. The depth of the caves or tunnels and whether these are interconnected cannot be determined due to darkness and the presence of fences and metal barriers.

The tunnel portals or caves would have been dug using hand tools such as picks or shovels. The tunnel portals/caves are arched indicating that the ceiling of the tunnel is also arched for strength.

British Pillboxes Structures

Some concrete structures in circular and rectangular shapes were identified adjacent to Ho Chung Trackway (*Annex A1-3*, Photo F6). Literature review indicated that these structures are likely British Army structures associated with pillboxes. All the associated structures are concrete built.

The stream courses in the hilly area of Hong Kong are usually seasonal. They are actually rain run-off streams and can be dangerous gushing torrents during times of heavy rain. Although the gullies formed by the streams are usually not very deep, they nevertheless require bridges and solid crossings above the level of the water for safe crossing.

Site inspection observed that a number of construction materials were used for bridges and crossings, comprising feathered granite slabs, stones embedded in the concrete, concrete slabs, wooden planks and reinforced concrete. *Figures 3.7 and 3.8* show the typical examples.

For small and narrow stream/drains crossings, they are usually constructed with stones or boulders where passers-by could step on them for crossing but it is possible that the shoes or foot of the passers-by may get wet during the wet season. *Figure 3.9* shows the typical examples.

Feathered granite slabs were traditional way of stone cutting in Hong Kong. Their width is usually approximately 20 cm but the length may vary. They would have been cut from local quarries and transported to the site. The purchase of the granite slabs from quarries and delivery to these old footpaths for stream crossing would have been difficult and laborious task that involved teams of men to accomplish and that required adequate funding. Surveyors believe that these feathered granite slabs are earlier features. However, no traceable detail or records are available to verify this.

Modern materials have also been used for upgrading, repairing or reinforcement. These materials are so classified as they would not have been commonly used by ancient builders.

For some crossings, railings are provided. They are modern additions or modern work mostly constructed with reinforced concrete or metal to safeguard those using the bridges. In some cases made of concrete, their appearances are in the style of smooth tree roots or wood with bark finish in order to give them a natural appearance. *Figure 3.10* shows typical examples.

3.2

A1- HO CHUNG TRACKWAY

Review of the *Hong Kong Archaeological Survey: Subsurface Investigation Reports* (Peacock and Nixon 1988) (hereafter referred as *Peacock's Report*) indicated that this boulder paved footpath might connect between Ho Chung and the former Customs Pass. It is reported that the Trackway had been recorded on early British military maps (in the early 20th century). Based on the rough scale map as shown in *Annex A1-1*, some mapping work was conducted through comparison of the old and current maps to identify the possible precise routing of this Trackway prior to site inspection.

Site inspection on this Trackway was conducted on 11 and 23 March 2011. Location plans of the verified alignment are shown in *Annex A1-1*.

Photographic records on the current physical conditions and as mentioned below are presented in *Annex A1-3*. The locations of photos taken are presented in *Plan A1* in *Annex A1-2*.

This Trackway is situated between the Middle Hill (象山) /Cham Tin Shan (枕田山) at the west and the Kwai Au Shan (葵坳山)/Hebe Hill (尖風山) at the east. Its routing is generally southwest and northeast oriented.

This Trackway at point A starts from Pak Fa Lam Road (百花林路) (see *Photo A*) towards the Ho Chung valley. The Trackway is mostly boulder paved with one short section with mud surface and occasional sections being repaired, upgraded or reworked with modern materials intrusion (see *Photos 2* to *5*). The middle part of the Trackway was cut across by the concrete built Tai Lam Wu Road (大藍湖路) (see *Photo 11*).

The first half of the Trackway (section between Pak Fa Lam Road and Tai Lam Wu Road) is generally in good condition with discrete areas of missing stones due to erosion and some minor intrusion of modern materials mainly due to previous construction work for utilities. A section of this Trackway overlaps with part of the Wilson Trail Section 4 (see *Photo 6*). Part of the Trackway is closed, from a point starting from Tai Lam Wu Road towards Ho Chung valley. A “Road closed” warning sign has been erected at the beginning of this section (see *Photo 13*), access is therefore discouraged. This section is generally in a poorer condition compared to the first half of the Trackway and some discrete sections are heavily covered with overgrown vegetation. Vegetation was sufficiently overgrown to require an alternative route to be identified in close proximity to the Trackway in order to pass through. Therefore, the second half section of the Trackway is generally regarded as fair to poor condition.

Other factual details of this Trackway are listed in *Table 3.4*.

Table 3.4 *Existing Physical Condition of A1*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	1,329	-
Category ^(b)	B	-
Coordinates of Start/End Points	A - E 841821.3906 N 822670.3608 B - E 842630.8093 N 823541.9015	<i>Plan A1</i> in <i>Annex A1-2</i>
Boulder sections (m)	1,174	<i>Plan A1</i> in <i>Annex A1-2</i>
Construction materials	Boulders, Mud	<i>Annex A1-3</i>
Trace of builders	Probably local villages in Sai Kung and Kowloon.	-
Land Status (number of private land lots)	2	<i>Annex A1-4</i> <i>Table 3.6</i>
Land Use Zoning ^(c)	Partly in GB, CA, AGR under Ho Chung Outline Zoning Plan (OZP) No. S/SK-	<i>Annex A1-5</i>



A reworked section with flat surfaced at Tai Lam Chung-Shap Pat Heung Trackway



A reworked section at Pak Kong-Mui Tsz Lam Trackway

Figure 3.7

Date 08042011

Photographs Showing Typical Bridges for Crossing

Environmental
Resources
Management





A bridge comprises of feathered granite slabs at Tai Lam Chung – Shap Pat Heung Trackway



A bridge comprises of stones embedded in the concrete at Tai Lam Chung – Shap Pat Heung Trackway

Figure 3.8

Date 08042011

Photographs Showing Typical bridges for crossing

**Environmental
Resources
Management**





Boulders for stream crossing at Pak Kong-Mui Tsz Lam Trackway



Stone built drains for water diversion and for crossing. Passers-by only need one step to across it at Lau Shui Heung-Kat Tsai Shan Au Trackway

Figure 3.9

Date 08042011

Photographs Showing Typical Small Crossings

**Environmental
Resources
Management**





Modern railings at Tai Lam Chung – Shap Pat Heung Trackway



Another type of modern railings at Tai Lam Chung – Shap Pat Heung Trackway

Figure 3.10

Date 08042011

Photographs Showing Typical Railings

Environmental
Resources
Management



Items	Description	Reference Plan/Photos/Table
Immediate Environment	HC/10 and partly not covered by any land use zoning plan.	
	General: Surrounded by hills	<i>Annex A1-3</i>
	Northwest: hills	
	Southeast: A northeast and southwest running stream from hills to Hung Chung valley	
	Southwest: Hills	
Features associated with the old footpath	Northeast: Ho Chung valley	
	A western style building (F1), two burial sites (F2 and F3), military use structures (F6) and two bridges (F4 and F5)	<i>Photos F1 – F6 in Annex A1-3</i>
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) GB – Greenbelt; CA – Conservation Area; AGR – Agricultural.		

As shown in *Table 3.4* above, there are 6 features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.5 *Brief Description of the Features Identified along A1*

Feature Code	Category	Brief Description	Reference Photos in <i>Annex A1-3</i>
F1	A western style building	A two storey western style building probably constructed in the early 20 th century with a boundary wall enclosing the site.	F1
F2	Burial sites	There is a mud surface path leading to this burial area where five graves and one urn were identified. According to the headstone information, these graves/urns were renovated in the 1960s to 1970s. Surname group of the clans included Chan (陳), Yuen (袁), Wen (溫) and Ho (何).	F2
F3	Burial sites	A concrete path leading to this burial area where one grave and one urn of the Wen (溫) can be found.	F3
F4	Concrete bridge	A concrete built bridge with metal railings for stream crossing.	F4
F5	Concrete surface bridge	This is a wider stream crossing area where two bridges were constructed. One of which is concrete surface bridge with metal railing. Another one is concrete surfaced without railing. Regular stone blocks were built to support the bridges.	F5
F6	Military use structures	Some concrete structures of circular and rectangular shape were identified on site. Literature review indicated that these structures are likely British Army structures associated with pillboxes.	F6

List of private land lots that fall within this Trackway is detailed below.

Table 3.6 *List of Private Land Lots in A1*

Private Land Lots		
DD No.	Lot No.	Remarks
247	516	Old Scheduled Lots (OSL)
247	517	

3.3

A2 - HOK TAU RESERVOIR-CHEUNG UK BOULDER TRACKWAY

This Hok Tau Reservoir-Cheung Uk Boulder Trackway is recorded in *Peacock's Report* and had been recorded on early British military maps (in the early 20th century). Based on the rough scale map as shown in *Annex A2-1*, some mapping work was conducted through comparison of the old and current maps to identify the possible precise routing of this Trackway prior to site inspection.

Site inspections on this Trackway were conducted on 25 March 2011 and 29 March 2011. Location plans of the verified alignment are shown in *Annex A2-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A2-3*. The locations of photos taken are presented in *Plan A2* in *Annex A2-2*.

This Trackway is situated among the lower hills area south of the Shek Au Shan (石坳山), and southwest of Ping Fung Shan (屏風山); and leading south to the flat land in Sha Lo Tung. This Trackway links Cheung Uk, Ping Shan Chai and Hok Tau. The Trackway mapped in *Peacock's report* ends at the south bank of a stream south of Ping Shan Chai village (see *Photo 45*). However, site inspection result indicated that boulder sections are found extending across the stream, around the ruins of Ping Shan Chai, extends north and then northeast and runs along the contour of Ping Fung Shan, leading towards the Hok Tau Irrigation Reservoir (鶴藪水塘). Although this boulder section ends at a junction, and boulders and concrete paving apparently built in later period appeared before it reaches the Hok Tau Irrigation Reservoir, it is highly possible the original Trackway would have joined the major footpath to Sha Tau Kok at Hok Tau.

Site inspection result indicated that this Trackway can be divided into three parts: Hok Tau Irrigation Reservoir to Sha Lo Tung (point A to C) where the path forks into two separate sections: Sha Lo Tung to Cheung Uk (point C to D) and Sha Lo Tung to Hok Tau Irrigation Reservoir via Ping Shan Chai (point C to E).

For the first part, Hok Tau Irrigation Reservoir to Sha Lo Tung (point A to C), the existing condition is good, with excellent visibility of the Trackway. It is easy to walk on most of the sections. Features observed included bridges, a possible retaining wall and a direction stone. Boulder sections and mud section can be clearly seen. Major reworks on the Trackway are found near Hok Tau Irrigation Reservoir and no trace of the Trackway is identifiable north of point A. However, as indicated by the direction stone (F8 at point C), the Trackway may go as far as to Sha Tau Kok, thus construction of the

Hok Tau Irrigation Reservoir may have destroyed a significant part of the Trackway leading north. Near point C, field burning has destroyed a section of the boulder section.

For the second part, Sha Lo Tung to Cheung Uk (point C to D), the existing condition is poor, with limited visibility of the Trackway, but easy to walk. Features observed are direction stone, grave and village houses. As it is closer to the village of Cheung Uk, reworks and destructions of the Trackway are often observed. The majority of the boulder section is covered by a concrete layer (see *Photo from C to 21*); the alignment south of point D is no longer identifiable due to thick vegetation, field burning and other development activities in the area.

For the third part, Sha Lo Tung to Hok Tau Irrigation Reservoir via Ping Shan Chai (point C to E), the existing condition is fair to excellent, with excellent visibility of the Trackway and easy to walk. Features observed are bridges, graves and boulder wall. Reworks on boulder have been recorded near Sha Lo Tung (see *Photos 50 to 54*). The best preserved part is the section north of Ping Shan Chai, reworks on boulder section is not serious.

Other factual details of this Trackway are listed in *Table 3.7*.

Table 3.7 *Existing Physical Condition of A2*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	3,340	-
Category ^(b)	C	-
Coordinates of Start/End Points	A – E 836741.6128 N 838706.1415 B – E 836891.5564 N 838039.9737 C – E 836931.6777 N 837888.4202 D – E 836870.9547 N 837794.8337 E – E 837037.9083 N 838817.8564	<i>Plan A2 in Annex A2-2</i>
Boulder sections (m)	1,311	<i>Plan A2 in Annex A2-2</i>
Construction materials	Boulders, Mud	<i>Annex A2-3</i>
Trace of builders	Probably local villagers around the area.	-
Land Status (number of private land lots)	34	<i>Annex A2-4 Table 3.9</i>
Land Use Zoning ^(c)	Partly in GB, CA, SSSI under Sha Lo Tung OZP No. S/NE-SLT/4 and partly not covered by any land use zoning plan	<i>Annex A2-5</i>
Immediate Environment	General: Valley and streams North: Ridge of Ping Fung Shan; East: Lower hills; South: fields of Sha Lo Tung;	<i>Annex A2-3</i>

Items	Description	Reference Plan/Photos/Table
	West: Ridge of Kau Lung Hang Shan (九龍坑山)	
Features associated with the old footpath	Nine bridges (F1, F2, F4, F6, F10 – F14), three burial sites (F9, F15 and F16), two boulder wall structures (F3 and F5), one stream crossing (F7), and one stone tablet (F8).	Photos F1 – F16 in Annex A2-3
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) GB – Greenbelt; CA – Conservation Area; SSSI – Site of Special Scientific Interest		

As shown in Table 3.7 above, there are 16 features identified adjacent to this Trackway. They are briefly discussed below.

Table 3.8 *Brief Description of the Features Identified along A2*

Feature Code	Category	Brief Description	Reference Photos in Annex A2-3
F1	Wood and concrete bridge	A bridge with wood handrail and paving, and concrete and boulders foundations. The bridge is called “Ping Fung Bridge” (屏風橋).	F1
F2	Wood and concrete bridge	A bridge with wood handrail and paving, and concrete and boulders foundations. The bridge is called “Zhu Hang Bridge” (珠坑橋).	F2
F3	Boulder wall structure	A boulder built short wall structure by a mud section.	F3
F4	Stones embedded concrete bridge	Concrete bridge with stones embedded for stream crossing.	F4
F5	Boulder wall structure	A boulder built short wall structure by a mud section.	F5
F6	Granite slabs bridge	A granite slab built bridge crossing a stream. This bridge is made up of 3 granite slabs. Its bases have been reinforced by concrete, but the area supporting the bridge at both sides of the bank appears to be unstable.	F6
F7	Concrete surfaced stream crossing	Boulders structures surfaced by concrete with two channels allowing water to flow through to avoid flooding.	F7
F8	Stone tablet	A granite table for directions. It indicates that the left footpath to Sha Tau Kok and right footpath to Ping Shan Chai.	F8
F9	A grave	A grave is observed next to the Trackway. According to the headstone, it belongs to the Cheung (張) clan and was built/renovated in 1953.	F9
F10	A concrete bridge	A concrete bridge crossing a stream.	F10
F11	A wooden planks bridge	A wooden planks bridge with concrete	F11

Feature Code	Category	Brief Description	Reference Photos in Annex A2-3
		bases support.	
F12	A concrete bridge	A concrete bridge crossing a stream.	F12
F13	A concrete bridge	A concrete bridge crossing a stream.	F13
F14	A wooden plank bridge	A wooden plank bridge with a metal chain railing supported by two metal poles on either side. A mosaic on the ground of concrete paving indicates the construction/renovation year (1984).	F14
F15	A grave	A grave is observed next to the Trackway. According to the headstone, it belongs to the Cheung clan and was renovated in 1904.	F15
F16	A grave	A grave is observed behind branches. Headstone inscription cannot be seen.	F16

List of private land lots that fall within this Trackway is detailed below.

Table 3.9 *List of Private Land Lots in A2*

Private Land Lots		
DD No.	Lot No.	Remarks
31	2	OSL
31	3	OSL
31	457A	OSL
31	457B	OSL
31	458	OSL
31	456	OSL
31	460	OSL
31	461	OSL
31	451	OSL
31	453	OSL
31	454	OSL
31	455	OSL
31	46	OSL
31	45	OSL
31	47	OSL
31	67A	OSL
31	68	OSL
31	462	OSL
31	451	OSL
31	463	OSL
31	588A	OSL
31	588B	OSL
31	590	OSL
31	592	OSL
43	279	OSL
43	173	OSL

Private Land Lots		
DD No.	Lot No.	Remarks
43	169	OSL
43	168	OSL
43	165	OSL
43	124	OSL
43	163	OSL
43	125	OSL
43	164	OSL
43	153	OSL

3.4

A3 - SUN LEUNG TAM TRACKWAY

This Sun Leung Tam Trackway is recorded in *Peacock's Report* and had been recorded on early British military maps (in the early 20th century). Review of the Report indicated that this Trackway might link between the former coastal settlements along the north shore of Plover Cove Reservoir (船灣淡水湖) and Sha Tau Kok and is associated with numerous terraced agricultural fields and the submerged settlements of Wang Leng Tau (橫嶺頭) and Tai Kau (大濇) due to the construction of the Plover Cove Reservoir.

Site inspections on this Trackway were conducted on 23 March 2011 and 29 March 2011. Location plans of the verified alignment are shown in *Annex A3-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A3-3*. The locations of photos taken are presented in *Plan A3* in *Annex A3-2*.

The Trackway is situated at the upper valley between Wang Leng (橫嶺) and Pat Sin Leng (八仙嶺), southwest of Wu Kau Tang (烏蛟騰) near Chung Mei (涌尾). Majority part of the Trackway lies on the east bank of the stream leading into the Plover Cove Reservoir. It runs along the contour of the hills, thus it is relatively easy to walk along. The existing condition of the Trackway is good, with good visibility of the Trackway.

The Trackway has been divided into three parts according to AMO's record as shown in *Annex A3-1* but after site inspection, there appear to be six start/end points: the middle part (point A to B); the northern part (point C to D); and the southern part (point E to F). These three parts would at one time have been connected with each other. The division here is based on the identified concrete steps and footpath (point D to E), which is defined not as a part of Trackway.

The middle part (point A to B), starts near a barbecue area by a stream to Bride's Pool and part of the Trackway overlaps with Bride's Pool Nature Trail. This boulder section is mostly in good condition and two bridges are identified in adjacent areas (see *Photos F1* and *F2*).

The northern part (point C to D), starts near a car park area at the south end of Wu Kau Tang Road. The boulder section appears immediately at the starting

point of the Trackway towards Chung Mei. A shrine worshipping Shui Hau Dragon God (水口龍神) (see *Photo F4*) is recorded next to point C, where a stream is running north of point C. A metal handrail (see *Photo F5*) can be found erected at the edge of the Trackway. In the northern part, majority sections are boulder section, and they are in good condition.

The southern part (points E to F), starts after crossing a water gate. The boulder section is running northwest and quickly changes to reworked section with stones embed concrete paving before a stream crossing. A stream crossing with a set of concrete blocks for crossing (see *Photo F6*) was recorded. Boulder section emerges again after the crossing. The Trackway leads back to a concrete footpath and to Bride's Pool Road (新娘潭路).

Other factual details of this Trackway are listed in *Table 3.10*.

Table 3.10 *Existing Physical Condition of A3*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	1,552	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 842394.6745 N 840522.7055 B – E 842830.9221 N 840110.3675 C – E 842977.4802 N 840643.9263 D – E 842837.4561 N 840151.0696 E – E 842794.4761 N 840035.4446 F – E 842722.1291 N 840142.6685	<i>Plan A3 in Annex A3-2</i>
Boulder sections (m)	1,418	<i>Plan A3 in Annex A3-2</i>
Construction materials	Boulders, Mud	<i>Annex A3-3</i>
Trace of builders	Probably local villagers from settlements of Wang Leng Tau and Tai Kau	-
Land Status (number of private land lots)	0 (the Trackway is 100% in government land)	-
Land Use Zoning	Not covered by any land use zoning plan	<i>Annex A3-5</i>
Immediate Environment	General: valley North: village area East: ridge of Ma Tau Fung (馬頭峰) South: Plover Cove Reservoir West: ridge of San Tau Yiu (礮頭窰)	<i>Annex A3-3</i>
Features associated with the old footpath	Three bridges (F1 – F3), one shrine (F4), one handrail (F5), and one set of concrete blocks for stream crossing (F6).	<i>Photos F1 – F6 in Annex A3-3</i>

Notes:

Items	Description	Reference Plan/Photos/Table
(a)	Total length based on field survey findings.	
(b)	A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>	

As shown in *Table 3.10* above, there are 6 features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.11 *Brief Description of the Features Identified along A3*

Feature Code	Category	Brief Description	Reference Photos in Annex A3-3
F1	A stone slab bridge	A two stone slab bridge	F1
F2	A concrete bridge	A concrete bridge with metal handrail	F2
F3	A stone slab bridge	A bridge constructed with three stone slabs, concrete has been added to reinforce the slabs. Metal handrail is installed.	F3
F4	A shrine	A shrine which is still being worshipped. The middle tablet of the shrine stated that it is the place for Shui Hau Dragon God.	F4
F5	A metal and concrete railing	A metal and concrete handrail has been installed on the side of the Trackway to prevent people from falling.	F5
F6	Stream crossing concrete blocks.	A set of concrete blocks (stepping-stones) for stream crossing constructed above boulders.	F6

3.5

A4 - LUNG A PAI - SIU OM SHAN TRACKWAY

Site inspections on Lung A Pai - Siu Om Shan Trackway were conducted on 23 March 2011 and 31 March 2011. Location plans of the verified alignment are shown in *Annex A4-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A4-3*. The locations of photos taken are presented in *Plan A4* in *Annex A4-2*.

This Trackway is situated in the valley east of the ridge of Siu Om Shan. It links the isolated village houses and the terraced fields at the upper valley east of Siu Om Shan to southeast corner of the Lung A Pai village. The isolated abandoned village houses and the terraced fields are heavily overgrown with vegetation, and there is no known settlement south of these houses. Moreover, south of Siu Om Shan is the ridges of Tai Mo Shan (大帽山) (range from 500m to 900m in height), this forms a natural barrier between north and south, virtually no passage between mountains and hills would be suitable for footpaths construction.

As the fields and villages are still in operation in the flood plain of Lam Tsuen valley north of Lung A Pai, the northern part (from point A to point B) of this Trackway is in good condition, with excellent visibility of the Trackway and easy to walk. The survey conducted on 23 March 2011 managed to identify

the northern end of the boulder section of the Trackway as starting point A. Modern intrusion such as drain (see *Photo A*) is recorded between point A and point B. This may due to the existence of several urns and graves near point B, where signs of worshipping can still be observed.

To the south beyond point B, the condition of the Trackway becomes very poor where traces of the footpath have disappeared and it is blocked by thick vegetation and fallen trees (see *Photo B*). This situation may due to a landslide having occurred at point B. For this reason, it appears that the majority of the Trackway is no longer in use.

For the southern part (from point C to point D), an attempt was made to enter the Trackway from southwest from the valley of Tai Om Shan (大菴山) on 31 March 2011. In the upper valley of Tai Om Shan, boulder sections have been observed along a footpath, however, no connection can be found between these boulder sections and the Lung A Pai - Siu Om Shan Trackway. There is no physical evidence, such as boulders, or clear connecting mud section connecting them.

In the upper valley of Siu Om Shan, the starting point C commenced where the terraced fields exist. Boulders used to build retaining walls for terraced fields are similar to those used to build the Trackway. Point C is approximately 60m above the ruins (see *Photo F7*), thick vegetation has blocked the Trackway, and detour has to be made through the terraced fields (F6). From point 10 to D, the footpath runs adjacent to the abandoned village houses (see *Photo F7*). This part is a mud section with occasional boulder steps. Preservation condition is fair. It is believed that this Trackway would lead downhill to Lung A Pai and it is very likely that it is connected with the northern part of the Trackway identified on 23 March 2011. However, the vegetation at point D makes the Trackway impassable. Hence, the survey between point B and point D could not be conducted (see *Photos B and D*). The condition between points B and D cannot be determined unless site inspection is conducted after a large scale vegetation clearance work is conducted between points B and D.

Other factual details of this Trackway are listed in *Table 3.12*.

Table 3.12 *Existing Physical Condition of A4*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	852	-
Category ^(b)	C	-
Coordinates of Start/End Points	A – E 832320.369 N 833779.7999 B – E 832416.9405 N 833658.4453 C – E 832322.5269 N 833171.7517 D – E 832432.6197	<i>Plan A4 in Annex A4-2</i>

Items	Description	Reference Plan/Photos/Table
	N 833237.8854	
Boulder sections (m)	136	Plan A4 in Annex A4-2
Construction materials	Boulders, mud	Annex A4-3
Trace of builders	Probably villagers from Lam Tsuen valley.	-
Land Status (number of private land lots)	9	Annex A4-4 Table 3.14
Land Use Zoning ^(c)	Partly in CA, AGR, V under Lam Tsuen OZP No. S/NE-LT/11 and partly not covered by any land use zoning plan	Annex A4-5
Immediate Environment	General: valley and stream North: plain of Lam Tsuen Valley and villages. East: stream and terraced fields. South: upper valley. West: ridge of Siu Om Shan.	Annex A4-3
Features associated with the old footpath	Four burial sites (F1, F3, F4, F5), two boulder retaining walls (F2 and F6), and ruins (F7)	Photos F1 – F7 in Annex A4-3
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) GB – Greenbelt; CA – Conservation Area; AGR – Agricultural; V – Village Type Development		

As shown in Table 3.12 above, there are seven features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.13 *Brief Description of the Features Identified along A4*

Feature Code	Category	Brief Description	Reference Photos in Annex A4-3
F1	Urns and a grave	Urns and a grave are observed next to the Trackway. According to the headstone of the grave, it belongs to the Wan (溫) clan and was built/renovated in 2004.	F1
F2	Boulder retaining wall	A boulder built retaining wall on the side of the Trackway.	F2
F3	An urn	An urn located on a terraced platform.	F3
F4	Urns and a grave	Urns located on terraced slope. According to the headstone of the grave, it belongs to the Wan clan and was built in 2003.	F4
F5	Group of urns	Group of urns located on terraced slope covered by overgrown vegetation.	F5
F6	Boulder retaining wall	Boulder retaining wall at the edge of stepped slope. Possible remains of abandoned terraced fields.	F6
F7	Ruins	Stone foundation ruins.	F7

List of private land lots that fall within this Trackway is detailed below.

Table 3.14 *List of Private Land Lots in A4*

Private Land Lots		
DD No.	Lot No.	Remarks
18	240	OSL
25	726	OSL
25	718	OSL
25	712	OSL
25	711B	OSL
25	711A	OSL
25	696	OSL
25	621	OSL
25	620	OSL

3.6

A5 - WUN YIU TRACKWAY

Site inspection on Wun Yiu Trackway was conducted on 23 March 2011. Location plans of the verified alignment are shown in *Annex A5-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A5-3*. The locations of photos taken are presented in *Plan A5* in *Annex A5-2*.

The Trackway basically is a part of Wilson Trail Section 8 (between distance posts W090 and W091), with the starting point situated near building No. 26 Sheung Wun Yiu (上碗窑) in the Sheung Wun Yiu village (Point A) while its ending point is situated at the concrete landing of the Wilson Trail Section 8 (Point B). The general condition of the Trackway is regarded as good, with some boulders apparently reworked with modern materials such as concrete. Some intact boulder sections can still be found at the beginning and at the end of the Trackway. Since the hills surrounding Wun Yiu are rich in kaolin deposits, it has been an ideal site for manufacturing porcelain wares. Historic documents recorded that during the Ming dynasty (1368 - 1644), some members of the Man and Tse clans had already started the blue-and-white porcelain manufacturing industry in Wun Yiu area (AMO 2011d). Therefore, it is believed that by using this Trackway the workers transported kaolin from the upper mines down to their workshop in Wun Yiu Kiln Site, another recorded Site of Archaeological Interest. The associated archaeological period dates to Ming and Qing Dynasties and modern.

Features along this Trackway include a granite water gate (F1) and a stone mortar (石臼) (F2). They are both situated along one of the boulder sections of the Trackway. The granite water gate is believed to be a part of a drain structure for adjusting a stream discharge. The stone mortar is believed to have been used to process the excavated soil from the mine by breaking this down into smaller piece for making clay. Thus it is considered related to the nearby Wun Yiu Site of Archaeological Interest and regarded as an artefact being transported to the site at a later date.

Other factual details of this Trackway are listed in *Table 3.15*.

Table 3.15 *Existing Physical Condition of A5*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	285	-
Category ^(b)	C	-
Coordinates of Start/End Points	A – E 834739.4638 N 833059.6982 B – E 834492.2558 N 833065.1569	<i>Plan A5 in Annex A5-2</i>
Boulder sections (m)	111	<i>Plan A5 in Annex A5-2</i>
Construction materials	Boulders, mud, reworked materials	<i>Annex A5-3</i>
Trace of builders	Probably villagers from Wun Yiu	-
Land Status (number of private land lots)	4	<i>Annex A5-4</i> <i>Table 3.16</i>
Land Use Zoning (c)	In GB under Tai Po OZP No. S/TP/23	<i>Annex A5-5</i>
Immediate Environment	Sheung Wun Yiu village at east of the trackway; natural vegetation at both sides of the Trackway	<i>Annex A5-3</i>
Features associated with the footpath	A granite water gate (F1) a stone mortar artefact (F2)	<i>Photos F1 and F2 in Annex A5-3</i>
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) GB – Greenbelt		

List of private land lots that fall within this Trackway is detailed below.

Table 3.16 *List of Private Land Lots in A5*

Private Land Lots		
DD No.	Lot No.	Remarks
22	744	OSL
22	742	OSL
22	750	OSL
24	373	OSL

3.7 *A6 - LAU SHUI HEUNG - KAT TSAI SHAN AU TRACKWAY*

This Lau Shui Heung - Kat Tsai Shan Au Trackway is recorded in *Peacock's Report* and the Report indicated that this Trackway might link between Lam Tsuen valley settlements and Sha Tau Kok, possibly also Shenzhen. The Report also indicated that a ruined settlement to the south of Lau Shui Heung was observed by the Survey conducted in the 1980s though association of the ruined settlement with the Trackway cannot be proven.

Site inspection on this Trackway was conducted on 25 March 2011. Location plans of the verified alignment are shown in *Annex A6-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A6-3*. The locations of photos taken are presented in *Plan A6* in *Annex A6-2*. This Trackway is situated in the valley between Lung Shan (龍山), and ridge of Shek Au Shan and Kau Lung Hang Shan (Cloudy Hill). It runs along part of the now Lau Shui Heung Country Trail (流水響郊遊徑). It leads from Kat Tsai Shan Au (桔仔山坳) to Lau Shui Heung Irrigation Reservoir (流水響灌溉水塘). Concrete roads have been identified at both ends of the Trackway, it is not possible to confirm which villages, markets or other facilities this Trackway was intended to connect through site inspection. The village closest to the Kat Tsai Shan Au is Kau Lung Hang Lo Wai. The Trackway start point A is identified as the starting point of a mud section of the Lau Shui Heung Country Trail. The end point B is identified when material evident of the Trackway ended at a barbecue area near the Reservoir. The overall condition of the Trackway is good, occasional modern intrusions, such as drain (see *Photo 1*), and repair works of original boulder section (see *Photo 6*) can be found; and modern reworks on boulders become frequent near barbecue areas and the Reservoir, such as covering possible original boulder section with boulders and concrete reworked section (see *Photo 19*) and construction of new bridge (see *Photo 17*).

The report of the First Territory-wide Survey mentioned that the trackway might have been constructed by the inhabitants of a settlement in the south of Lau Shui Heung.

Other factual details of this Trackway are listed in *Table 3.17*.

Table 3.17 *Existing Physical Condition of A6*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	1,138	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 834991.9884 N 838532.918 B – E 835489.867 N 839467.846	<i>Plan A6</i> in <i>Annex A6-2</i>
Boulder sections (m)	123	<i>Plan A6</i> in <i>Annex A6-2</i>
Construction materials	Boulders, mud, reworked materials	<i>Annex A6-3</i>
Trace of builders	Probably inhabitants of a settlement in the south of Lau Shui Heung or villagers around the area.	-
Land Status (number of private land lots)	13	<i>Annex A6-4</i> <i>Table 3.19</i>
Land Use Zoning	Not covered by any land use zoning plan	<i>Annex A6-5</i>
Immediate Environment	General: valley North: Lau Shui Heung Irrigation Reservoir East: lower hills	<i>Annex A6-3</i>

Items	Description	Reference Plan/Photos/Table
Features associated with the old footpath	South: Kat Tsai Shan Au	<i>Photos F1 – F7 in Annex A6-3</i>
	West: Lung Shan	
	Four bridges (F2, F5 – F7), one retaining wall (F1), one stone drain (F4), and ruins (F3).	
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		

As shown in *Table 3.17* above, there are 7 features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.18 *Brief Description of the Features Identified along A6*

Feature Code	Category	Brief Description	Reference Photos in Annex A6-3
F1	Boulder retaining wall	Boulder retaining wall built at the edge of the Trackway in order to reinforce the footpath.	F1
F2	Granite slab bridge	A stone slab built bridge crossing a stream. This bridge is made up of two stone slabs. Its bases have been reinforced by concrete.	F2
F3	Ruins	Boulder ruins of possible abandoned village houses or storages.	F3
F4	Stone drain	Drain for the boulder section made with boulders and two rectangular stone blocks. The blocks are possibly come from removed parts from ruins.	F4
F5	Granite slab bridge	A stone slab built bridge crossing a stream. This bridge is made up of 2 stone slabs. Its bases are not visible.	F5
F6	Stone embedded bridge	Modernized footbridge crossing a stream. The Chinese name (龍山橋; “Lung Shan Bridge” in English) of this bridge is indicated on the side of the bridge	F6
F7	Modern bridge	Another bridge called “Lau Shui Bridge” (流水橋) diverts from the Trackway to the west of the Lau Shui Heung Reservoir. It has wood and metal handrail, wood paving, and boulder and concrete bases.	F7

List of private land lots that fall within this Trackway is detailed below.

Table 3.19 *List of Private Land Lots in A6*

Private Land Lots		
DD No.	Lot No.	Remarks
53	244	OSL
53	250	OSL
53	251	OSL
53	252	OSL
53	253	OSL
53	231	OSL
53	262	OSL
53	261	OSL
53	269A	OSL
53	269B	OSL
53	326	OSL
53	327	OSL
53	363C	OSL

3.8

A7 - LUK KENG-TSAT MUK KIU BOULDER TRACKWAY

This Luk Keng-Tsat Muk Kiu Boulder Trackway is recorded in *Peacock's Report* and the rough scale map showing the Trackway is shown in *Annex A7-1*.

Site inspection on this Trackway was conducted on 15 March 2011. Location plans of the verified alignment are shown in *Annex A7-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A7-3*. The locations of photos taken are presented in *Plan A7* in *Annex A7-2*.

This Trackway is north-south oriented. Most of the southern section of the Trackway follows the Wilson Trail Section 10 at Sheung Ha Tsat Muk Kiu (上下七木橋) towards north to Luk Keng.

There are alternative routes to this Trackway from the south. The surveyors selected a path (mostly mud surfaced with occasional reworked steps) from Wu Kau Tang. Examples of other alternative routes including from Sun Leung Tam through Pat Sin Leng Natural Trail or from Tai Mei Tuk (大美督) through the Pak Sin Range Country Trail.

Access to the Trackway from north could be through a concrete path at the southwest end of Luk Keng Wong Uk (鹿頸黃屋) towards the hilly area at the south.

This Trackway is generally in good condition and mostly paved with boulders except the northern section with mud surface.

Other factual details of this Trackway are listed in *Table 3.20*.

Table 3.20 Existing Physical Condition of A7

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	1,726	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 840783.3061 N 840466.0544 B – E 840171.5085 N 841842.8717	Plan A7 in Annex A7-2
Boulder sections (m)	1,359	Plan A7 in Annex A7-2
Construction materials	Boulders, mud	Annex A7-3
Trace of builders	Probably villagers from adjacent area, such as Luk Keng, Wu Kau Tan etc.	-
Land Status (number of private land lots)	2	Annex A7-4 Table 3.22
Land Use Zoning	Not covered by any land use zoning plan	Annex A7-5
Immediate Environment	North: Luk Keng East: Wu Kau Tang West: Lo Lung Tin/Pat Sin Leng South: Wang Shan Keuk (橫山脚)/Pak Sin Leng (八仙嶺)	Annex A7-3
Features associated with the old footpath	One bridge (F1), some ruined building structures (F2) and a grave (F3).	Photos F1 – F3 in Annex A7-3
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		

As shown in Table 3.20 above, there are 3 features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.21 Brief Description of the Features Identified along A7

Feature Code	Category	Brief Description	Reference Photos in Annex A7-3
F1	Small bridge	A concrete bridge for stream crossing.	F1
F2	Abandoned ruin structures of Ha Tsat Muk Kiu	A number of ruined structures mostly covered with abundant vegetation can be found in Ha Tsat Muk Kiu.	F2
F3	Grave	A grave facing southwest is located by the boulder path. According to the headstone inscription, the decedent is from Wong clan who was born in 1949 and died in 2009.	F3

List of private land lots that fall within this Trackway is detailed below.

Table 3.22 *List of Private Land Lots in A7*

Private Land Lots		
DD No.	Lot No.	Remarks
71	51	OSL
71	50	OSL

3.9 *A8 - PAK KONG-MUI TSZ LAM TRACKWAY*

This Pak Kong-Mui Tsz Lam Trackway as shown in shown in *Annex A8-1* is recorded in *Peacock's Report* as Mau Ping (茅坪) – Pak Kong Trackway. Mau Ping is located mid-way of the Pak Kong-Mui Tsz Lam Trackway. The Report indicated that this Trackway connects Sai Kung and Shatin valley.

Site inspection on this Trackway was conducted on 11 March 2011. Location plans of the verified alignment are shown in *Annex A8-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A8-3*. The locations of photos taken are presented in *Plan A8* in *Annex A8-2*.

This Trackway is situated between the Luk Chau Shan (鹿巢山) at the northeast and the Shek Nga Shan (石芽山) at the southwest. A northwest-southeast running stream is located by the Trackway at the section between Mau Ping and Mui Tsz Lam. Its routing is generally southwest and northeast oriented.

This Trackway at point A starts from Pak Kong Road by a modern channel towards Mau Ping at the mid-way of the Trackway and then continues to reach Mui Tsz Lam village. Literature review (Peacock and Nixon 1988) supplemented by discussion with villagers in Mui Tsz Lam indicated that the Mui Tsz Lam village were established in early Qing dynasty by Ng Clan from Wuhua County, Guangdong (廣東伍華縣) (林錦源 n.d.). This reflects the latest construction period of this Trackway for communication.

Worth to note is that another path crossing this Trackway at Mau Ping where the MacLehose Trail Section 4 runs along the mountain ridges and it connects to the Shui Ngau Shan Trackway (A9) at the southwest.

This Trackway is generally in good condition and frequent visited by hikers but some of the sections had been repaired or reworked and there are short sections of mud surface footpath.

Other factual details of this Trackway are listed in *Table 3.23*.

Table 3.23 Existing Physical Condition of A8

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	2,420	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 844009.9603 N 826933.8728 B – E 842247.8297 N 827952.3006	<i>Plan A8 in Annex A8-2</i>
Boulder sections (m)	1,999	<i>Plan A8 in Annex A8-2</i>
Construction materials	Boulders, mud	<i>Annex A8-3</i>
Trace of builders	Probably local villagers from Mau Ping, Mui Tsz Lam, Pak Kong, Sai Kung and Shatin.	-
Land Status (number of private land lots)	11	<i>Annex A8-4</i> <i>Table 3.25</i>
Land Use Zoning ^(c)	Partly in V, GB, CA under Mo On Shan OZP No. S/MOS/17 or Pak Kong & Sha Kok Mei OZP No. S/SL-PK/11 and partly not covered by any land use zoning plan	<i>Annex A8-5</i>
Immediate Environment	General: Surrounded by hills and reach the valleys of Sai Kung and Sha Tin. Northeast: hills Southwest: hills Northwest: Shing Mun River Channel Southeast: Pak Sha Wan (白沙灣)	<i>Annex A8-3</i>
Features associated with the old footpath	Two bridges (F1 and F4), numerous abandoned building structures of Mau Ping village (F2, F5 and F6) , a renovated Lau Ancestral Hall (F3), an earth shrine (F7) and three burial urn structures (F8) and (F9)	<i>Photos F1 – F9 in Annex A8-3</i>

Notes:

(a) Total length based on field survey findings.

(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the *Desk-top Study Report*

(c) GB – Greenbelt; CA – Conservation Area; V – Village Type Development

As shown in *Table 3.23* above, there are eight features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.24 *Brief Description of the Features Identified along A8*

Feature Code	Category	Brief Description	Reference Photos in Annex A8-3
F1	Concrete bridge	A concrete built bridge.	F1
F2	Abandoned ruin structure.	A stone built one storey structure. The roof was collapsed and it is heavily covered with vegetation.	F2
F3	Lau Ancestral Hall	A two hall layout building with an open courtyard between the halls. According to a plaque in the ancestral hall. The Ancestral Hall belongs to the Mau Ping village. The ancestral hall was renovated in 2009.	F3
F4	Concrete bridge	A concrete built bridge with text “1957 KAAA D.O.T.9.” marked on the bridge indicating its construction year.	F4
F5	Abandoned building structures	A number of ruined building structures of the Mau Ping San Uk (茅坪新屋). They are built on a terraced foothill. Based on the construction materials used, they could be dated back to late 19 th century to middle 20 th century.	F5
F6	Abandoned building structure	One of the building structures of the Mau Ping San Uk constructed with stones probably built in late 19 th century to early 20 th century.	F6
F7	Earth shrine	The shrine is constructed on a stone built platform for earth god worship. According to the text of the shrine, it is the mountain god of Mau Ping to protect villagers’ safety walking along the path.	F7
F8	Burial urns	Two burial urn structures are identified at the section of the path not far from Mui Tsz Lam village. It is believed that these burial urns belong to either Mui Tsz Lam village or Mau Ping village.	F8
F9	Burial urn	One burial urn structure identified at the section of the path not far from Mui Tsz Lam village. It is believed that these burial urns belong to either Mui Tsz Lam village or Mau Ping village.	F9

List of private land lots that fall within this Trackway is detailed below.

Table 3.25 *List of Private Land Lots in A8*

Private Land Lots		
DD No.	Lot No.	Remarks
199	21	OSL
199	22	OSL
199	23	OSL
199	24	OSL
199	25	OSL
199	26	OSL

Private Land Lots		
DD No.	Lot No.	Remarks
199	79	OSL
199	89	OSL
199	88	OSL
199	87	OSL
199	86	OSL

3.10

A9 - SHUI NGAU SHAN TRACKWAY

This Shui Ngau Shan Trackway is recorded in *Peacock's Report* and indicated that this Trackway might link between Kowloon City/Ho Chung to Sai Kung/Sha Tin Valley. Its alignment recorded by AMO is presented in *Annex A9-1*.

Site inspection on this Trackway was conducted on 16 March 2011. Location plans of the verified alignment are shown in *Annex A9-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A9-3*. The locations of photos taken are presented in *Plan A9* in *Annex A9-2*.

According to the map showing the Trackway recorded by AMO, this Trackway runs from Fu Yung Pit (芙蓉別) to Shek Nga Pui (石芽背) /Tsim Mei Fung (尖尾峰) south of Shui Ngau Shan/ Buffalo Hill close to mountain ridges area separating Sai Kung and Shatin. It starts and ends in the mountain areas which in normal cases should connect to area at Shatin or Sai Kung. The routing of this Trackway is mainly northeast-southwest oriented and mostly follows the MacLehose Trail Section 4 (section number M087 to M091).

In order to reach this Trackway, the surveyors selected the route which firstly arrived Mau Ping from Mui Tsz Lam and followed the MacLehose Trail Section 4 to Fu Yung Pit. This section, although not included by AMO as part of the Trackway, is mainly a mixture of boulder path, mud path and with scattered sections of reworked or repaired paths. Therefore, it is difficult to define the start point of the boulder path. Finally, the current point A (see *Photo A*) is selected as the start point as from this point onwards; fewer signs of reworked section were observed. From point A to B, numerous scattered mud surface sections were observed and after passing through a grave site (see *Photo F1*), the footpath becomes the mud surface and signs of reworked boulder path observed when the footpath is closer to B at Fu Yung Pit.

From points B to C, there is a short boulder section. After the mud surface path ended from point B, a nicely paved boulder section appears. The area around point B is mud surfaced. From Photo 10 to point E is mainly boulder section generally in good condition with occasional mud surfaces in between.

Point E is a junction that one could settle to go uphill towards point D where the first section is boulder footpath but the half section ends with mud

footpath. If one selects another route heading south following the MacLehose Trail Section 4, after walking for about 600m, there is a narrow path at the east leading to point F.

From point F to G, this boulder section is in poor condition with heavy vegetation coverage. A section that connects from G back to the Trackway to the north cannot be identified from the site inspection.

Other factual details of this Trackway are listed in *Table 3.26*

Table 3.26 *Existing Physical Condition of A9*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	2,591	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 843019.1605 N 826602.928 B – E 842540.215 N 826070.7748 C – E 842537.5277 N 826112.8754 D – E 841340.5591 N 825740.9442 E – E 841436.952 N 825728.2246 F – E 841425.0635 N 825260.448 G – E 841545.9186 N 825525.5583	<i>Plan A9 in Annex A9-2</i>
Boulder sections (m)	1,844	<i>Plan A9 in Annex A9-2</i>
Construction materials	Boulders, mud	<i>Annex A9-3</i>
Trace of builders	Probably villagers at the area in Sai Kung or in Shatin.	-
Land Status (number of private land lots)	0 (the Trackway is 100% in government land)	-
Land Use Zoning	Not covered by any land use zoning plan	<i>Annex A9-5</i>
Immediate Environment	General: Surrounded by hills between Shatin and Sai Kung Northeast: hills Southwest: hills Northwest: hills Southeast: hills	<i>Annex A9-3</i>
Features associated with the old footpath	Two caves/tunnel portals (F2 and F3) and a grave (F1).	<i>Photos F1 – F3 in Annex A9-3</i>
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		

As shown in *Table 3.26* above, there are three features identified adjacent to the Trackway. They are briefly discussed below.

Table 3.27 *Brief Description of the Features Identified along A9*

Feature Code	Category	Brief Description	Reference Photos in Annex A9-3
F1	Grave	A stone built grave with a headstone painted red. According to the headstone inscription, it is dated to 1931. The deceased are a Chung couple.	F1
F2 and F3	Caves/Tunnel portals	Two cave/tunnel portal structures were identified by the Trackway south of Buffalo hill. They are facing southeast towards Sai Kung area. The caves/tunnel portals were constructed through digging a hole into the hill. Their function was probably for defence purpose. They are current fenced with a metal gate. Depth cannot be determined.	F2 and F3

3.11 *A10 - TAI LAM CHUNG-SHAP PAT HEUNG TRACKWAY*

Review of *Peacock's Report* indicated that this is a Tai Lam Chung – Pat Heung Trackway that might link Tsuen Wan (荃灣) and Pat Heung (八鄉).

However, a map showing its routing cannot be identified. Based on the alignment recorded by AMO as presented in *Annex A10-1*, site inspection on Tai Lam Chung-Shap Pat Heung Trackway was conducted on 11 February 2011. Location plans of the verified alignment are shown in *Annex A10-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A10-3*. The locations of photos taken are presented in *Plan A10* in *Annex A10-2*.

This old footpath is situated in Tai Lam Country Park (大欖郊野公園) with its entrance located in Nam Hang Pai (南坑排) in Yuen Long and is part of the Tai Tong Nature Trail (大棠自然教育徑). The current physical conditions of the Trackway are considered quite good because the Trackway has been maintained by AFCD on a regular basis. This is also why some of the boulders found along this old footpath have been reworked with cement or simply replaced or covered by modern materials, which consequently made the Trackway's reworked sections longer than its boulder sections.

There are two information plaques erected along the Trackway by AFCD. Both plaques name the Trackway "Nam Hang Pai Ancient Trail"/"Nam Hang Pai Traditional Footpath" (南坑排古道) (see *Figures 3.11* and *3.12*)

Figure 3.11 One of the Information Plaques on Nam Hang Pai Ancient Trail

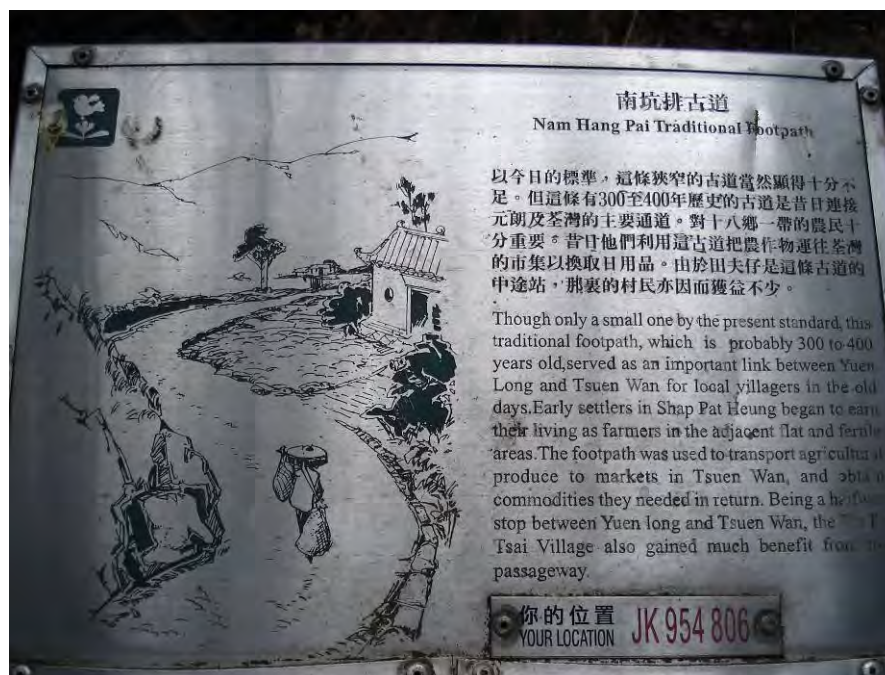
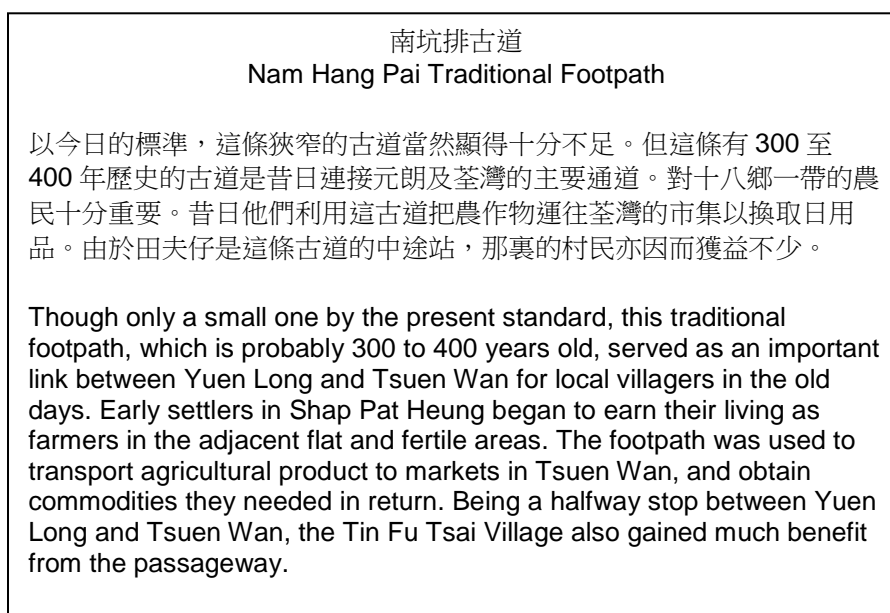


Figure 3.12 Inscriptions on the Information Plaque on Nam Hang Pai Ancient Trail



Other factual details of the Trackway are listed in *Table 3.28*.

Table 3.28 *Existing Physical Condition of A10*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	2,156	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 821772.2461 N 830373.1334 B – E 822562.0333 N 828717.9332	<i>Plan A10 in Annex A10-2</i>
Boulder sections (m)	210	<i>Plan A10 in Annex A10-2</i>
Construction materials	Boulders, mud, modern materials	<i>Annex A10-3</i>
Trace of builders	Probably villagers from Nam Hang Pai, Yuen Long or Shap Pat Heung area in Kam Tin.	-
Land Status (number of private land lots)	2	<i>Annex A10-4</i> <i>Table 3.30</i>
Land Use Zoning ^(c)	Partly in CA under Tai Tong OZP No. S/YL-TT/16 and partly not covered by any land use zoning plan	<i>Annex A10-5</i>
Immediate Environment	Northwest: Nam Hang Pai village; the trackway is inside Tai Lam Country Park	<i>Annex A10-3</i>
Features associated with the old footpath	A temple and an earth shrine (F4) and six bridges (F1 to F3 and F5 to F7).	<i>Photo F1 – F7 in Annex A10-3</i>
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) CA – Conservation Area		

As shown in *Table 3.29* above, there are seven features identified adjacent to this Trackway. They are briefly discussed below.

Table 3.29 *Brief Description of the Features Identified along A10*

Feature Code	Category	Brief Description	Reference Photos in <i>Annex A10-3</i>
F1	An old bridge	An old bridge made of feathered granite slabs as stream crossing	F1
F2	An old bridge	A bridge made of two feathered granite slabs with approximately 20cm in thickness; modern rework on retaining wall and modern railing	F2
F3	An old bridge	An original bridge made of two feathered granite slabs in parallel; modern railings were erected above the bridge	F3
F4	A temple and an associated earth shrine	A temple is situated beside the Trackway; a few deities are worshipped inside the temple; an earth shrine is located next to the temple	F4
F5	A modern bridge	Simple crossing are formed by concrete of five	F5

Feature Code	Category	Brief Description	Reference Photos in Annex A10-3
		elongated slabs each approximately 20 cm. wide.	
F6	A bridge made of one original granite slab and two modern slabs	The bridge is above an intermittent stream. Among the three granite slabs in parallel, the one on the right with feathering marks is believed to be original while the two on the left are concrete.	F6
F7	A modern arch bridge and its railings	The bridge crossing is laid across a wide stream course and is a raised, reinforced concrete continuation of the footpath to form a curved bridge. Stones embedded in the concrete give the section a natural appearance. The concrete handrail on one side has the appearance of wood with a rough bark finish. It is obviously the work of modern construction.	F7

List of private land lots that fall within this Trackway is detailed below.

Table 3.30 *List of Private Land Lots in A10*

Private Land Lots		
DD No.	Lot No.	Remarks
118	2368	OSL
118	2371	OSL

3.12 *A11 - HO PUI TRACKWAY*

Site inspection on Ho Pui Trackway was conducted on 11 February 2011 with two AMO officers. Location plans of the verified alignment are shown in *Annex A11-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A11-3*. The locations of photos taken are presented in *Plan A11* in *Annex A11-2*.

The general conditions of the Ho Pui Trackway are rather poor and derelict. This is likely because this trackway is not under the jurisdiction of the AFCD and therefore no maintenance of the Trackway has been taken place on a regular basis. As a result, problem of overgrown vegetation is so severe that some sections of the trackway cannot be recognised easily. A hill fire that probably took place just recently had damaged part of the Trackway (near the end of the Trackway approaching Ho Pui Village) even further by burning the nearby vegetation to ash and deteriorate the existing boulders.

There is a burial ground consisting of graves and urns at the end of the Trackway nearby the Ho Pui Ventilation Building (outside A11). Based on the location of the burial ground and the Trackway, it is believed that part of the Trackway was destroyed to give way for the construction of the burial ground.

Other factual details of the Trackway are listed in *Table 3.31*.

Table 3.31 *Existing Physical Condition of A11*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	222	-
Category ^(b)	C	-
Coordinates of Start/End Points	A – E 825538.9352 N 830288.6325 B – E 825418.3723 N 830434.9901	<i>Plan A11 in Annex A11-2</i>
Boulder sections (m)	130	<i>Plan A11 in Annex A11-2</i>
Construction materials	Boulders, mud	<i>Annex A11-3</i>
Trace of builders	Probably Ho Pui villagers or villagers at nearby regions.	-
Land Status (number of private land lots)	0 (the Trackway is 100% in government land)	-
Land Use Zoning ^(c)	In CA under Kam Tin South OZP No. S/YL-KTS/11	<i>Annex A11-5</i>
Immediate Environment	Overgrown vegetation, with some burnt into ash by recent hill fire(s); burial ground at end of trackway	<i>Annex A11-3</i>
Features associated with the old footpath	A burial ground consisting of graves and urns at the end of the old footpath nearby the Ho Pui Ventilation Building	-
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) CA – Conservation Area		

3.13 *A12 - NGONG PING - SHEK PIK TRACKWAY*

This Ngong Ping - Shek Pik Trackway is recorded in *Peacock's Report* and indicated that this Trackway might link between Shek Pik Wai (石壁圍), and Tai O (大澳). Its alignment recorded by AMO is presented in *Annex A1*.

Site inspection on this Trackway was conducted on 25 March 2011. Location plans of the verified alignment are shown in *Annex A12-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A12-3*. The locations of photos taken are presented in *Plan A12 in Annex A12-2*. This Trackway is part of the Lantau Trail Section 4 at its first 622m and the remaining part of the Trackway is along the Shek Pik Country Trail (石壁郊遊徑). Its starting point at Ngong Ping locates at the junction of Lantau Trail Section 3 leading to the Lantau Peak, Lantau Trail Section 4 leading to Shek Pik Country Trail, and the Wisdom Path (心經簡林). With its alignment heading south toward Shek Pik Reservoir (石壁水塘), the Trackway is situated along the hillside of Lantau Peak/Fung Wong Shan (鳳

凰山) and appears zig-zag in alignment. One can overlook the steep slopes of the mountain and summit of the nearby ridges such as Kau Nga Ling (狗牙嶺). At some point of the Trackway, the gradients of the nearby slopes become so steep that warning signs of the steep slopes and cliff ahead and 'Beware of Flash Floods (小心山洪)' could be found along the Trackway every now and then. The Trackway ends at the flight of boulder steps at Lantau South Country Park which later leads to the South Lantau Road (嶼南路).

Since there were frequent incidents of landslides and rock slides along the Shek Pik Country Trail in the past, the Trackway had been closed by the AFCD between 2007 and early April 2011. It was recently re-opened on 8 April 2011 as the maintenance work in Shek Pik Country Trail has been completed ⁽¹⁾. Lacking regular repair and maintenance for a period of time as well as the rugged surface contributed by the frequent landslides, the existing physical conditions of the Trackway are fair to poor. A total of eight locations of large-scale damages and scars from previous landslides and rock slides could be easily identified along the old footpath during site inspection. Photographic records showing these landslide locations are presented in *Annex A12-3*.

Apart from the various severe scars made by previous landslide or rock slides mentioned above, a feature of boulder wall structure was observed along this Trackway (F1). It was found beside the footpath with boulders being piled up resembling a retaining wall.

Other factual details of the Trackway are listed in *Table 3.32*

Table 3.32 *Existing Physical Condition of A12*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	5,156	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 808995.2477 N 812678.926 B – E 808258.6375 N 809901.8695	<i>Plan A12 in Annex A12-2</i>
Boulder sections (m)	1,432	<i>Plan A12 in Annex A12-2</i>
Construction materials	Boulders, mud	<i>Annex A12-3</i>
Trace of builders	Probably villagers from Shek Pik Wai or western part of Lantau Island.	-
Land Status (number of private land lots)	0 (the Trackway is 100% in government land)	-
Land Use Zoning ^(c)	Partly in CA under Ngong Ping OZP No. S/I-NP/6 and partly not covered by any land use zoning plan	<i>Annex A12-5</i>
Immediate Environment	Wisdom Path at north of the trackway;	<i>Annex A12-3</i>

(1) http://www.hkwalkers.net/pathinfo/announcement_eng.php

Items	Description	Reference Plan/Photos/Table
	Lantau Peak and Kau Ngau Ling at east; Shek Pik Reservoir at southwest; natural vegetation along both sides of the trackway; occasional marked scars made by previous landslides and rock slides in the area	
Features associated with the old footpath	A boulder wall structure (F1)	Photo F1 in Annex A12-3
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) CA – Conservation Area		

3.14

A13 - Yi O - FAN LAU BOULDER TRACKWAY

This Yi O-Fan Lau Boulder Trackway is recorded in *Peacock's Report*, which indicated that structures or settlements associated with this Trackway include Yi O Kau Tsuen (二澳舊村), possible fortifications on pass and at river crossing south of Yi O, abandoned harbour facilities at Yi O and Fan Lau Fort (分流炮台). Trackway alignment recorded by AMO is presented in *Annex A13-1*.

Site inspection on this Trackway was conducted on 22 March 2011. Location plans of the verified alignment are shown in *Annex A13-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A13-3*. The locations of photos taken are presented in *Plan A13* in *Annex A13-2*.

This Trackway is basically part of the Lantau Trail Section 7 which links Kau Ling Chung (狗嶺涌) and Tai O (大澳). The Trackway starts near the coast of Fan Lau Sai Wan (分流西灣), with a foundation plaque established at the start of the concrete footpath indicating the 'Fan Lau-Yi O Footpath' (see *Photo A*), passing through Heung Chung Au (響鐘坳), Tsin Yue Wan (煎魚灣), Kan Tau Au (根頭坳) and Yi O Kau Tsuen, and ends at Yi O San Tsuen (二澳新村).

The general conditions of the boulder sections are regarded as rather poor with plenty of overgrown vegetation. It is not uncommon to observe many dead leaves, buttress tree roots and moss on the boulders, and overgrown shrubs and trees encroaching upon the Trackway. Modern repairs on the boulders, such as reinforcement carried out by the AFCD, is limited however. It is therefore considered that the boulder sections in this Trackway have been preserved more or less intact with limited modern interference.

Features associated with this Trackway identified include Leung Ying Kong Ancestral Hall (應綱梁宗祠) (F1) located within the Fan Lau Tsuen near the beginning of the Trackway and a ruined village house (F2) located in Yi O Kau Tsuen. Situated at Fan Lau of Lantau Island, the Leung Ying Kong Ancestral Hall was probably built in the late-Qing period by the Leung Clan residing in the Fan Lau Tsuen area. It is believed that the Ancestral Hall was the oldest

structure in the village. The Leung clan came from Shenzhen, and finally settled in the area, they constituted the majority of the population in Fan Lau Tsuen. Villagers were principally farmers and fishermen, they used to sell their products in Macau nearby. The ancestral hall was used as village school for a long time, but now it has remained as a place of ancestor worship for the Leung clan (AMO 2011a). The ruined village house (F2) is hidden behind the overgrown vegetation in Yi O Kau Tsuen and has its roof collapsed and been invaded by heavily overgrown vegetation.

Other factual details of the Trackway are listed in *Table 3.33*.

Table 3.33 *Existing Physical Condition of A13*

Items	Description	Reference Plan/Photos
Total Length (m) ^(a)	3,308	-
Category ^(b)	B	-
Coordinates of Start/End Points	A – E 802445.3228 N 807381.8502 B – E 802454.7172 N 810071.1137	<i>Plan A13 in Annex A13-2</i>
Boulder sections (m)	1,139	<i>Plan A13 in Annex A13-2</i>
Construction materials	Boulders, mud	<i>Annex A13-3</i>
Trace of builders	Probably villagers around the area or previous military force at Fan Lau.	-
Land Status (number of private land lots)	26	<i>Annex A13-4</i> <i>Table 3.34</i>
Land Use Zoning ^(c)	Partly in CP under South Lantau Coast OZP No. S/SLC/16) and partly not covered by any land use zoning plan	<i>Annex A13-5</i>
Immediate Environment	A stone beach adjacent to part of the trackway at west; plenty of vegetation along the whole trackway	<i>Annex A13-3</i>
Features associated with the old footpath	Leung Ying Kong Ancestral Hall in Fan Lau village (F1) and other ruins along the Trackway	-
Notes:		
(a) Total length based on field survey findings.		
(b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the <i>Desk-top Study Report</i>		
(c) CP – Country Park		

List of private land lots that fall within this Trackway is detailed below.

Table 3.34 *List of Private Land Lots in A13*

Private Land Lots		
DD No.	Lot No.	Remarks
314L	332	OSL
314L	341	OSL
314L	344	OSL
314L	345	OSL
314L	346	OSL
314L	348	OSL
314L	351	OSL
314L	352	OSL
314L	353	OSL
314L	354	OSL
314L	355	OSL
314L	356	OSL
314L	357	OSL
314L	358	OSL
314L	359	OSL
314L	360	OSL
314L	362	OSL
314L	363	OSL
317L	306	OSL
317L	304	OSL
317L	303	OSL
317L	295	OSL
317L	294	OSL
317L	293	OSL
317L	744	OSL
317L	752	OSL

3.15 *A14 - HUNG SHING YE TRACKWAY*

Site inspection on Hung Shing Ye Trackway was conducted on 4 March 2011. Location plans of the verified alignment are shown in *Annex A14-1*. Photographic records on the current physical conditions and as mentioned below are presented in *Annex A14-3*. The locations of photos taken are presented in *Plan A14* in *Annex A14-2*.

Hung Shing Ye Trackway is situated on the hillside behind the Hung Shing Ye Beach of Lamma Island where the Hung Shing Ye village situated. This Trackway is mainly linking the isolated village houses (building No. 34 near end point B and building No. 32 near start point A) together which leads to the center of the village.

As the two buildings have been left abandoned, the Trackway appears to have been not in active use as most of the Trackway is covered by dry leaves and abundant overgrown vegetation along the Trackway. Its existing condition

is therefore generally regarded as poor. It starts with some boulder steps leading to building No. 32 built with signs of in-filled concrete (see *Photo 1*). Then, the Trackway links to a flat mud surface section (see *Photo 5*), passed through a boulder built stream crossing (see *Photo 6*) and later on starts the boulder section (see *Photo 7*) leading to the end point B (to building No. 34). Precise separation point between the mud section and the boulder section of the Trackway cannot be determined due to the vegetation overgrown along the boulder path and there is a section blocked by fallen tree branches where the surveyors need to pass through it at adjacent area (see *Photo 13*). At the end point B, there is a broken fenced gate (see *Photo B*) leading to an abandoned terraced cultivation area where boulders built retaining wall structures were observed. After passing through the cultivation area, a north-south running stream course can be found at the east separating the cultivation area and building No. 34 (see *Photo F1*). The building is a simple rectangular layout one-storey structure altered with modern materials. Two concrete built bridges (*Photos F2 and F3*) are identified which linked the cultivation area to the building.

Other factual details of the Trackway are listed in *Table 3.35*.

Table 3.35 *Existing Physical Condition of A14*

Items	Description	Reference Plan/Photos/Table
Total Length (m) ^(a)	203	-
Category ^(b)	C	-
Coordinates of Start/End Points	A – E 830444.9578 N 809011.9643 B – E 830597.696 N 809122.4477	<i>Plan A14 in Annex A14-2</i>
Boulder sections (m)	143	<i>Plan A14 in Annex A14-2</i>
Construction materials	Boulders and mud	<i>Annex A14-3</i>
Trace of builders	Local villagers (probably villagers of Hung Shing Ye village)	-
Land Status (number of private land lots)	0 (the Trackway is 100% in government land)	-
Land Use Zoning ^(c)	In GB and CA under Lamma Island OZP No. S/I-LI/9	<i>Annex A14-5</i>
Immediate Environment	General: Village environment at a foothill area North: a hill with height of 136.1m East: North-south running stream from hilltop to Hung Shing Ye Beach South: Hung Shing Ye Beach West: Hung Shing Ye village	<i>Annex A14-3</i>
Features associated with the old footpath	Two abandoned modernized building structures (Building Nos. 32 and 34 Hung Shing Ye) (F1) and two concrete bridges for stream crossing (F2 and F3).	<i>Photos F1 – F3 in Annex A14-3</i>

Notes:

- (a) Total length based on field survey findings.
 - (b) A – Major Routes; B – Through Routes; C – Minor Routes as defined in the *Desk-top Study Report*
 - (c) GB – Greenbelt; CA – Conservation Area.
-

4.1 OVERVIEW

As recommended in the *Desk-top Study Report* for this Study, 6 old footpaths are recommended for basic recording and they are listed in *Table 4.1*.

Location plans of these old footpaths identified from desktop research are extracted appended as Plans N1a-1, N1b-1, N2-1, N10-1, O8-1 and H1-1⁽¹⁾ in *Annexes B1 to B6*.

Table 4.1 Recommended Six Old Footpaths for Basic Recording

Site Code	English Name	Chinese Name
N1a	Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section)	大步徑(九龍寨城至深圳: 九龍寨城至城門分段)
N1b	Tai Po Route (Kowloon City to Sham Chun: Shing Mun to Tai Po Market Sub-Section)	大步徑(九龍寨城至深圳: 城門至大埔墟分段)
N1c	Tai Po Route (Kowloon City to Sham Chun: Tai Po Market to Shum Chun Sub-Section)	大步徑(九龍寨城至深圳: 大埔墟至深圳分段)
N2	Lai Tung Route (Sha Tau Kok to Sham Chun)	黎峒徑 (沙頭角至深圳)
N10	Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section)	九龍徑 (九龍寨城至深圳: 九龍寨城至圓州角碼頭分段)
O8	Tai Che to Ho Chung Old Footpath	大輦至蠔涌古道 ⁽²⁾

Site surveys were conducted on the 6 old footpaths on 2 March 2012 and 6-15 November 2012 to obtain field data for basic recording of these old footpaths. In case any of the above is found not feasible, alternative routes are also prioritised as below:

- H1
- N5b/N6/N12b/N13/N16a/N16b
- N7
- N11/N12a/N20/N21
- N14/N15

During the field survey conducted on 6 November 2012 for N1c, possible routing of N1c cannot be identified. Interview of a local hiker also indicated that he is not aware of a route at the area. Therefore, survey for N1c is

(1) As N1c cannot be identified from field survey, it is replaced by H1-1.

(2) 吳灞陵, 《香港 九龍 新界旅行手冊1951》, 香港: 華僑日報, 1951: 100-105。

considered not feasible. Thus, the field survey for the alternative route H1 (Tai Long Wan Village to Chai Wan Route (大浪灣村至柴灣路徑)) was conducted.

Definitions of different types of sections along the old footpaths as discussed in *Section 3.1.2* also applied. *Table 4.2* provides a summary of the basic records of the 6 old footpaths. The detail records of the old footpaths and photographic records are presented in *Annexes B1* to *B6*. Photo reference numbers are allocated to the photographs taken along each old footpath in *Annexes B1-2* to *B6-2*. The photo numbers within each footpath in relevant plans in *Annexes B1* to *B6* refer to locations of the photos taken. The starting/ending points of each old footpath are assigned as a capital letter (starting from A).

Table 4.2 Basic Information of the Six Surveyed Old Footpaths

Site Code	Name	Chinese Name	Total Length ^(a) / Boulder Section Length (m)	Surveyed Plan No.	Category	Brief Background
N1a	Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section)	大步逕(九龍寨城至深圳: 九龍寨城至城門分段)	4,186/149	Plan N1a-2	A	<p>This sub-section of Tai Po Route climbed up Piper's Hill (琵琶山) at the south, through the area now occupied by the Kowloon Reservoir in the Kam Shan (金山) Country Park (the line of the path cuts across the line of today's Tai Po Road almost at right-angles), then over Smugglers Pass (走私坳), skirting Smugglers Ridge (孖指徑), and reached the southern dam of Shing Mun Reservoir to end.</p> <p>Only a short section of boulder path remains in this route at the southern end generally in fair condition.</p>
N1b	Tai Po Route (Kowloon City to Sham Chun: Shing Mun to Tai Po Market Sub-Section)	大步逕(九龍寨城至深圳: 城門至大埔墟分段)	4,611/1,005	Plan N1b-2	A	<p>This sub-section of Tai Po Route starts from north end of Shing Mun Reservoir and went north to Lead Mine Pass (鉛鑛坳) and then to Ta Tit Yan (打鐵坳). The route is also known as Shing Tai Old Footpath (城大古道) or Tsuen Tai Old Footpath (荃大古道).</p> <p>The boulder path appears between Lead Mine Pass and Ta Tit Yan. It appears to be discontinued with occasional mud surface sections or reworked sections. Associated features along this route include the former Cheung Uk Tsuen site and the Ta Tit Yan village is in adjacent area.</p>
N2	Lai Tung Route (Sha Tau Kok to Sham Chun)	黎洞逕 (沙頭角至深圳)	2,492/0	Plan N2-2	A	<p>Desktop research result indicated that this section is part of the Lai Tung Route. The routing is identified through review of 1903 Map near Man Uk Pin (萬屋邊).</p> <p>Most of this route is overlain by modern roads. Concreted over boulder path could occasionally be seen at section view at some of the village paths or ridges at fields at Man Uk Pin. However, the concreted over path appears to serve as village path rather than serving as major route.</p>
N10	Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section)	九龍逕 (九龍寨城至深圳: 九龍寨城至圓州角碼頭分段)	3,001/330	Plan N10-2	B	<p>This sub-section of the Kowloon Route starts from Tsz Wan Shan (慈雲山) which climbed up to Sha Tin Pass (沙田坳) and dropped straight down to Sha Tin Wai (沙田圍) village.</p> <p>No boulder path exists at the southern side of the Sha Tin Pass. A section of boulder path north of the Pass still survives, either intact or covered with a thin concrete facing. Associated features along this route include the Kwun Yam Temple and ruins, stone grinder, granite bridge and a graveyard. Shap Yi Wat (十二笏) village and Mau Tat (茅</p>

Site Code	Name	Chinese Name	Total Length ^(a) / Boulder Section Length (m)	Surveyed Plan No.	Category	Brief Background
						<p>簕) village are located in adjacent area.</p> <p>The route has a number of popular names including Kwun Yam Shan Old Footpath (觀音山古道), Tsz Wan Old Footpath (慈雲古道), Kau Shan Old Footpath (九沙古道), Qianlong Old Footpath (乾隆古道), east route of Sze Hung Old Footpath (獅紅古道東段) and Tsz Sha Old Footpath (慈沙古道).</p>
O8	Tai Che to Ho Chung Old Footpath	大嶺至蠔涌古道 ⁽¹⁾	4,117/2,587	Plan O8	C	<p>This route starts at the north from Tai Che village at Siu Lek Yuen (小瀝源) and then head southeast up the hill to Shek Nga Pui (southwest of West Buffalo Hill), and then to Tai No Sheung Yeung village, Tai No (大腦) village and then end at Kai Ham (界咸). It should then continue to Man Wo (蠻窩), and then to Ngau Pui Wo (牛背窩), and then to Kau Tsin Uk (較剪屋) and ends at Ho Chung but this section has been modernised as concrete path. The route could connect to A1 and connect to A9 and part of the south route of Mau Ping Old Footpath.</p> <p>Similar routing between Tai Che and Shek Nga Pui exists in 1898 historic map and similar routing from Shek Nga Pui to Kai Ham to Tai Lam Wu and connects to A1 exists in 1902 map marked as “Chinese roads about 4'-0” wide” in 1902 map.</p> <p>The surveyed routing is shown in Plan O8 and it ends at Kai Ham (Point B) at the south as the routing along Tai Lam Wu linking Kai Ham to Man Wo and to Kau Tsin Uk has been replaced by the Tai Lam Wu Road and the path from Kau Tsin Uk to Ho Chung has been concreted over.</p> <p>Boulder paths identified in two sections:</p> <ul style="list-style-type: none"> North of Shek Nga Pui (Photo points 4 to 15 in Annex B5): Intact boulder along this section can easily be seen with occasional mud surface sections and reworked sections due to repair work. South of Shek Nga Pui to Kai Ham (Photo points 16 to 28 in Annex B5): Intact boulder along this section can easily be seen with occasional mud surface sections and reworked sections due to repair work. The southern portion from Tai No Sheung

(1) 吳瀾陵，〈香港 九龍 新界旅行手冊1951〉，香港：華僑日報，1951：100-105。

Site Code	Name	Chinese Name	Total Length ^(a) / Boulder Section Length (m)	Surveyed Plan No.	Category	Brief Background
						Yeung (大鵬上洋) to Kai Ham is very intact.
						The boulder paths are generally in good condition with occasional mud surfaced sections and minor repair/modification.
						Other associated features include abandoned villages such as Tai No and Tai No Sheung Yeung, stone grinders and stone wall structures and existing historic villages included Tai Che and Kai Ham along the route.
H1	Tai Long Wan Village to Chai Wan Route	大浪灣村至柴灣路徑	1,769/10	Plan H1-1-2	C	This old footpath starts from Big Wave Bay to Pottinger Gap (馬塘坳)(this section is part of the Hong Kong Trail (Section 8) between To Tei Wan (土地灣)and Tai Long Wan today) is a surviving section of pre-British footpath but surveyed result indicated that the route is heavily disturbed mainly due to underground utilities constructed in the middle of the path.

Note: (a) Total surveyed length.

This page is intentionally left blank

5 *CULTURAL HERITAGE VALUES AND SIGNIFICANCE OF THE OLD FOOTPATHS*

5.1 *STATEMENT OF SIGNIFICANCE FOR OLD FOOTPATHS IN HONG KONG AS A GROUP*

5.1.1 *Historical Significance*

The old footpaths of Hong Kong are a relict cultural landscape of a once busy and important network of communication and transport routes between villages, markets, ferry piers and inland Guangdong. They are a tangible link to the era when goods were hand-carried on poles by foot, wealthier folk rode in sedan-chairs and poorer people walked. Communication between villages and rural centres relied upon these footpaths. Much of the past can be read from the routes of footpaths and the methods and materials of construction. They belong to phase of Hong Kong's historical development. These rare remaining footpaths, particularly the boulder footpath, are an invaluable authentic source of evidence of this past way of life.

5.1.2 *Architectural Significance*

The old footpaths are the work of many years and many people. The boulder footpaths in particular demonstrate the ingenuity of a people who built a communication network using available materials with a minimum of effort at a time when motor vehicles, concrete and mechanical methods were not yet dominating the world of construction and communication. The builders of these footpaths chose the most time or cost saving routes for the users. In some cases footpaths followed very steep routes over hills rather than take the longer but less arduous way around or follow easiest natural routes. The use of available natural materials resulted in no actual or aesthetic damage to the environment. The boulder footpath resulted in a practical and aesthetically pleasing work of man. The architectural heritage value of the boulder footpaths, traditional routes and stream crossings is an essential part of the architectural heritage of Hong Kong and should be conserved not only for its local interest but for its part in Hong Kong's architectural development.

5.1.3 *Social and Cultural Significance*

In the time before easy, modern communication and travel, the hilly terrain of Hong Kong and the New Territories made it difficult for people, particularly in the rural areas to move about the territory and many, especially women, never travelled further than their home or marital villages. However farm products and goods needed to be carried to market and necessary items are carried back home. These old footpaths of Hong Kong performed a supremely important role for the villagers who relied upon them for their livelihood. Along the old footpaths are examples of the homes, temples, ancestral halls, study halls, shrines, graves, stream crossings and bridges, simple and more complex, ruined and intact, that demonstrate the traditions,

culture, ingenuity, creativity, networks and patterns of communication and beliefs of the rural people of Hong Kong. They signify the collective relict cultural landscape of a once busy and important network of communication and transport routes between villages, markets, ferry piers and inland Guangdong. The network of the old footpaths provides important evidence as to how and by what routes Hong Kong's early villages and market towns were interconnected before the development of modern road and rail system. The network of the old footpath system, the skill of construction and effort needed in the quarrying and transportation of material and their maintenance provide eloquent testimony to the socio-economic and administrative institutions of the times.

5.1.4 *Rarity*

Before the presence of the modern transportation system, communications between villages and markets towns relied on the network of the old footpaths of different categories. Some routes are rather commonly found in the Hong Kong area such as a number of through routes and minor routes identified by AMO and also the desktop study of this Study. However, some types of routes such as the major route which usually carried official traffic are regarded as unique in Hong Kong and can be rarely found in the area.

5.1.5 *Intactness*

Along with the development in the recent decades, many sections of the identified footpaths are either incorporated into the hiking routes where reworking of the original boulder sections may have been taken place, covered by concrete due to village or urban development, disappeared due to development such as reservoir projects, or simply abandoned where the sections are heavily covered with vegetation. And therefore the original state of the footpaths usually is not easy to be maintained with a majority of its original elements kept intact.

5.2 *STATEMENT OF SIGNIFICANCE FOR OLD FOOTPATHS IN HONG KONG*

The old footpaths in Hong Kong are a relict cultural landscape of a once busy and important network of communication and transport routes between villages, markets, ferry piers and inland Guangdong before the development of modern road and rail system. They are a tangible link to the era when goods were hand-carried on poles, wealthier folk rode in sedan chairs and poorer people walked. The old footpaths are the work of many years and many people. The boulder footpaths in particular demonstrate the ingenuity of a group of people who built a communication network using available materials with a minimum of effort at a time when motor vehicles, concrete and mechanical methods were not yet dominating the world of construction and communication. The boulder footpath resulted in a practical and aesthetically pleasing work of man due to the use of natural materials without aesthetic damage to the environment. The skill of construction and effort needed in the quarrying and transportation of material and their maintenance

provide eloquent testimony to the socio-economic and administrative institutions of the times. The network or patterns of communication of the old footpath provides important evidence as to how and by what routes Hong Kong's early villages and market towns were interconnected which demonstrate the traditions, culture, ingenuity, creativity and beliefs of the rural people of Hong Kong. Until today, old footpaths are of high social significance as they form part of the hiking networks for public to enjoy.

The statement of significance for the 14 old footpaths listed by AMO and the 6 recommended old footpaths is presented in *Table 5.1* below.

This page is deliberately left blank

Table 5.1 Statement of Significance for Each Old Footpath

Site Code	Name	Historical Significance	Architectural Significance	Social and Cultural Significance	Intactness	Rarity	Overall Statement of Significance
A1	Ho Chung Trackway	2 – major through-route probably linking Custom Pass (Kowloon City) to Ho Chung, a major settlement area in Sai Kung.	1 – significant portion of this approx. 3-4 feet wide trackway is paved with field stones to provide a better footing and a majority of the boulders of this trackway are preserved intact. Boulders of part of the trackway are well arranged. Two burial graves and a military use structures are found associated with the trackway.	3 – possible link between two important Kowloon city via Custom Pass and Sai Kung market; it was once used by the British Army for defence purpose evidence by the presence of pillbox remains. Important in territory level.	3 – majority of the boulders of this trackway are preserved intact from the section between Pak Fa Lam Road and Tai Lam Wu Road. Though the remaining section is concreted by vegetation however, the boulder section is mostly intact with limited later reworks.	1 – A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2-3 – its historical, cultural and social and good physical condition gives it medium to high overall significance at territory level.
A2	Hok Tau Reservoir-Cheung Uk Boulder Trackway	2 – major through-route serving Sha Lo Tung, Ping Shan Chai, and possibly also Fung Yuen, a major settlement area in Sha Tau Kok.	1 – one-third of this approx. 3-4 feet wide trackway is paved with field stones. Two boulder wall structures, a granite slabs bridge, a stone tablet and a grave were found associated with the trackways. Parts of the boulders sections are still intact and well-arranged yet with different degrees of rework with modern concrete during later period.	2 – this footpath used by villagers in Sha Lo Tung and Fung Yuen commuting from Tai Po to the area in the Northern District.	2 – majority of boulder sections are intact and with some later reworks for points A to C. Reworks and destructions of the footpath are often observed and the majority of the boulder footpath is covered by a concrete layer for points C to D. And for point D to E, reworks on boulder have been recorded near Sha Lo Tung.	1 – remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 – its historical significance and good physical condition gives it medium overall significance at district level.
A3	Sun Leung Tam Trackway	2 – major through-route serving Ang Chung (鬐涌) (today Chung Mei) to locations of ferries crossing Sha Tau Kok Hoi.	1 – significant portion of this approx. 2-4 feet wide trackways is paved with field stones. Two stone slab bridges and a shrine are associated. The trackway is divided into three parts which would at one time have been connected with each other. Boulders of part of the trackway are well arranged.	3 – local tale about a bride from Wu Kau Tang married to Luk Keng who drowned in the Bride's Pool. Important in territory level.	3 – The footpath has been divided into three parts which they would at one time have been connected with each other. The majority of boulder sections are intact and with a few obvious later reworks.	1 – A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2-3 – its historical, cultural and good physical condition gives it medium to high overall significance at territory level.
A4	Lung A Pai-Siu Om Shan Trackway	1 – minor route used to serve Siu Om Shan village which is now abandoned	1 – about one-sixth of this 3-4 feet wide trackways is paved with field stones. Two retaining walls, some burial sites and some stone foundation ruins are found associated with the trackway. Most of the route is covered underneath heavily overgrown vegetation	1 – important only to local people. Part of it has still using as route to worship ancestors.	1 – accessible area inspected are in deteriorating condition and most of the route cannot be inspected due to heavily overgrown vegetation that blocked the way.	1 – Many similar minor routes have been identified from desktop study. Remains of boulder section of a minor route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a minor route with the boulder path.	1 – its historical and social significance gives it low overall significance to the people of a place.
A5	Wun Yiu Trackway	3 – Wun Yiu is regarded as one of the most important local archaeological kiln sites dated Ming & Qing Dynasties. The trackway played an important role in commuting history between Wun Yiu Kiln Site	1 – about half of the trackway is paved with field stones. Modern reworked materials are found and there are only two rather intact but short boulder sections. A water gate and a stone mortar are found associated with the	2 – this footpath in association with Wun Yiu Kiln Site and Wun Yiu Site of Archaeological Interest are important in local cultural and archaeological history.	1 – there are only two rather intact but short boulder sections in the footpath despite apparent reworks done on some of the boulders.	2 – It is one of the very few trackways connected to a local kiln site, which makes it part of Wun Yiu Kiln in broader context and makes it unique.	2 – its historical significance gives it medium overall significance at regional level.

Site Code	Name	Historical Significance	Architectural Significance	Social and Cultural Significance	Intactness	Rarity	Overall Statement of Significance
		and other market towns	trackway.				
A6	Lau Shui Heung-Kat Tsai Shan Au Trackway	2 – major through-route serving Kau Lung Hang Shan area to a major settlement area in Sha Tau Kok	1 – Only about one-tenth of the footpath is paved with field stones. There is a short section with well-arranged boulders. A boulder retaining wall, a granite slab bridge, some ruins, and a stone drain are found associated with the footpath.	1 – A footpath serving local settlements. No known connection of this footpath with modern communities.	2 - some boulder sections are intact and with some later reworks. Ruins found associated with the footpath.	1 – remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 – its historical significance and good physical condition gives it medium overall significance at district level.
A7	Luk Keng-Tsat Muk Kiu Boulder Trackway	2 – major through-route serving Tsat Muk Kiu, Luk Keng to locations of ferries crossing Sha Tau Kok Hoi.	1 – about two-third of the footpath is paved with field stones. A grave and an abandon ruin structure are found associated with the footpath.	2 – An important link between Luk Keng and Tsat Muk Kiu and probably to locations of ferries crossing Sha Tau Kok Hoi.	2 – majority of boulder sections are intact and with little obvious later reworks.	1 -- remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 – its historical significance and good physical condition gives it medium overall significance at district level.
A8	Pak Kong-Mui Tsz Lam Trackway	2 – major through-route serving Yuen Chau Kok town, Mui Tsz Lam, Mau Ping, Pak Kong and Sai Kong town.	1 – about three quarters of the footpath is paved with field stones. Some of the sections had been repaired or reworked and there are short sections of mud surface footpath. Structures such as an Ancestral Hall, abandoned structures and houses, earth shrine and burial urns are found associated with the footpath.	2 – an important link between Yuen Chau Kok and Sai Kung.	2 – majority of boulder sections are intact and with some later reworks.	1 – A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 – its historical significance and good physical condition gives it medium overall significance at district level.
A9	Shui Ngau Shan Trackway	2 – major through-route serving Yuen Chau Kok town, Mui Tsz Lam, Mau Ping, Pak Kong and Sai Kong town.	1 – about four-fifth of the footpath is paved with field stones and there is a short nicely paved boulder section between point and B and C. A grave and two caves/tunnel portals are found associated with the footpath.	2 – an important link between Yuen Chau Kok and Sai Kung.	2 – majority of boulder sections are intact and with no obvious later reworks. There is one section that cannot be found from the inspection due to heavy vegetation coverage.	1 - A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 – its historical significance and good physical condition gives it medium overall significance at district level.
A10	Tai Lam Chung – Shap Pat Heung Trackway	2 - this footpath exists in a number of alternative courses, reflecting poor maintenance and repair of the path over time, but its long history affirms its historical significance	1 – only about one-tenth of the footpath is paved with field stones. Modern reworks are found along the footpath including railings, concrete reworks, and concrete bridge.	3 – an important link between Yuen Long and Tsuen Wan for local villagers some 300 to 400 years ago.	2 – considerable modern intrusions on modern intrusions on boulders; intact original boulder sections are short compared with other footpaths	1 - A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of an alternative route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of an alternative route with the boulder path.	2 – its historical and social and cultural significance gives it medium to high overall significance at regional level.
A11	Ho Pui Trackway	1 – minor route; few surviving boulders	1 – half of the footpath is paved with field stones. However, overgrown vegetation is so severe that some	1 – this is a short footpath linking to Ho Pui village.	1 – boulders have deteriorated due to excessive vegetation and recent hill fires; it is one of the shortest	1 – Many similar minor routes have been identified from desk top study. Remains of boulder	1 – its shortness and deteriorating conditions gives it low overall significance at local level.

Site Code	Name	Historical Significance	Architectural Significance	Social and Cultural Significance	Intactness	Rarity	Overall Statement of Significance
			sections of the footpath cannot be recognised easily. Part of the footpath had been damaged by hill fire. A burial ground is found at the end of the footpath.		in length	section of a minor route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a minor route with the boulder path.	
A12	Ngong Ping – Shek Pik Trackway	2 – major through-route serving Lantau Island; linking Shek Pik (Wai), Fan Lau fort, Tung Chung	1- about one third of the footpath is paved with field stones. Boulders of part of the field stones are well-arranged. However, a total of eight locations of large-scale damages and scars from previous landslides and rock slides could be easily identified along the footpath. A boulder wall structure is found associated with the footpath.	2– link between Shek Pik Wai, Fan Lau fort and Tung Chung.	2 – the boulders of this footpath are scattered. Long footpaths made of intact boulders exist but most of the boulders have been reworked/reinforced with modern materials	1 –A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 - its historical, social and cultural significance gives it medium significance but the footpath has been destroyed in many areas by landslide lowered its overall value.
A13	Yi O – Fan Lau Boulder Trackway	2 – major through-route serving Lantau Island; linking Fan Lau fort and Tai O market town; most boulders survive	1 – about half of the foodpath is paved with field stones. The general conditions of the boulder sections are rather poor with plenty of overgrown vegetation. Maintenance and modern repairs are limited. A stone beach, an ancestral hall and some ruins are found associated with the footpath.	2 – link between Shek Pik Wai, Fan Lau fort and Tai O town.	3 – majority of the boulders of this footpath are preserved intact; it is one of the longest in length which shows its significance in commuting in the old days.	1 - A number of similar through route has been identified by AMO and identified through desktop study under this Study. Remains of boulder section of a major through route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a major through route with the boulder path.	2 – in spite of its historical significance, its deteriorating conditions gives it medium overall significance at local level.
A14	Hung Shing Ye Trackway	1 – minor route used to serve two village house in Hung Shing Ye village	1 – about three quarters of the footpath is paved with field stones. Most of the footpath is covered by dry leaves and abundant overgrown vegetation. Two abandoned modernized building structures and two concrete bridges for stream crossing are found associated with the footpath.	1 – important only to local people.	1 – boulders have deteriorated due to excessive vegetation and infill of concrete	1 – Many similar minor routes have been identified from desk top study. Remains of boulder section of a minor route commonly found in other places of Hong Kong. Thus, it is not considered a rare example of a minor route with the boulder path.	1 – its historical, social and architectural significance gives it low overall significance at local level.
N1a	Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section)	3 -- major route which was a Courier Soldier Route carried the official traffic to Kowloon City during Qing Dynasty. This section of Tai Po Route was also leading to Tai Po Market, a major market in the region.	1 -- A major part of the route has been vanished or modified or are mud surfaced. The remaining short boulder section (approximately 4% of the total length) is generally intact but with some loose parts or signs of deteriorating. This boulder path still provides physical evidence for us to understand the traditional Chinese workmanship of pedestrian paths.	3 -- Tai Po Route was the route that carried the official traffic to and from Kowloon City and other mainland cities, mainly Shenzhen, during Qing Dynasty. This route also connects to the major local market (Tai Po Market). Thus, it served as an important official and local communication channel.	2 -- Only a short boulder section remains. Generally intact but with some loose parts or signs of deteriorating.	3 -- Remains of boulder section of Tai Po Route to carry official traffic can rarely be found. Thus, it is considered a rare example with the boulder path.	2 -- Although the boulder section remained for major route is rarely found in Hong Kong, only a short boulder section remains with low intactness. Its historical, social and architectural significance gives it medium overall significance at territory level.
N1b	Tai Po Route (Kowloon City to Sham Chun: Shing	3 -- a sub-section of the major Tai Po Route which was a Courier Soldier Route carried the official traffic to	1 -- A major part of the route has been vanished or modified. Nevertheless, the section between Leadmine Pass and	3 -- Tai Po Route was the route that carried the official traffic to and from Kowloon City and other	2 – the boulder path appears to be deteriorating, repaired and improved by the Country Parks	3 -- Tai Po Route is the only Courier Soldier Route mentioned in the <i>Xin'an Gazetteer</i> which carried	2 -- It is one of the two rare examples but with low intactness. Its historical and social significance

Site Code	Name	Historical Significance	Architectural Significance	Social and Cultural Significance	Intactness	Rarity	Overall Statement of Significance
	Mun to Tai Po Market Sub-Section)	Kowloon City during Qing Dynasty. This section of Tai Po Route was also leading to Tai Po Market, a major market in the region.	Ta Tit Yan (approximately a quarter of the total length) is generally intact with occasional repairs or modification works.	mainland cities during Qing Dynasty. This route also connects to the major local market (Tai Po Market) and other minor routes to villages nearby. Thus, it was an important official and local communication channel. In addition, Tai Po Route is connected to other minor routes and continued to be an important route for travelling within the country park for leisure walks nowadays.	Authority here and there but generally maintain its intactness.	the official traffic to Kowloon City during Qing Dynasty. The remaining boulder section in this N1b route along with a short boulder section of N1a are the only two remaining sections of the Tai Po Route.	gives it a medium overall significance at territory level.
N2	Lai Tung Route (Sha Tau Kok to Sham Chun)	3 -- Lai Tung Route forms part of the Courier Soldier route which was with high historical significance, as the Courier Soldier route was the route that carried the official traffic to Kowloon City during Qing Dynasty. It was the unique route on land for such purpose.	1 -- Most of the route is concrete over with occasional reworked sections with original boulder seen beneath the concrete. Some village paths, village houses, and other agricultural facilities such as wells and ponds are found associated with the footpath.	3 -- As part of the Lai Tung Route served the official traffic, it is considered to have high social significance.	1 -- Very low intactness due to overlaying of modern road and concrete paving.	1 -- Remains of intact former Courier Soldier routes is rarely found in Hong Kong. However, the current condition of the path is modernized or concrete over. Thus, this route is not rare.	1 -- Although this sub section is part of the Lai Tung Route formed part of the Courier Soldier Route that carried official traffic it the past with high historical social, group or local significance, it has been concreted over with low intactness This gives it a low overall significance.
N10	Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section)	3 -- through route which was a sub-section of the Kowloon Route which continued to cross to the island of Yuen Chau Kok where there was a ferry-pier. Kowloon Route used to carry much of the traffic from Kowloon City to Sham Chun. It was the most important north-south route in the New Territories area apart from old foodpaths connecting Kowloon City and Yuen Long and the Sha Kong Miu.	1 -- Most of this route has been reworked but still a deteriorating boulder section (approximately one-tenth of the total length). A Kwun Yam Temple, some ruins, a stone grinder, a granite slabs bridge and a graveyard are found associated with the footpath.	2 -- It is considered part of the Kowloon route which played a significant role for communication between Kowloon and the east of New Territories. And it is also well known to local hiker today.	2 -- Part of the boulder section is still in fair condition but found to be deteriorating.	1 -- A number of similar through route has been identified by AMO and identified through desktop study under this Study. Thus, it is considered not rarely found in Hong Kong but still of a bit of examples.	2 -- The route is of high historical significance, medium social significance but with medium intactness and not a very rare example. Thus, its overall significance is considered medium at territory level.
O8	Tai Che to Ho Chung Old Footpath	2 -- minor route in close proximately to two through routes (A1 and A9). Similar routing between Tai Che and Shek Nga Pui exists in 1898 historic map and similar routing from Shek Nga Pui to Kai Ham to Tai Lam Wu and connects to A1 exists in 1902 map. This routing together with A1 and A9 are marked as “Chinese roads about 4’-0” wide” in 1902 map which reflected that this route is of historical value. This route would likely be an alternative route connects to the adjacent through routes between villages in the area	1 -- The route is mainly boulder paved (approximately 60% total length) except for occasional sections of mud surfaced parts which is partially caused by deteriorating due to heavy use or erosion or reworked sections. In addition to the boulder path, a number of stone wall structures between Tai No Sheung Yeung and Tai No used as retaining walls for terraced farmlands, the Tsang ancestral hall at Tai No and ruin structures are associated with the footpath.	2 -- As the route is connected to or adjacent to through routes and marked as “Chinese roads about 4’-0” wide” in 1902 map which is the same marking as through routes A1 and A9. Thus, the route should have played a key role to serve local villages for communication. It is now not a key hiking route and the section from MacLehose Trail (Section 4) to Kai Ham not frequently walked with very narrow path.	3 -- The section north of Shek Nga Pui is considered to have medium intactness and occasional mud surface or minor repair works can be found along this section. The section south of Shek Nga Pui, perhaps due to not frequently used now, it is considered to have high intactness with very minor concrete surfaced parts or mud surfaced parts. Its overall intactness is considered high.	2 -- Although many similar minor routes have been identified from desk top study, this route is close to through routes and with relatively high intactness of boulder section. Thus, it is considered a rare example.	2 -- The route is considered to have medium historical, architectural and social significance and it is a rare example with relatively high intactness. Thus, the overall significance is considered medium.

Site Code	Name	Historical Significance	Architectural Significance	Social and Cultural Significance	Intactness	Rarity	Overall Statement of Significance
		between Sha Tin and Sai Kung.					
H1	Tai Long Wan Village to Chai Wan Route	1 -- It was only a footpath connects between villages.	1 -- Most of the boulder path has been heavily disturbed by previous construction of underground utilities. Modern facilities such as picnic site, pavilion, information board etc are found associated with the footpath.	1 -- It was a footpath for villages communication and used as hiking route for local hikers. (part of the Hong Kong Trail Section 8).	1 -- Very low intactness due to the heavy disturbance caused by previously underground utilities construction work.	1 -- Boulder paved village connection footpath could still be commonly found in Hong Kong. Thus, this route is not rare.	1 -- The route is considered to have low historical, architectural, and social significance. It has been heavily disturbed by previous underground utilities construction work with low intactness. Its overall significance is considered low.
Notes: 3 – High Significance 2 – Medium Significance 1 – Low Significance							

This page is deliberately left blank

As stated in the above sections, old footpaths are significant heritage items that have been playing crucial role in local history. Preservation of these significant old footpaths is therefore considered necessary. However, to take this further step to preserve them, there are a number of foreseeable constraints/limitations that are worth to note. They are elaborated below:

6.1 LACK OF DETAILED STUDY ON OLD FOOTPATHS

Prior to this Study, there is lack of detailed study on the old footpaths of Hong Kong. As a result, it constrained appropriate decision making for overall conservation plan for old footpaths.

6.1.1 Lack of Comprehensive Inventory of Old Footpaths

Prior to this Study, there is no comprehensive inventory of old footpaths of Hong Kong which results in a lack of comprehensive information of the old footpaths for decision making on if they should be preserved and how they should be preserved. Currently, though the 15 old footpaths ⁽¹⁾ recorded by the AMO are not considered as archeological remains, they are listed as sites of archaeological interest ⁽²⁾ to allow for protection in administrative level.

This Study is considered as the very first step of study of old footpaths of Hong Kong. The target old footpaths under this Study are the Chinese footpath built before 1899/before British colonisation of Hong Kong. Therefore, footpaths built after British colonisation is outside the scope of this Study. As a result, information gap still exist after this Study.

Moreover, the compilation of a comprehensive inventory of old footpaths in Hong Kong is limited by the fact of the reliability of the currently available information on old footpaths such as historical records and map information as discussed in *Section 6.1.2* below. Therefore, field survey to obtain physical evidence to verify the information will be important. However, the continuous changes of the natural environment including but not limited to landslide and natural erosion, etc. and issues discussed in *Section 6.2* will limit access to potential old footpaths due to safety consideration.

Therefore, these obstacles need to be resolved in order to compile a full inventory of old footpaths. At this stage, this is considered not feasible.

6.1.2 Reliability of Information of Old Footpaths

Information about old footpaths has been in pamphlets designed for the hikers /trail walkers or in Guides to the Country Parks available from the

(1) A new item namely Hoi Ha Trackway has been recently recorded by AMO. There are a total of 15 old footpaths recorded by AMO as at November 2012 but only 14 of them are detailed surveyed under this Study.

(2) Sites of Archaeological Interest are boundaries defined by AMO that considered to have archaeological potential or with past archaeological work conducted to contain archaeological deposits.

market and the countryside series maps published by the Survey and Mapping Office of Lands Department. It is very difficult to judge if the information is reliable without understanding the social or historical significance of these old footpaths.

As mentioned in *Section 2.2 of the Desk-top Study Report*, there is lack of accurate historic maps of old footpaths. Map information available for review tends to be in large scale with limited details, incomplete and/or inaccurate. Routing of the old footpaths, if marked on maps, are selective (showing major routes defined by map producers) and minor routes between villages are omitted.

For old footpaths fall outside country parks or non-government land, they will likely left abandon if not used. As a result, they will be invaded by vegetation around them or facing natural erosion. During the field survey under this Study, the overgrown vegetation has been so overwhelming that part of the old footpaths of Lung A Pai – Siu Om Shan Trackway, Hung Shing Ye Trackway, Shui Ngau Shan Trackway and Hok Tau Reservoir-Cheung Uk Boulder Trackway are blocked by shrubs, tree branches and fallen trees across the footpaths. Access to part of the old footpaths was considered unsafe and not possible during field survey though alterative walkways had been tried and considered on site.

Given the above mentioned difficulties, this Study is therefore focused on the relatively more reliable information such as literature, field survey findings and the oral history research results. The focus of this Study is also placed on boulder paved footpaths since it is the key physical indicator to reflect if a footpath is a potential old footpath.

As such, this Study is a focused scope study but not a comprehensive study.

6.2

AUTHENTICITY OF BOULDER PAVED FOOTPATHS

There is limited record to confirm if the presence of existing boulder paved footpath had been re-worked or re-aligned as some routes may have been reworked or realigned following traditional workmanship to provide an historic appearance where there is lack of chasable record on the repaired work. In this case the authenticity of a footpath can hardly been confirmed.

There are different conservation approaches that can be adopted for repair work of boulder paved old footpaths. However, a number of factors need to be considered such as authenticity, intactness, visual appearance and safety of users. One approach is to follow traditional workmanship to provide an historic appearance but the current safety requirement may not be met. Another approach is to show clearly new workmanship via original workmanship which meets safety requirements but its authenticity, intactness, physical appearance may not match with the surrounding environment. In result, its authenticity and intactness is reduced. Therefore, the appropriate

conservation approach that should be adopted for conservation repair works on boulder paved footpath is subject to further discussion to make a balance.

Although there were voices to protect the boulder trackways through existing grading system for historical buildings, in view of the difficulties discussed under this Study and the fact that the nature of the old footpaths being simple in structure and the architectural significance of the old footpaths will be similar, further research/discussion on whether the old footpaths should be graded as similar to historic buildings is required, and whether there are any other mechanisms or feasible measures to better protect the old footpaths if they are of significance heritage value.

6.3

DIFFICULTY ON PHYSICAL PROTECTION OF THE OLD FOOTPATHS

As mentioned in the *Desktop Study Report*, old footpaths were formed by people for the reasons of carrying through traffic to major centres/cities, routes linking market towns, linking a village with its neighbor, linking a village with its fields, or some sites of local significance. Due to the provision of transportation means since the 19th century, the role of old footpaths as communication network has been changing. Many of the old footpaths have then been left untouched, in particular those not frequently visited by hikers/local villages or outside the existing boundary of country parks due to the fact that they are no longer used by people. Therefore, they then face natural erosion and vegetation invasion.

Regular maintenance through vegetation clearance along the footpaths is considered as a minimum maintenance needs. However, if the old footpaths are outside country parks or fall on non-government land, there are currently no resources to handle such work.

Besides, preservation of old footpaths in private land will be another key concern as they may be some physical, social or financial constraints; and difficulties in liaison with private land owners may also be anticipated.

This page is intentionally left blank.

In spite of the above-mentioned possible constraints, there are still ways to explore the opportunities and feasible measures to promote and enhance public enjoyment of old footpaths and the following recommends the opportunities/measures to fulfill the purpose.

7.1 DOCUMENTATION AND FURTHER STUDY/RESEARCH ON OLD FOOTPATHS

As mentioned in *Section 6* above, this Study is a focused scope study rather than a comprehensive study of old footpath of Hong Kong. There are information gaps and constraints identified through this Study.

To fill in information gaps, further studies of old footpaths could consider the following areas:

- Further in depth study of the potential old footpaths identified from *Desktop Study Report* and to cover a wider scope to include old footpaths after 1898 such as war time old footpaths;
- Vegetation clearance to allow for completion of field survey for the five partly surveyed old footpaths due to vegetation invasion during this Study to fill in survey data gap. The five of the old footpaths included A1 east section of Ho Chung Trackway from Tai Lam Wu Road to Ho Chung, A2 Hok Tau Reservoir – Cheung Uk Boulder Trackway, A4 Lung A Pai – Siu Om Shan Trackway, A9 Shui Ngau Shan Trackway and A14 Hung Shing Ye Trackway;
- Study on if old footpaths will include those built after British colonization until WWII period; and
- Study on any mechanism/feasible measures to better protect the old footpaths if they are of significant heritage value.

7.2 PROMOTION AND ENHANCEMENT OF OLD FOOTPATHS

Despite the fact that there is a lack of comprehensive inventory for overall planning on conservation of old footpaths, the following ways to promote and enhance old footpaths for public enjoyment could be considered:

- Education materials to promote old footpaths. Education materials such as guide maps of old footpaths could be prepared to promote selective old footpaths. It may first include the current 15 old footpaths recorded by AMO and the newly identified old footpaths N1a, N1b, N10 and O8 as information on these newly identified old footpaths are better understood regarding the historical and social significance, they are easily accessible and close to or part of existing hiking trail and with medium overall significance. In addition, N1a

footpaths recorded by AMO are categorised as major route. It will provide a more comprehensive view of old footpaths to include all categorises. The education materials could be in the form of pamphlets or published through internet or added into the countryside series maps prepared by the Survey and Mapping Office of Lands Department;

- Old footpaths are heritage resources of Hong Kong. It could assist in promoting cultural tourism of Hong Kong. Many of the old footpaths fall within country parks, therefore, the collaboration between various departments such as AMO, AFCD, Lands Department, Hong Kong Tourism Board and Planning Department etc. will better promote and enhance the education and preservation of old footpaths of Hong Kong.
- Currently, some of the old footpaths are difficult to find or identify. Provision of old footpaths associated facilities and amenities such as information boards/plaques and direction signs along the old footpaths will enhance public awareness of old footpaths. With departmental collaboration such as AFCD and the Hong Kong Tourism Board, this could be incorporated into information boards and direction signs managed by AFCD if the old footpaths fall within country parks or incorporated into information boards and direction signs managed by relevant government departments if the old footpaths fall outside country parks.

Further to the completion of the *Desk-top Study* as part of this Study, this report presents the findings of detailed study on the 14 old footpaths recorded by the AMO and the basic recording information of the 6 newly identified old footpaths recommended in the *Desktop Study Report*. A cultural heritage values assessment to assess the significance of the old footpaths in Hong Kong and statement of significance for the old footpaths in Hong Kong as a group and individually have also been conducted and presented in this *Report*. The possible constraints and opportunities on the old footpath preservation were also discussed.

Among the 14 old footpaths recorded by the AMO and the 6 newly identified old footpaths, 16 of them are located in the New Territories (for commuting either between the New Territories and Kowloon or the markets/towns / villages within the New Territories), one of them is located at the Hong Kong Island and three of them at the Lantau and Lamma Islands.

In order to record the current physical conditions, immediate surroundings and features of these old footpaths, site inspections were conducted between 11 February 2011 and 15 November 2012 based on the old footpaths routing marked by AMO or presented in the *Desktop Study Report*. However, it is found that some sections of 5 old footpaths recorded by AMO (Ho Chung Trackway, Hok Tau Reservoir-Cheung Uk Boulder Trackway, Lung A Pai-Siu Om Shan Trackway, Shui Ngau Shan Trackway and Hung Shing Ye Trackway) were found to be inaccessible due to abundant vegetation coverage which blocked access. In spite of the attempts to explore alternative routings, the sections of the old footpaths were still unidentifiable. Site inspection results indicate that there are three types of tracks, mud, boulder and reworked. The length of the 14 old footpaths recorded by the AMO and the 6 newly identified old footpaths ranges between 203m and 5,156m, amongst which the shortest being the Hung Shing Ye Trackway and the longest being the Ngong Ping – Shek Pik Trackway. With regard to the total length of the boulder sections, the longest being the Pak Kong-Mui Tsz Lam Trackway (1,999m) and the shortest being the Wun Yiu Trackway (111m) among those old footpaths recorded by the AMO. Among those 6 newly identified old footpaths, the longest being the Tai Che to Ho Chung Old Footpath (2,587m) while the Lai Tung Route (Sha Tau Kok to Sham Chun) has no boulder section.

The physical conditions of each old footpath including location of alignments and boulder sections, coordinates of the starting/ending points, landforms and detailed photographic recordings were recorded and detailed in *Annexes A1 to A14*. Generally speaking, among the 14 old footpaths recorded by the AMO, boulders found in Ho Chung Trackway, Hok Tau Reservoir-Cheung Uk Boulder Trackway, Sun Leung Tam Trackway and Yi O-Fan Lau Boulder Trackway are in better condition while those in Ho Pui Trackway and Hung Shing Ye Trackway are in poor condition. While part of the Hok Tau

Ho Pui Trackway and Hung Shing Ye Trackway are located outside the Country Park area, all the remaining Trackways are located within the designated areas of Country Parks, and are thus generally maintained in a better condition.

Features observed along the 14 old footpaths include building structures (village houses, ancestral hall and a western style building), stream crossing bridges and drains, tunnel portals/caves, burial sites (graves/urns), stone tablet, pillbox structure and artefacts (granite water gate and stone mortar).

Basic information of the 6 newly identified old footpaths has also been recorded and detailed in *Annexes B1 to B6*. Among the 6 newly identified old footpaths, only two short sections of the Tai Po Route ((Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section) and (Kowloon City to Sham Chun: Shing Mun to Tai Po Market Sub-Section)) still kept with boulders. The Lai Tung Route (Sha Tau Kok to Sham Chun) and Tai Long Wan Village to Chai Wan Route have been modernised or heavily disturbed with limited boulder path remained. The Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section) and Tai Che to Ho Chung Old Footpath are in good condition with intact boulder path sections.

Statements of significance of the old footpaths in Hong Kong have also been established in respect of historical, architectural, social and cultural aspects for the old footpaths both as a group in Hong Kong as well as for each one of them. As a group, the network or patterns of communication of the old footpaths provides important evidence as to how and by what routes Hong Kong's early villages and market towns were interconnected which demonstrate the traditions, culture, ingenuity, creativity and beliefs of the rural people of Hong Kong. A thorough assessment of each footpath's values and significance finds that the Ho Chung Trackway and Sun Leung Tam Trackway have attained the highest level of significance and are thus regarded as more significant than the rest of the footpaths in Hong Kong. However, there are constraints/limitations that might occur in the course of preservation of the old footpath arise from issues relating to the lack of detailed study on the old footpaths, authenticity of boulder paved footpaths and the difficulty on physical protection of old footpaths which have been detailed in *Section 6*.

In spite of the constraints/limitation mentioned, there are still ways to explore the opportunities and feasible measures to promote and enhance public enjoyment of old footpaths such as conducting further studies/researches on old footpaths to fill in information gaps; preparation of education materials to promote old footpaths to public, and departmental collation to promote old footpaths as a cultural tourism element of Hong Kong with the provision of old footpaths associated facilities and amenities such as information boards/plaques and direction signs along the old footpaths to enhance public awareness of old footpaths. Details are discussed in *Section 7*.

In short, old footpaths in Hong Kong have been witnessing the traditional way of life of our ancestors living in the old Hong Kong. Having played an

important role in the old days, these old footpaths are material evidence to understand the cultural heritage of Hong Kong. Therefore, it is recommended that these footpaths should be well protected.

This page is deliberately left blank

繼完成作為本研究一部份的文獻研究後，本報告提交古物古蹟辦事處所記錄的十四條古道的詳細紀錄及六條在文獻研究報告中所建議新發現的古道。本報告亦評估了它們的文化遺產價值、分析它們整體來說對香港的重要性和它們各自的重要性。此外，在保育古道時可能會遇到的阻礙和機遇都在本報告中作出深入探討。

在十四條已記錄的古道和六條新發現的古道中，十六條是位於新界(作為往來新界和九龍或往來新界內各市集／市鎮／鄉村的通道)，而三條則位於大嶼山和南丫島。

為了記錄古道的現有狀況、附近環境和沿路的特色建構物，研究員根據古物古蹟辦事處提供或是在文獻研究報告中提出的古道路線，在2011年2月11日至2012年11月15日期間進行了實地視察。當中五條古道的部份路段(即蠔涌古徑、鶴藪水塘至張屋古石徑、龍丫排至小菴山古徑、水牛山古徑和洪聖爺古徑)因雜草太多而被覆蓋或阻擋。即使組員嘗試從其他地方尋找，還是未能辨認出古道的路段。實地視察的結果顯示古道可以分為三種路段：泥路、石路和重修路。十四條已記錄的古道和六條新發現的古道的總長度介乎203米至5,156米之間，當中最短的是洪聖爺古徑，而最長的是昂坪至石壁古徑。至於古道中的石路段，在古物古蹟辦事處所記錄的古道中最長的是北港至梅子林古徑(1,999米)，而最短的是碗窰古徑(111米)。而六條新發現的古道中最長的是大嶺至蠔涌古道(2,587米)，而黎峒徑(沙頭角至深圳) 則沒有石路段。

附錄A1至A14內已詳錄每條古道的現有實際狀況，包括古道和其石路段的路線位置、起點／終點的座標、地形和詳細照片記錄等。概括而言，十四條古物古蹟辦事處已記錄的古道當中，在蠔涌古徑、鶴藪水塘至張屋古石徑、新娘潭古徑和二澳至分流古石徑內之石路段的狀況較理想，而在河背古徑和洪聖爺古徑內之石路段的狀況則較惡劣。除鶴藪水塘至張屋古石徑(部份路段)、龍丫排至小菴山古徑、河背古徑和洪聖爺古徑是位於郊野公園範圍外，其餘所有古徑均位於郊野公園的指定範圍內，所以整體而言後者的狀況較佳。

在十四條已記錄古道上能觀察到的特色建構物包括：各式建築(村屋、祠堂和西式建築)、跨越水道所用的橋和排水溝、隧道/山洞的出入口、墓葬(山墳/金塔)、問路石、軍用槍堡及其他文物(花崗岩製水閘和石臼)。

附錄B1至B6內亦詳錄了六條新發現的古道的基本記錄。六條新發現的古道當中，大步徑(九龍寨城至深圳：九龍寨城至城門分段和九龍寨城至深圳：城門至大埔墟分段)內之只有兩小段路段存留。黎峒徑(沙頭角至深圳)和大浪灣村至柴灣路徑則被現代化及嚴重擾亂，只有有限的石路段殘留在重修路段之下。而九龍徑(九龍寨城至深圳：九龍寨城至圓洲角碼頭分段)及大嶺至蠔涌古道內之石路段的狀況較理想。

本研究亦從歷史、建築、社會及文化各方面陳述了香港古道對香港整體而言和它們各自的重要性。整體而言，古道所構成的溝通網絡或溝通模式，為香港近現代居民村與村、村與墟之間的往來方式及路線提供了重要的證據。同時，展現出香港鄉村居民的傳統、文化、智慧、創意和信仰。而在眾多的古道當中，

蠔涌古徑和新娘潭古徑於本研究中評為擁有最高重要性的古道。有關保育古道時可能遇到相關的阻礙／限制包括欠缺有關古道的詳細研究、石砌古道真實性之辨明及具體保育古道的難度，都已詳盡於第六章。

儘管具有上文提到的阻礙／限制，還是有一些機會和可行的措施能促進公眾享用古道。如進行進一步的古道調查／研究，以填補現有資料的不足；制定有關古道的教育資料，介紹古道給公眾認識；政府部門之間的合作，以促進古道作為香港文化旅遊的一環，並提供和古道有關的設施，如在古道上設置告示板／介紹板或古道方向指示，以提高公眾對古道的認識。

總括而言，香港的百年古道見證了我們的祖先在古時所過著的傳統生活模式。這些古道在古時所扮演的重要角色，是無聲證據讓我們了解香港的文化遺產，所以我們應盡力保護這些古道。

Reference Materials

1. Agricultural, Fisheries and Conservation Department (AFCD). 2010. *Enjoy Hiking, April 2011*; [information on line]; available from http://www.hkwalkers.net/eng/what_is_hiking.htm
2. Antiquities Advisory Board. 2010b. *Antiquities Advisory Board 147th Meeting - Minutes of Meeting, September 2010*; [information on line]; available from http://www.amo.gov.hk/form/AAB147_minutes_e.pdf
3. Antiquities and Monuments Office (AMO). 2010a. *List of Sites of Archaeological Interest in Hong Kong, November 2010*; [information on line]; available from http://www.lcsd.gov.hk/CE/Museum/Monument/form/list_archaeolog_site_eng.pdf; internet.
4. Antiquities and Monuments Office (AMO). 2011a. *Introduction to 1,444 Historic Buildings, April 2011*; [information on line]; available from http://www.amo.gov.hk/form/AAB_brief_info_en.pdf
5. Antiquities and Monuments Office (AMO). 2011c. *Education and Publicity: Guided Tours, April 2011*; [information on line]; available from http://www.amo.gov.hk/en/education_docent.php
6. Antiquities and Monuments Office (AMO). 2011d. *Recent Archaeological Discoveries, April 2011*; [information on line]; available from http://www.amo.gov.hk/en/archaeology_recent_wunyu.php
7. Antiquities and Monuments Office (AMO). *Chan Ancestral Hall (Sai Kung)* [AM05-2151]
8. Antiquities and Monuments Office (AMO). *Che Kung Temple (Sai Kung)* [AM94-0577]
9. Baker, Dr. Hugh. 1981. *Ancestral Images*. Hong Kong: The South China Morning Post.
10. *Chinese Traditional Vernacular Architecture*. Hong Kong: Hong Kong Regional Council. 1991.
11. Coats, Austin. 1968. *Myself a Mandarin*. London: Frederic Muller and Co.
12. Council of Europe. 2010. *Council of Europe Cultural Routes, April 2011*; [information on line]; available from http://www.coe.int/t/dg4/cultureheritage/culture/Routes/default_en.asp
13. Eberhard, W. 1990. *Times Dictionary of Chinese Symbols*. Singapore: Federal Publications.

14. Endacott, G.B. A 1958. *History of Hong Kong*. Hong Kong: Oxford in Asia.
15. Enjoy Hiking. 2011. Closure of Trails, Roads and Facilities in Country Park, April 2011; [information on line]; available from http://www.hkwalkers.net/pathinfo/announcement_eng.php
16. ERM-Hong Kong Limited. *Study on Old Trails in Hong Kong - Desktop Study Report*. Hong Kong: Antiquities and Monuments Office.
17. Freedman, M. 1966. *Chinese Lineage and Society: Fukien and Kwantung*. New York: Humanities Press.
18. Hase, P.H. 2003. "*The Historical Heritage of Ho Chung, Pak Kong, and Sha Kok Mei, Sai Kung*".
19. Hayes, James. 2001. *South China Village Culture*. New York: Oxford University Press.
20. Heung Yee Kuk & Planning, Environment & Lands Branch. 1991. *List of Established Villages in the New Territories*.
21. Hong Kong Tourism Board. 2011. *Great Outdoors Hong Kong, April 2011*; [information on line]; available from <http://www.discoverhongkong.com/promotions/greatoutdoors/eng/html/front/front.html>
22. Journal of the HK Branch of the Royal Asiatic Society. *The Five Great Clans of the New Territories* Vol 6. 1966.
23. Kohl, David. 1984. *Chinese Architecture in the Straits Settlements and Western Malaya: Temple, Kongsis and Houses*. Malaysia: Heineman Educational Books.
24. Lau, Patrick. 1979. *Rural Architecture in Hong Kong*. Hong Kong: Government Information Services.
25. Lee Yuan Ding. 1991. *Traditional Chinese Vernacular Architecture and Culture*. Chinese Building Industry Press.
26. Liang Ssu-Cheng. 1952. *China's Architectural Heritage*. China: People's China.
27. Lim, Patricia. 1997. *Hong Kong's Cultural Heritage with Twelve Walks in the New Territories*. Hong Kong: Oxford University Press. 1997.
28. Lung, David. 1978. *Heaven, Earth and Man*. Oregon: University of Oregon.
29. Ma So Mui. 2002. *Roof Ridge Design in Chinese Traditional Architecture*. Hong Kong.

30. Measured Drawings Vol.One *Hong Kong Historical Chinese Buildings*. Hong Kong: Department of Architecture, University of Hong Kong.
31. Wong Shui-Kwan. 1970. *Macau Architecture, an Integrated of Chinese and Portuguese Influences*. Hong Kong: the University of Hong Kong.
32. Peacock, B.A.V. and Nixon, T.J.P. 1988. *The Hong Kong Archaeological Survey: Subsurface Investigation Reports – Paper No. 1*. Antiquities & Monuments Office (Hong Kong).
33. Planning Department. 2011. *Hong Kong Planning Standards and Guidelines: Chapter 10 Conservation, April 2011*; [information on line]; http://www.pland.gov.hk/pland_en/tech_doc/hkpsg/full/ch10/ch10_text.htm
34. Raby, Ken. 2005. *Hong Kong Temples*. Hong Kong: Allion Printing Co. Ltd.
35. Sinn, Elizabeth. 1988. *Kowloon Walled City: Its Origin and History*. Hong Kong Branch of the Royal Asiatic Society.
36. Steinhardt, Nancy Shatzman. 1984. *Chinese Traditional Architecture*. New York: China House Gallery.
37. Survey and Mapping Office. 2009. Countryside: North East & Central NT.
38. Survey and Mapping Office. 2009. Countryside: North West NT.
39. Survey and Mapping Office. 2009. Countryside: Sai Kung & Clear Water Bay.
40. Survey and Mapping Office. 2009. Countryside: Lantau Island & Neighboring Islands.
41. Survey and Mapping Office. 2009. Countryside: Hong Kong Island & Neighboring Islands.
42. Survey and Mapping Office. 2012. *Lot Index Plan. Reference No.: 3-NE-21A, 3-NW-25A, 3-NW-25B, 7-NW-18B, 7-NW-18D, 7-NW-19A, 7-NW-19C, 7-SE-13C, 7-SE-18D, 7-SE-19C, 7-SE-21D, 7-SE-23B, 7-SE-24A, 7-SE-24C and 11-NE-1B*.
43. Town Planning Board. 2011b. *The Geographical Information System on Hong Kong Heritage, April 2011*; [information on line]; available from http://www5.lcsd.gov.hk/gishinter/html/viewer_en.htm
44. Volonteri, Simeon 1866, *Map of San-On District (Kwangtung Province)*.
45. 太陽報，〈政府唔識寶百年古道荒廢〉，2010年07月19日。
46. 高添強，2001，〈野外戰地遺跡〉，香港：天地圖書有限公司，郊野公園之友會。

47. 林錦源，〈近年馬鞍山地區的考古收獲〉；[information on line]；available from http://www.mos.hk/book_onshan/newpart3b.htm
48. 沙田·香港，〈九約源流〉；[information on line]；available from http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=146
49. 《新安縣志》(清) 1688 & 1819

Annex A1

Ho Chung Trackway Information

Ho Chung Trackway 蠔涌古徑



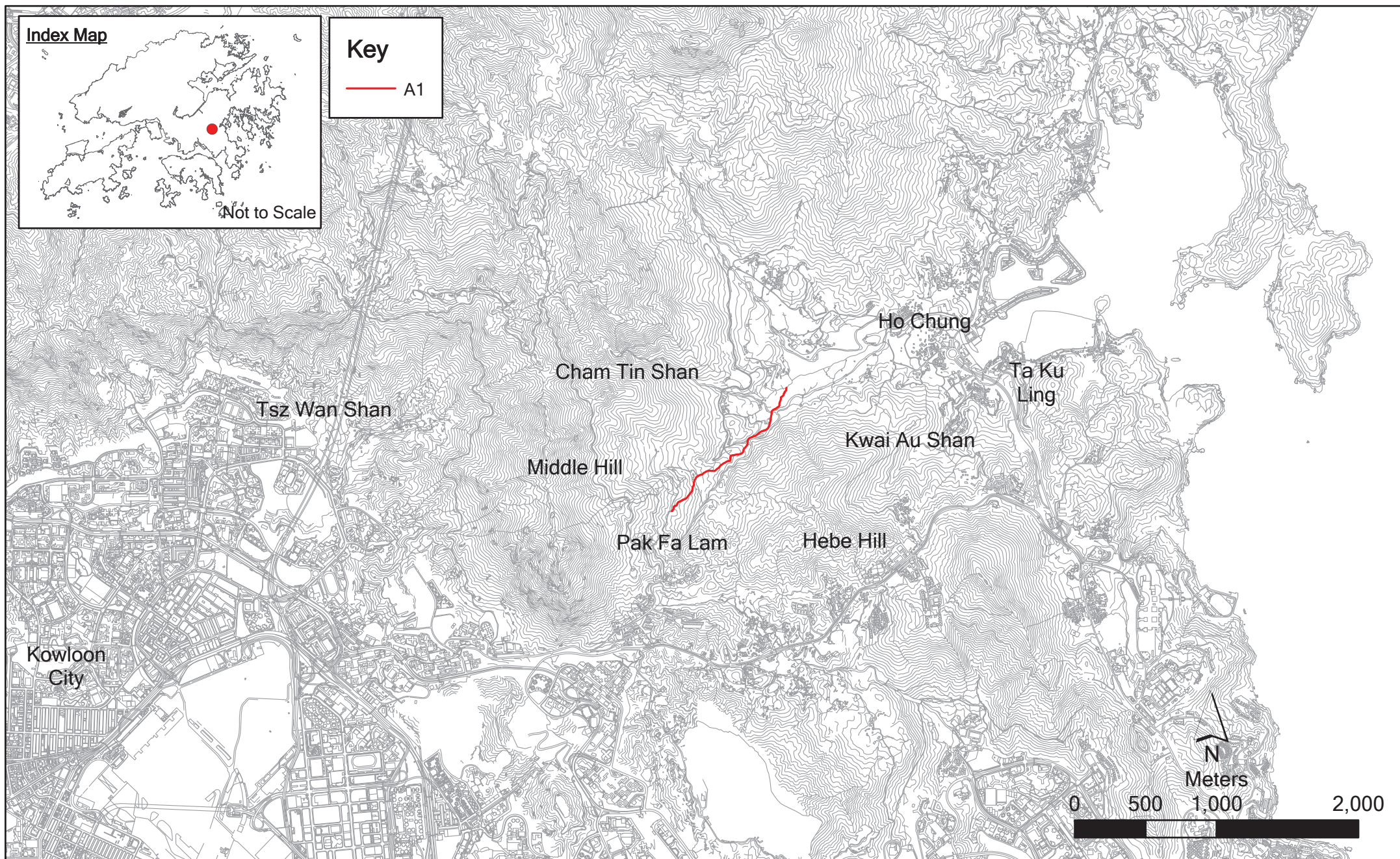
Index Map



Not to Scale

Key

— A1

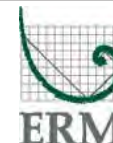


Plan A1

Plan of A1 - Ho Chung Trackway

File: Site Survey Maps\Old Trail A1.mxd
Date: 18/04/2011

Environmental
Resources
Management

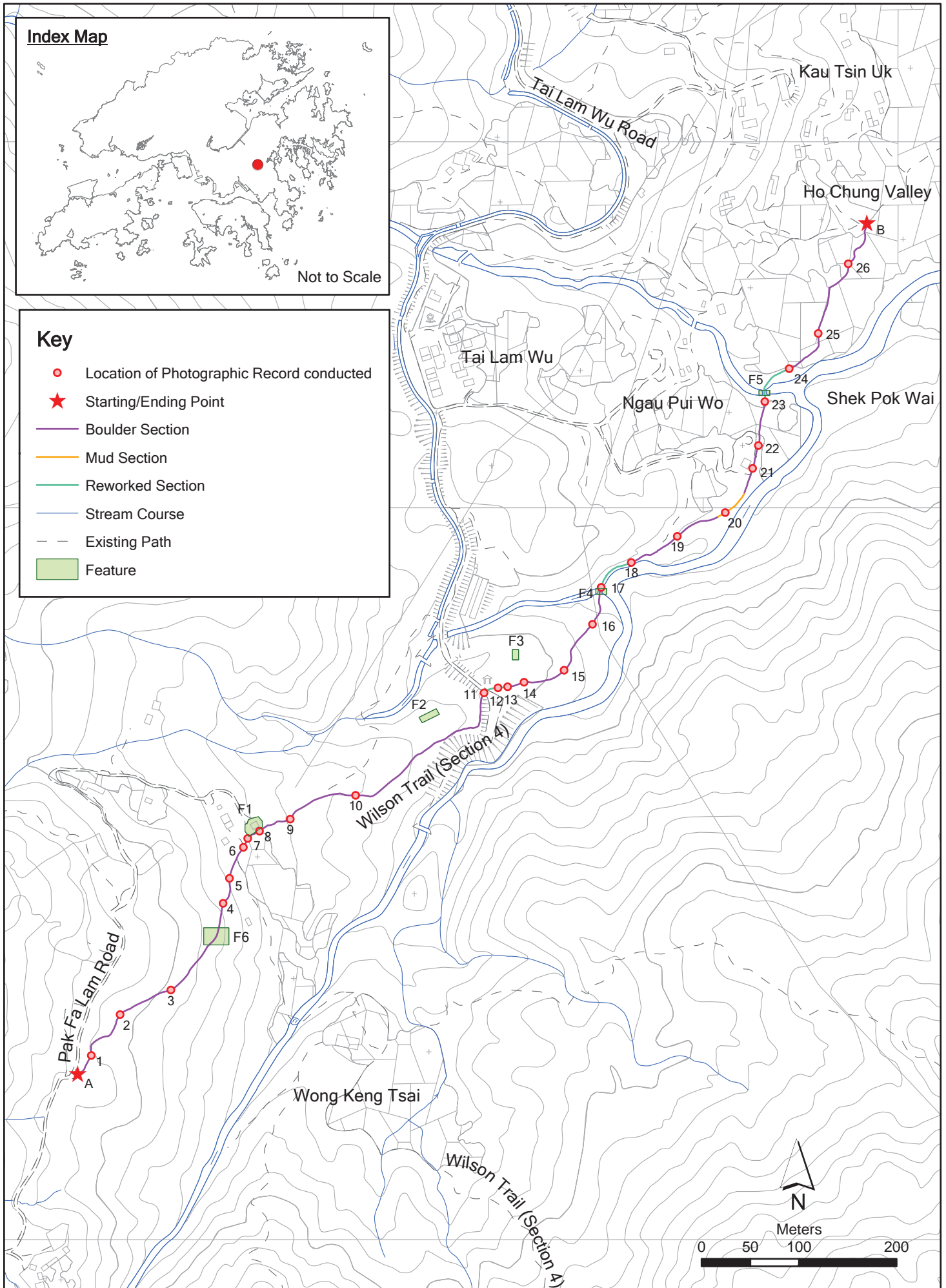


Index Map



Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section
- Stream Course
- - Existing Path
- Feature



Plan A1a

1:5000 Plan of A1 - Ho Chung Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_A1a.mxd
Date: 11/12/2013

Environmental
Resources
Management




Photo Reference No.	Photographic Records
A	 <p data-bbox="633 823 943 863">Boulder Section</p> <p data-bbox="1487 879 1525 919">A</p> <p data-bbox="981 1007 1317 1046">Pak Fa Lam Road</p> <p data-bbox="898 1238 1480 1270">View of starting point A at Pak Fa Lam Road</p>


Photo Reference No.	Photographic Records
1	 <p data-bbox="864 1177 1514 1209">Typical view of this boulder section. (view A to B)</p>

Photo Reference No.	Photographic Records
2	<div data-bbox="589 239 1787 1145" data-label="Image"> </div> <p data-bbox="271 1174 2107 1249">Boulder section with modern above ground utilities on both sides of the footpath. This photo shows damage of this boulder section. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Typical view of this boulder section. (view A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
F6	<div data-bbox="584 237 1787 1139" data-label="Image"> </div> <p data-bbox="974 1169 1395 1204">Possible military uses structures</p>

Photo Reference No.	Photographic Records
F6	<div data-bbox="638 239 1736 1066" data-label="Image"> A photograph of a rectangular concrete structure, possibly a pillbox, lying on a bed of dry leaves and green foliage. The concrete is weathered and covered in moss. Faint markings are visible on the top surface: 'F6-121' on the left, '031' in the center, and some illegible characters on the right. </div> <p data-bbox="712 1098 1659 1134">Text on the rectangular concrete structure indicated location of pillboxes.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F6	 <p>Concrete rectangular structures</p>	F6	 <p>Destroyed pillbox structure</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
4	 <p>A section with some loose boulders where repair work may be required. (view B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
5	 <p data-bbox="862 1193 1514 1230">Boulder section with intrusion of modern utilities.</p>

Photo Reference No.	Photographic Records
6	<div data-bbox="544 248 1834 1225" data-label="Image"> <p data-bbox="1265 598 1697 638">Wilson Trail Section 4</p> </div> <p data-bbox="651 1257 1727 1292">The boulder section overlaps with part of the Wilson Trail Section 4. (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>Previous utilities construction work destroyed part of the boulder section. (view A to B)</p>	7	 <p>Close up view of the destroyed part of the boulder section. (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>General view of the boulder section toward the manhole along the section. (view B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
F1	 <p data-bbox="309 911 2069 986">General view of the boundary wall of a western style building next to the boulder section. Window openings are in western style. The manhole as shown in the picture destroyed a section of the footpath.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>Entrance to the building from the boulder section. (view from southeast to northwest).</p>	F1	 <p>General view of the building. Half the building has been demolished - the remaining building is supported by metal beams and columns. The building has art nouveau designed leadlight windows and arches.</p>


Photo Reference No.	Photographic Records
F1	 <p data-bbox="692 1177 1686 1214">View from the boulder section towards the east corner of the boundary wall.</p>


Photo Reference No.	Photographic Records
F1	 <p data-bbox="719 1246 1659 1283">Boulder steps leading to the edge of the northeast facing boundary wall.</p>

Photo Reference No.	Photographic Records
9	<div data-bbox="562 277 1816 1230" data-label="Image"> </div> <p data-bbox="360 1257 2018 1297">General view of a section with wider path. At the top of the photo shows the typical narrower boulder section. (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
10	 <p>Typical view of this boulder section. (view A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
F2	 <p data-bbox="542 1230 1834 1264">General view of graves identified adjacent to the boulder section. The graves are northeast facing.</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="465 1246 1912 1283">General view of grave and urn identified adjacent to the boulder section. The grave/urns are northeast facing.</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="568 1177 1812 1214">General view of grave identified adjacent to the boulder section. The grave is northeast facing.</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
11	 <p>Entrance/Exit steps toward the boulder section constructed by AFCD to/from Tai Lam Wu Road (大藍湖路). (view B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
12	 <p data-bbox="593 1220 1794 1257">Entrance/Exit from a pavilion by the Tai Lam Wu Road to the boulder section. (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
13	 <p>Boulder section partly covered by a concrete path leading to F3. A warning sign "Road Closed" has been erected to discourage access to this boulder section. (view A to B)</p>	F3	 <p>General view of grave identified adjacent to the boulder section. The grave is east facing.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F3	 <p>General view of urn identified adjacent to the boulder section. The urn is east facing.</p>	14	 <p>Boulder section (viewing back to Tai Lam Wu Road from the boulder path, view B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
15	 <p>Occasional short section without stone (probably destroyed). (view A to B)</p>	16	 <p>Damaged part of the boulder section probably due to the construction of a cable tower supporting overhead electric cables. (view B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F4	 <p>Concrete built bridge with stone blocks supports. (view before crossing the bridge, view A to B)</p>		Blank.



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
17	 <p>View towards a modern bridge (F4), view B to A.</p>	18	 <p>Typical boulder section view in this section.</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
19	 <p>Typical boulder section view in this section mostly covered by abundant vegetation. (view A to B)</p>	20	 <p>Typical boulder section view in this section mostly covered by abundant vegetation.</p>


Photo Reference No.	Photographic Records
21	<div data-bbox="589 284 1787 1197">  </div> <p data-bbox="1955 523 2116 619">Boulder section</p> <p data-bbox="288 1225 2092 1302">This boulder section is heavily covered by overgrown vegetation where walking on the footpath was not possible. Surveyors need to find alternative route adjacent to the footpath to pass through this section. (View from east to west toward the boulder section).</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
22	 <p>Boulder section with utilities running on top and covered with abundant vegetation. (View B to A).</p>		(Blank)

Photo Reference No.	Photographic Records
23	 <p data-bbox="394 1283 1980 1321">Boulder section leading to a modern bridge for stream crossing. Boulders covered with abundant dry leaves (view A to B).</p>


Photo Reference No.	Photographic Records
F5	 <p data-bbox="412 1177 1960 1214">Concrete surfaced bridge with stone blocks supports. (View before crossing the first bridge with railings, view A to B)</p>


Photo Reference No.	Photographic Records
F5	 <p data-bbox="546 1246 1825 1283">View showing stone blocks supporting the bridge. (View before crossing the bridge, view A to B)</p>


Photo Reference No.	Photographic Records
F5	 <p data-bbox="271 1177 2101 1252">Ground surface mostly covered with abundant dry leaves after crossing the bridge with railings and reached another bridge without railings. (View A to B)</p>


Photo Reference No.	Photographic Records
F5	 <p data-bbox="763 1174 1610 1209">General view of the second bridge without railings. (view A to B)</p>

Photo Reference No.	Photographic Records
F5	 <p data-bbox="757 1050 1615 1086">Cross section view of the second bridge. (view from east to west)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
24	 <p>View after bridge crossing. Boulders covered with abundant dry leaves (view B to A).</p>	25	 <p>View of the boulder section. Boulders covered with abundant dry leaves and branches (view B to A).</p>


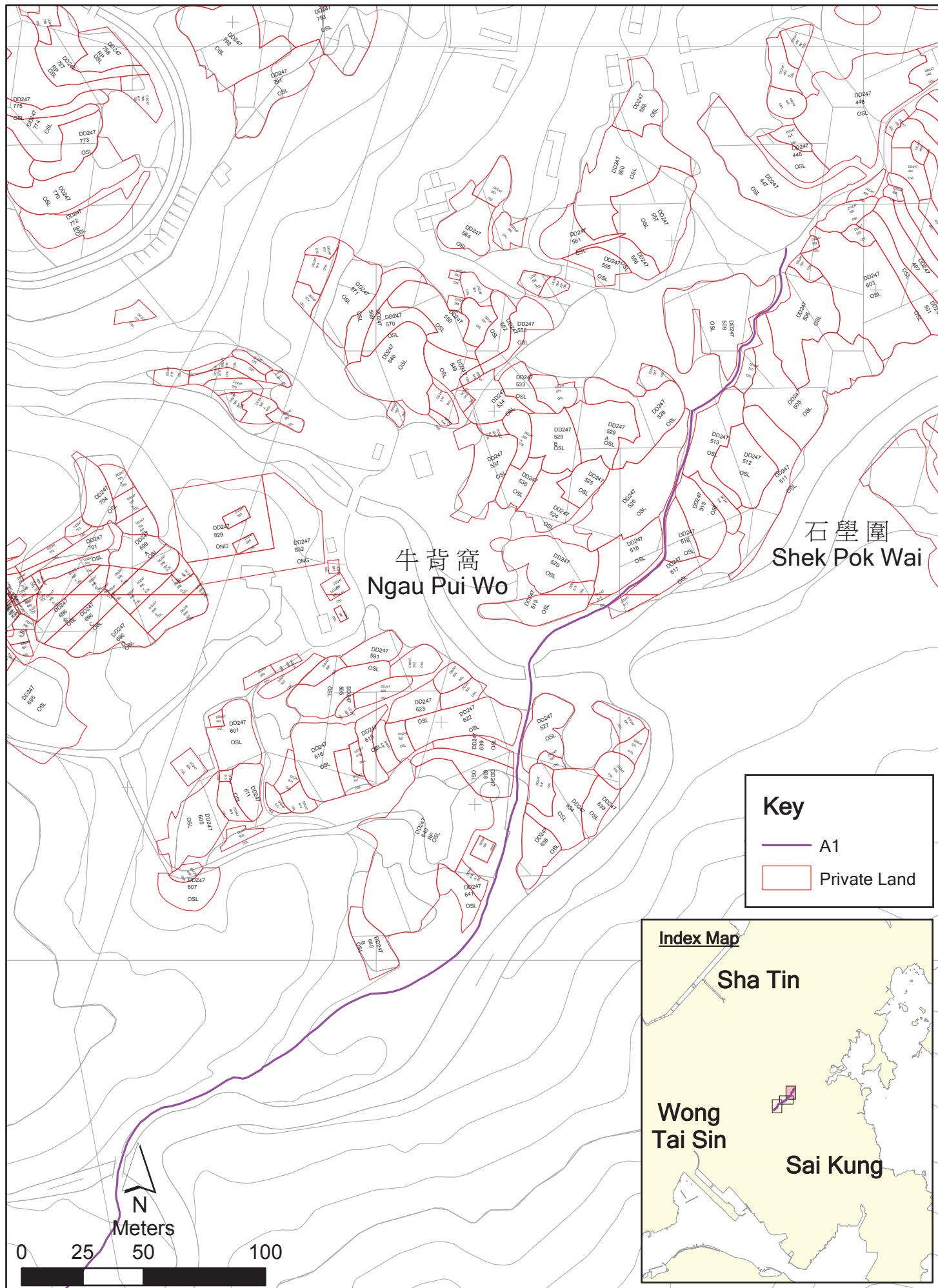
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
26	 <p>Typical view along this boulder section. (View A to B).</p>		(Blank)

Photo Reference No.	Photographic Records
B	<div data-bbox="589 287 1787 1193" data-label="Image"> </div> <p data-bbox="736 1222 1637 1259">Ending point B of the boulder section which joined the concrete path.</p>



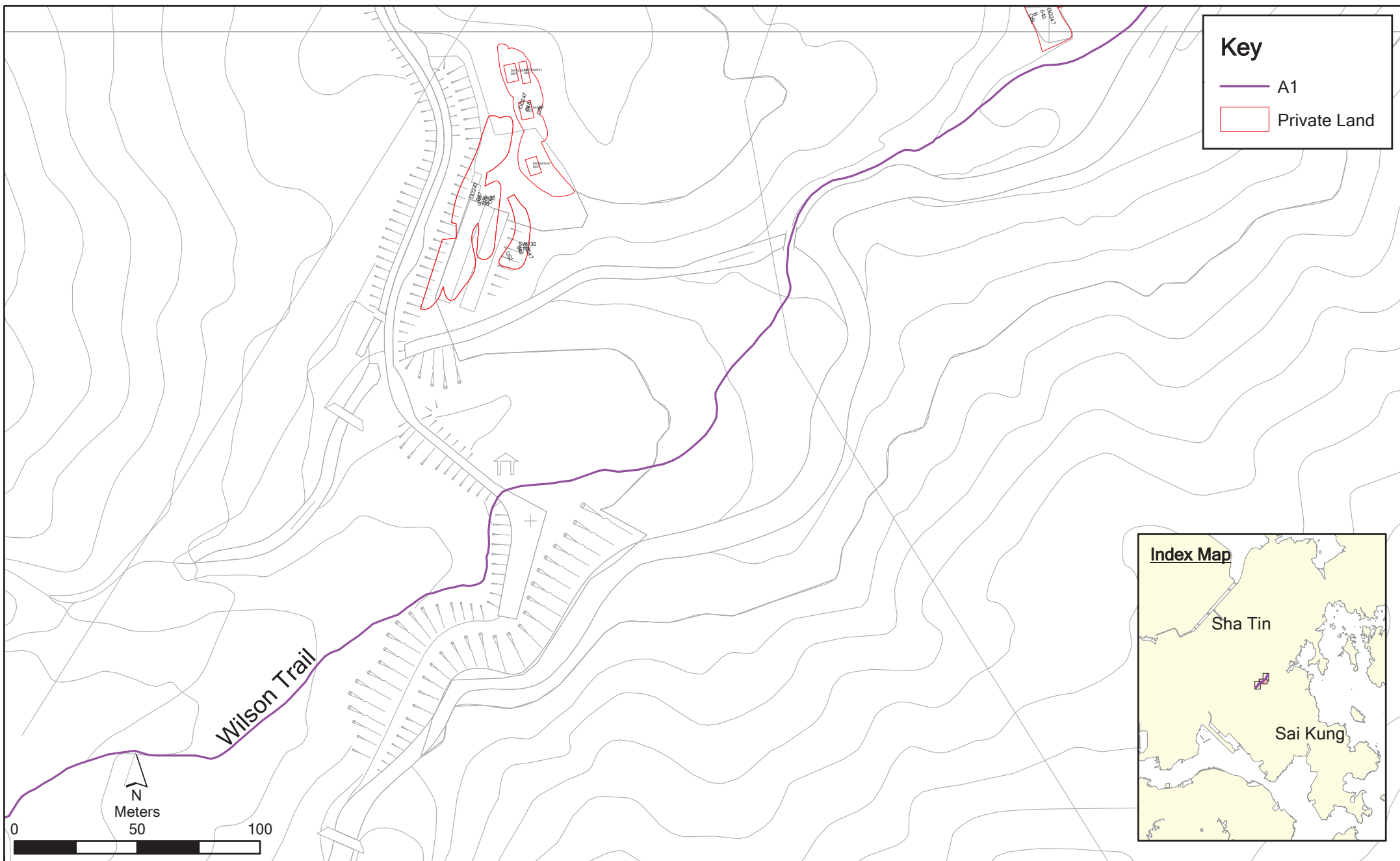
Annex A1-4a

Land Status Plan - A1 Ho Chung Trackway (Sheet 1 of 3)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A1-1.mxd
Date: 28/06/2013

Environmental
Resources
Management





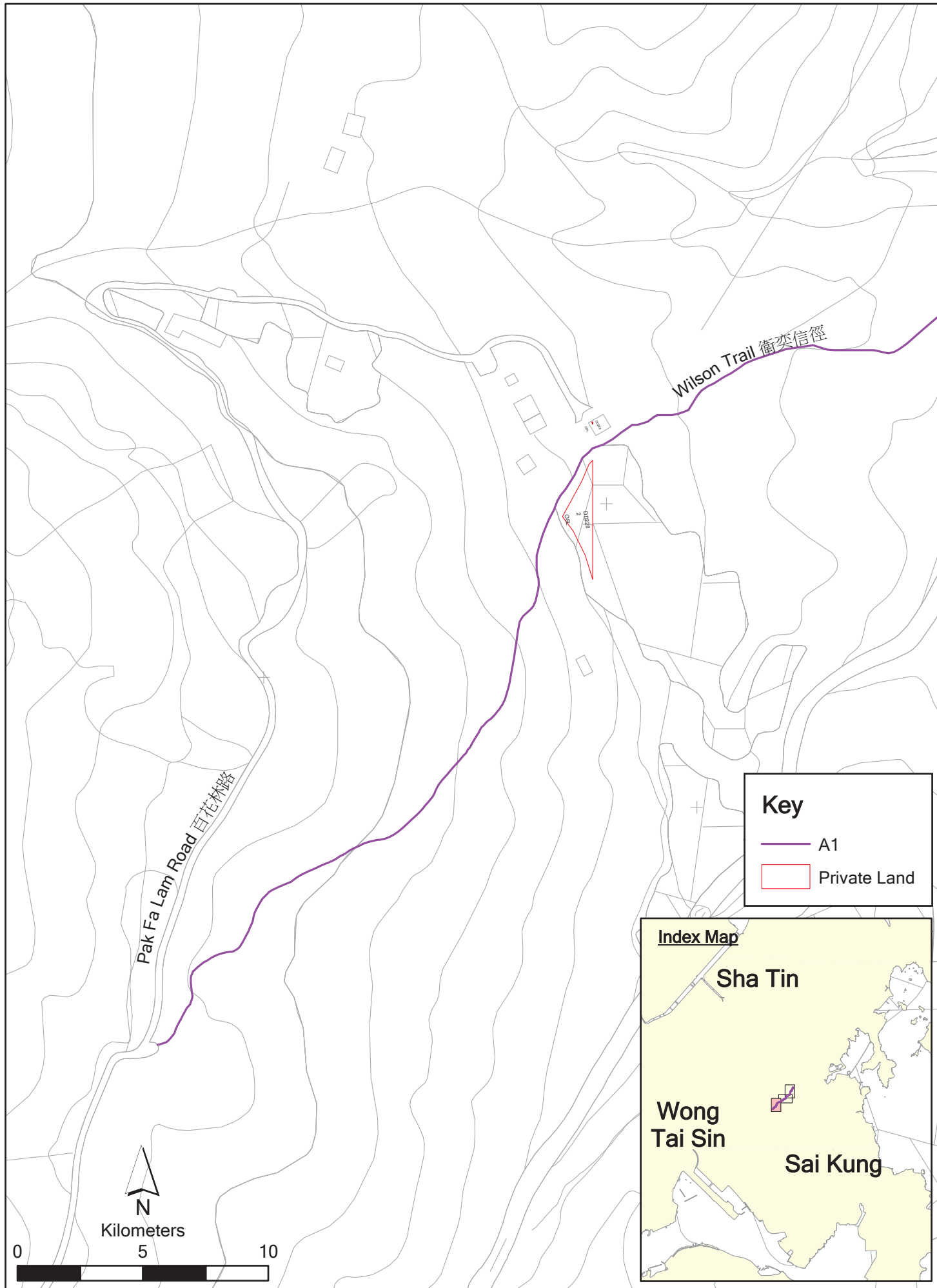
Annex A1-4b

Land Status Plan - A1 Ho Chung Trackway (Sheet 2 of 3)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A1-2.mxd
Date: 28/06/2013

Environmental
Resources
Management





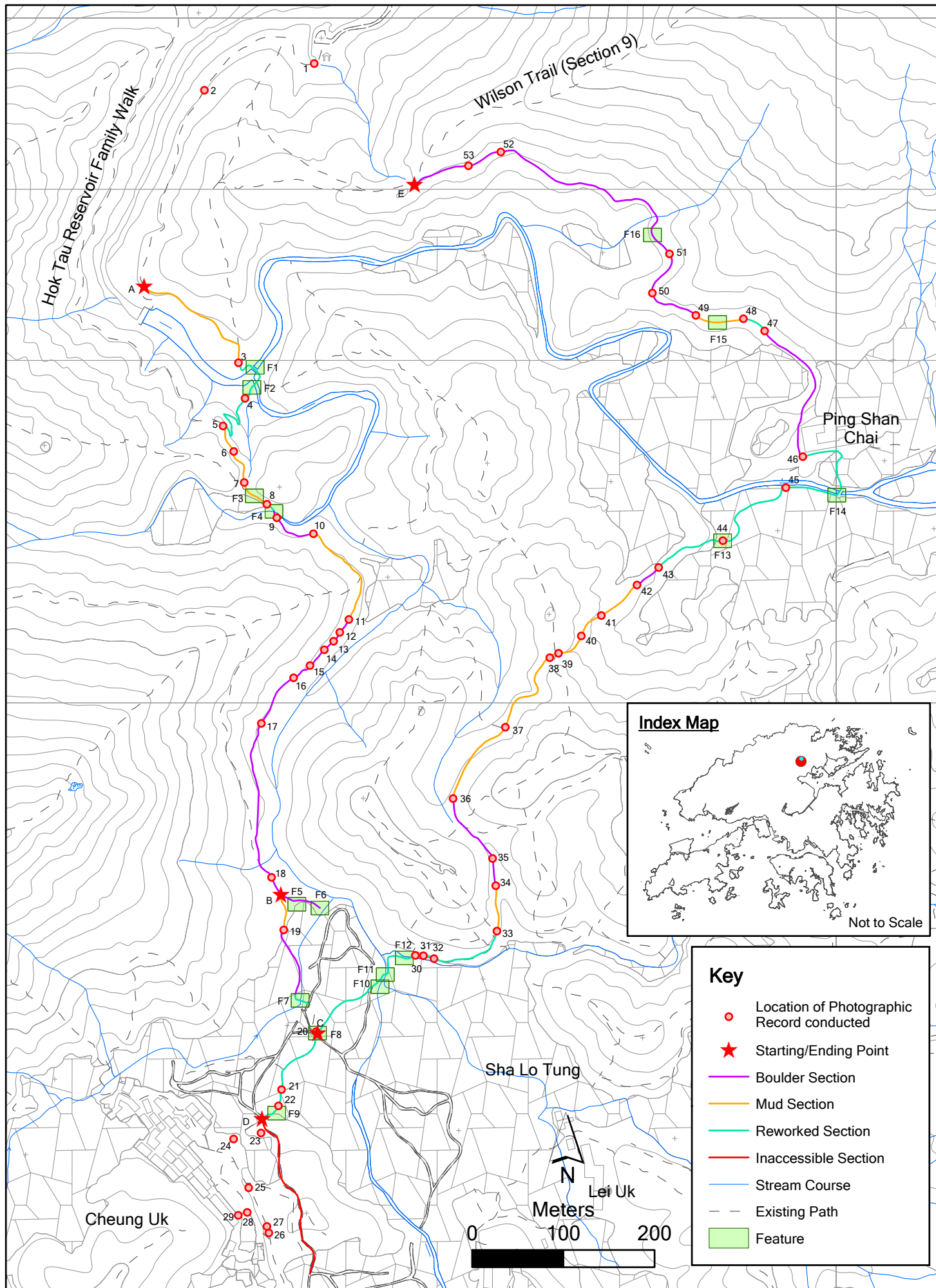
Annex A2

Hok Tau Reservoir-Cheung Uk Boulder Trackway Information

Hok Tau Reservoir – Cheung Uk Boulder Trackway

鶴藪水塘至張屋古石徑





Plan A2a

1:5000 Plan of A2 - Hok Tau Reservoir - Cheung Uk Boulder Trackway

File: T:\GIS\CONTRACT\0127814\Map\5000_scale_map\0127814_A2a.mxd
Date: 11/12/2013

**Environmental
Resources
Management**





Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>The entrance of the Hok Tau Reservoir Family Walk starting from a barbecue area. (View to A)</p>	1	 <p>AFCD trail direction sign showing the direction to Pat Sin Range and Ping Shan Chai.</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Concrete footpath. (View 1 to A)</p>	2	 <p>Suspected boulders of old footpath appear west of the concrete footpath. (View 1 to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>End of concrete footpath, mud section start. (View A to B)</p>	From A to 3	 <p>Mud section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>End of mud section, reworked section (boulders and concrete) start. (View A to B)</p>	3	 <p>Reworked section (boulders and concrete) (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>Modern wooden bridge with concrete and stones bases (view A to B)</p>	F1	 <p>A stone inscription indicating the name of the bridge as “Ping Fung Bridge” (屏風橋) marked by AFCD in 1991.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F2	 <p>Another bridge of similar material and style (view A to B)</p>	F2	 <p>A stone inscription indicating the name of the bridge as “Zhu Hang Bridge” (珠坑橋) marked by AFCD in 1991.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
4	 <p>Steps of reworked section (boulder and concrete). (view A to B)</p>	From 4 to 5	 <p>Steps of reworked section appear occasionally along the zigzag mud surface footpath. (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 4 to 5	 <p>Concrete steps along the mud footpath at the reworked section. (view B to A)</p>	5	 <p>End of the zigzag footpath. (view A to B)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
5	 <p>AFC direction sign showing the directions to Sha Lo Tung (Left) and Hok Tau (Right). (view east to west)</p>	6	 <p>Occasional boulders along mud section. (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>Boulders and concrete built drain. (view B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
F3	 <p data-bbox="436 1225 1951 1257">Occasional boulders observed in mud section. Note the stone wall structure on the right of the photo. (View A to B)</p>

Photo Reference No.	Photographic Records
F3	 <p data-bbox="884 1241 1503 1278">Possible boulder retaining wall. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>Steps constructed with boulders and concrete. (View A to B)</p>	8	 <p>Close-up of the boulders and concrete.</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F4	 <p>Boulders embedded in concrete bridge. (View A to B)</p>	9	 <p>Boulder section begins with missing boulders. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 9 to 10	 <p>Boulder steps. (View A to B)</p>	From 9 to 10	 <p>Boulder steps with missing section. (View B to A)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 9 to 10	 <p>Boulder section with missing section. (View B to A)</p>	From 9 to 10	 <p>Boulder section with fading section. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
10	 <p>End of boulder section. (View B to A)</p>	10	 <p>Mud section starts. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 10 to 11	 <p>Typical boulder built drain observed along the trail. (From B to A)</p>	11	 <p>Boulder section partial covered by hillside vegetation. (View B to A)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
12	 <p>Boulder section. (View A to B)</p>	13	 <p>Boulder and concrete steps along the boulder section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 13 to 14	 <p>Boulders are found placed at the edge of the footpath. (View A to B)</p>	14	 <p>Boulders are found placed on the footpath again. (View A to B)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 14 to B	 <p>Missing boulders sections approximately 3m to 5m are observed within this boulder section. (View A to B)</p>	15	 <p>Sometime mud paths can be found parallel with boulder section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 15 to 16	 <p>Another example of mud path parallel with boulder section with missing boulders. (View A to B)</p>	16	 <p>Mud paths on both sides of the boulder section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
17	 <p>More boulders had been used to support the boulder section for small stream crossing. (View A to B)</p>	17	 <p>Boulder section leading uphill. (View A to B)</p>


Photo Reference No.	Photographic Records
18	 <p data-bbox="757 1241 1639 1278">A significantly disturbed location of boulder section. (View A to B)</p>

Photo Reference No.	Photographic Records
B	<div data-bbox="493 289 1751 1235" data-label="Image"> </div> <p data-bbox="275 1263 1969 1333">A junction of the old footpath. The mud section on the right leads to the abandoned field of Cheung Uk. The boulder section on the right leads downhill to a stream crossing. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>Looking downward of the boulder section at B. Thick vegetation covering the boulder path. (View B to F6)</p>	F5	 <p>Remains of boulder constructed wall. (View B to F6)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="293 1305 2101 1380">A granite slab bridge crossing a stream. No trace of boulder footpath can be found in this area due to abandonment of the fields and thick vegetation within the field. (View north to south)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="808 1286 1583 1321">Close-up of west end of the bridge - appears to be unstable.</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="837 1294 1554 1334">The bridge is constructed with three long granite slabs.</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="488 1278 1904 1313">Foundation of the east end of the bridge was constructed with boulders and concrete. (View north to south)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="392 1300 2002 1337">West end of the bridge. Note the foundation was built less organized comparing with the east end. (View south to north)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="616 1289 1776 1326">Granite slabs with feathered marked at the east end of the bridge. (View north to south)</p>

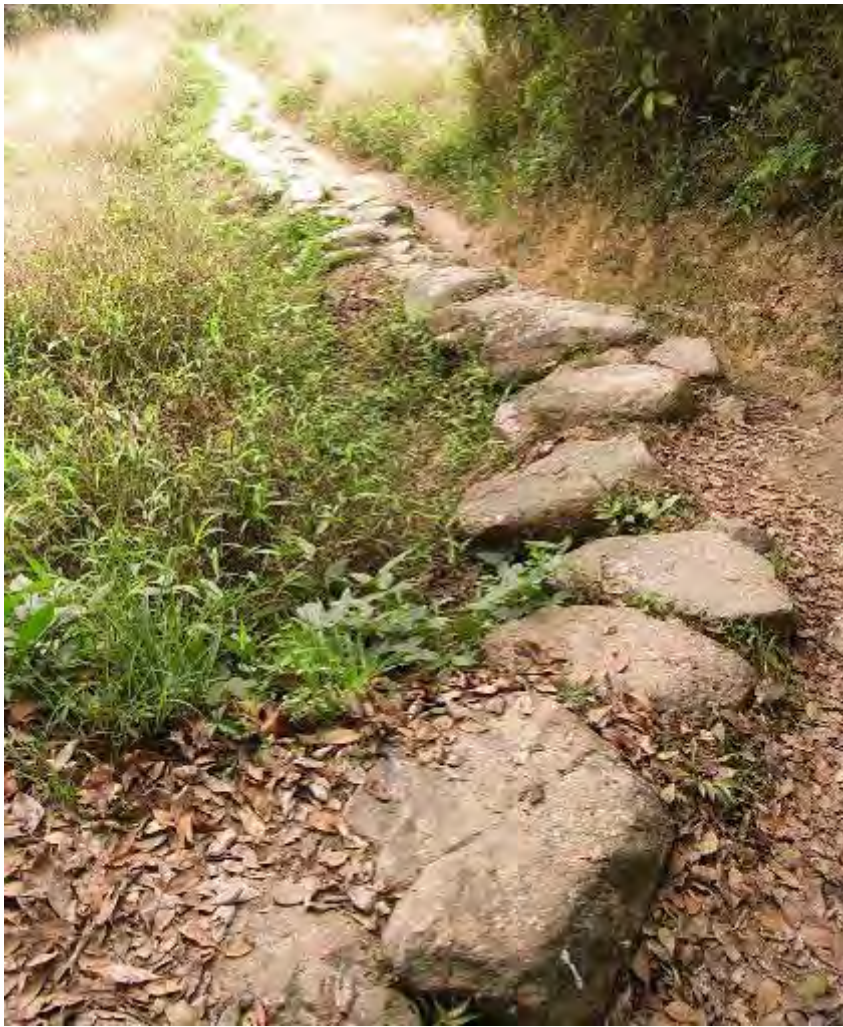

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
19	 <p>Boulder section starts. (View B to C)</p>	From 19 to F7	 <p>Narrow mud path and boulder section parallel to each other. (View C to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F7	 <p>Reworked section for stream crossing. Boulders are covered by concrete. (View B to C)</p>	F7	 <p>Concrete covering boulders. (View C to B)</p>

Photo Reference No.	Photographic Records
F7	 <p data-bbox="302 1332 2094 1369">East end of the stream crossing leading to a section of remaining boulders. Note that the abandoned field has been burnt. (View B to C)</p>

Photo Reference No.	Photographic Records
20	 <p data-bbox="577 1366 1818 1401">Burnt abandoned field with no trace of boulder section within the field. (View south to north)</p>

Photo Reference No.	Photographic Records
C	 <p data-bbox="275 1337 2119 1374">Junction of the old footpath. The left footpath leads to Hok Tau Reservoir; the right footpath leads to Ping Shan Chai. (View south to north)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F8	 <p>A stone tablet for directions. It indicates that left to Sha Tau Kok (沙頭角) and right to Ping Shan Chai (坪山仔). (View south to north)</p>	From C to 21	 <p>Boulders covered by concrete layer in this reworked section. (View C to D)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From C to 21	 <p>Concrete surface layer is thin and eroded to expose the original boulder footpath. (View C to D)</p>	From C to 21	 <p>Boulders exposed. (View C to D)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From C to 21	 <p>Boulders exposed. (View C to D)</p>	21	 <p>End of concrete reworked section, mud section starts. (View C to D)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
22	 <p>A grave (F9) east of the path. (View C to D)</p>	F9	 <p>Headstone of the grave (F9).</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
D	 <p>Concrete path appear again. (View C to D)</p>	23	 <p>Thick vegetation blocked the old footpath if exists but no trace of boulder section can be found. (View west to east)</p>


Photo Reference No.	Photographic Records
24	 <p data-bbox="808 1313 1581 1347">General view of village of Cheung Uk. (View east to west)</p>


Photo Reference No.	Photographic Records
25	 <p data-bbox="499 1278 1888 1313">The landscape has been modified by modern road construction (right of the photo). (View south to north)</p>

Photo Reference No.	Photographic Records
26	<div data-bbox="593 236 1794 1150" data-label="Image"> </div> <p data-bbox="309 1177 2078 1254">About 50m west of the old footpath, a boulder section has been found leading from the newly paved road to Cheung Uk village. (View south to north)</p>


Photo Reference No.	Photographic Records
26	 <p data-bbox="824 1265 1570 1300">Boulder steps leading downward. (View south to north)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
27	 <p>End of Boulders steps. (View north to south)</p>	27	 <p>Concrete after boulder steps. (View south to north)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
28	 <p>Path leading to the village of Cheung Uk with boulders. (View east to west)</p>	29	 <p>A wooden bridge. (View west to east)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From C to F10	 <p>Concrete reworked section. (View C to E)</p>		(Blank)

Photo Reference No.	Photographic Records
F10	 <p data-bbox="734 1321 1644 1358">A large concrete bridge crossing a deep stream course. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F11	 <p>Six narrow wooden planks have been used to continue the crossing to another support and then six more planks continue to the other side. Wooden planks would have been much easier to transport to here but would not last very long in the damp environment. (View C to E)</p>	F11	 <p>The wooden plank bridge with concrete supports. (View E to C)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F12	 <p>The footpath approaches a crossing at right angles. It then leaves the crossing on the other side also at a right angle. Such a wide, smooth concrete slab is likely to have been put in place in recent years. (View C to E)</p>	30	 <p>Boulder and concrete built drain. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
31	 <p>Boulders and concrete reworked path and steps. (View C to E)</p>	32	 <p>Boulders, mud and concrete reworked steps. (View C to E)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
33	 <p>Mud section. (View C to E)</p>	34	 <p>Steps of Boulder section with reinforcement by concrete. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
34	 <p>Close-up of steps. (View C to E)</p>	35	 <p>Boulder section with mud path on both sides. (View C to E)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
36	 <p>End of boulder section. (View E to C)</p>	36	 <p>Mud section. (View C to E)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
37	 <p>Occasional boulder steps in mud section. (View E to C)</p>	38	 <p>Mud steps reinforced by wooden boards. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
39	 <p>Mud steps reinforced by boulders. (View C to E)</p>	40	 <p>Mud steps reinforced by wooden boards and occasional boulder and concrete steps. (View C to E)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
41	 <p>Mud steps and mud path. (View E to C)</p>	42	 <p>Boulder section appears. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
43	 <p>Boulder and concrete reworked section. (View C to E)</p>	F13	 <p>Concrete bridge. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
44	 <p>Occasional boulder section. (View C to E)</p>	44	 <p>Occasional boulder section. (View E to C)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
44	 <p>Reworked section with concrete covering the boulders. (View C to E)</p>	45	 <p>Stream. Here is the end of the Trackway mapped in Peacock's report as shown in <i>Annex A1</i>. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 45 to F14	 <p data-bbox="322 1347 1055 1378">Boulders and concrete reworked section. (View C to E)</p>	F14	 <p data-bbox="1279 1235 2114 1390">The footpath is built up on both sides of the wooden bridge crossing with boulders and concrete. The bridge consists of two wooden planks with a metal chain railing supported by two metal poles on either side. (View C to E)</p>

Photo Reference No.	Photographic Records
F14	 <p data-bbox="394 1297 2002 1334">A mosaic indicates the construction or renovation year (1984) of the wooden bridge with a metal chain railing. (View C to E)</p>


Photo Reference No.	Photographic Records
From F14 to 46	 <p data-bbox="703 1337 1688 1377">Concrete path with short boulder wall structure on one side. (View E to C)</p>


Photo Reference No.	Photographic Records
46	 <p data-bbox="952 1358 1442 1393">Boulder section starts. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
46	 <p>Boulder section leads uphill. (View C to E)</p>	From 46 to 47	 <p>Ruin of Ping Shan Chai village. (View west to east)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 46 to 47	 <p>Boulder section. (View C to E)</p>	From 46 to 47	 <p>Boulder section. (View E to C)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 46 to 47	 <p>Boulder section. (View C to E)</p>	47	 <p>End of boulder section. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
47	 <p>Boulders and concrete reworked section. (View C to E)</p>	48	 <p>Mud section. (View C to E)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F15	 <p>A grave headstone. (View south to north)</p>	49	 <p>Boulder section. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 49 to 50	 <p>Boulder section. (View E to C)</p>	50	 <p>Boulders and concrete reworked section. (View E to C)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
51	 <p>Boulder section. (View C to E)</p>	F16	 <p>A grave behind branches. (View west to east)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 51 to 52	 <p>Boulder section. (View C to E)</p>	From 51 to 52	 <p>Boulder section. (View C to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 51 to 52	 <p>Boulder section. (View C to E)</p>	52	 <p>End of boulder steps. (View E to C)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
53	 <p>Occasional boulder steps. (View C to E)</p>		(Blank)

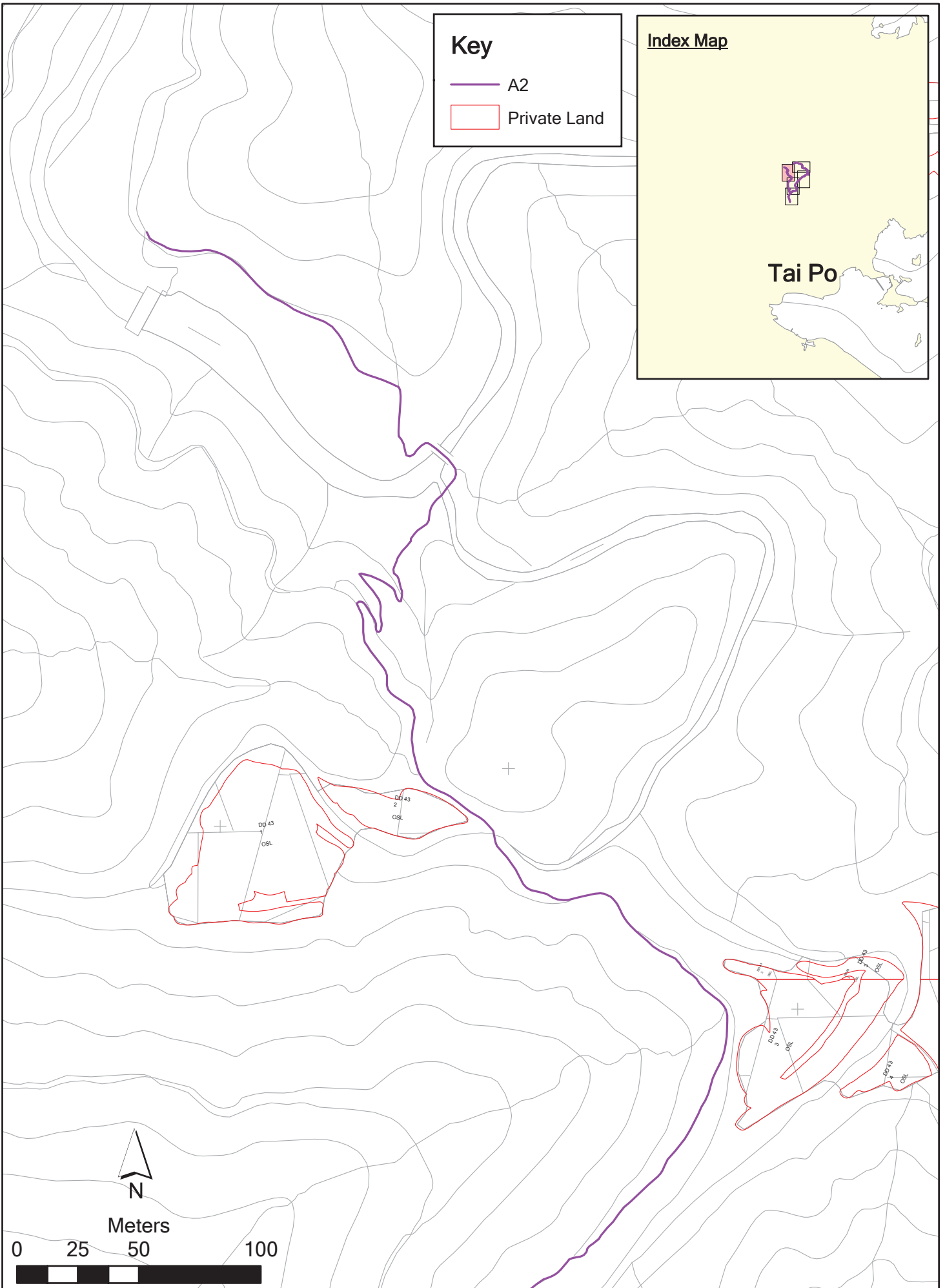
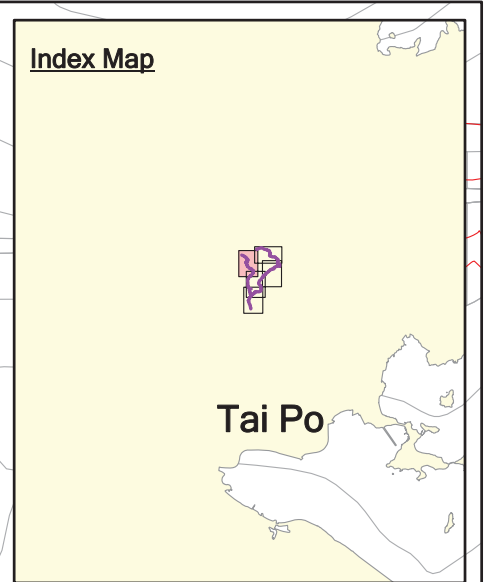
Photo Reference No.	Photographic Records
E	 <p data-bbox="600 1305 1774 1337">Junction of paths to Hok Tau Reservoir, Pat Sin Range and Ping Shan Chai. (View C to E)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
E	 <p>Boulders and concrete constructed path to Hau Tau Reservoir. (View east to west)</p>		(Blank)

Key

- A2
- Private Land

Index Map



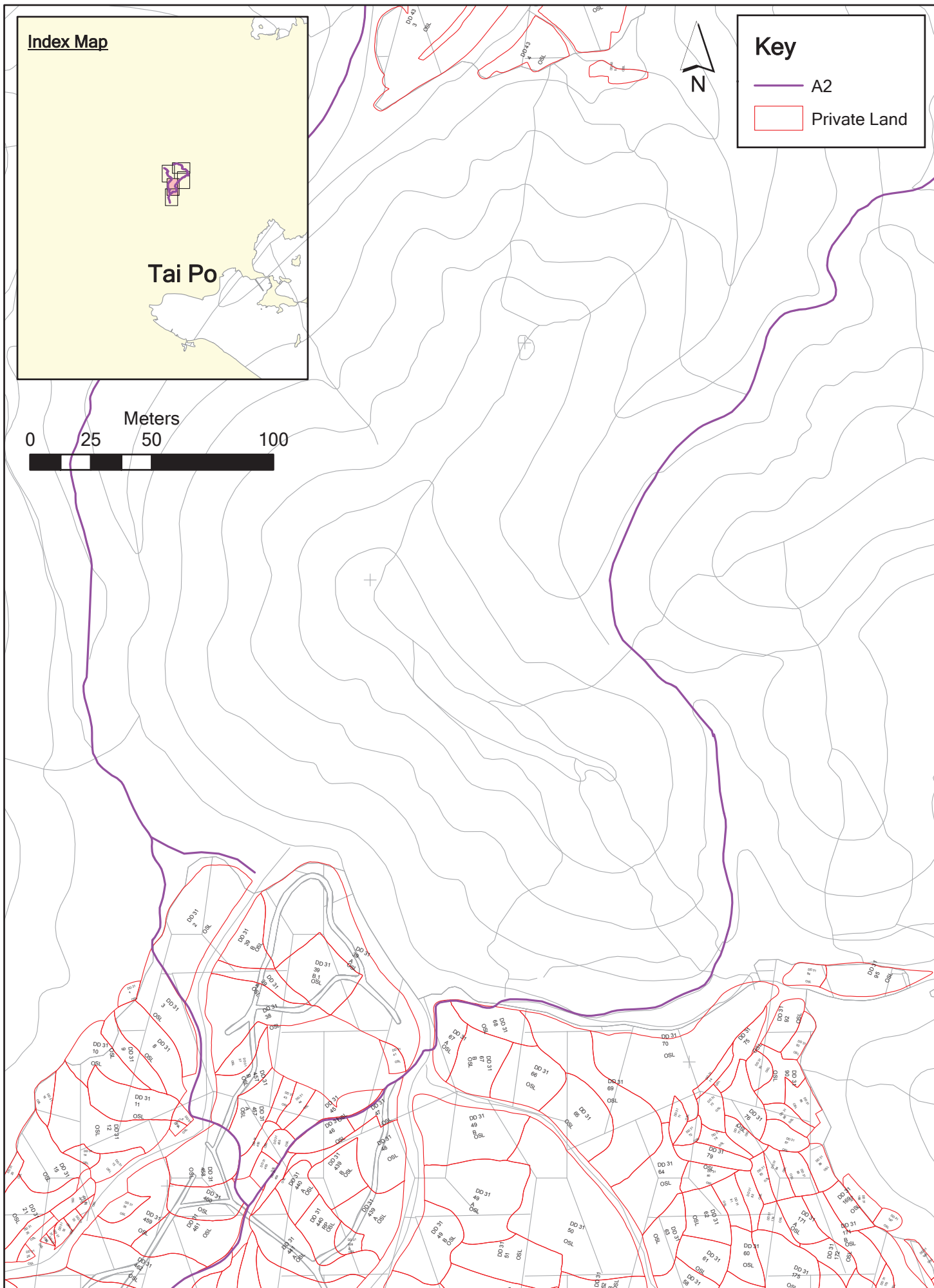
Annex A2-4a

Land Status Plan - A2 Hok Tau Reservoir-Cheung Uk Boulder Trackway (Sheet 1 of 5)

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A2-1.mxd
Date: 28/06/2013

Environmental
Resources
Management





Annex A2-4b

**Land Status Plan - A2 Hok Tau Reservoir-Cheung Uk Boulder Trackway
(Sheet 2 of 5)**

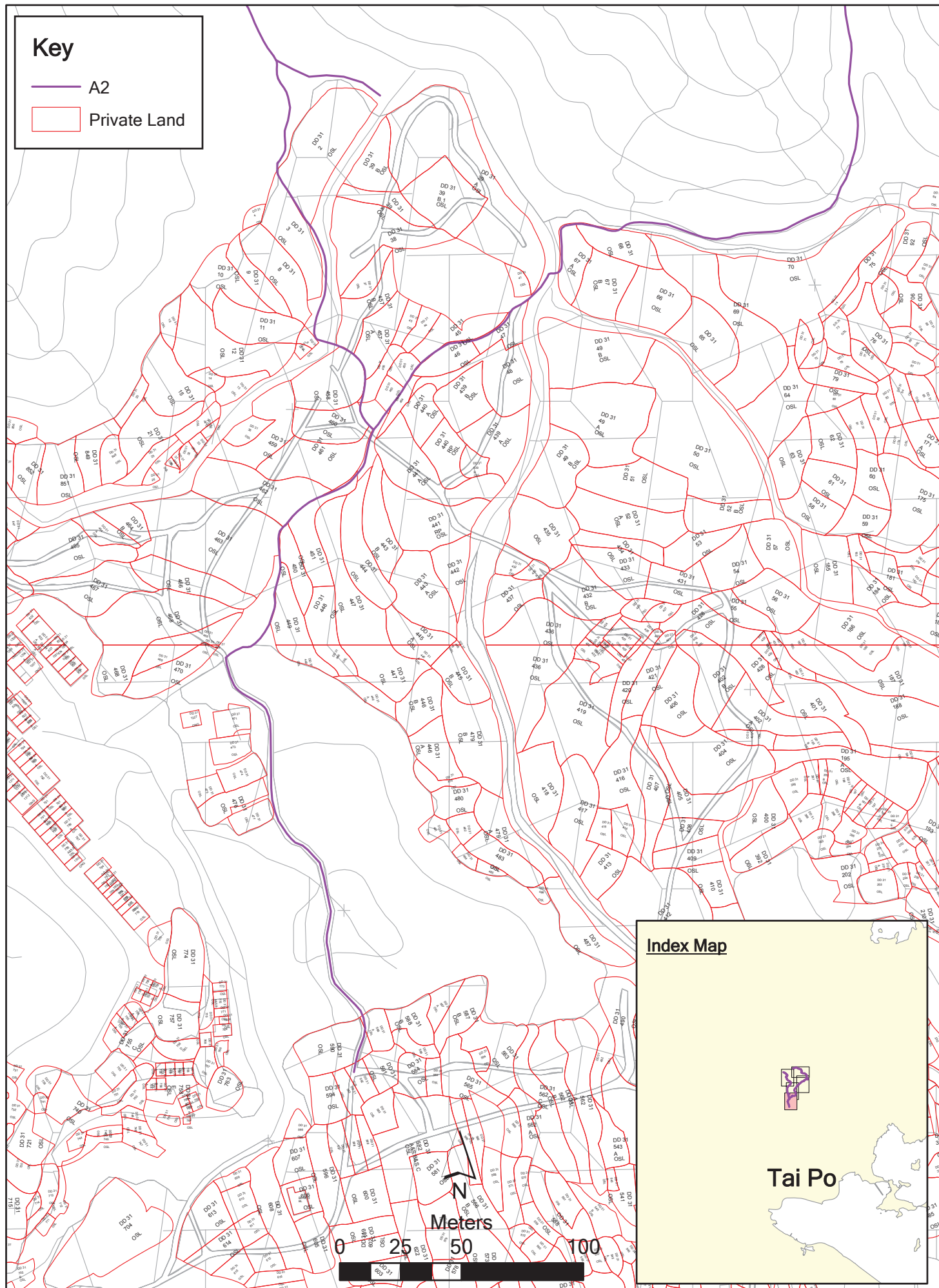
File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A2-2.mxd
Date: 28/06/2013

**Environmental
Resources
Management**



Key

- A2
- Private Land

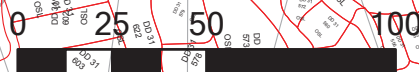


Index Map



Tai Po

Meters



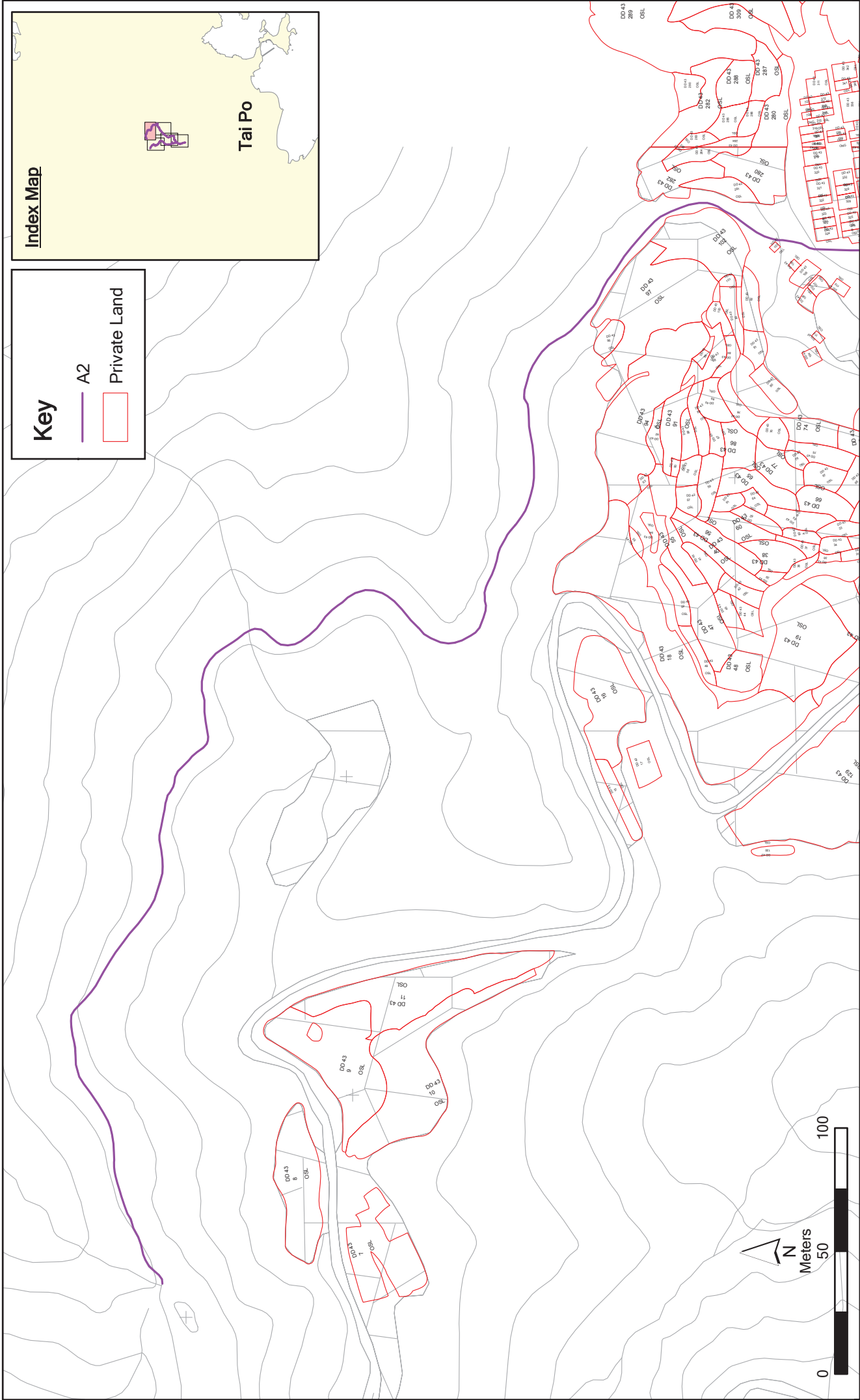
Annex A2-4c

Land Status Plan - A2 Hok Tau Reservoir-Cheung Uk Boulder Trackway
(Sheet 3 of 5)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A2-3.mxd
Date: 28/06/2013

Environmental
Resources
Management





Index Map

Tai Po

Key

— A2

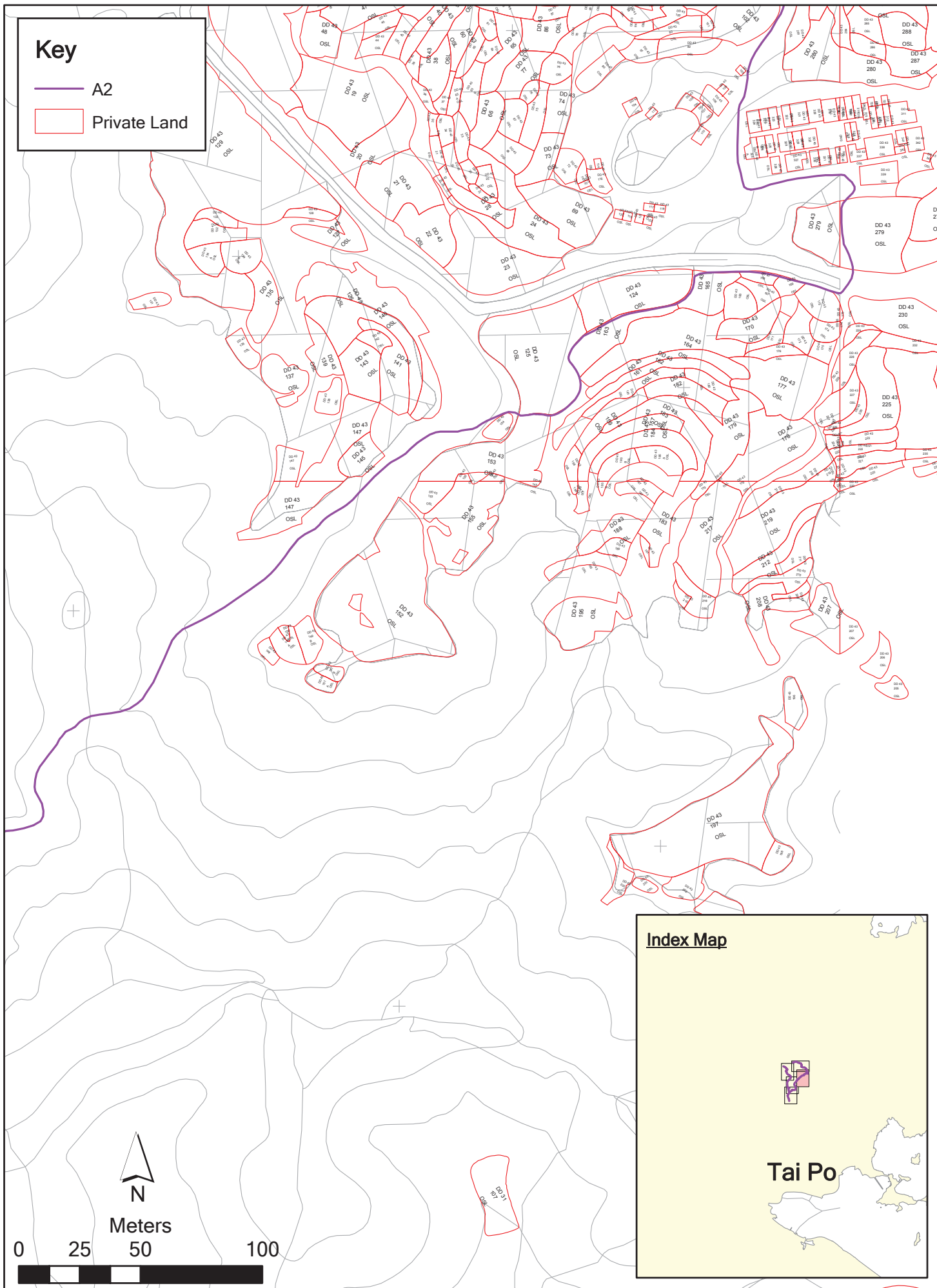
□ Private Land

Annex A2-4d

Land Status Plan - A2 Hok Tau Reservoir-Cheung Uk Boulder Trackway (Sheet 4 of 5)



**Environmental
Resources
Management**



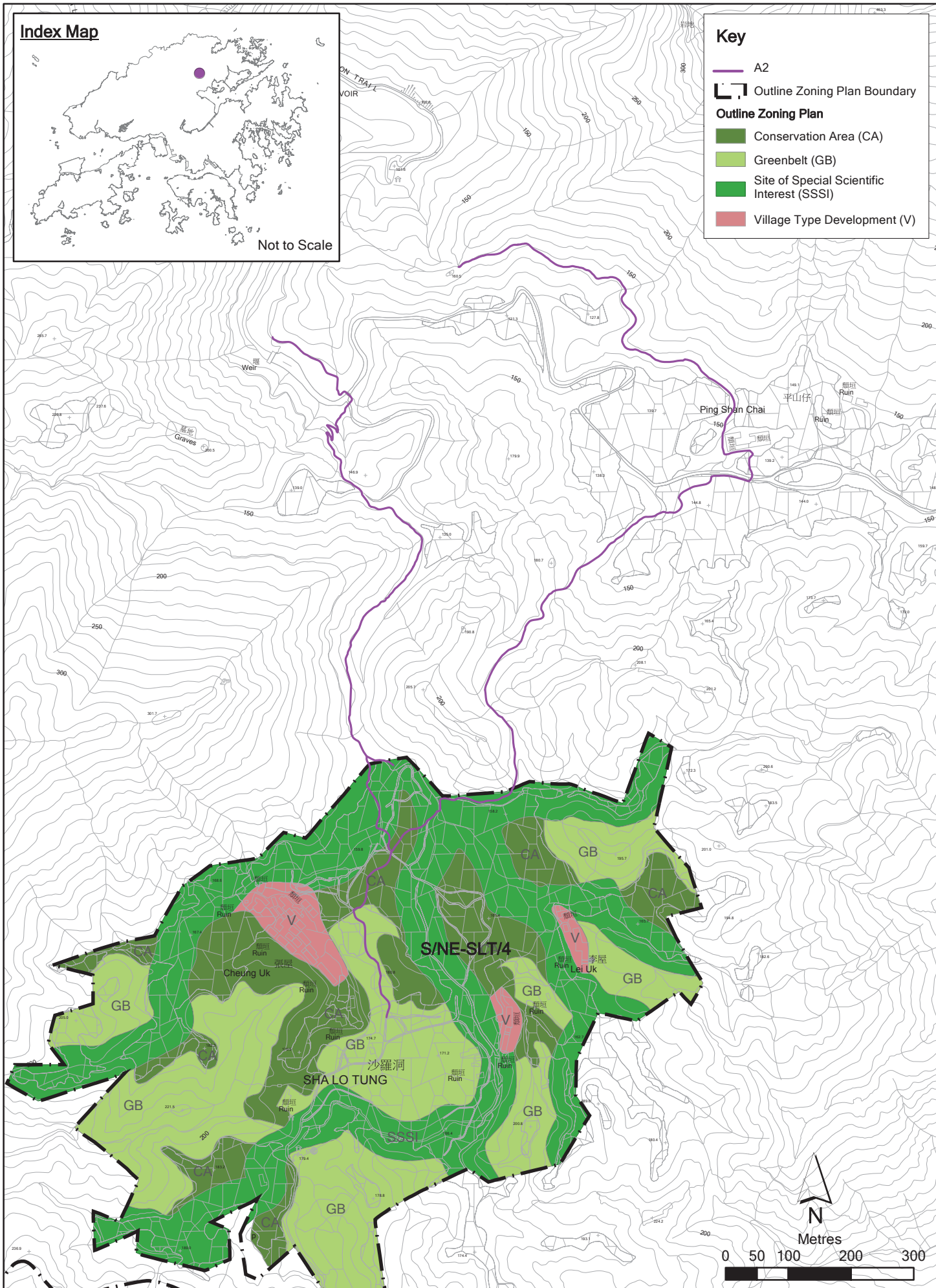
Annex A2-4e

**Land Status Plan - A2 Hok Tau Reservoir-Cheung Uk Boulder Trackway
(Sheet 5 of 5)**

File: T:\GIS\CONTRACT\0127814\Imxd\Landlots\0127814_A2-5.mxd
Date: 28/06/2013

**Environmental
Resources
Management**





Annex A2-5

Outline Zoning Plan - A2 Hok Tau Reservoir - Cheung Uk Boulder Trackway

File: T:\GIS\CONTRACT\0127814\Wxd\0127814_OZP_A2.mxd
Date: 28/06/2013

**Environmental
Resources
Management**



Annex A3

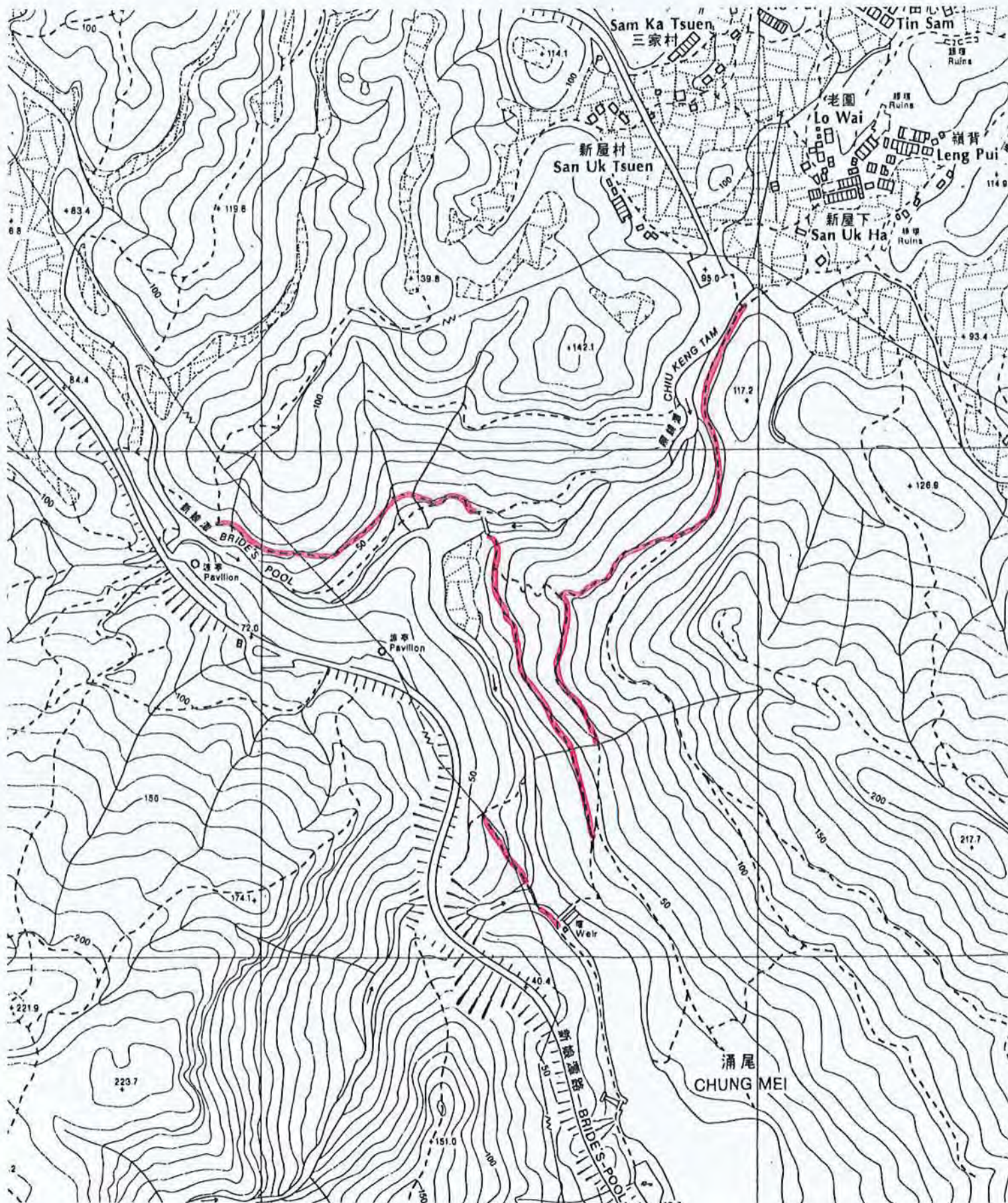
Sun Leung Tam Trackway Information

Sun Leung Tam Trackway

新娘潭古徑

03-SE-9A, 03-SE-9B

03-SE-9C, 03-SE-9D



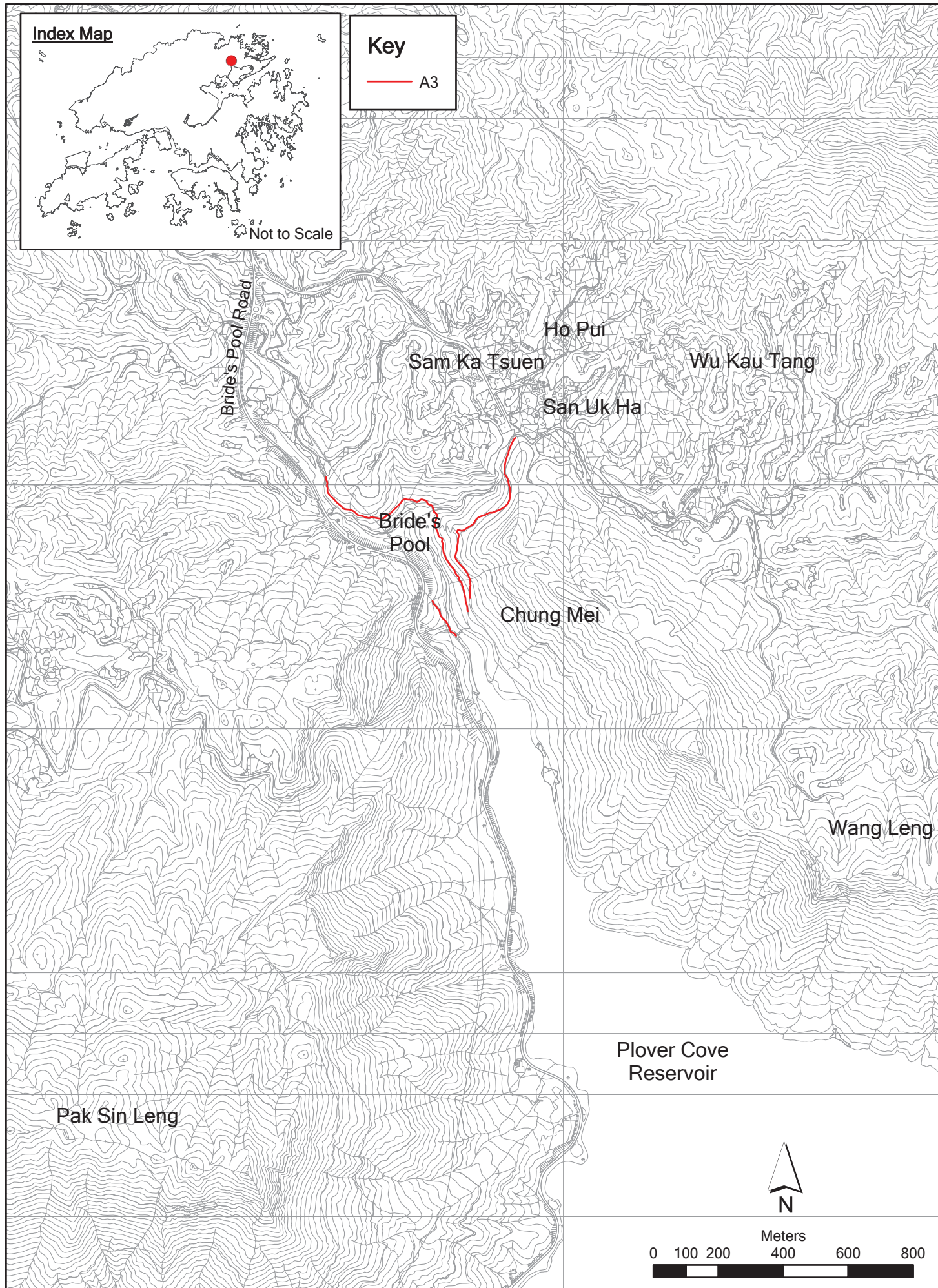
Index Map



Not to Scale

Key

A3



Plan A3

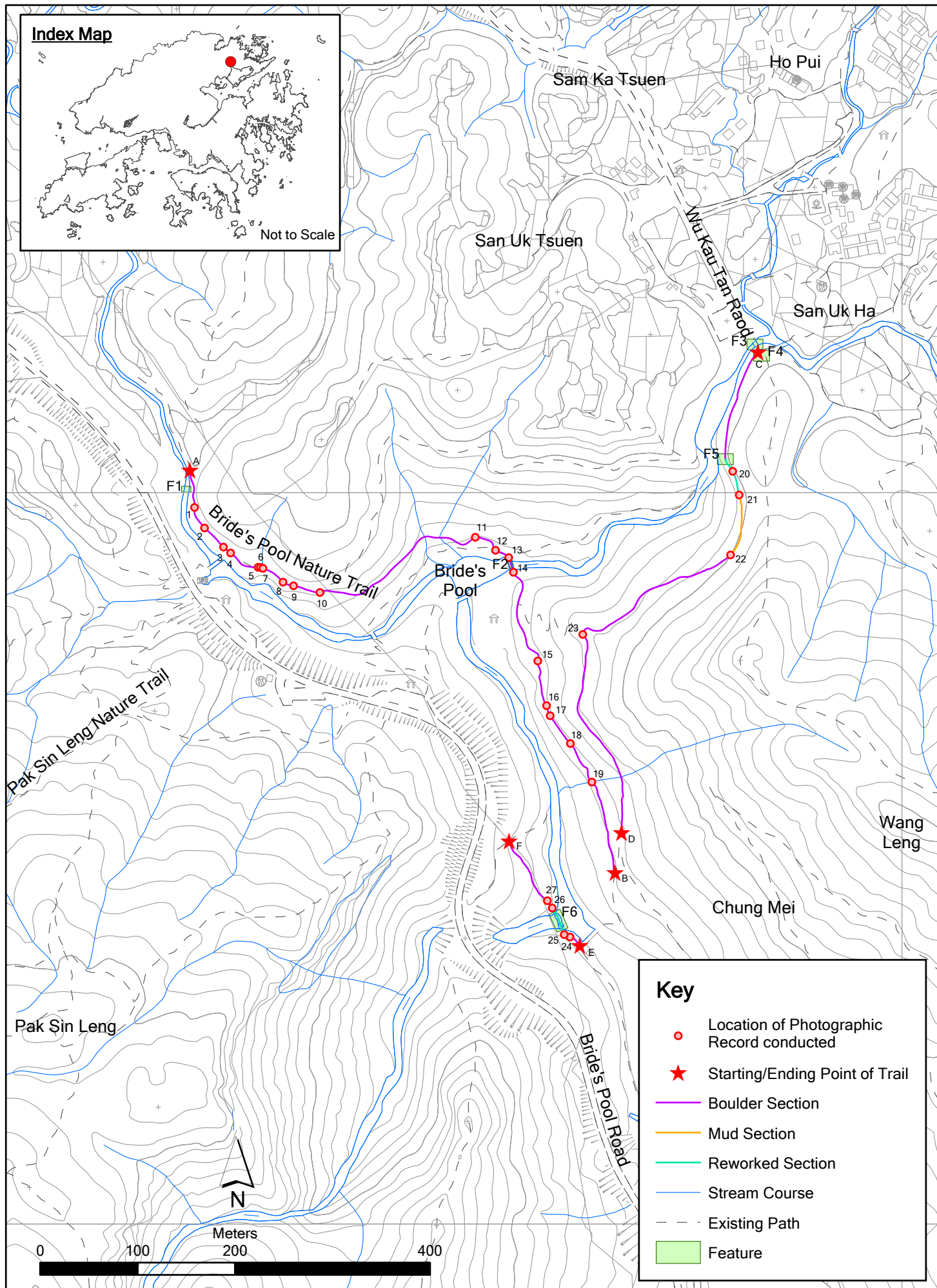
Plan of A3 - Sun Leung Tam Trackway

File: Site Survey Maps\Old Trail A3.mxd
Date: 16/04/2011

Environmental
Resources
Management



Index Map



Plan A3a

1:5000 Plan of A3 - Sun Leung Tam Trackway

File: T:\GIS\CONTRACT\0127814\Ixd\5000_scale_map\0127814_A3a.mxd
Date: 10/12/2013

Environmental
Resources
Management





Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>Start point A. (view A to B)</p>	F1	 <p>A two stone slabs bridge</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Typical view of the boulder section (covered with abundant dry leaves). (View A to B)</p>	2	 <p>Typical view of the boulder section. (View A to B)</p>


Photo Reference No.	Photographic Records
3	 <p data-bbox="1966 842 2083 951">Boulder footpath surface</p> <p data-bbox="779 1299 1603 1331">Cross section view of the boulder section. (View south to north)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
4	 <p>After crossing a footbridge and reaching the modern steps, the boulder footpath is in front of you. (View from boulder footpath to the footbridge).</p>	5	 <p>Typical view of boulder section. (View from A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>Typical view of boulder section. (View from A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
7	 <p data-bbox="792 1321 1581 1358">Section reworked with missing boulders. (View from A to B)</p>


Photo Reference No.	Photographic Records
8	 <p data-bbox="815 1251 1561 1286">General view of the boulder footpath. (View from A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>Boulder section with missing boulders. (View from A to B)</p>	10	 <p>General view of the boulder section. (View from A to B)</p>


Photo Reference No.	Photographic Records
11	 <p data-bbox="862 1321 1516 1353">General view of the boulder section. (View A to B)</p>

Photo Reference No.	Photographic Records
12	 <p data-bbox="439 1326 1944 1358">General view of the boulder section, photo on the right showing the railing leads to the barbecue area. (View A to B)</p>


Photo Reference No.	Photographic Records
13	 <p data-bbox="875 1257 1503 1294">General view of a bridge crossing. (View A to B)</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="853 1345 1525 1380">Section view of the Bridge. (View from west to east)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F2	 <p>First part of the bridge is concrete paved. (View A to B)</p>	F2	 <p>Stone bases supporting the first and second part of the bridge. Second part is paved with 3 granite slabs. (View A to B)</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="813 1353 1563 1393">Third part is paved with three granite slabs. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
14	 <p>Boulder path after bridge crossing showing a section reworked by AFCD. (View A to B)</p>	15	 <p>General view covered with abundant dry leaves. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
16	 <p>A section with railing. (View A to B)</p>	17	 <p>End of railing. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
18	 <p>General view covered with abundant dry leaves. (View A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
19	 <p data-bbox="882 1286 1503 1321">General view of the boulder path. (View A to B)</p>

Photo Reference No.	Photographic Records
B	<div data-bbox="526 239 1861 1249" data-label="Image"> </div> <p data-bbox="297 1278 2092 1353">Point B. The direction sign with yellow text indicated one way to Bride's Pool (the left mud surfaced path) and one way to Wu Kau Tang (the concrete path with steps). (View F to B)</p>

Photo Reference No.	Photographic Records
F3	 <p data-bbox="331 1230 2056 1305">A bridge made of three stone slabs and erected with metal railing. It leads from the car park area to starting point (C) of the footpath. (View north to south)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F3	 <p>Feathered granite slabs. (View north to south)</p>	F4	 <p>A shrine. Inscription indicated that this is the place for Shui Hau Dragon God (水口龍神正位). (View north to south)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
C	 <p>Start with boulder section. (View C to D)</p>	From C to F5	 <p>Boulder section. (View D to C)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F5	 <p>Metal and concrete handrail. (View C to D)</p>	20	 <p>Concrete reworked section. (View C to D)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
21	 <p>Mud section. (View C to D)</p>	From 21 to 22	 <p>Occasional boulders along mud section. (View C to D)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 21 to 22	 <p>Boulders at the edge of the footpath. (View C to D)</p>	From 21 to 22	 <p>Boulders along the footpath. (View C to D)</p>


Photo Reference No.	Photographic Records
22	 <p data-bbox="994 1241 1413 1278">Boulder section. (View C to D)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 22 to 23	 <p>Boulder section. (View D to C)</p>	From 22 to 23	 <p>Boulder section with missing boulders. (View D to C)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
23	 <p>Direction sign showing the direction to (Left) Wu Kau Tang and (Right) Chung Mei. (View west to east)</p>	23	 <p>Direction sign showing the direction to Bride's Pool. (View north to south)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
23	 <p>Boulder section. (View C to D)</p>	From 23 to D	 <p>Boulder section. (View C to D)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 23 to D	 <p data-bbox="479 1369 900 1406">Boulder section. (View D to C)</p>	From 23 to D	 <p data-bbox="1487 1369 1908 1406">Boulder section. (View D to C)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From D to B	 <p>Concrete steps. (View B to D)</p>		(Blank)


Photo Reference No.	Photographic Records
E	 <p data-bbox="324 1313 2072 1385">Another starting point (E) of this Trackway, the Trackway begins with boulder section. Note the direction sign shows the direction to Bride's Pool. (View E to F)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
24	 <p>Boulder section repaired with concrete. (View E to F)</p>	25	 <p>Boulders and concrete reworked section leading to a stream crossing. (View F to E)</p>

Photo Reference No.	Photographic Records
F6	 <p data-bbox="607 1209 1785 1246">Concrete blocks (stepping-stones) above boulders for wide stream crossing. (View E to F)</p>


Photo Reference No.	Photographic Records
26	 <p data-bbox="618 1233 1776 1270">Stones embedded concrete reworked section leading to a stream crossing. (View E to F)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
27	 <p>Steps of boulder section. (View E to F)</p>	27	 <p>Looking back to the stream crossing. (View F to E)</p>




Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 27 to F	 <p>Boulder section. (View E to F)</p>	From 27 to F	 <p>Close-up of boulders.</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F	 <p>End point (F) of the boulder section and the Trackway.</p>		(Blank)

Annex A4

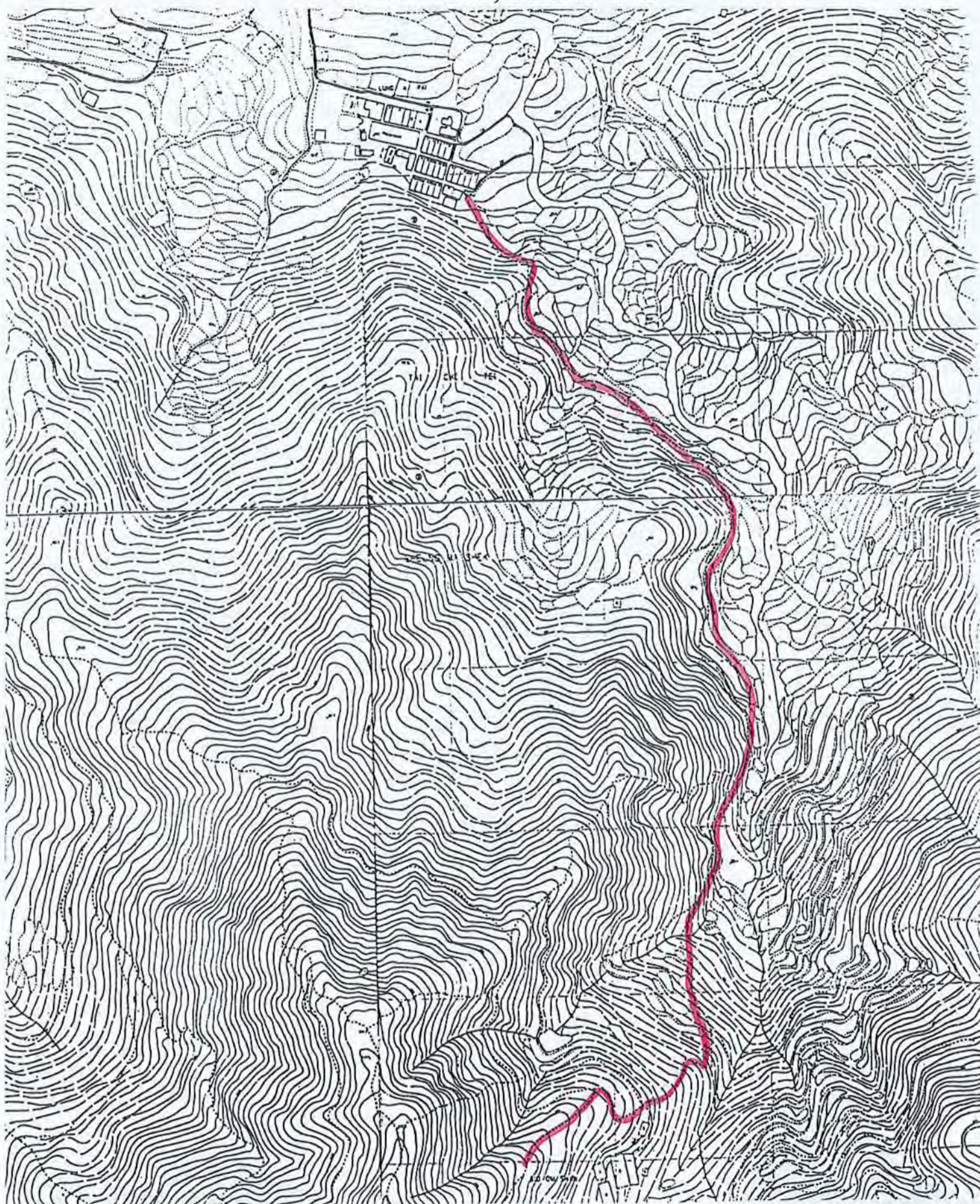
Lung A Pai-Siu Om Shan Trackway Information

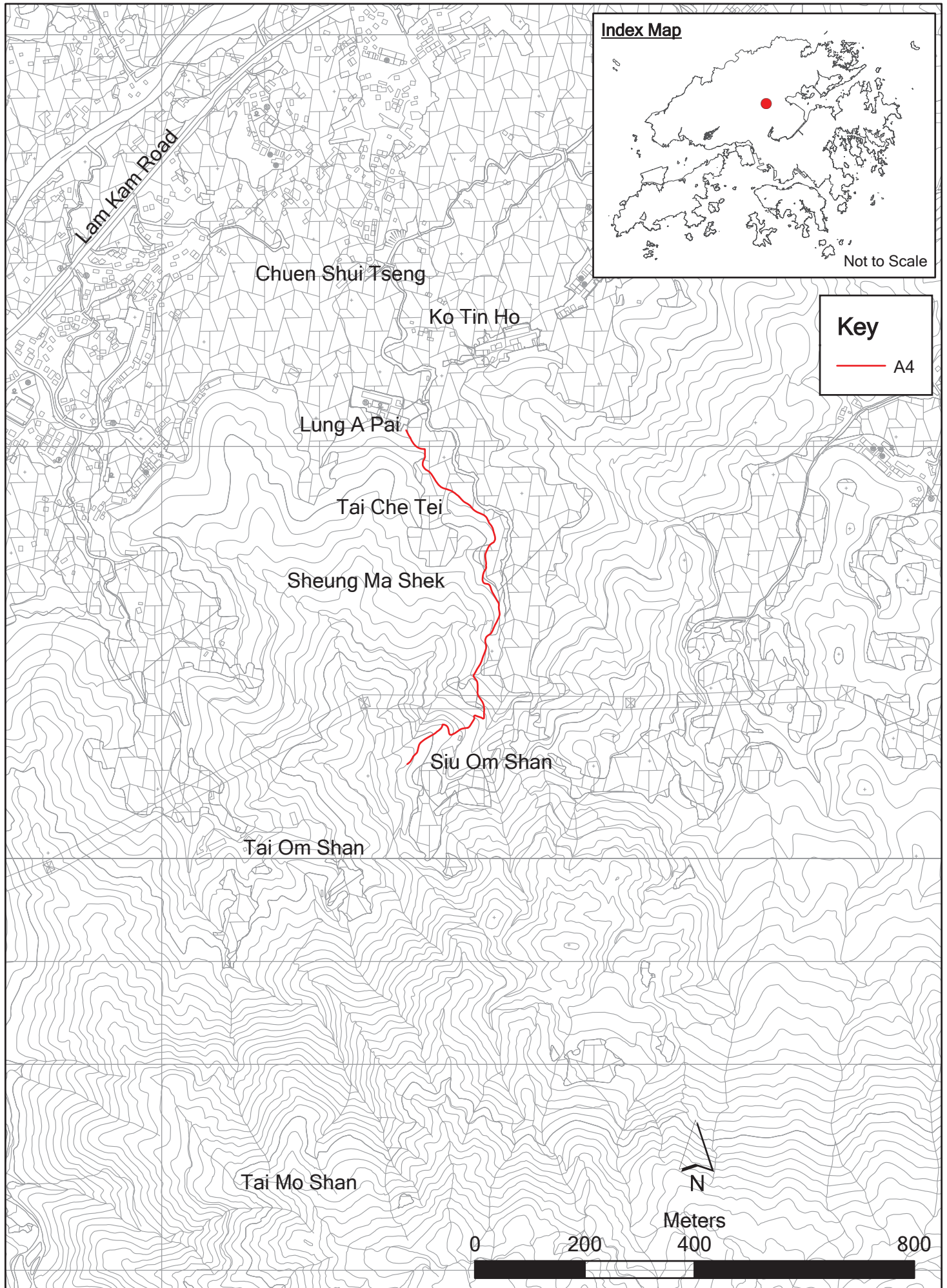
Lung A Pai – Siu Om Shan Trackway

龍丫排至小菴山古徑

07-NW-7C, 07-NW-7D

07-NW-12A, 07-NW-12B





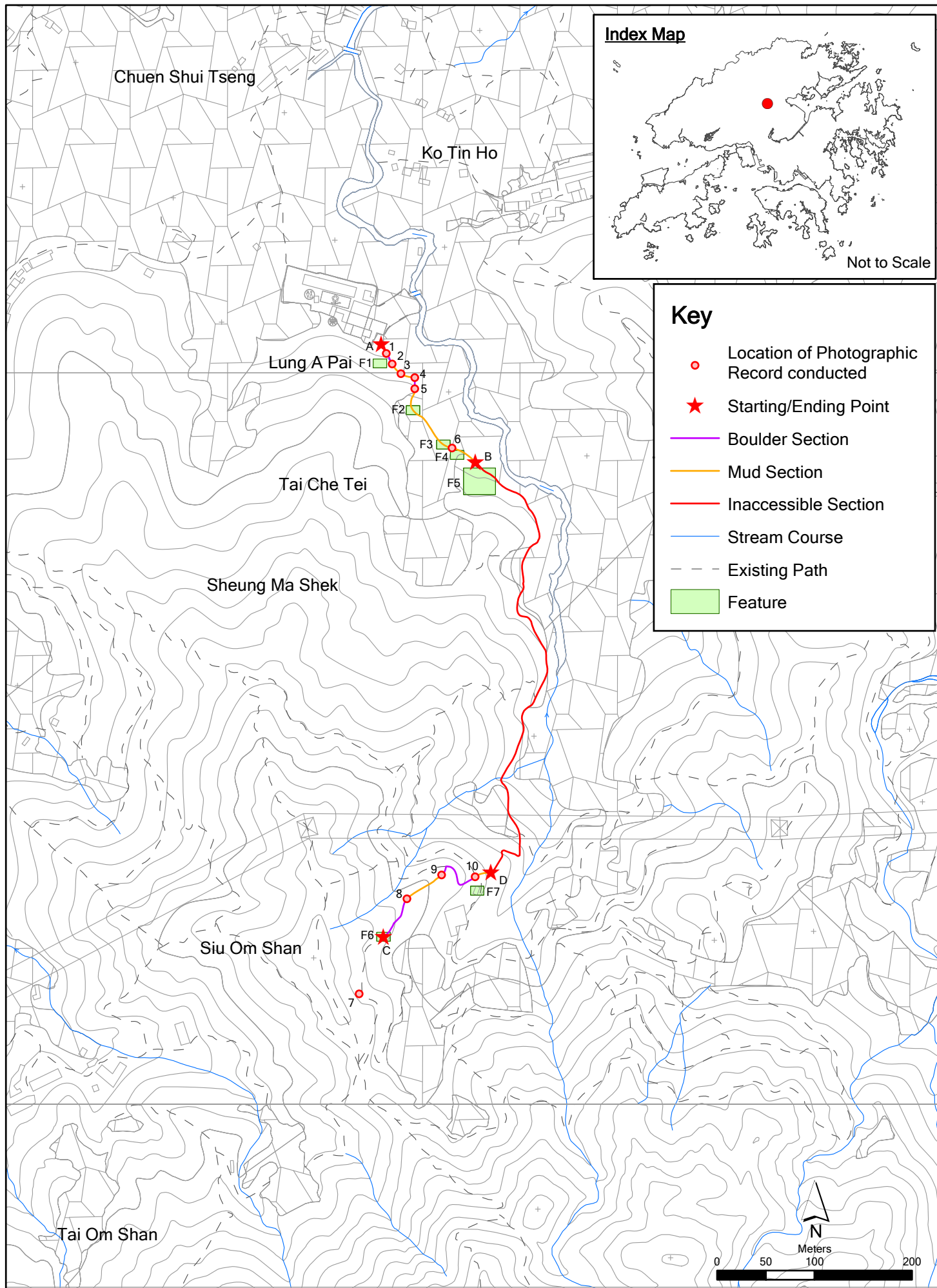
Plan A4

Plan of A4 - Lung A Pai - Siu Om Shan Trackway

File: Site Survey Maps\Old Trail A4.mxd
Date: 16/04/2011

Environmental
Resources
Management





Plan A4a

1:5000 Plan of A4 - Lung A Pai - Siu Om Shan Trackway

File: T:\GIS\CONTRACT\0127814\Map\5000_scale_map\0127814_A4a.mxd
Date: 10/12/2013

Environmental
Resources
Management



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>This photo shows the entrance of the Lung A Pai - Siu Om Shan Trackway starting from the Lung A Pai village (龍丫排村). (View A to B)</p>	A	 <p>A boulder split into two portions with feathering marks. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>Modern drain intrusion across the boulder section. (View A to B)</p>	1	 <p>General view of the boulder section leading back to the village. (View from B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>Urns and grave west of the footpath. (View from south to north)</p>	2	 <p>End of boulder section. (View from A to B)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
2	 <p>Mud section. (View A to B)</p>	3	 <p>Man-made mud steps. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
4	 <p>Boulder steps leading uphill. (View A to B)</p>	5	 <p>End of boulder steps section. (View B to A)</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="741 1185 1637 1222">Boulder retaining wall observed west of the footpath. (View A to B)</p>

Photo Reference No.	Photographic Records
F3	<div data-bbox="600 225 1776 1117" data-label="Image"> </div> <p data-bbox="837 1139 1541 1177">An urn located on a terraced platform. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>Occasional boulders observed in the mud section. (View A to B)</p>	F4	 <p>Urns west of the footpath. (View north to south)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F4	 <p>Urn. (View north to south)</p>	F4	 <p>Grave headstone. (View north to south)</p>

Photo Reference No.	Photographic Records
F5	 <p data-bbox="703 1169 1675 1204">Group of urns covered with overgrown vegetation. (View north to south)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>Footpath blocked by fallen tree and thick vegetation. The Trackway is no longer identifiable beyond this point. (View A to B)</p>	7	 <p>Trace of boulders has been found under thick vegetation. It is not clear enough to identify it as start point of the Trackway. (View south to north)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
C	 <p>Boulder section becomes clearly identifiable. Start point (C) identified. (view C to D)</p>	F6	 <p>Boulders retaining wall south of Point C. Possible remains of abandoned terraced fields. (View C to south)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>Trace of boulder section identified south of a mud path, possibly leads back to Point C. (View D to C)</p>	8	 <p>Mud path leading up hill to the ridge of Siu Om Shan. (View D to southwest)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 8 to 9	 <p>Mud section. (View D to C)</p>	9	 <p>Mud section. (View D to C)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 9 to 10	 <p>Boulder section. (View C to D)</p>	From 9 to 10	 <p>Boulder section. (View C to D)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
10	 <p>Mud section. (View C to D)</p>	10	 <p>Occasional boulder steps in mud section. (View D to C)</p>



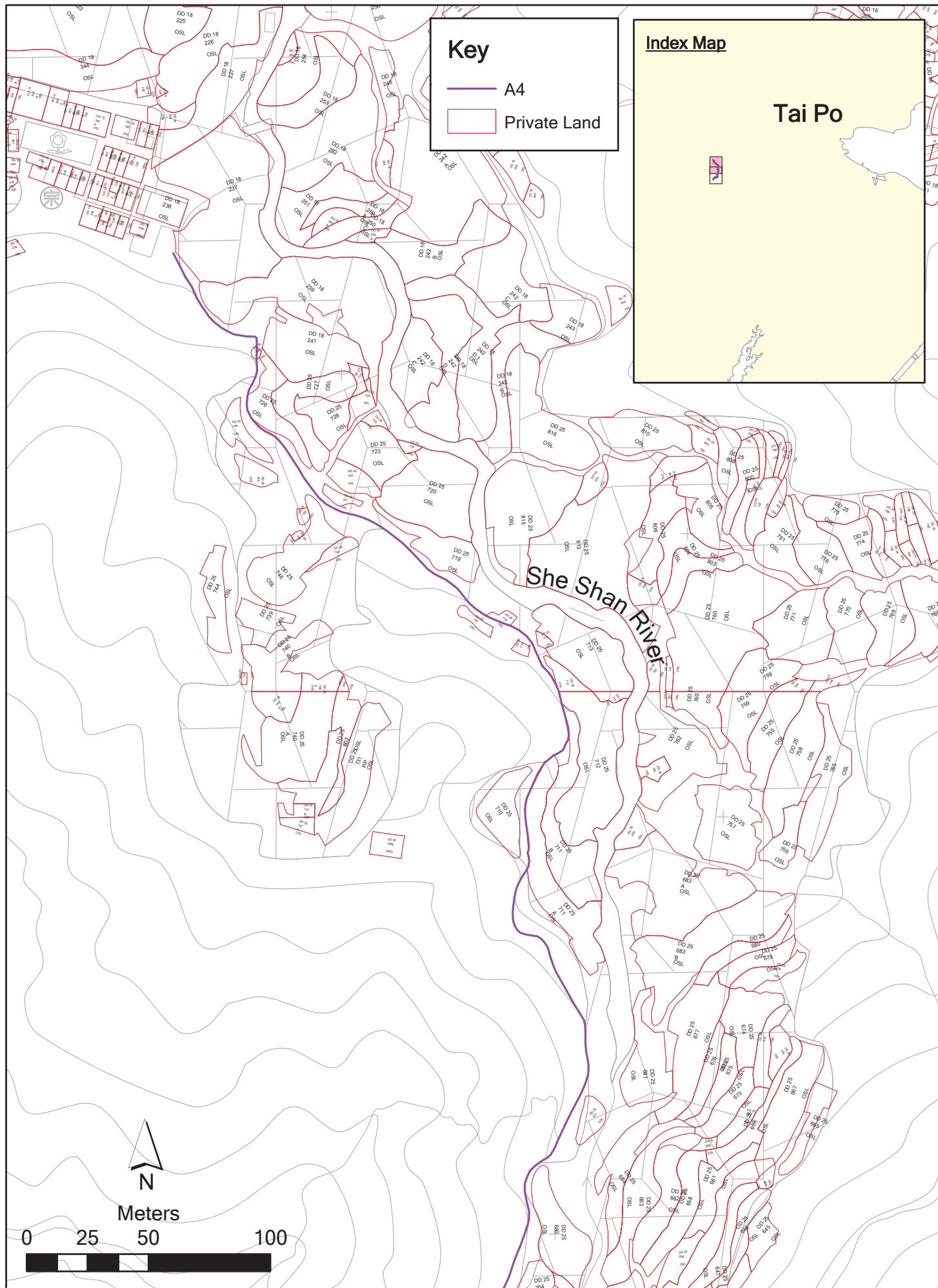
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
D	 <p>Boulder steps identified in mud section. The vegetation makes the trackway impassable. It was not possible to go beyond this point. (View D to C)</p>		(Blank)

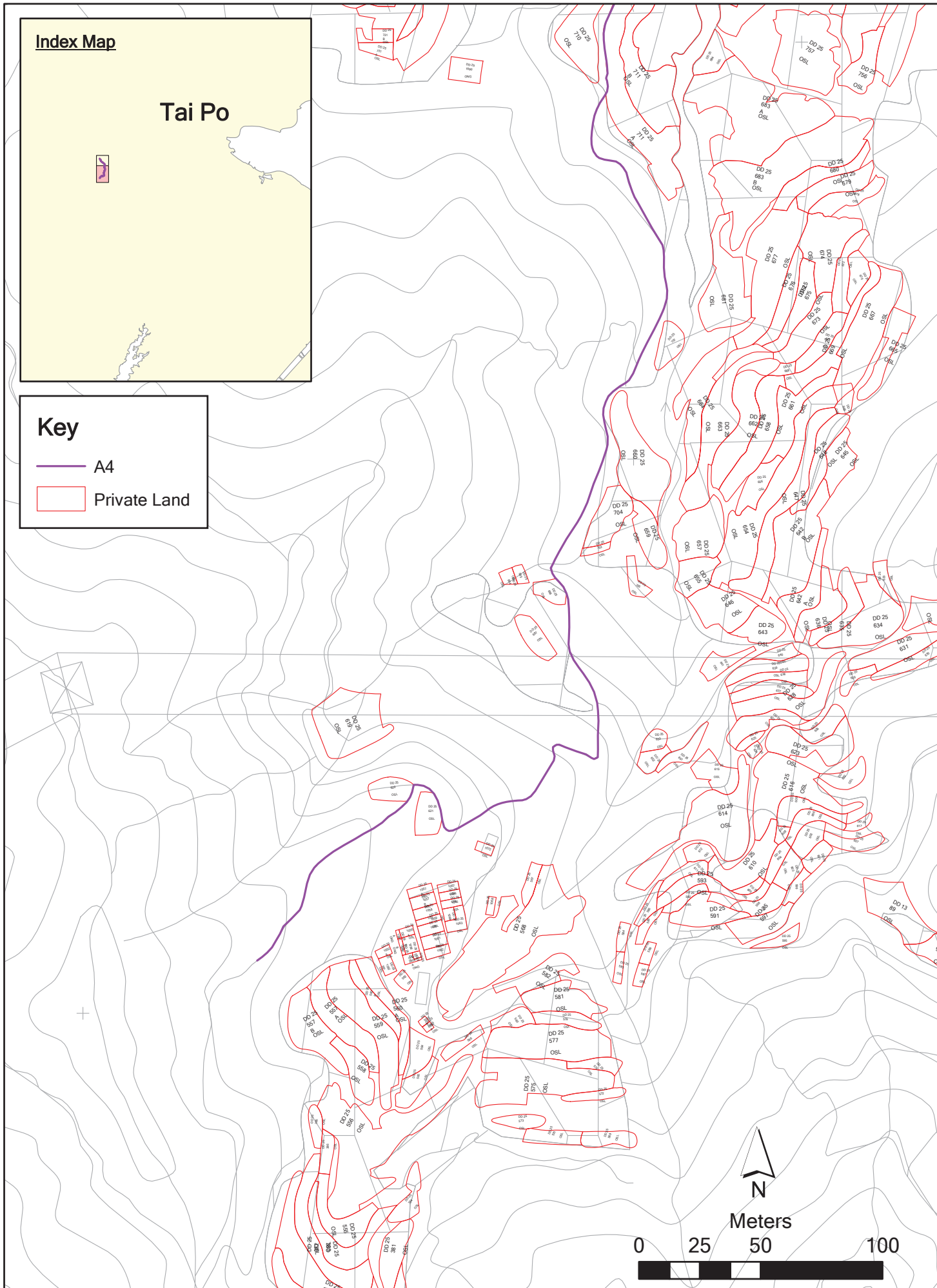
Photo Reference No.	Photographic Records
F7	 <p data-bbox="741 1331 1637 1362">Ruins with stone foundations south of Point 10. (View east to west)</p>



Key

- A4
- Private Land





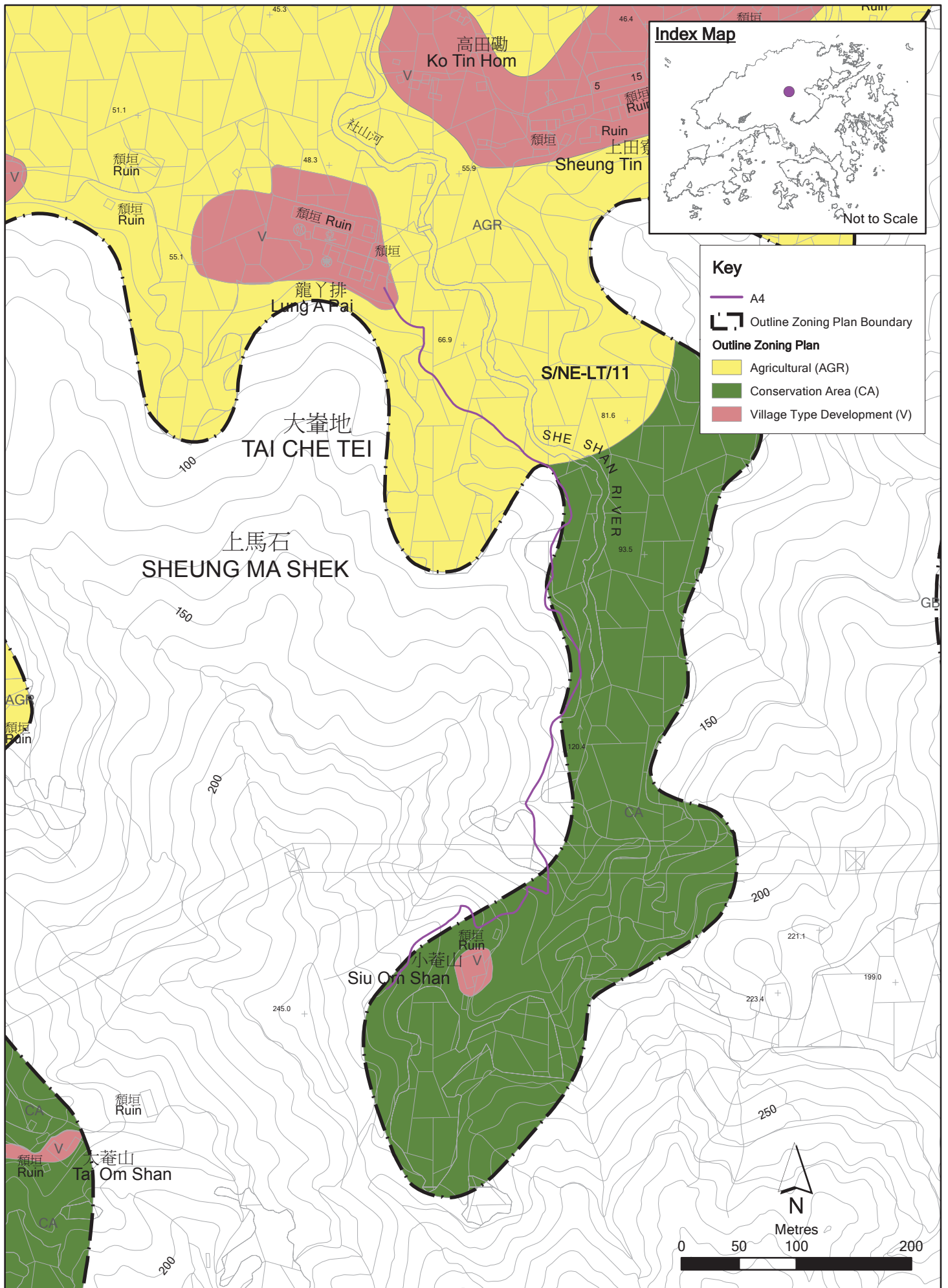
Annex A4-4b

Land Status Plan - A4 Lung A Pai-Siu Om Shan Trackway (Sheet 2 of 2)

File: T:\GIS\CONTRACT\0127814\lxd\Landlots\0127814_A4-2.mxd
Date: 28/06/2013

**Environmental
Resources
Management**





Annex A4-5

Outline Zoning Plan A4 - Lung A Pai - Siu Om Shan Trackway

File: T:\GIS\CONTRACT\0127814\Wxd\0127814_OZP_A4.mxd
Date: 28/06/2013

Environmental
Resources
Management



Annex A5

Wun Yiu Trackway Information

Wun Yiu Trackway

碗窑古徑

07-NW-13B, 07-NW-13D

07-NW-14A, 07-NW-14C

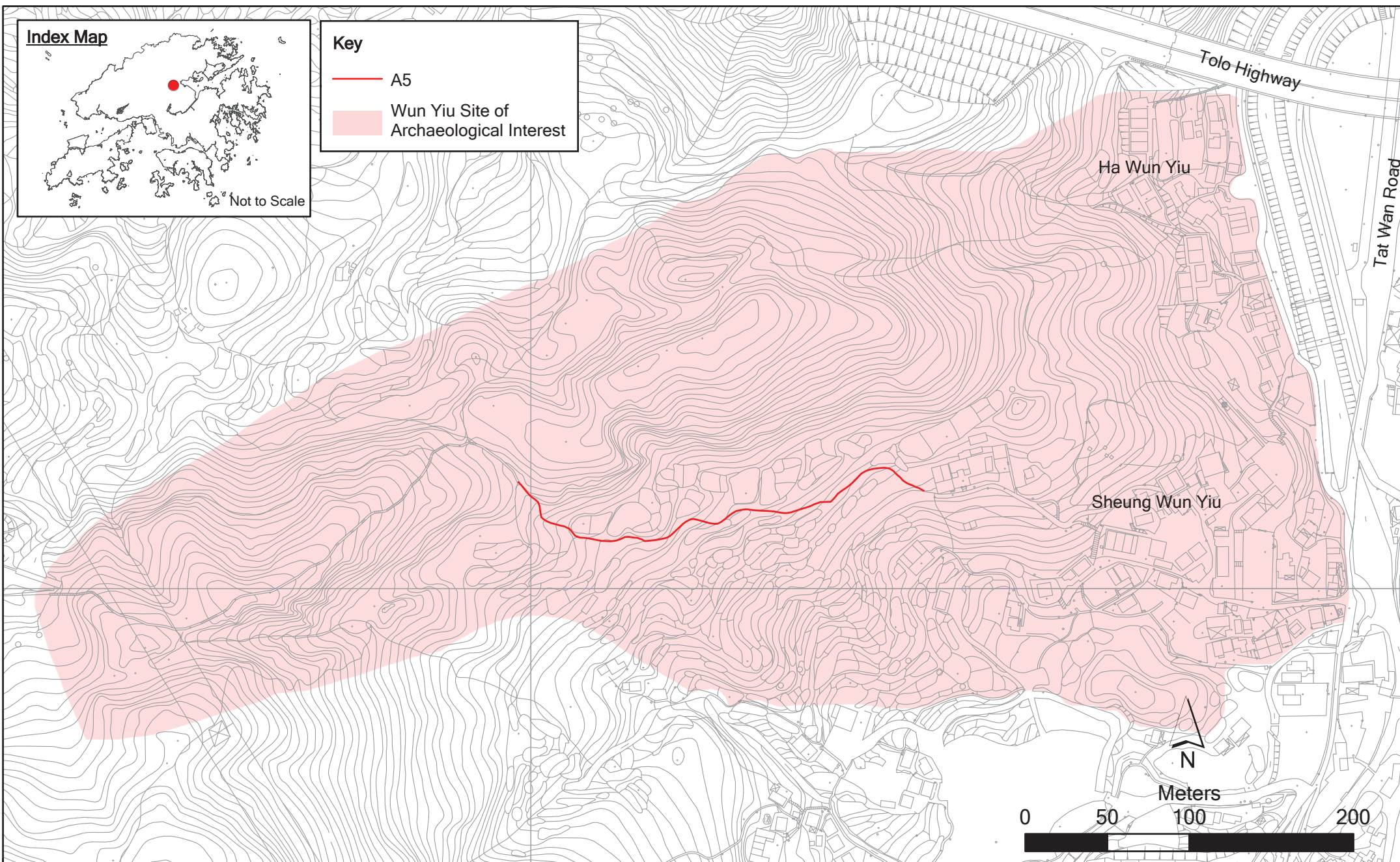


Index Map



Key

- A5
- Wun Yiu Site of Archaeological Interest



Plan A5

Plan of A5 - Wun Yiu Trackway

File: Site Survey Maps\Old Trail A5.mxd
Date: 16/4/2011

Environmental
Resources
Management

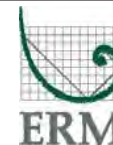




Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>This photo shows the entrance of the Wun Yiu Trackway starting from the Sheung Wun Yiu village (上碗窑村) in Tai Po. (View A to B)</p>	From A To 1	 <p>The boulders at the beginning of the Wun Yiu Trackway appear to be original. One can see the boulders are in different shapes and sizes. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From A To 1	 <p>Walking upward along the boulder steps. (View A to B)</p>	From A To 1	 <p>On top of this photo shows the end of the first boulder section of this Trackway. From there onward is the mud section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Looking backward at the boulder steps. (View B to A)</p>	2	 <p>Looking backward at the mud section. (View B to A)</p>


Photo Reference No.	Photographic Records
3	 <p data-bbox="835 1246 1570 1278">A number of boulders on the mud section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
4	 <p>Mud section with abundant fallen leaves and vegetation. (View A to B)</p>	5	 <p>Mud section with occasional tree roots emerging from the section. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>Mud section with fallen leaves covering the footpath and overgrown shrubs adjacent to the footpath. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7		7	 <p>Two direction tablets erected adjacent to the mud section showing the location of Sheung Wun Yiu (上碗窰) and Ma Wo (馬窩). (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>A big tree was found situated in the middle of the footpath and its buttress roots emerging from beneath the footpath. (View A to B)</p>	8	 <p>A big tree was found situated in the middle of the footpath and its buttress roots emerging from beneath the footpath. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>Mud section going uphill. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
10	 <p data-bbox="826 1235 1579 1273">Occasional boulders along the mud section. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
11	 <p>Starting point of another boulder steps toward the end of the footpath (i.e. B). (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
F1	 <p data-bbox="656 1273 1722 1313">Granite water gate observed at bottom of the flight of boulder steps. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>A close up view of the granite water gate observed at bottom of the flight of boulder steps. (View A to B)</p>	From 11 to 12	 <p>Boulders covered with mosses are arranged as steps. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
12	 <p>Modern drain pipe was found next to the boulders. (View A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
12	 <p data-bbox="293 1249 2085 1326">A modern drain pipe was found at the left hand side of the boulder boulders. Modern materials such as concrete were also observed on or around the boulders. (View A to B)</p>

Photo Reference No.	Photographic Records
F2	<div data-bbox="616 323 1760 1189" data-label="Image"> </div> <p data-bbox="712 1217 1668 1254">A close up view of the stone mortar (石臼) found adjacent to the boulders.</p> <p data-bbox="1099 1286 1279 1323">(View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
13	 <p>Boulder steps toward the end of this Trackway. (View A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
13	 <p data-bbox="853 1262 1554 1299">Looking backward at the boulder steps. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
14	 <p>Boulder section of this Trackway. (View A to B)</p>	14	 <p>Looking backward at the boulder section of this Trackway. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
15	 <p>Modern intrusion work can be seen on the boulder path; a modern drain was also observed adjacent to the boulder steps. (View A to B)</p>	15	 <p>A close up view of the modern drain. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>Boulder section before end of this Trackway. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
B	 <p data-bbox="495 1187 1883 1222">The concrete landing of the boulder steps implying the ending point of this Trackway (i.e. B). (View A to B)</p>

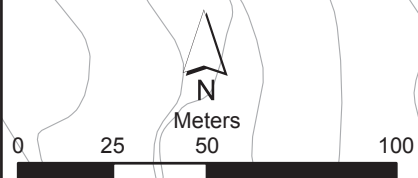
Index Map

Tai Po

Key

— A5

□ Private Land

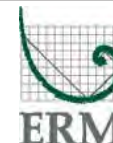


Annex A5-4

Land Status Plan - A5 Wun Yiu Trackway (Sheet 1 of 1)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A5.mxd
Date: 28/06/2013

Environmental
Resources
Management



Ha Wun Yiu
下碗窰

Sheung Wun Yiu
上碗窰

Wilson Trail 衛奕信徑

Index Map



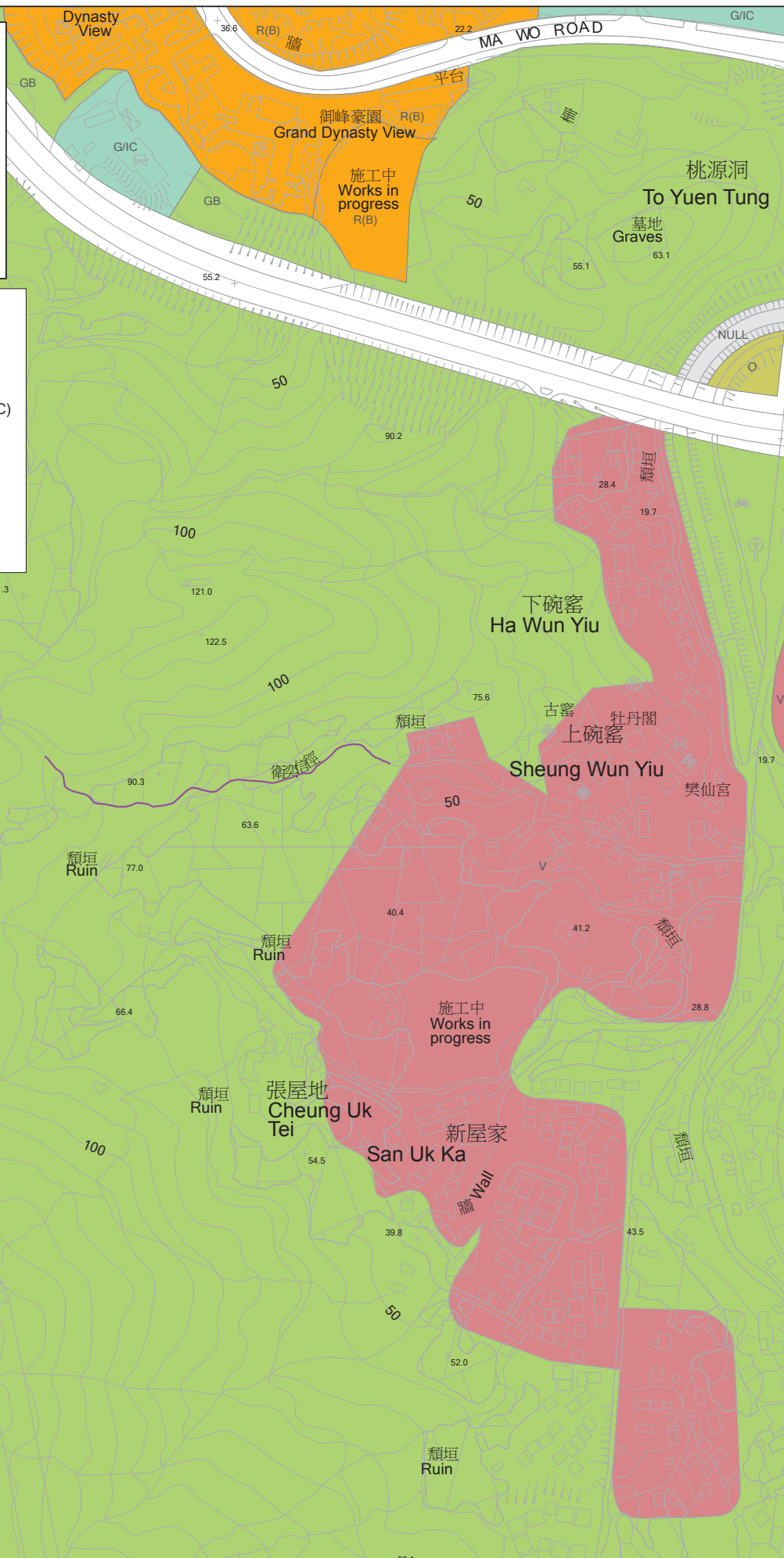
Not to Scale

Key

A5

Outline Zoning Plan

- Government/ Institution/ Community (G/IC)
- Greenbelt (GB)
- Null (NULL)
- Open Space (O)
- Residential (Class B) (R(B))
- Village Type Development (V)

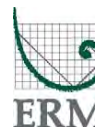


Annex A5-5

Outline Zoning Plan A5 - Wun Yiu Trackway

File: T:\GIS\CONTRACT\0127814\I\mxd\0127814_OZP_A5.mxd
Date: 25/07/2013

Environmental
Resources
Management

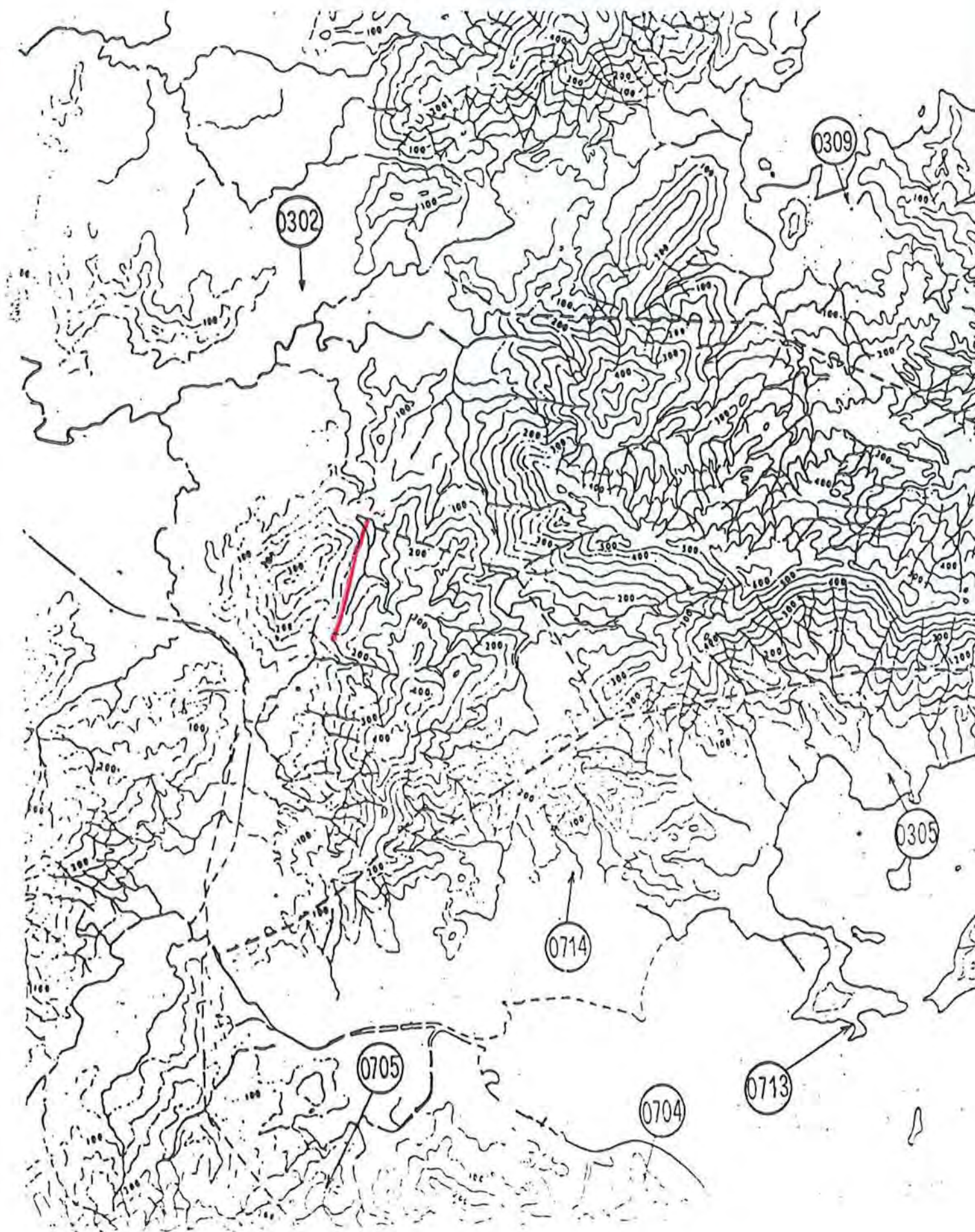


Annex A6

Lau Shui Heung-Kat Tsai
Shan Au Trackway
Information

Lau Shui Heung – Kat Tsai Shan Au Trackway

流水響至桔仔山坳古徑

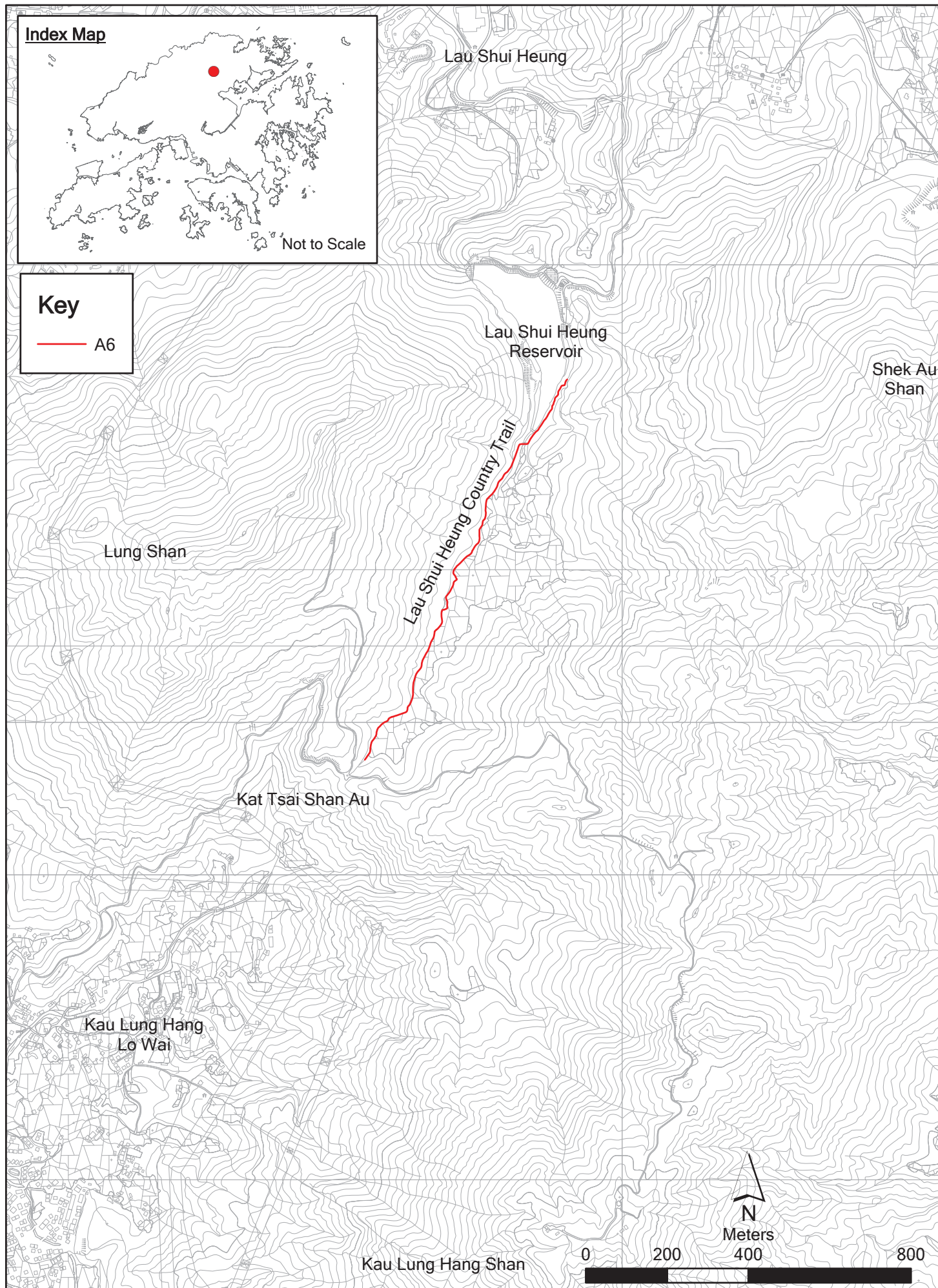


Index Map



Key

— A6



Plan A6

Plan of A6 - Lau Shui Heung - Kat Tsai Sha Au Trackway

File: T:\GIS\CONTRACT\0127814\Map\Site_Survey_Maps\Old Trail A6.mxd
Date: 27/06/2013

Environmental
Resources
Management

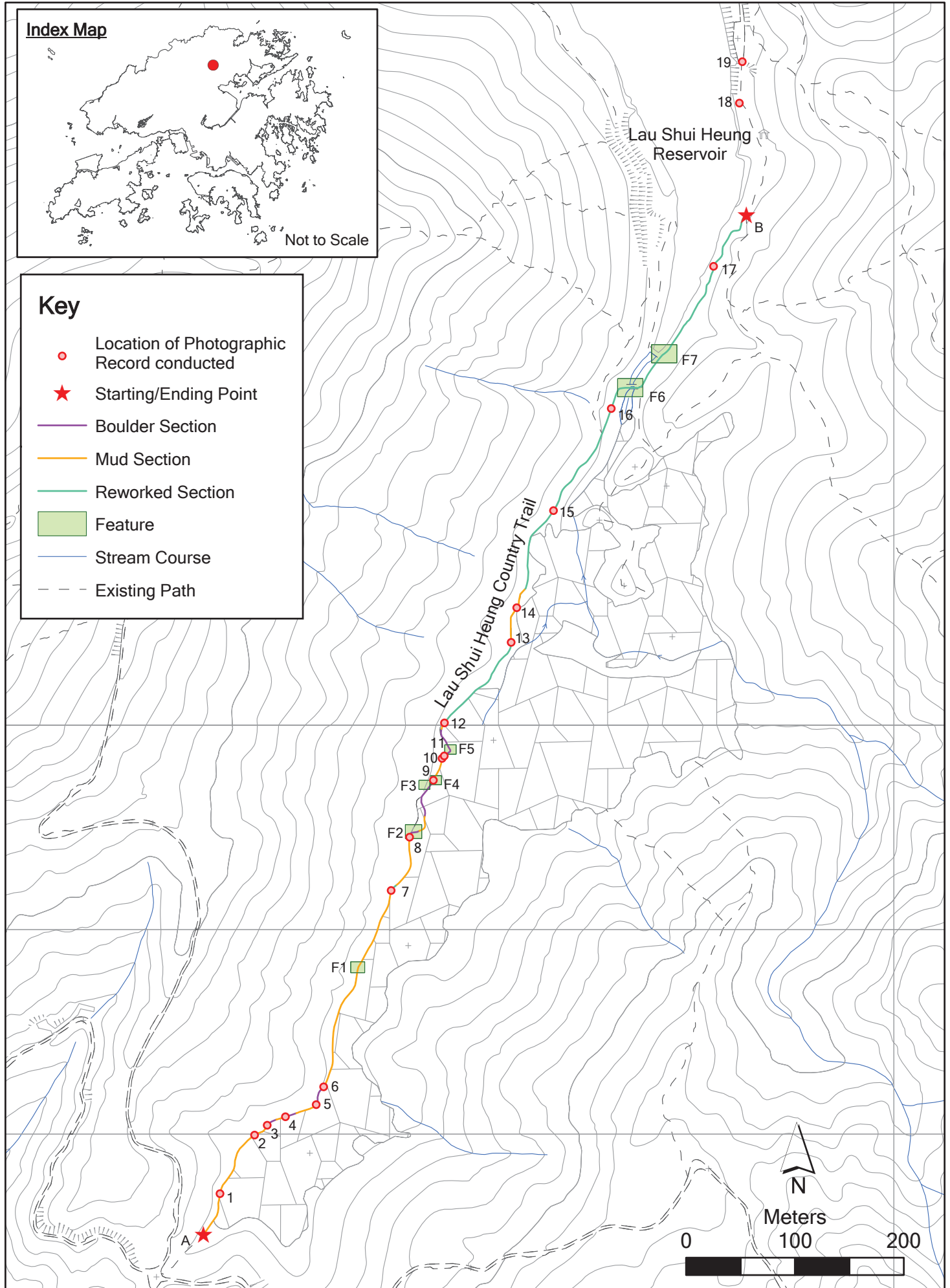


Index Map



Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section
- Feature
- Stream Course
- - - Existing Path



Plan A6a

1:5000 Plan of A6 - Lau Shui Heung-Kat Tsai Shan Au Trackway

File: 5000scale map/0127814_A6a.mxd
Date: 16/04/2011

Environmental
Resources
Management



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>Starting point of this Trackway from Kat Tsai Shan Au along the Lau Shui Heung Country Trail (流水響郊遊徑). (View A to B)</p>	A	 <p>Well built boulders and concrete path of the Country Trail leading back to Kat Tsai Shan Au. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Modern drain of the footpath. (View A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
2	 <p data-bbox="772 1161 1588 1201">Typical stone drain observed along the footpath. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Boulder section on a gentle slope. (View A to B)</p>	4	 <p>Short boulder section. (View A to B).</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
5	 <p>Well arranged boulder section on a slope. (View A to B)</p>	5	 <p>Section view of the boulder section. (View A to B)</p>


Photo Reference No.	Photographic Records
5	 <p data-bbox="869 1214 1536 1249">Boulder section repaired by concrete. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>Boulder steps at the end of this boulder section. (View B to A)</p>	6	 <p>Mud section after the boulder section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>Boulder built retaining wall on the edge of the footpath. (View B to A)</p>	7	 <p>Boulder steps (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>Boulder steps leading to a granite slabs bridge. (View A to B)</p>	F2	 <p>Granite slab bridge for stream crossing. The granite slab at the right appears to be from reused building material. (View B to A)</p>

Photo Reference No.	Photographic Records
F2	<div data-bbox="582 266 1794 1189" data-label="Image"> A photograph showing a side view of a granite slab bridge. The bridge consists of a single, long, rectangular granite slab supported by two large, rough-hewn granite blocks. The surrounding area is covered with dry, brown leaves and some green plants. The bridge is situated in a wooded area. </div> <p data-bbox="862 1209 1512 1246">Side view of the granite slab bridge. (View A to B)</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="591 1043 1789 1082">General view of the granite slab bridge showing the foundation of the bridge. (View B to A)</p>


Photo Reference No.	Photographic Records
F3	 <p data-bbox="555 1077 1825 1114">Ruin west of the footpath with remaining stone wall of approximately 1 m high. (View from east).</p>


Photo Reference No.	Photographic Records
F4	 <p data-bbox="573 1190 1807 1225">Stone drain made with two rectangular blocks (probably building waste reused). (View B to A)</p>


Photo Reference No.	Photographic Records
F4	 <p data-bbox="629 1158 1749 1193">Close up of the corner of stone drain. Probably building waste reused. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>End of the boulder section. (View B to A)</p>	10	 <p>Ceramic shards identified at the footpath</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
11	 <p>Possible ruin or retaining wall west of the footpath. (View B to A)</p>	11	 <p>Boulder steps leading to a granite slab bridge. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F5	 <p>Granite slab bridge crossing a dried stream course. (View A to B)</p>	12	 <p>End of mud section, boulder and concrete section appear. (View A to B)</p>


Photo Reference No.	Photographic Records
13	 <p data-bbox="748 1201 1659 1236">Boulder and concrete section leading to a barbecue area. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
14	 <p>Mud section outside the barbecue area. A boulder paved alignment is observed. (View B to A)</p>	15	 <p>Boulder of old footpath possible covered by concrete in a later period. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
16	 <p>Handrail erected in later period. Note the stone blocks placed parallel to each other. (View A to B)</p>	16	 <p>Close-up of stone slabs placed parallel to each other over stream course. They are possibly granite slabs belong to the original old footpath being repaired. (View A to B)</p>

Photo Reference No.	Photographic Records
F6	<div data-bbox="589 264 1787 1174" data-label="Image"> </div> <p data-bbox="282 1193 2096 1273">Modernized footbridge crossing a stream course. The Chinese name (龍山橋; “Lung Shan Bridge” in English) of this bridge is indicated on the bridge. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F7	 <p>Another bridge called “Lau Shui Bridge” (流水橋) diverts from the Trackway to the west of the Lau Shui Heung Reservoir. (view east to west)</p>	17	 <p>Boulder of old footpath possible covered by boulder and concrete section constructed in a later period. (View A to B)</p>





Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>Stone paved concrete section leading to a barbecue area. Note possible boulders of original old footpath no longer observable. Material evidence of the old footpath ended at the barbecue area. (View A to B)</p>	18	 <p>Well paved concrete leading to car park area. (View south to north)</p>

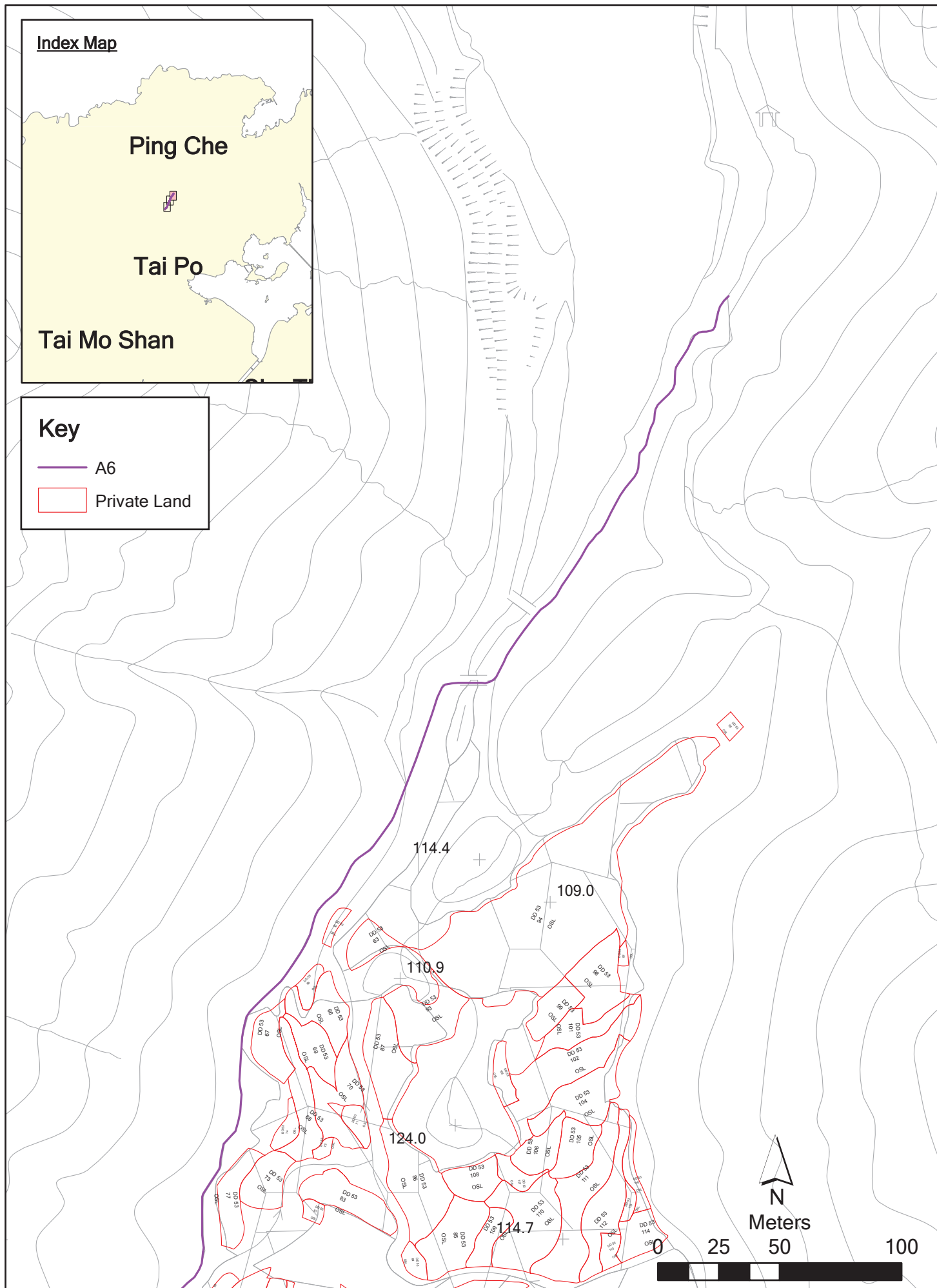
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
19	 <p>Entrance of the Lau Shui Heung Country Trail. (View north to south)</p>	19	 <p>Car park area outside the entrance of the Country Trail. (View south to north)</p>

Index Map



Key

- A6
- Private Land



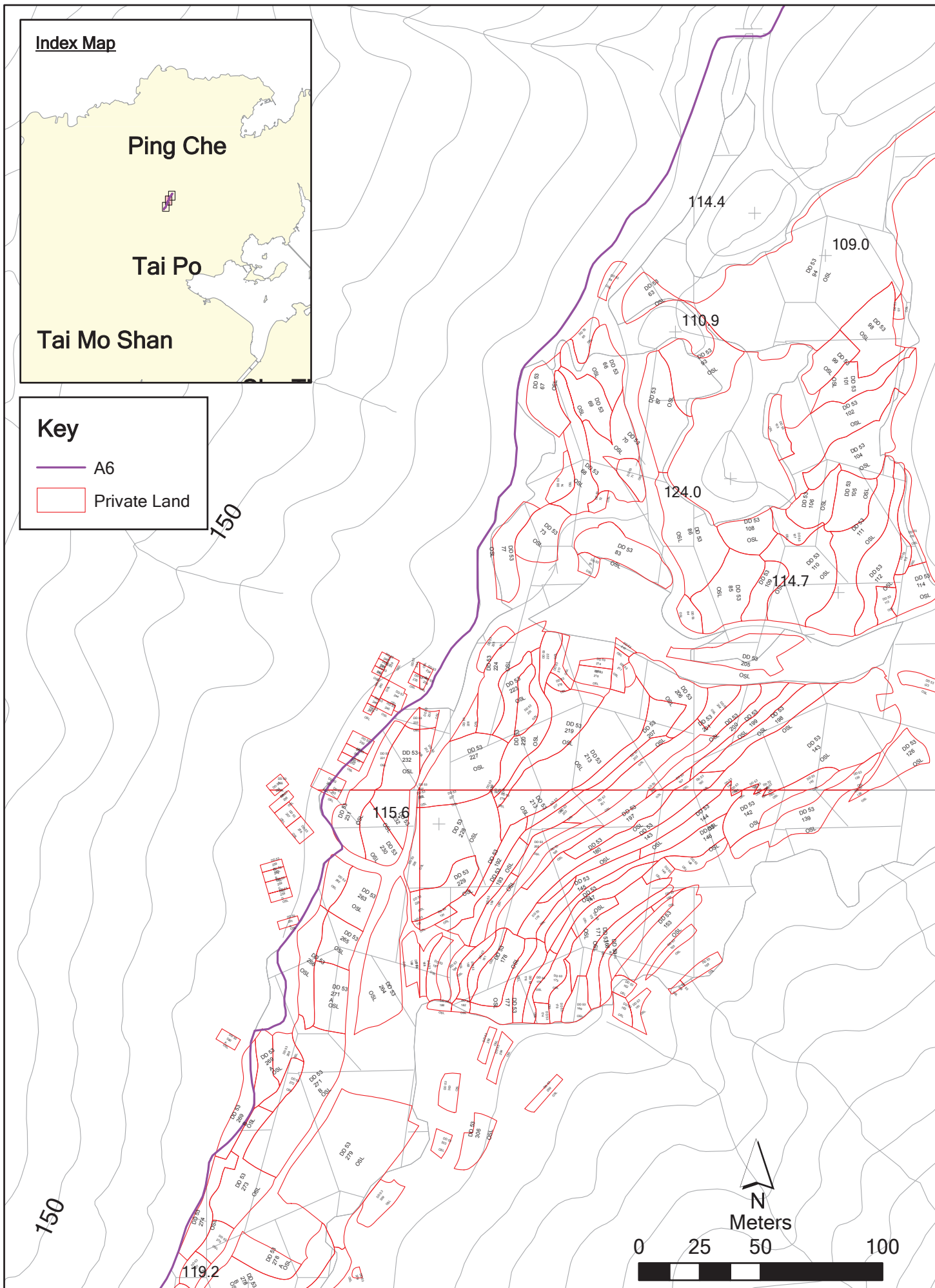
Annex A6-4a

Land Status Plan - A6 Lau Shui Heung-Kat Tsai Shan Au Trackway (Sheet 1 of 3)

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A6-1.mxd
Date: 28/06/2013

Environmental
Resources
Management





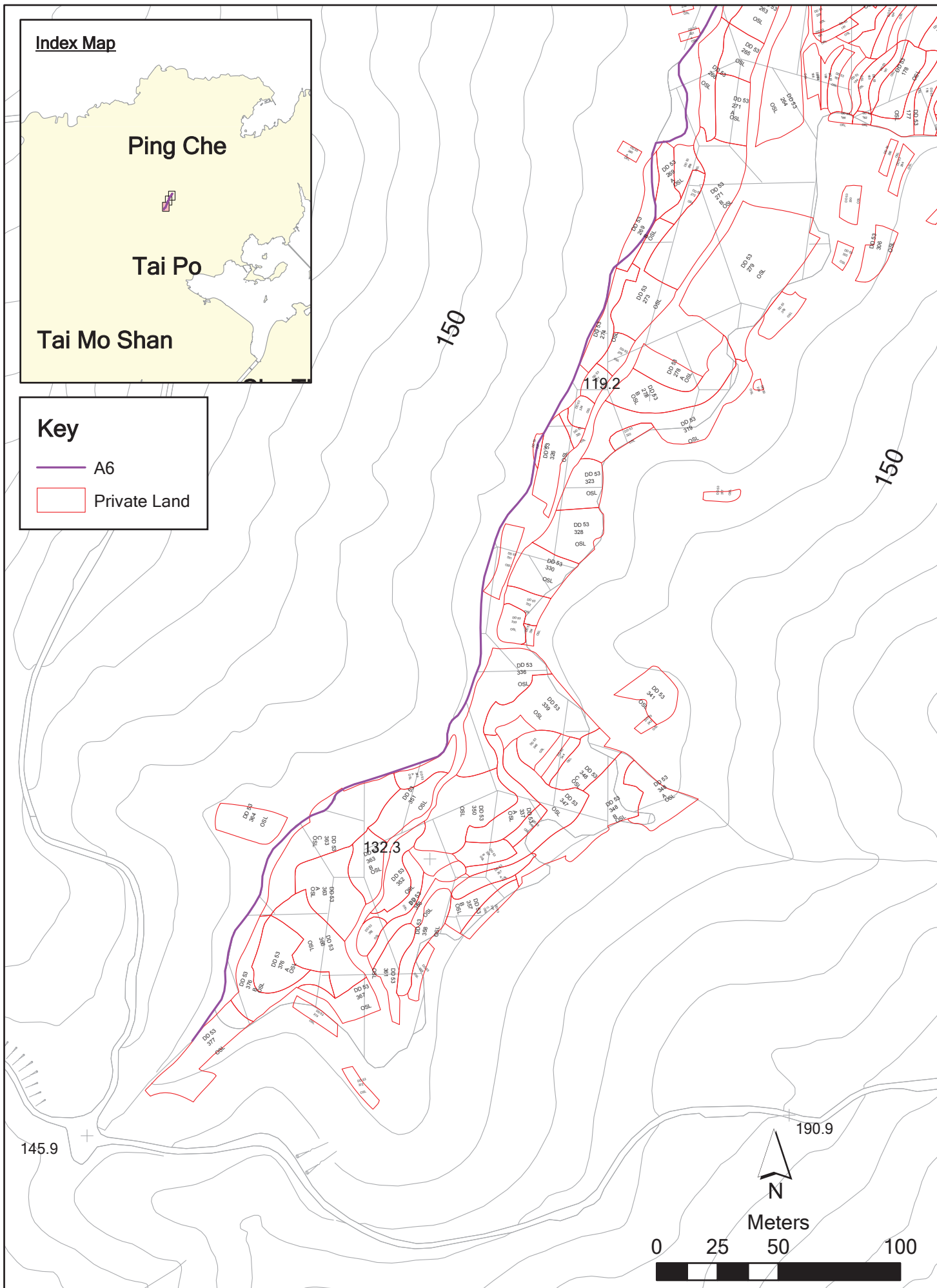
Annex A6-4b

Land Status Plan - A6 Lau Shui Heung-Kat Tsai Shan Au Trackway
(Sheet 2 of 3)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A6-2.mxd
Date: 28/06/2013

Environmental
Resources
Management





Annex A6-4c

Land Status Plan - A6 Lau Shui Heung-Kat Tsai Shan Au Trackway
(Sheet 3 of 3)

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A6-3.mxd
Date: 28/06/2013

Environmental
Resources
Management



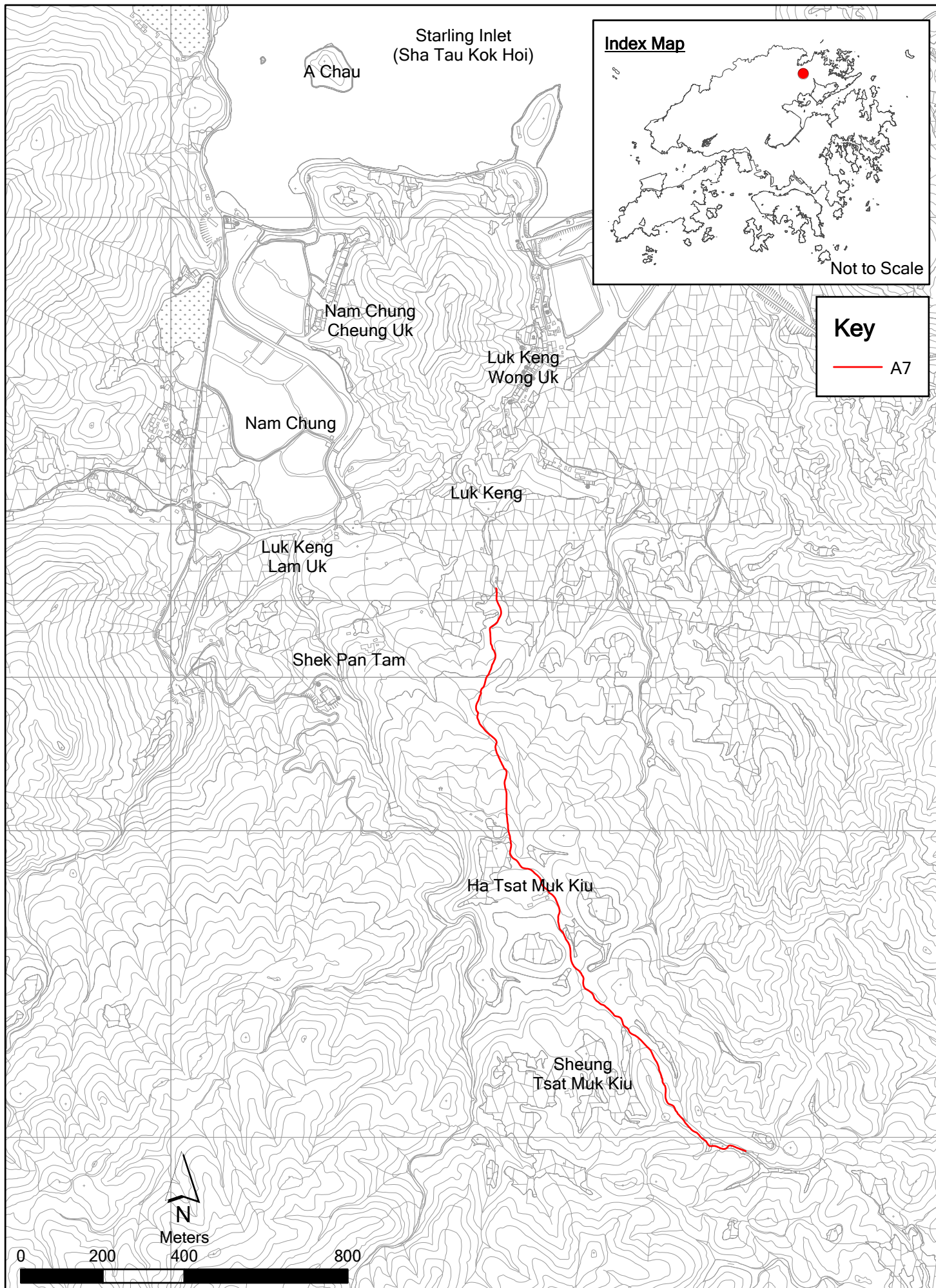
Annex A7

Luk Keng-Tsat Muk Kiu
Boulder Trackway
Information

Luk Keng – Tsat Muk Kiu Boulder Trackway

鹿頸至七木橋古石徑





Plan A7

Plan of A7 - Luk Keng - Tsat Muk Kiu Boulder Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\Site_Survey_Maps\Old Trail A7.mxd
Date: 06/03/2014

Environmental
Resources
Management



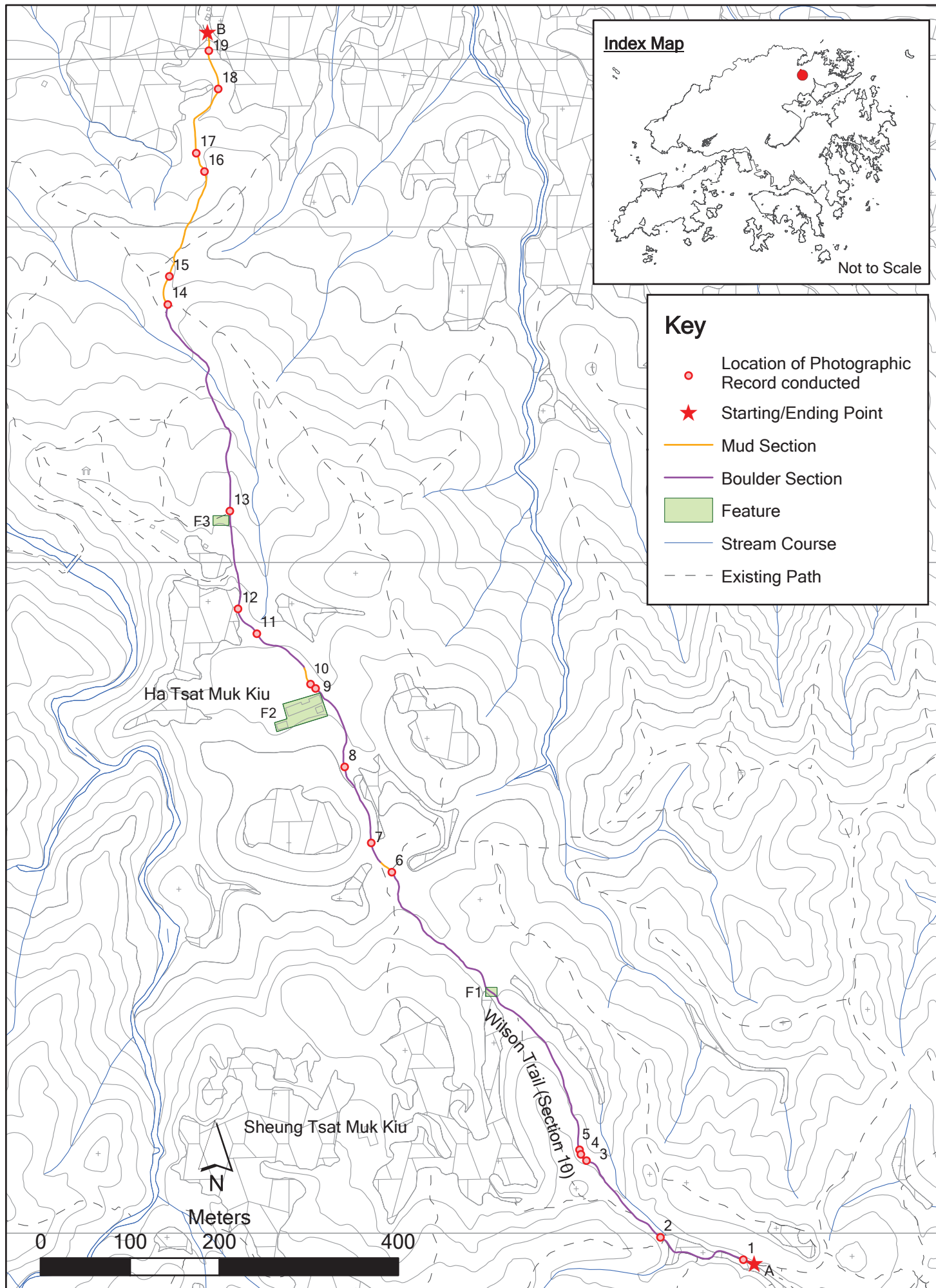



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A to 1	 <p>Flat footpath inlaid with boulders which is covered with fallen leaves. (View B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
2	 <p data-bbox="275 1262 2105 1337">A junction on the boulder section which is covered with fallen leaves. The downhill concrete path from another path from the right meets the boulder section. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Slightly sloping upwards boulder section with a part of no boulders. (View B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
4	<div data-bbox="645 375 1733 1197" data-label="Image"> </div> <p data-bbox="264 1225 2116 1300">Clear view of inlaid footpath with boulder with an area of mud. It is possible the mud has covered part of the boulder section over time. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
5	 <p>Widened footpath with an elevated footpath on one side inlaid boulder and concrete. (View B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
F1	 <p data-bbox="495 1257 1883 1297">Boulder section with a concrete bridge in the middle, which consists of two rectangular slabs. (View A to B)</p>


Photo Reference No.	Photographic Records
F1	 <p data-bbox="293 1198 2085 1270">Closer view of the concrete bridge where the footpath on either side of the bridge are further stabilized by boulders in-filled with concrete. (View B to A)</p>


Photo Reference No.	Photographic Records
6	 <p data-bbox="757 1294 1624 1327">The boulder section starts and the mud section ends. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>Boulder section that fades out by a covering of mud and fallen leaves. A modern drain can be seen on one side of the footpath. (View B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
8	 <p data-bbox="651 1337 1736 1374">A large tree root was observed emerging beneath the boulder section. (View B to A)</p>

Photo Reference No.	Photographic Records
9	<div data-bbox="665 375 1715 1174" data-label="Image"> </div> <p data-bbox="512 1203 1865 1238">A number of boulders on the mud section that is covered with fallen leave and vegetation. (View B to A)</p>

Photo Reference No.	Photographic Records
F2	 <p data-bbox="595 1302 1783 1334">Remains of ruins that is covered by plants and vegetation next to the footpath (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
10	 <p>Mud section with occasional boulder. A modern concrete structure can be seen on the left hand side. (View B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
11	 <p data-bbox="645 1246 1731 1279">A dry stream course across the boulder path with in-filled concrete. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
12	 <p>Boulder section with concrete drain channel filled with fallen leaves. (View B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
F3	 <p data-bbox="779 1241 1599 1273">Front view of a grave next to the boulder section. (View A to B)</p>

Photo Reference No.	Photographic Records
13	<div data-bbox="620 325 1760 1187" data-label="Image"> </div> <p data-bbox="327 1217 2051 1316">The boulder section continues to the north but the Wilson Trail Section 10 runs west to a mud surface path. (bottom of photo is north) (View B to A)</p>

Photo Reference No.	Photographic Records
14	<div data-bbox="609 323 1776 1209" data-label="Image"> </div> <p data-bbox="286 1241 2101 1313">An area of flat ground with covering of fallen leaves and vegetation where the stone steps ends; evidence of reworked concrete works on the boulders can be seen on the left. (View B to A)</p>


Photo Reference No.	Photographic Records
15	 <p data-bbox="680 1252 1700 1289">Occasional short section of boulder steps along the mud section. (View B to A)</p>


Photo Reference No.	Photographic Records
16	 <p data-bbox="271 1278 2107 1350">Occasional short section of boulder steps along the mud section. Signs of concrete work can be seen along the boulder steps to stabilise them. (View B to A)</p>

Photo Reference No.	Photographic Records
17	 <p data-bbox="651 1310 1727 1345">Widened mud section with some boulder steps sloping downwards. (View B to A)</p>

Photo Reference No.	Photographic Records
18	 <p data-bbox="551 1289 1827 1326">Mud section with some boulder steps and a mud portion to one side of the footpath. (View B to A)</p>



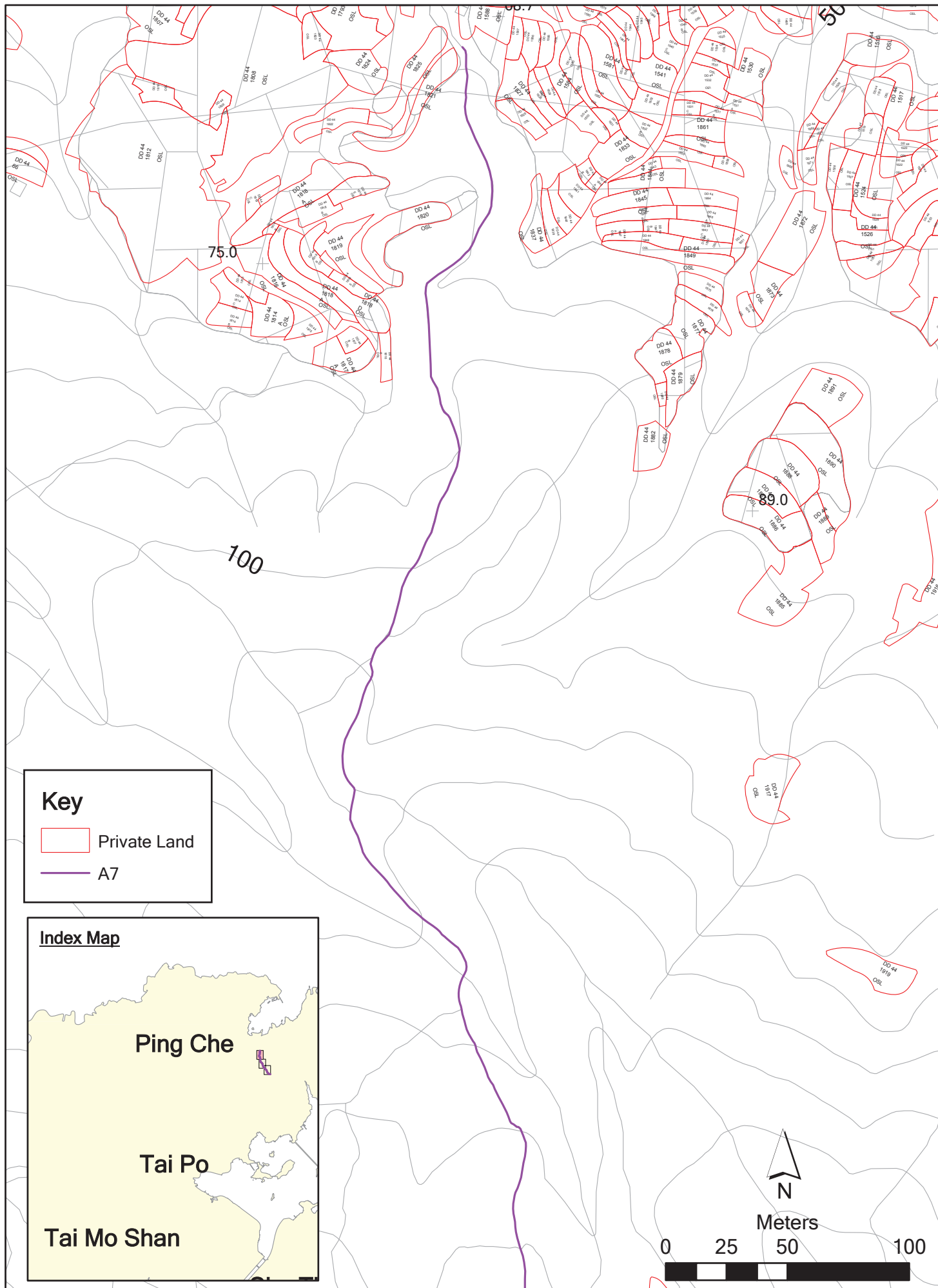
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
19	 <p>Boulder steps on mud section heading downhill. (View B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
B	 <p data-bbox="611 1230 1767 1267">This photo shows the end of the concrete path and start of the mud section. (View B to A)</p>



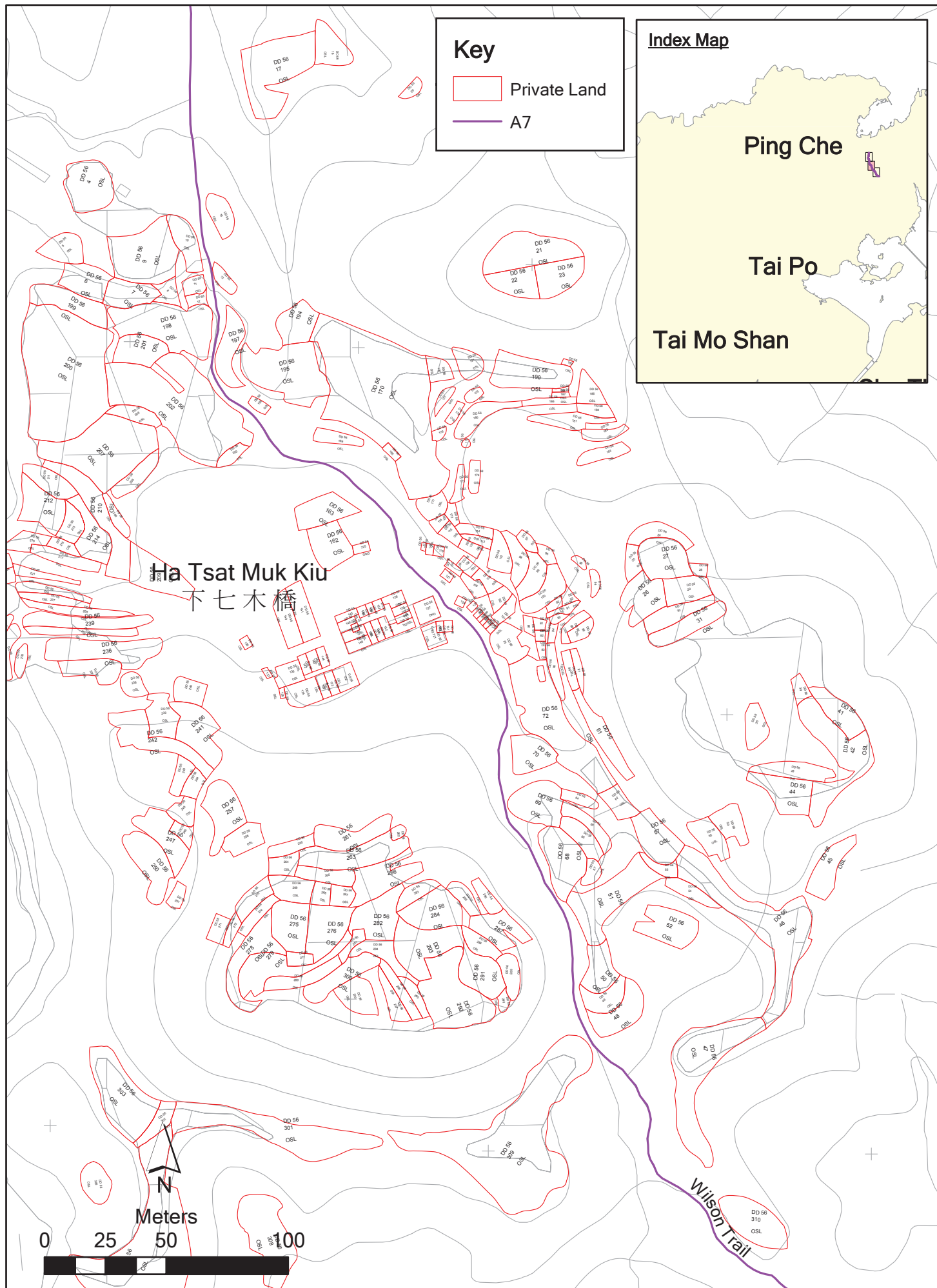
Annex A7-4a

Land Status Plan - A7 Luk Keng-Tsat Muk Kiu Boulder Trackway (Sheet 1 of 3)

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A7-1.mxd
Date: 28/06/2013

Environmental
Resources
Management





Key

Private Land

A7



Annex A7-4b

Land Status Plan - A7 Luk Keng-Tsat Muk Kiu Boulder Trackway (Sheet 2 of 3)

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A7-2.mxd
Date: 28/06/2013

**Environmental
Resources
Management**



Annex A8

Pak Kong-Mui Tsz Lam Trackway Information

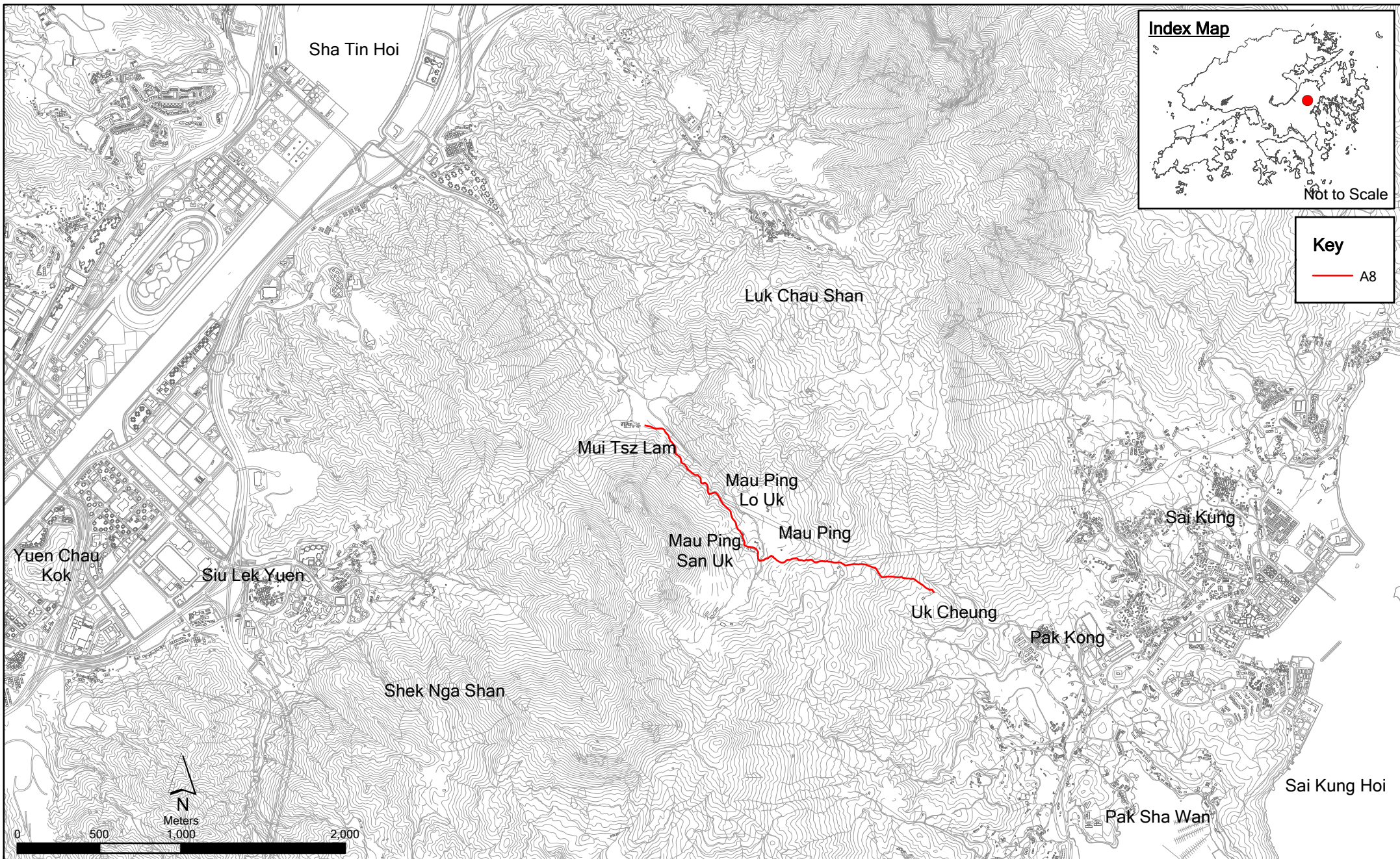
Pak Kong – Mui Tsz Lam Trackway

北港至梅子林古徑

07-SE-9C, 07-SE-14A

07-SE-14B, 07-SE-15A, 07-SE-15C





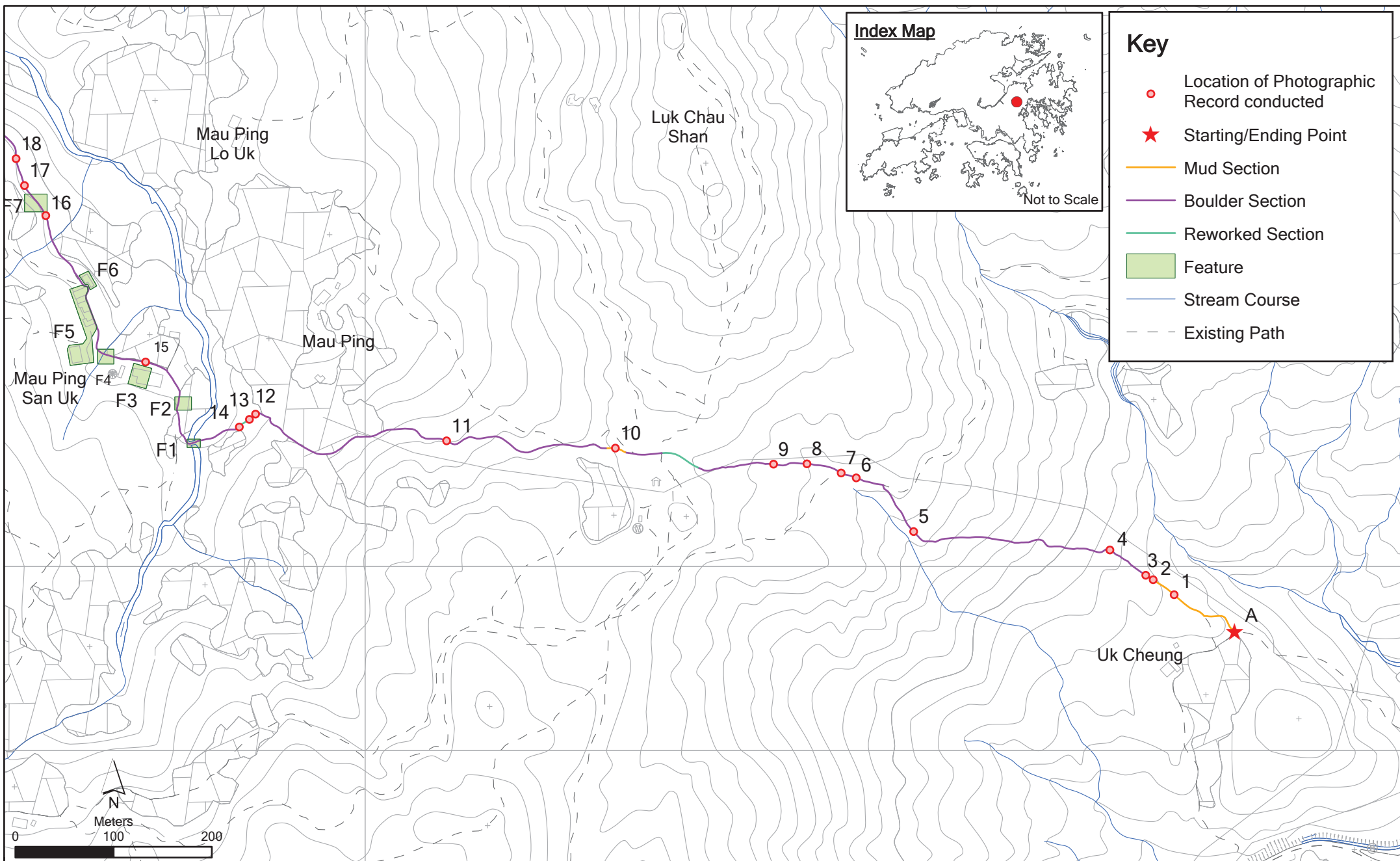
Plan A8

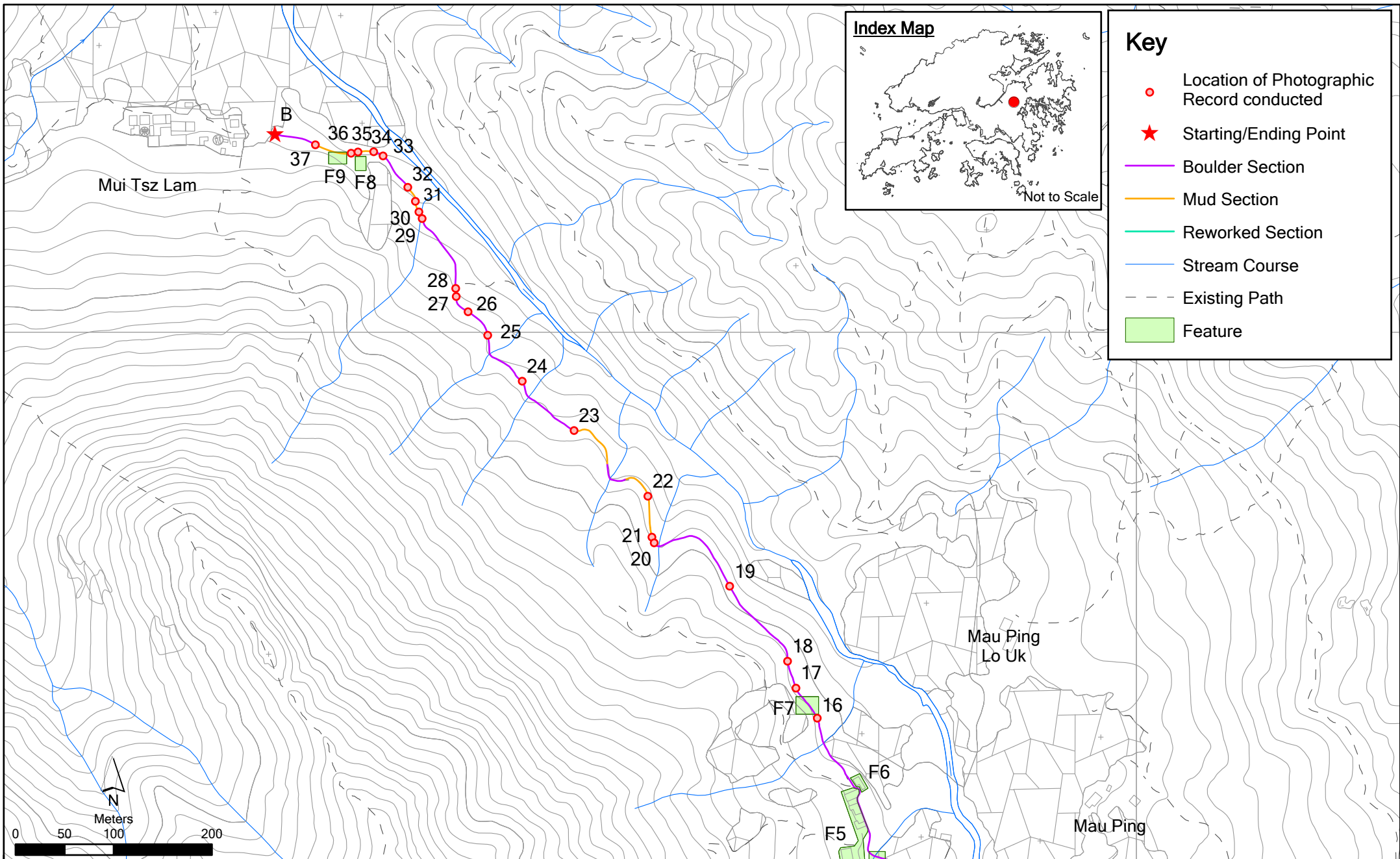
Plan of A8 - Pak Kong - Mui Tsz Lam Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\Site_Survey_Maps\Old Trail A8.mxd
Date: 27/06/2013

Environmental
Resources
Management







Plan A8b

1:5000 Plan of A8 - Pak Kong - Mui Tsz Lam Trackway (Sheet 2 of 2)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_A8b.mxd
Date: 10/12/2013

Environmental
Resources
Management




Photo Reference No.	Photographic Records
A	 <p data-bbox="987 1174 1391 1209">Starting point A. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Mud section with boulder steps probably worked by AFCD. (View A to B)</p>	2	 <p>Typical view of mud section. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Boulder section starts. (View A to B)</p>	4	 <p>Boulder section with signs of repair with in-filled concrete. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
5	 <p>Typical boulder section view along this section. (View B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
6	 <p data-bbox="846 1217 1534 1252">Boulder section with missing boulders. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>Boulder section with missing boulders. (View B to A)</p>	8	 <p>Boulder section with boulders in-filled with concrete for stream crossing as strengthening work. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>Typical view of the boulder section. (View B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
10	 <p data-bbox="725 1270 1653 1305">Sections break between mud section and boulder section. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
11	 <p>Typical view of the boulder section showing part of the boulder footpath cross section view. (View B to A)</p>	12	 <p>Sections break point between boulder section and reworked section. (View A to B)</p>

Photo Reference No.	Photographic Records
13	 <p data-bbox="689 1139 1688 1171">Boulder section next to a boulder built retaining wall structure. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
14	 <p>Boulder section with missing boulders. (View A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
F1	 <p data-bbox="772 1316 1603 1353">Concrete bridge for stream crossing. (View from north to south)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F2	 <p>Ruined stone built structure. (View B to A)</p>	F2	 <p>View showing entrance to the ruin from the footpath. (View A to B)</p>


Photo Reference No.	Photographic Records
F3	 <p data-bbox="869 1217 1509 1249">Lau Ancestral Hall. (Front of the Hall faces north)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
15	 <p>Boulder section. (View A to B)</p>		(Blank)



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F4	 <p>Concrete bridge</p>	F4	 <p>Text on the bridge reads "1957 KAAA D.O.T.9."</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F5	 <p>Abandoned building strctures.</p>	F5	 <p>Abandoned building strctures probably constructed in middle 20th century.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F5	 <p>Abandoned building structures probably constructed in late 19th century to early 20th century.</p>	F5	 <p>Abandoned building structures probably constructed in late 19th century to early 20th century overgrown with abundant vegetation.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F6	 <p>General view of the abandoned building structure mostly covered with vegetation.</p>	F6	 <p>View of a wall of the structure.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
16	 <p>An earth shrine by the boulder section. (View A to B)</p>	F7	 <p>General view of the shrine set on a slightly raised area within a raised platform that has stepped arms on either side. (Facing east)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F7	 <p>Armchair or throne shape shrine with two alcoves, a tiled roof of inter-locking glazed pan tiles and a roll-tile roof ridge.</p>	17	 <p>Boulder section with missing boulders. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
18	 <p>Boulder section with missing boulders. (View B to A)</p>	19	 <p>Boulder section with missing boulders. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
20	 <p>Boulder section with occasional sections missed. (View B to A)</p>	21	 <p>End of boulder section and start of mud section. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
22	 <p>View of typical mud section in this section. (View B to A)</p>	23	 <p>Mud section end and boulder section starts. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
24	 <p>Boulder section with occasional section with missing boulders. (View B to A)</p>	25	 <p>Boulder section with occasional reworked parts. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
26	 <p>Boulder section with occasional eroded parts showing mud surface. Top of photo shows reworked steps. (View B to A)</p>	27	 <p>End of mud section and boulder section appears again towards Point B. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
28	 <p>Boulder section with occasional sections with missing boulders. (View B to A)</p>	29	 <p>Boulder steps. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
30	 <p>Boulder section with reworked steps. (View B to A)</p>	31	 <p>Boulder section ends with reworked steps and mud surface starts. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
32	 <p>Starts of boulder section. (View A to B)</p>	33	 <p>Typical boulder section of this section. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
34	 <p>End of boulder section. (View B to A)</p>	35	 <p>Mud section with urns next to the footpath. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F8	 <p>Funerary urn with concrete shelter and metal by the footpath.</p>	F8	 <p>Funerary urns with concrete shelter by the old footpath.</p>





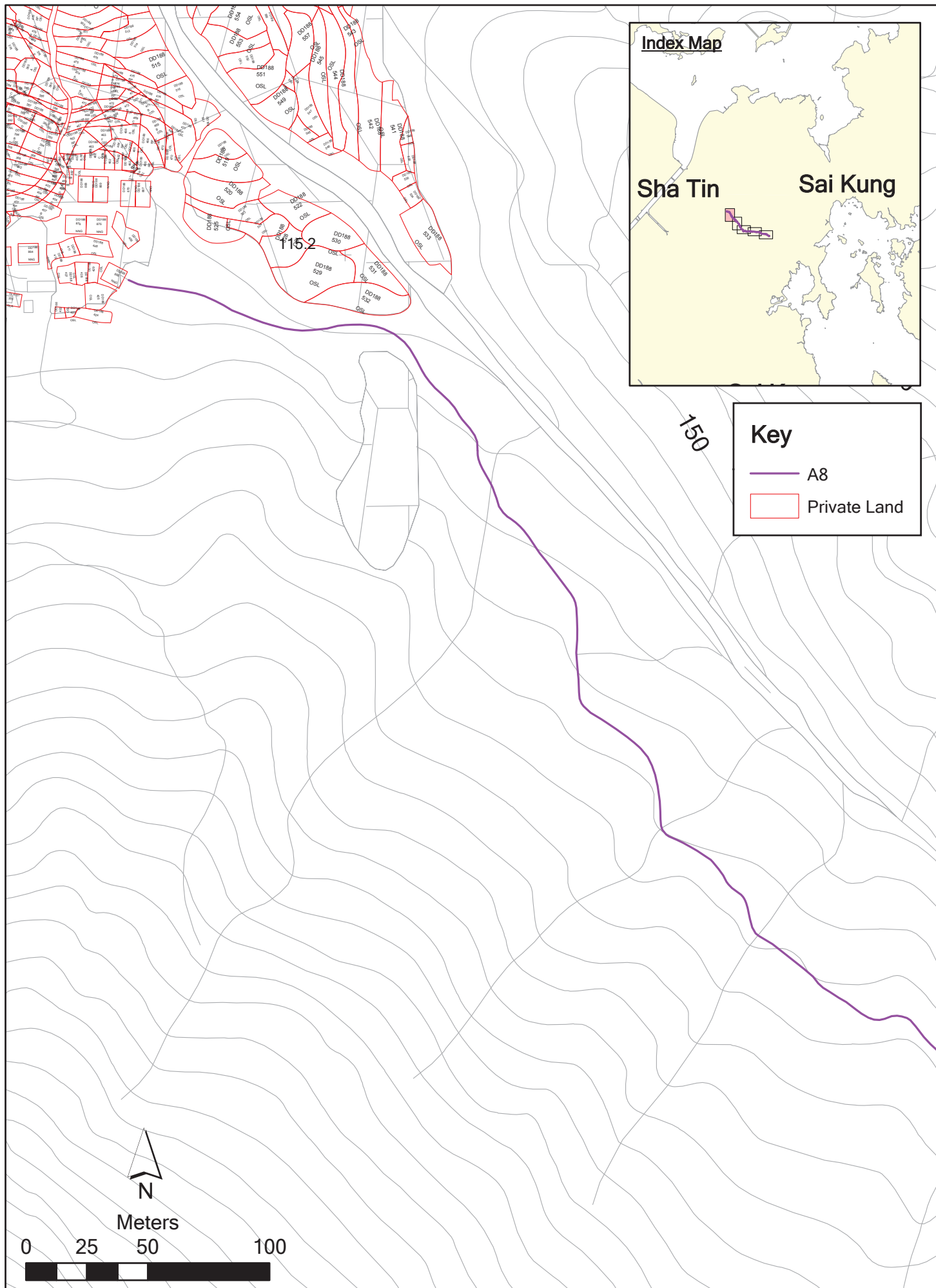
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
36	 <p>Mud section with an urn next to the footpath. (View B to A)</p>	F9	 <p>Funerary urns with concrete shelter by the footpath.</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
37	 <p>Mud section ends and boulder section starts. (View B to A)</p>	B	 <p>End point B – boulder section ends. (View from B to A)</p>



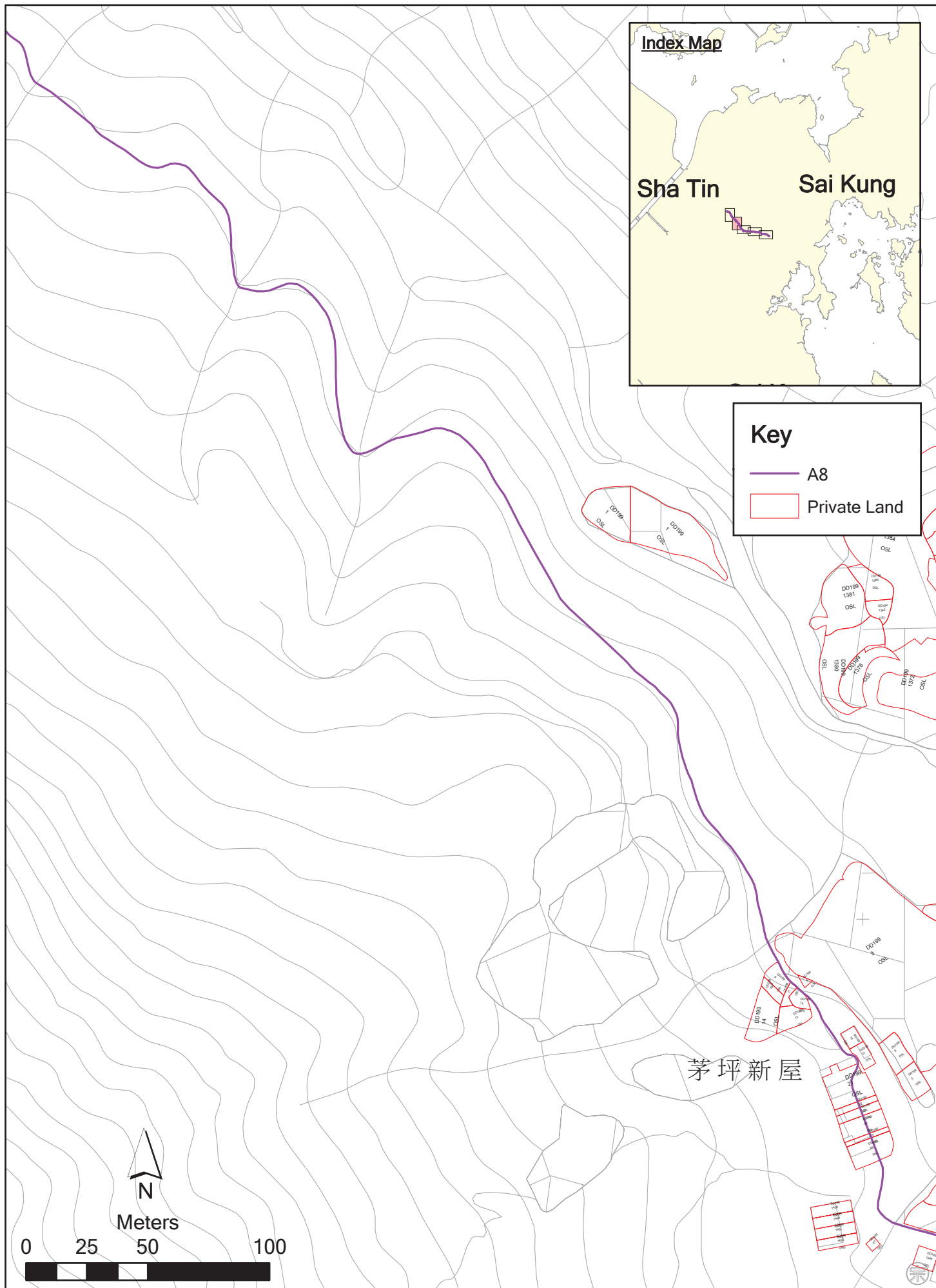
Annex A8-4a

Land Status Plan - A8 Pak Kong-Mui Tsz Lam Trackway (Sheet 1 of 5)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A8-1.mxd
Date: 28/06/2013

Environmental
Resources
Management





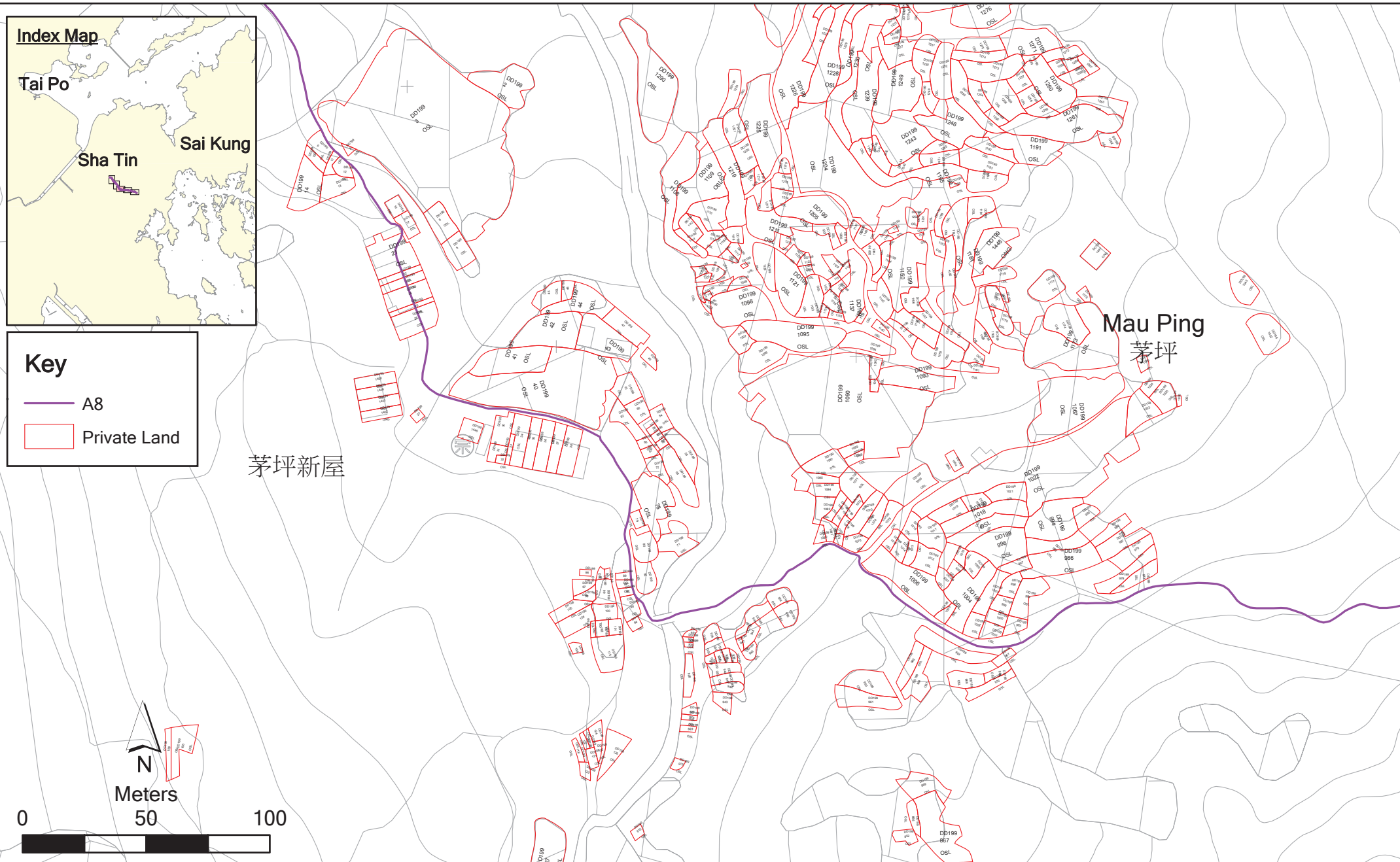
Annex A8-4b

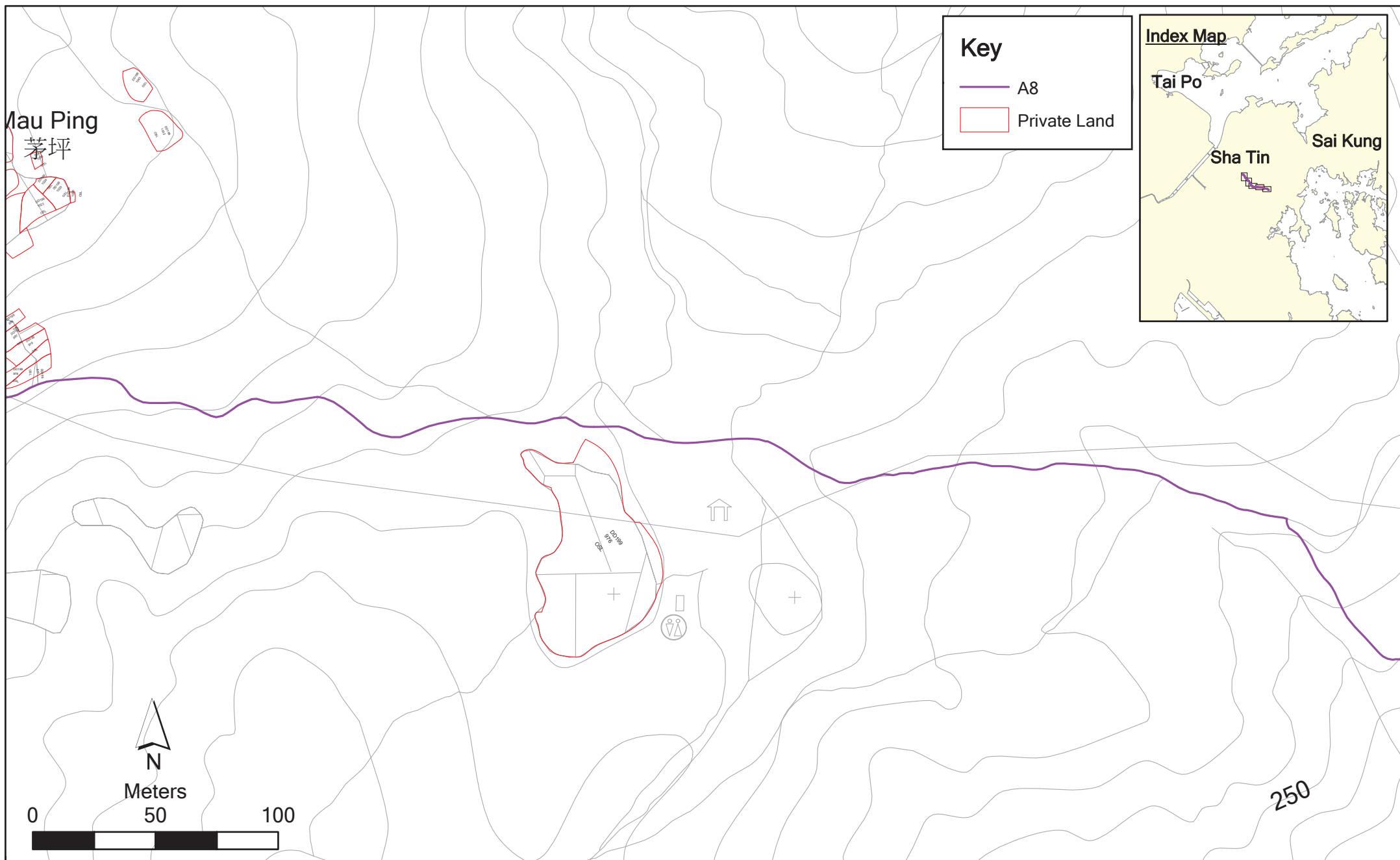
Land Status Plan - A8 Pak Kong-Mui Tsz Lam Trackway (Sheet 2 of 5)

File: T:\GIS\CONTRACT\0127814\Map\Landlots\0127814_A8-2.mxd
Date: 28/06/2013

Environmental
Resources
Management







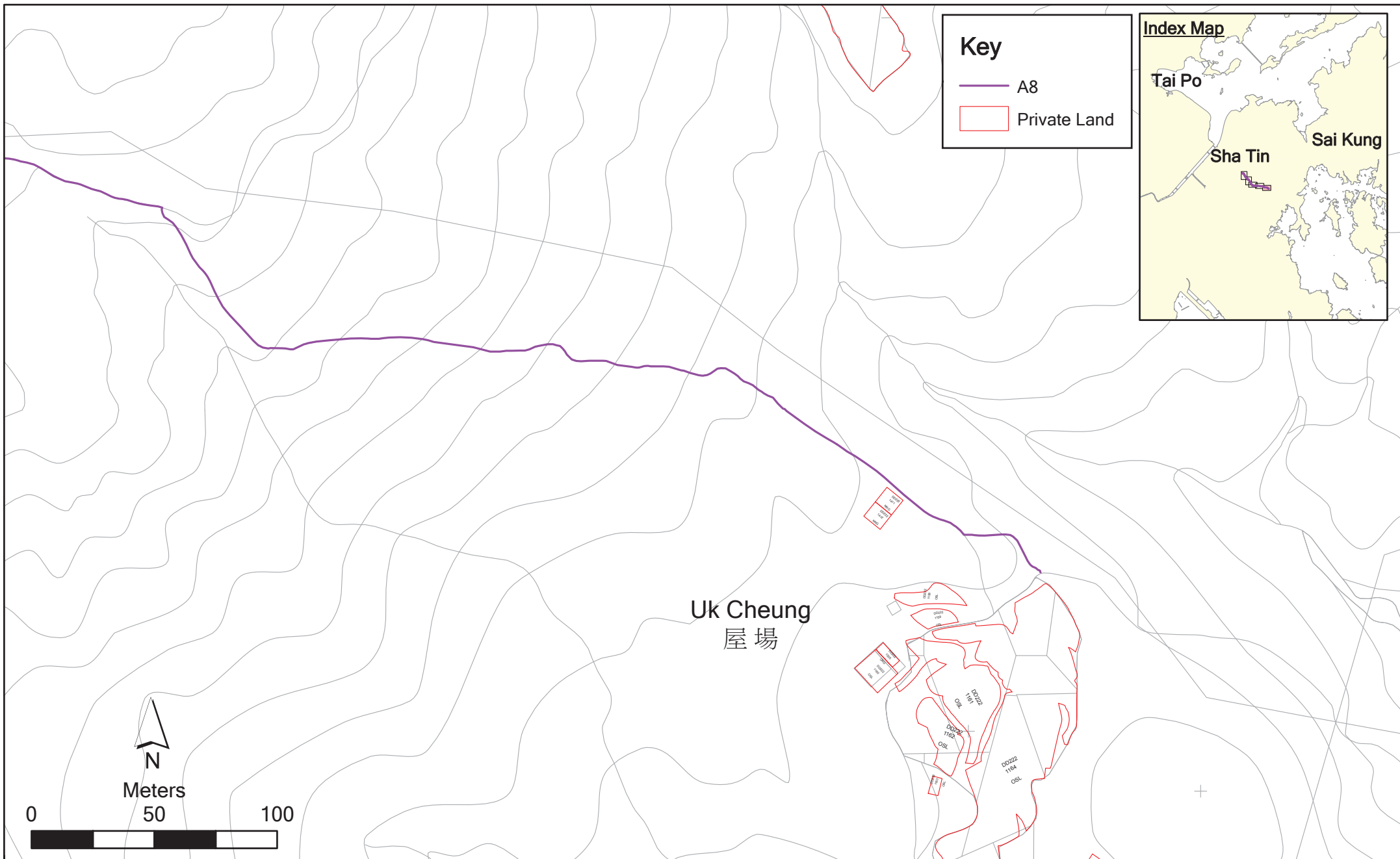
Annex A8-4d

Land Status Plan - A8 Pak Kong-Mui Tsz Lam Trackway (Sheet 4 of 5)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A8-4.mxd
Date: 28/06/2013

Environmental
Resources
Management





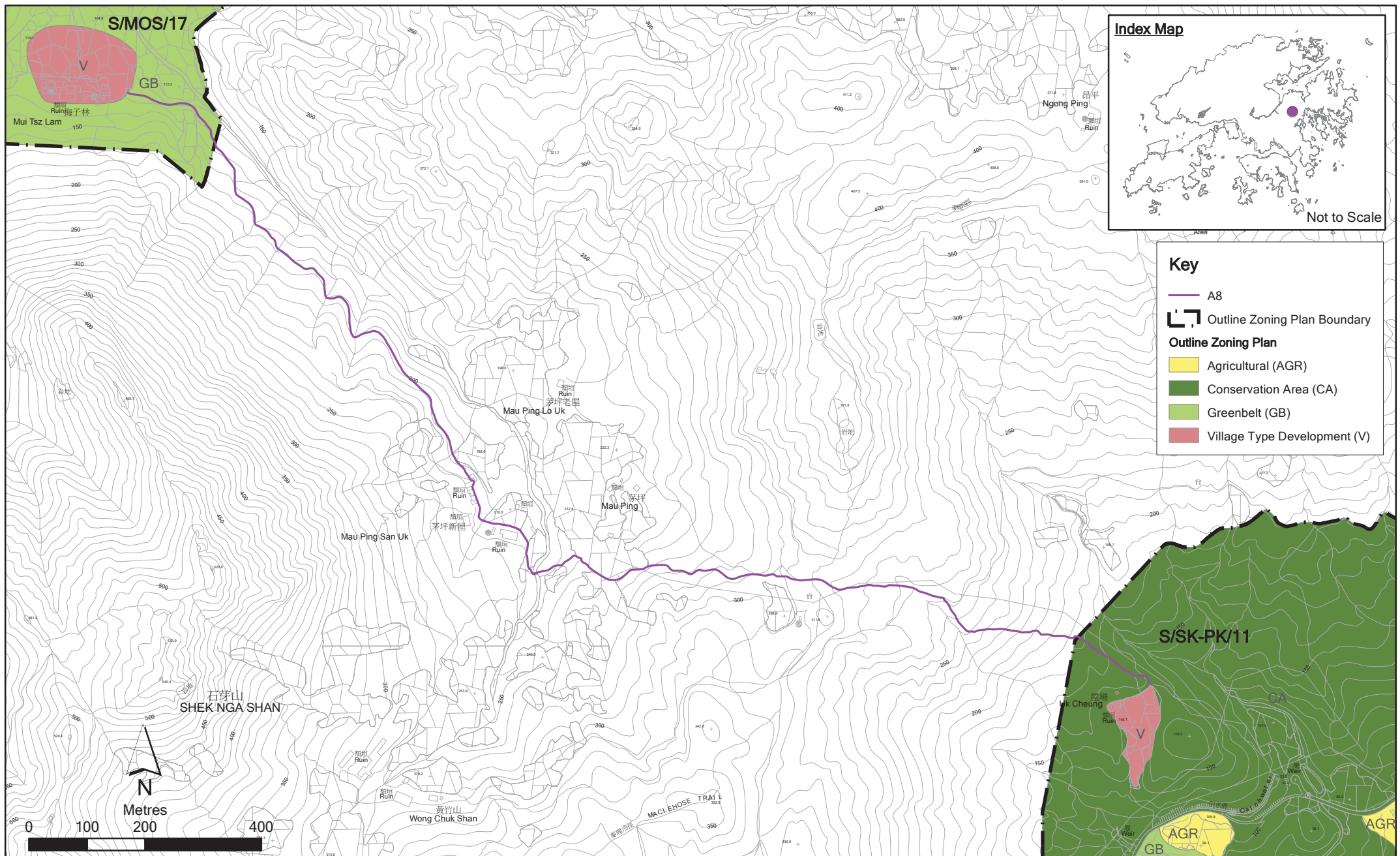
Annex A8-4e

Land Status Plan - A8 Pak Kong-Mui Tsz Lam Trackway (Sheet 5 of 5)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A8-5.mxd
Date: 28/06/2013

Environmental
Resources
Management





Annex A8-5

Outline Zoning Plan A8 - Pak Kong - Mui Tsz Lam Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\0127814_OZP_A8.mxd
Date: 25/07/2013

**Environmental
Resources
Management**

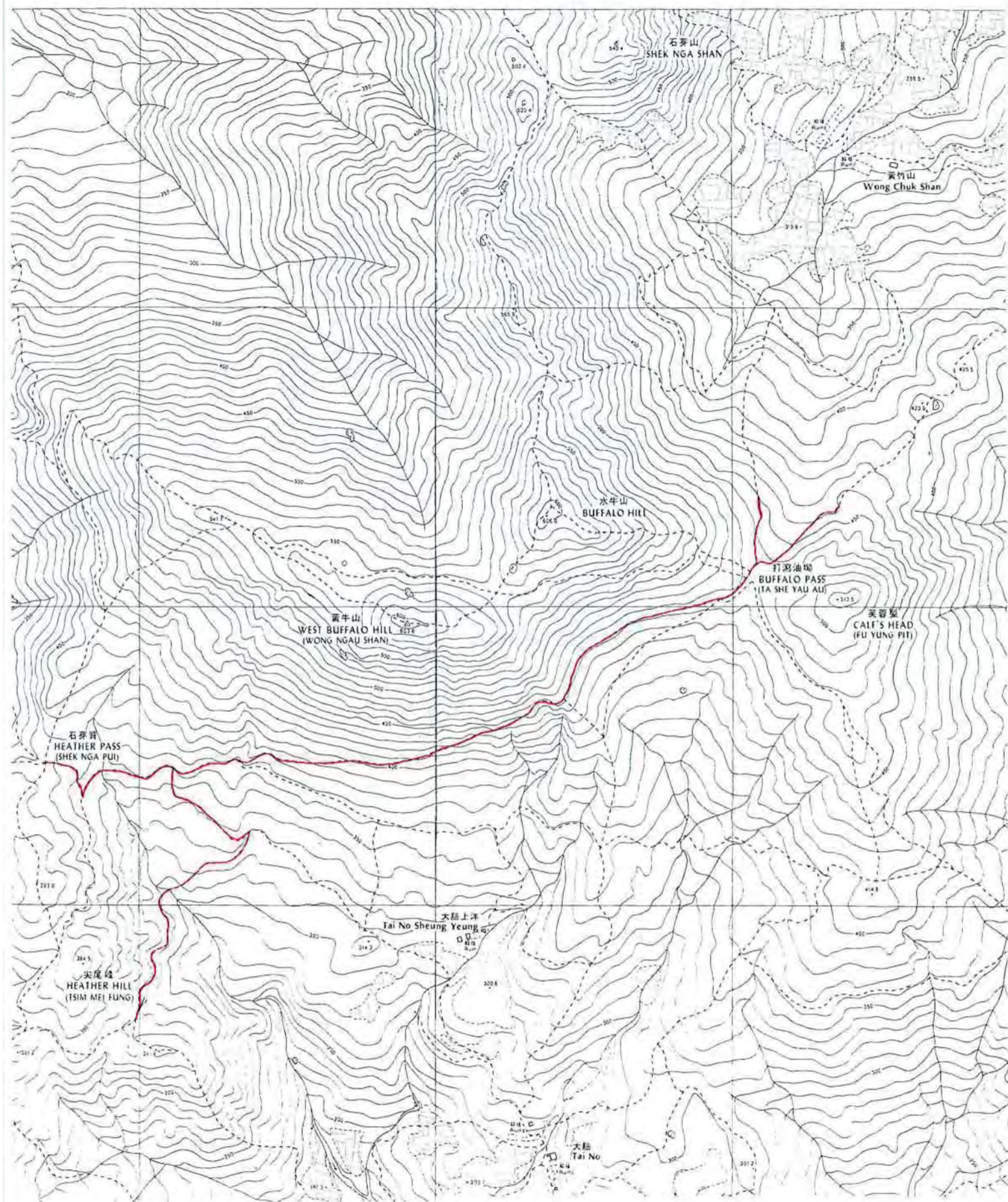


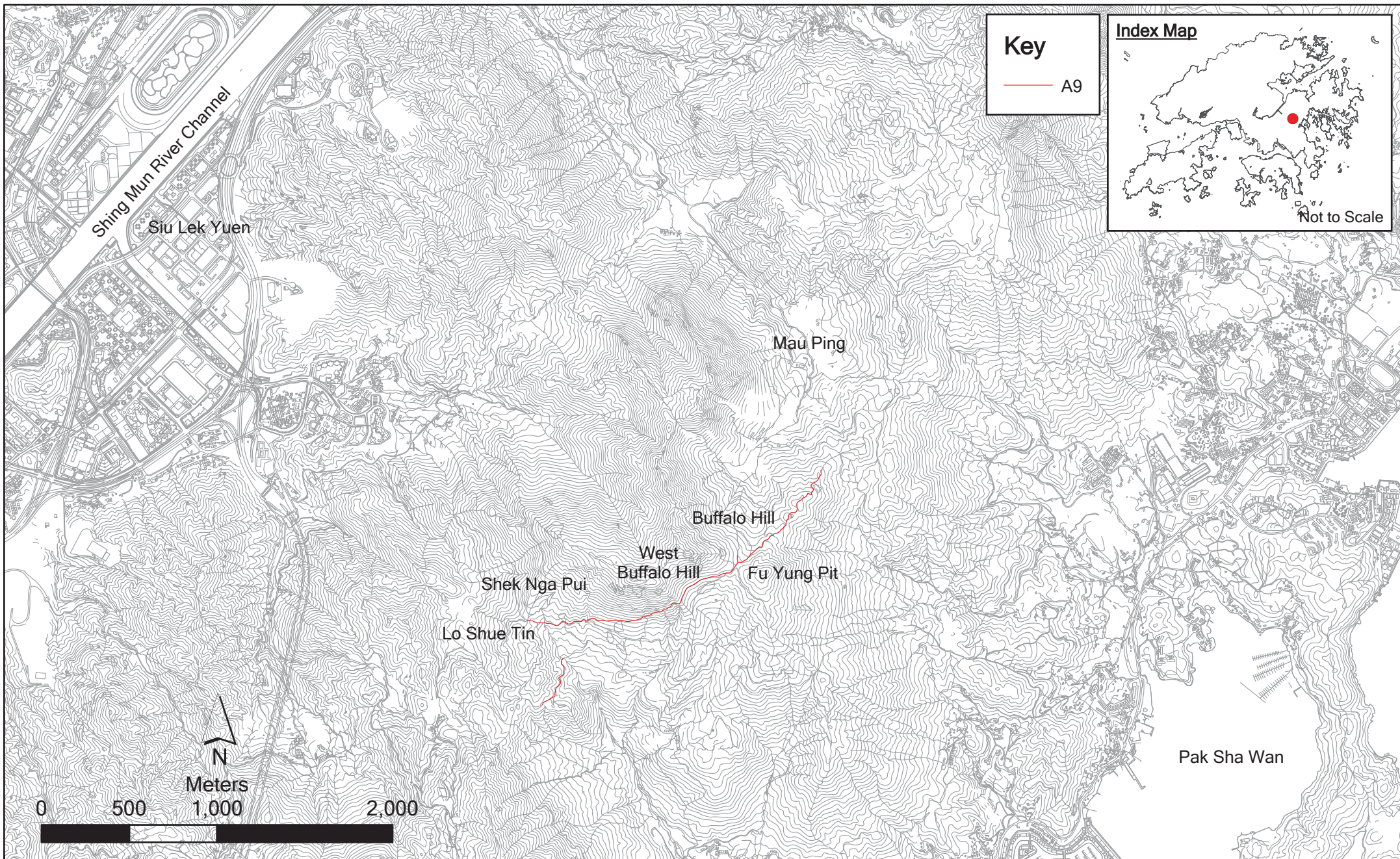
Annex A9

Shui Ngau Shan Trackway Information

Shui Ngau Shan Trackway 水牛山古徑

7-SE-18D, 7-SE-19A, 7-SE-19C





Plan A9

Plan of A9 - Shui Ngau Shan Trackway

File: Site Survey Maps\Old Trail A9.mxd
Date: 16/04/2011

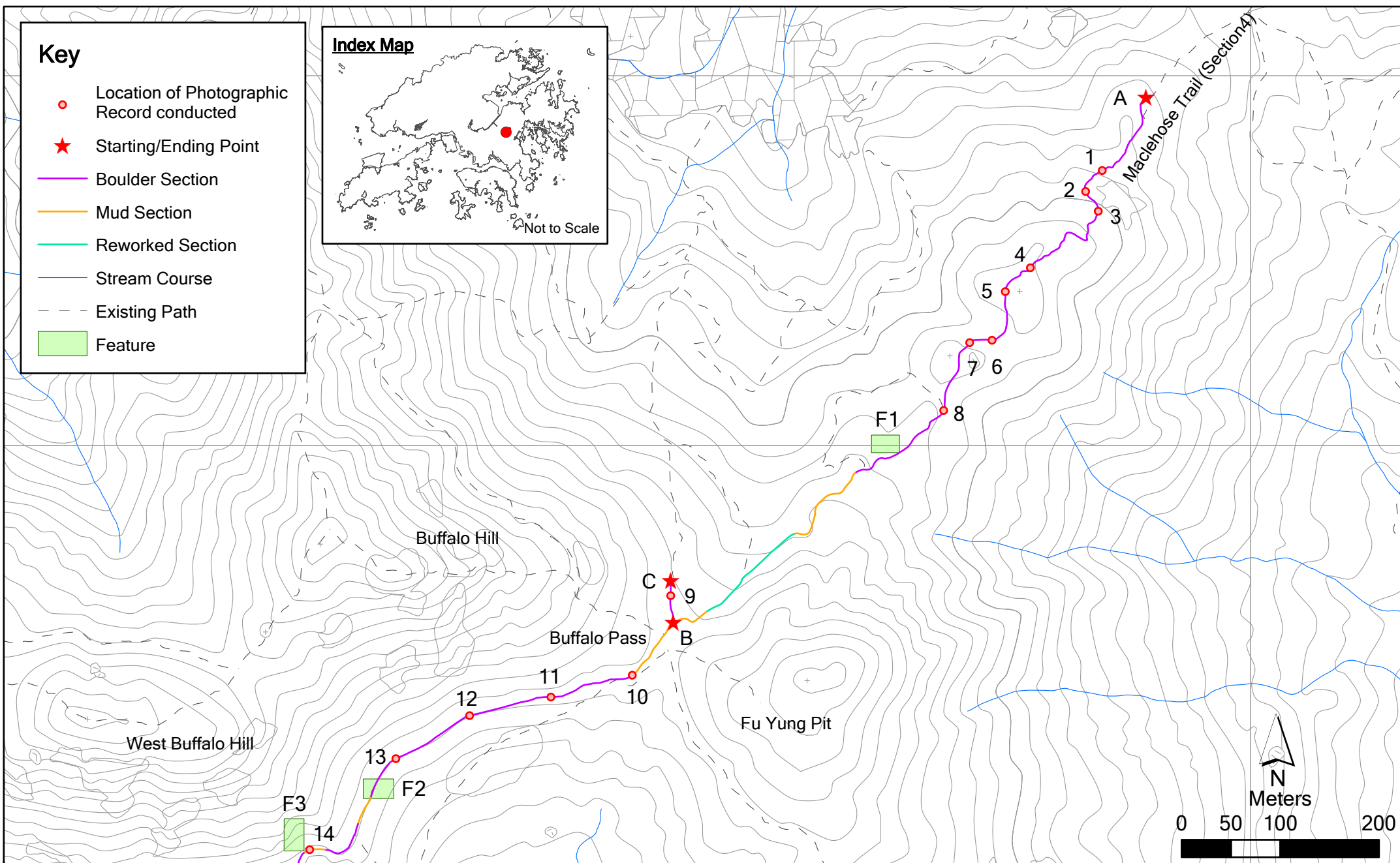
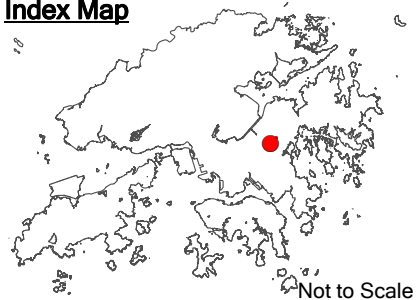
Environmental
Resources
Management



Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section
- Stream Course
- Existing Path
- Feature

Index Map



Plan A9a

1:5000 Plan of A9 - Shui Ngau Shan Trackway (Sheet 1 of 2)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_A9a.mxd
Date: 10/12/2013

Environmental
Resources
Management

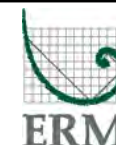



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>Possible start point of boulder footpath. (View A to B)</p>	1	 <p>Boulder section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
2	 <p>Boulder section with occasional missing boulders. (View A to B)</p>	3	 <p>Boulder section with occasional missing boulders. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
4	 <p>Boulder section with occasional missing boulders. (View A to B)</p>	5	 <p>Boulder section with occasional missing boulders. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>Boulder section with occasional missing boulders. (View A to B)</p>	7	 <p>View of typical boulder section along this section. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>Boulder section with occasional missing boulders. (View A to B)</p>	F1	 <p>A grave by the steep uphill old footpath. Large stones with flat surfaces have been arranged as steps but many have fallen due to erosion.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>Headstone of the grave</p>	B	 <p>From after Point F1, boulder paved section ended as show in Plan A9a. From this end to Point B, it comprised mud section and reworded section where no boulder section was observed. This photo shows location of Point B and the footpath toward point C. (View B to E)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>Boulder section. (View C to B)</p>	C	 <p>End of boulder section. (View C to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
10	 <p>Boulder section. (View B to E)</p>	11	 <p>A section of the boulder section with missing boulders. (View B to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
12	 <p>A section of the boulder section with missing boulders. (View B to E)</p>	13	 <p>A section of the boulder section eroded. (View B to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F2	 <p>Entrance to the cave/tunnel portal</p>	F2	 <p>Entrance with a metal fence. Depth of the cave/tunnel cannot be determined.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
14	 <p>Typical view of the boulder section along this section generally in good condition. (View B to E). Entrance to the cave/tunnel portal</p>	F3	 <p>Entrance with a metal fence. The entrance is about 1m high, a human body width.</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
15	 <p>A section of the boulder section with missing boulders. (View B to E)</p>		(Blank)



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
16	 <p>Typical view of the boulder section along this section. (View E to B)</p>	17	 <p>Break point between boulder section and mud section. (View B to E)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
18	 <p>Mud section with short boulders paved section. (View B to E)</p>	19	 <p>Boulder section with missing boulders. (View B to E)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
20	 <p>Mud section with scattered boulders.</p>	21	 <p>Start of boulder path.</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
E		22	 <p data-bbox="1570 1249 1834 1281">End of Boulder Path</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
E	 <p>From E To D</p> <p>View from E towards path to D.</p>	23	 <p>Mud section with scattered boulders. (View E to D)</p>





Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
24	 <p>Breakpoint between boulder section and mud section.</p>	D	 <p>Point D (view D to B)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F	 <p>Boulder section. (view F to G)</p>	25	 <p>Boulder section condition. (view F to G)</p>

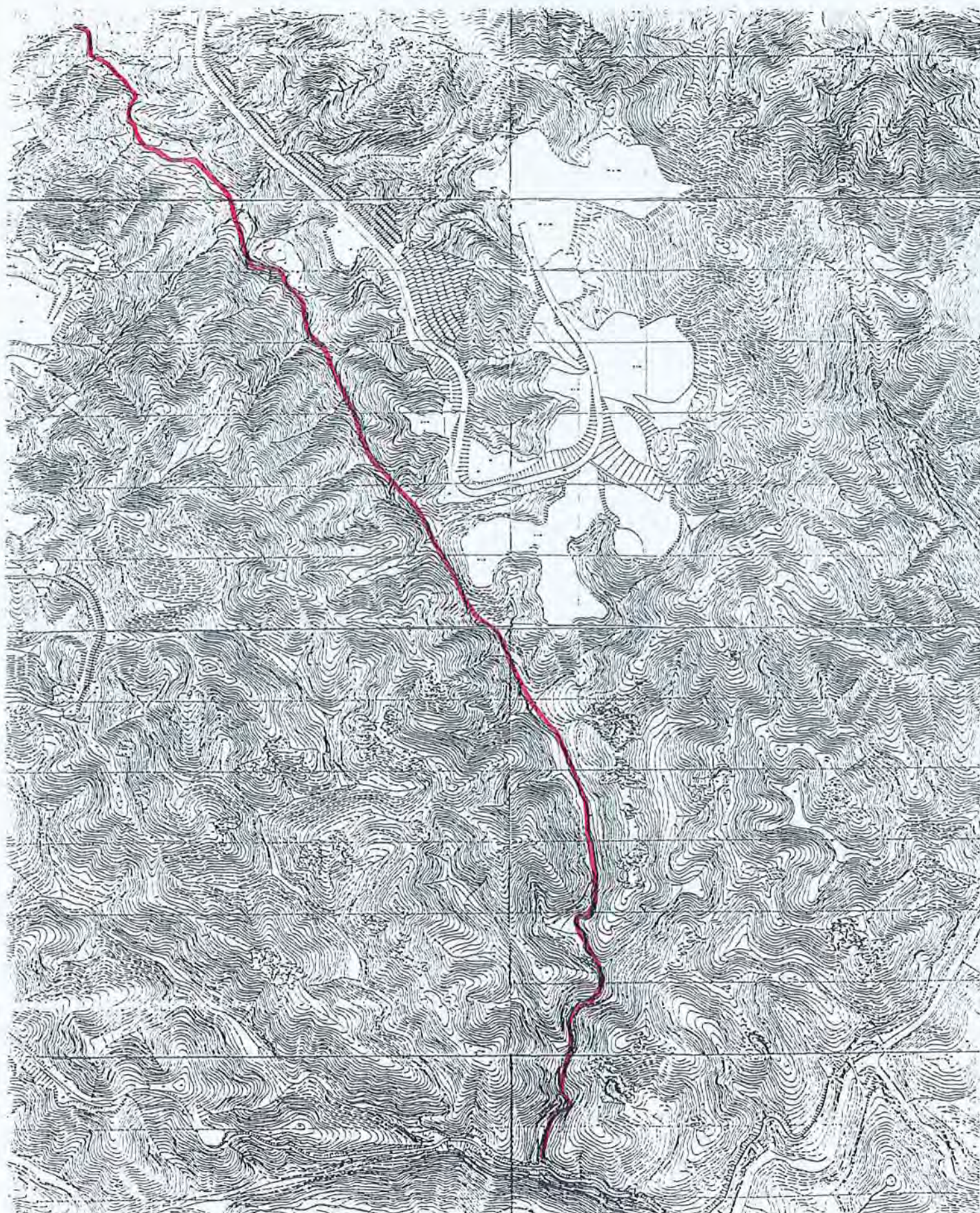
Annex A10

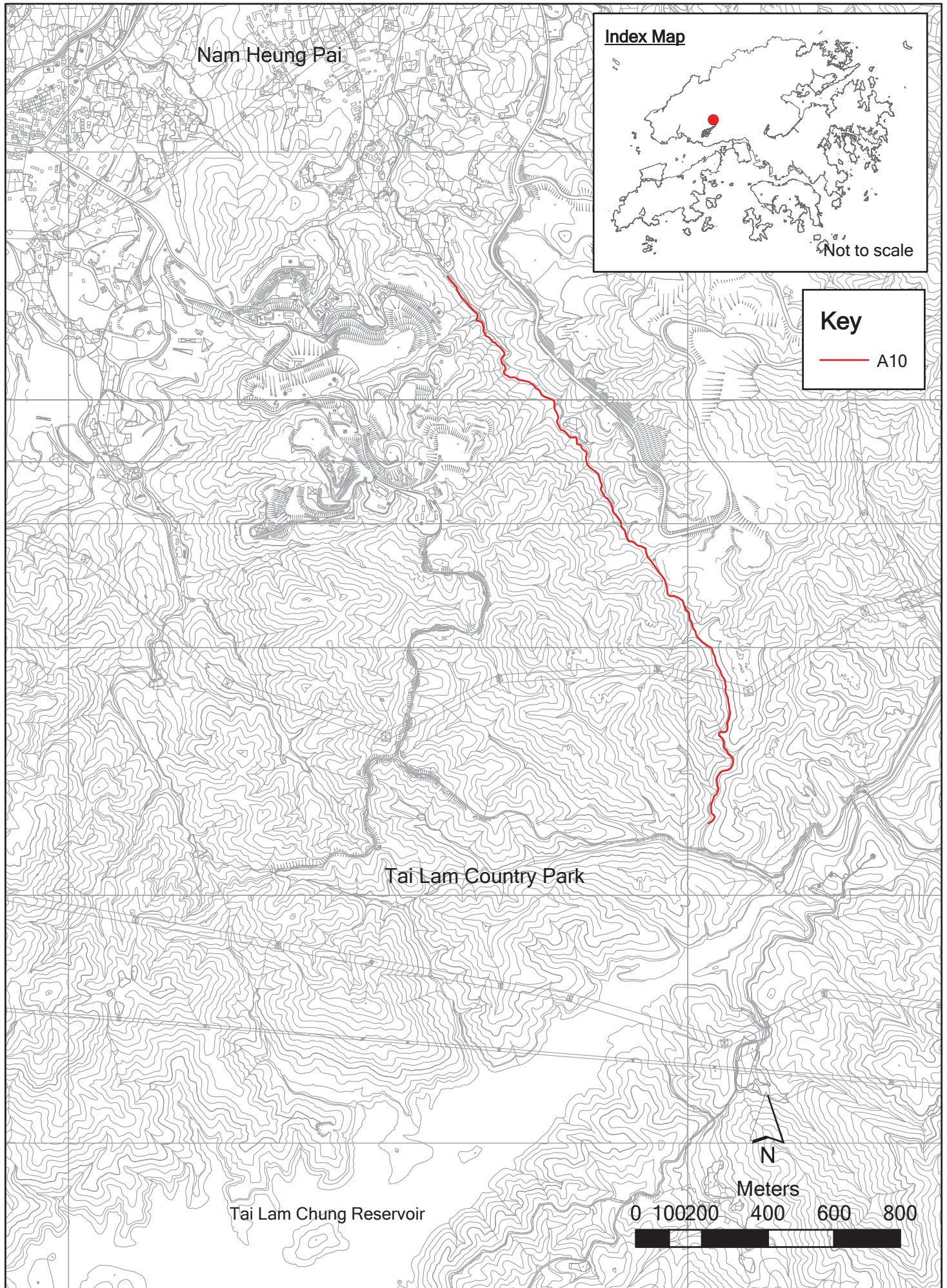
Tai Lam Chung – Shap Pat Heung Trackway Information

Tai Lam Chung - Pat Heung Trackway

大欖涌至八鄉古徑

6-NE-21C, 6-NW-25D,
6-SE-1A, 6-SE-1C, 6-SE-6A, 6-SW-5B, 6-SW-5D, 6-SW-10B





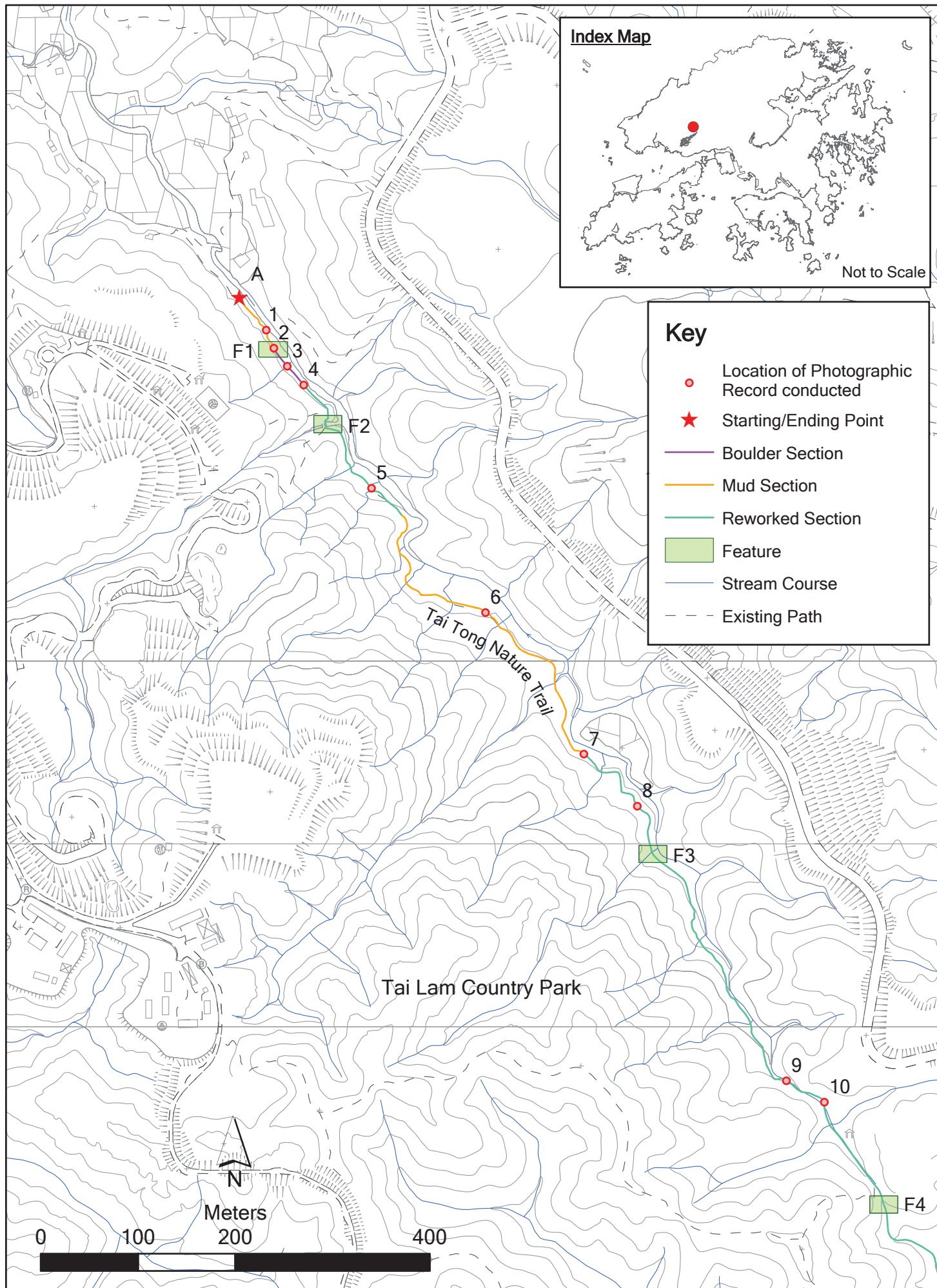
Plan A10

Plan of A10 - Tai Lam Chung - Shap Pat Heung Trackway

File: 5000scale map\0127814_A10.mxd
Date: 16/04/2011

Environmental
Resources
Management





Plan A10a

1:5000 Plan of A10 - Tai Lam Chung - Shap Pat Heung Trackway
(Sheet 1 of 2)

File: 5000scale map\0127814_A10a.mxd
Date: 16/04/2011

Environmental
Resources
Management



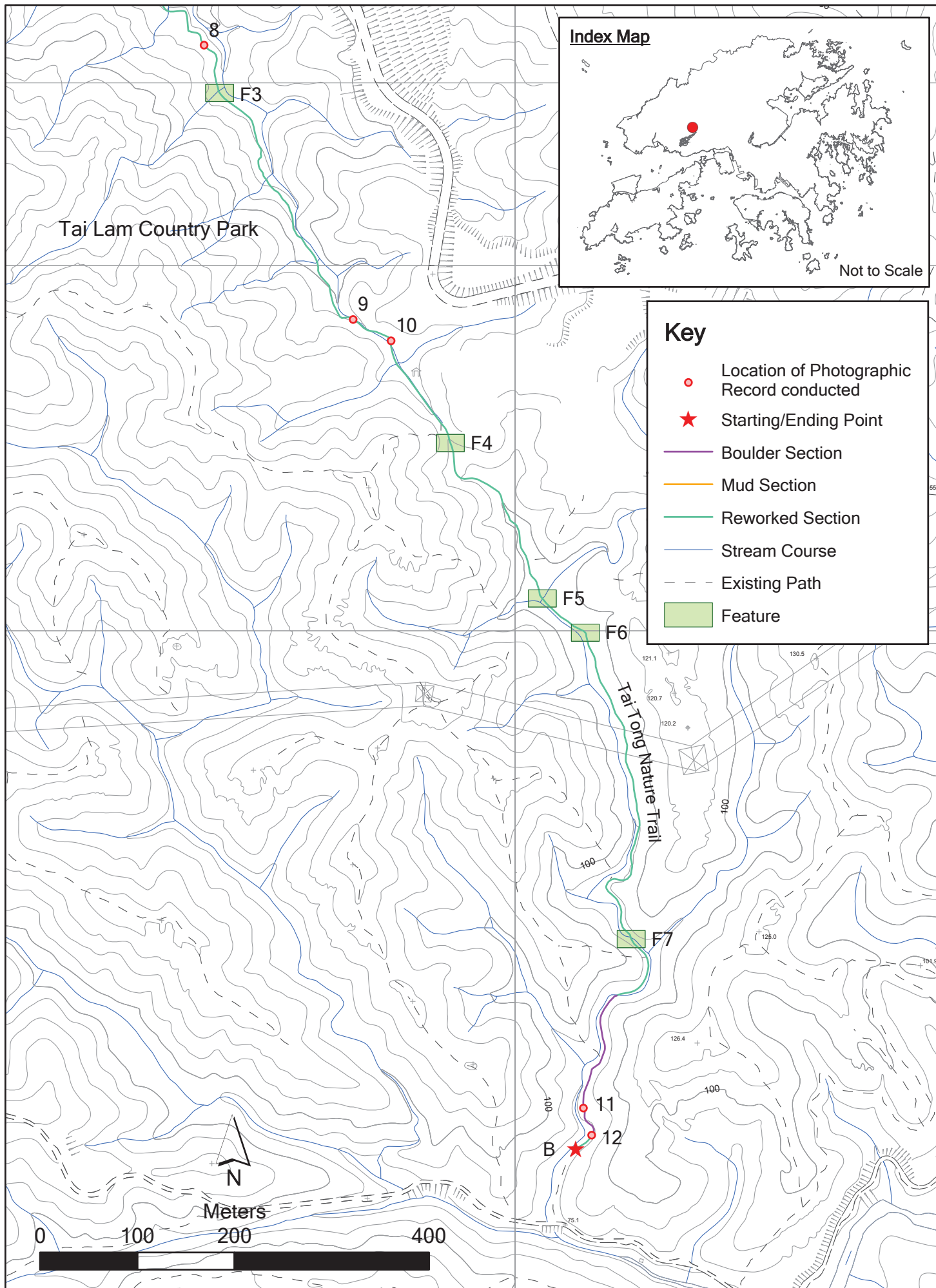


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	 <p>The turning point from concrete path to mud section marks the start of the Trackway</p>	1	 <p>Mud section at the beginning of the Trackway (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>An old bridge made of feathered two granite slabs as stream crossing. The slabs are laid level with the old footpath and have a roughened surface avoiding the danger of being slippery when wet. (View A to B)</p>	2	 <p>Boulder Steps. (View A to B)</p>


Photo Reference No.	Photographic Records
2	 <p data-bbox="898 1286 1480 1321">A man using the boulder steps (view A to B)</p>


Photo Reference No.	Photographic Records
2	 <p data-bbox="853 1249 1520 1284">A close-up view of boulders with in-filled concrete.</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Boulders that appear natural form part of the Trackway (view B to A)</p>	4	 <p>Modern boulder steps constructed by AFCD (view A to B)</p>

Photo Reference No.	Photographic Records
F2	<div data-bbox="257 272 824 727" data-label="Image"> </div> <div data-bbox="779 735 907 842" data-label="Image"> </div> <div data-bbox="958 276 2112 1160" data-label="Image"> </div> <p data-bbox="271 1190 2101 1305">A bridge made of two feathered granite slabs with approximately 20cm in thickness. A modern reinforced concrete railing in the style smooth tree roots at the downstream side. The low protective rubble walls near the crossing are also rustic in character. The granite slabs are original but the railing is a modern addition to safeguard hikers. The rustic finish aims at keeping the character of simplicity. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F2	 <p>A close-up view of the bridge (view A to B)</p>	5	 <p>A wide reworked section maintained by AFCD (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>A group of boulders aligned in the middle of the mud section (view A to B)</p>	7	 <p>Stones embedded with concrete maintained by AFCD. From Point 7 to Point 8, it is a reworked section (view A to B)</p>

Photo Reference No.	Photographic Records
8	<div data-bbox="589 284 1787 1198" data-label="Image"> </div> <p data-bbox="280 1230 2098 1305">An occasional flat mud section probably frequently used by hikers/visitors was observed beside a few boulders along the reworked section. The reworked section continues to F3. (View A to B)</p>

Photo Reference No.	Photographic Records
F3	<div data-bbox="555 236 1818 1193" data-label="Image"> </div> <p data-bbox="259 1238 2085 1315">An original bridge made of two feathered granite slabs in parallel crossing a deep stream course; there are modern sturdy railings erected on either side. These concrete railings have the appearance of wood with a rough bark finish. (View A to B)</p>


Photo Reference No.	Photographic Records
F3	 <p data-bbox="741 1249 1630 1286">General view of the bridge along the reworked section (view A to B)</p>

Photo Reference No.	Photographic Records
9	<div data-bbox="271 296 853 762" data-label="Image"> </div> <p data-bbox="338 794 768 986">Close-up view of the modern railing. The detail of the railing shows a very good reproduction in concrete of a wooden branch with its bark.</p> <div data-bbox="826 260 2107 1230" data-label="Image"> </div> <p data-bbox="264 1262 2107 1337">Modern railings probably maintained by AFCD along the footpath. The natural character of the surroundings is retained by the design of the handrail along this reworked section. (View A to B)</p>


Photo Reference No.	Photographic Records
10	 <p data-bbox="801 1300 1568 1340">Wide reworked section with stepping stones (view A to B)</p>


Photo Reference No.	Photographic Records
F4	 <p data-bbox="757 1209 1617 1241">A temple situated on crest of pass by the Trackway. (View A to B)</p>


Photo Reference No.	Photographic Records
F4	 <p data-bbox="658 1273 1713 1305">The interior view of the temple; a few deities were worshipped inside the temple.</p>

Photo Reference No.	Photographic Records
F4	 <p data-bbox="891 1268 1480 1300">An earth shrine was found beside the temple.</p>


Photo Reference No.	Photographic Records
F5	 <p data-bbox="432 1305 1944 1345">Another bridge found along the Trackway; the railings and wood posts are made of modern materials. (View A to B)</p>

Photo Reference No.	Photographic Records
F5	 <p data-bbox="470 1281 1904 1321">A close-up view of the modern bridge probably made of five numbers of elongated granite slabs (view A to B)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="264 1157 2107 1310">Simple crossing are formed by concrete of three slabs each approximately 20 cm. wide, allowing a walkway of about 60 cm width across the water course in line with the old footpath. Two of them are probably pre-made slab with gravel-concrete mix. One of them (the right one) is granite with feathering marks. The granite slab is believed to be original. It is likely that they have been carried some distance by hand, a difficult and laborious task. (View A to B)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="853 1289 1518 1326">An oblique view of the granite slabs. (View A to B)</p>


Photo Reference No.	Photographic Records
F6	 <p data-bbox="680 1289 1691 1326">Another oblique view of the bridge and the intermittent stream. (View B to A)</p>

Photo Reference No.	Photographic Records
F7	<div data-bbox="600 268 1774 1161" data-label="Image"> </div> <p data-bbox="275 1190 2101 1345">The bridge crossing is laid across a wide stream course and is a raised, reinforced concrete continuation of the footpath to form a curved bridge. Stones embedded in the concrete give the section a natural appearance. The concrete handrail on one side has the appearance of wood with a rough bark finish. It is obviously the work of modern construction. Ancient builders would not have had the means to make such a wide raised crossing. (View A to B)</p>

Photo Reference No.	Photographic Records
11	 <p data-bbox="860 1254 1512 1289">The start of steps of boulder section. (View A to B)</p>



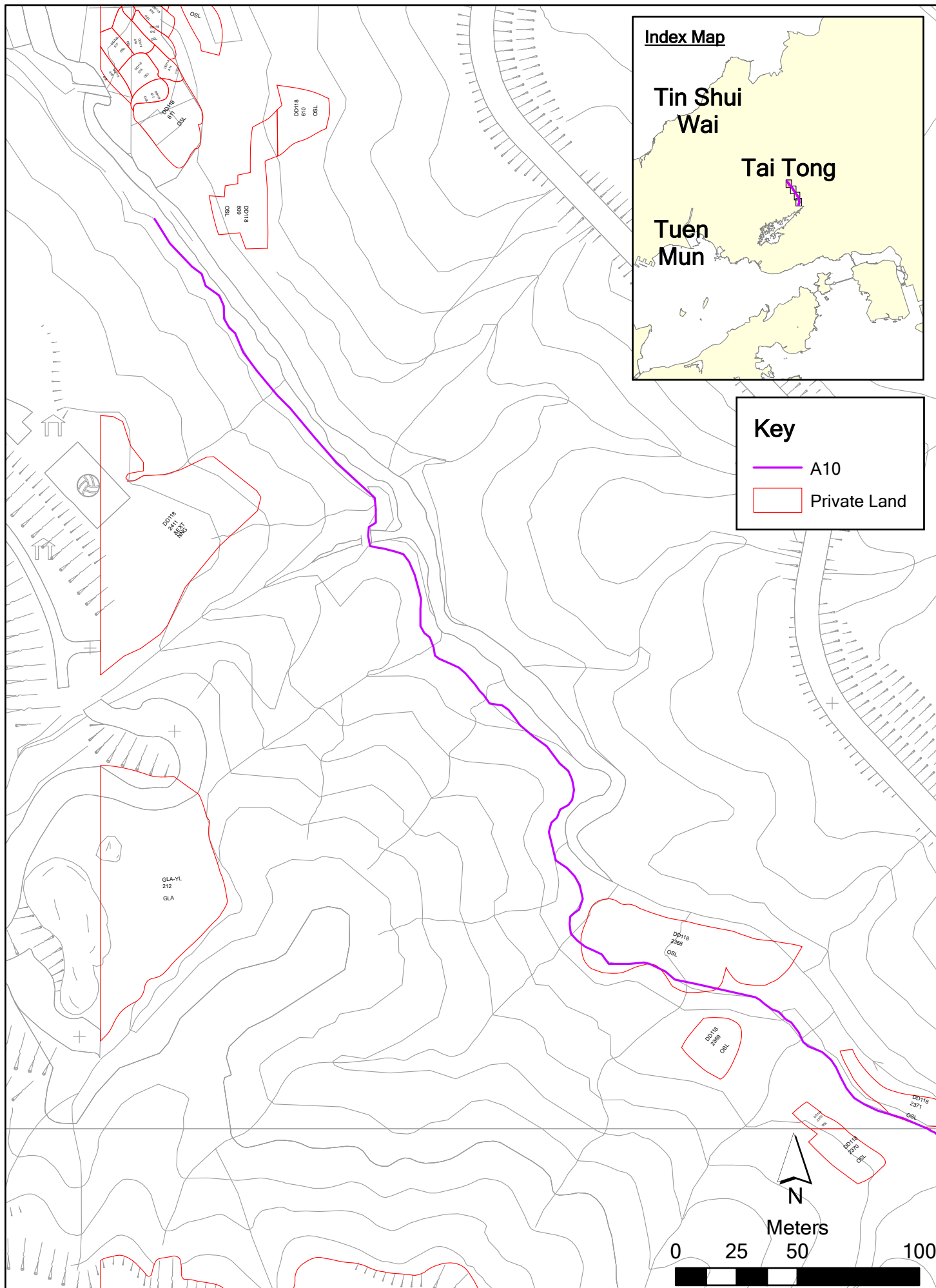
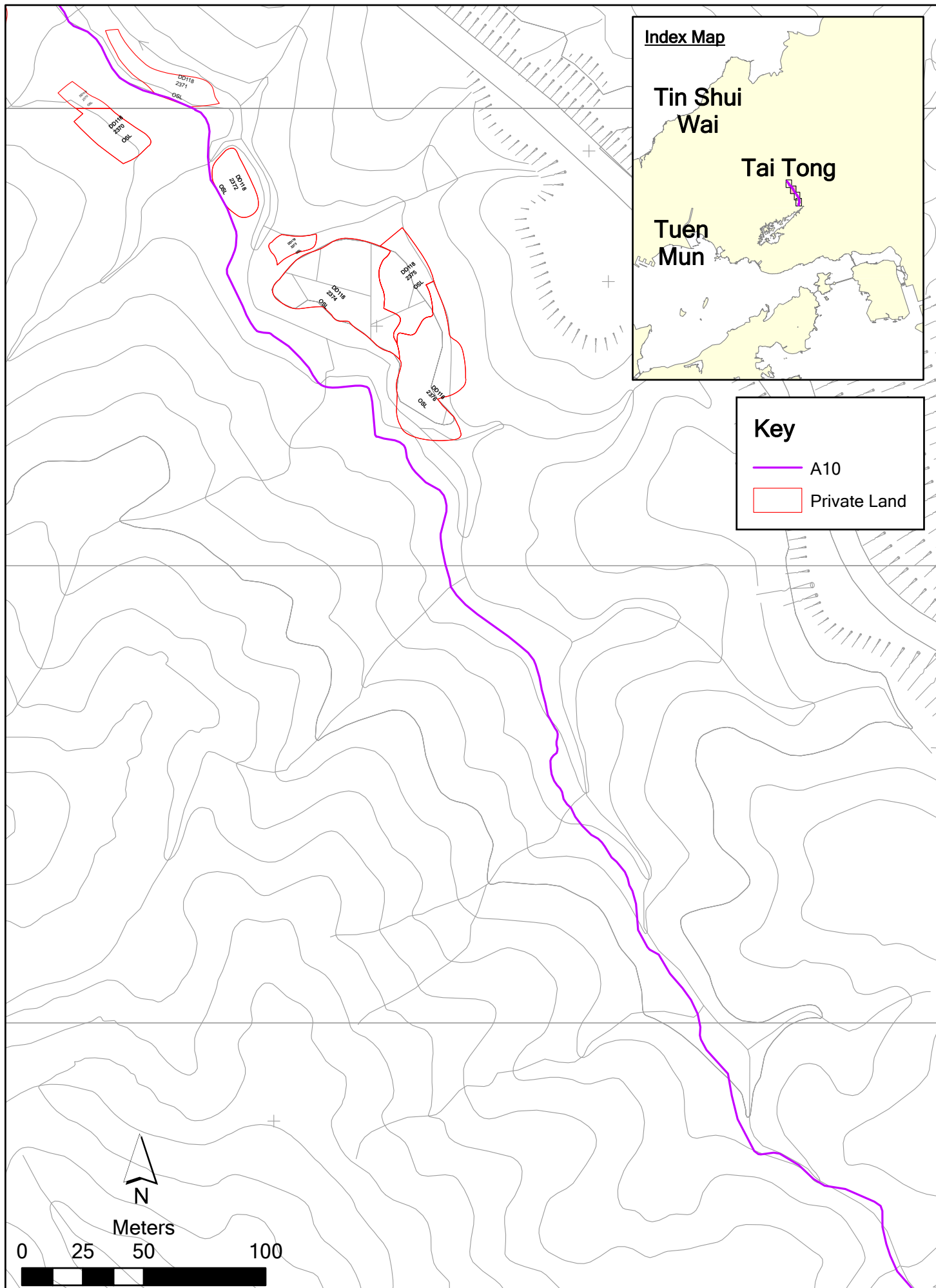
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
11	 <p>Upward view of the steps of boulder section (view B to A)</p>	12	 <p>A reworked section of steps with modern railings (view B to A)</p>

Photo Reference No.	Photographic Records
B	 <p data-bbox="969 1235 1402 1273">The ending point of the footpath.</p>





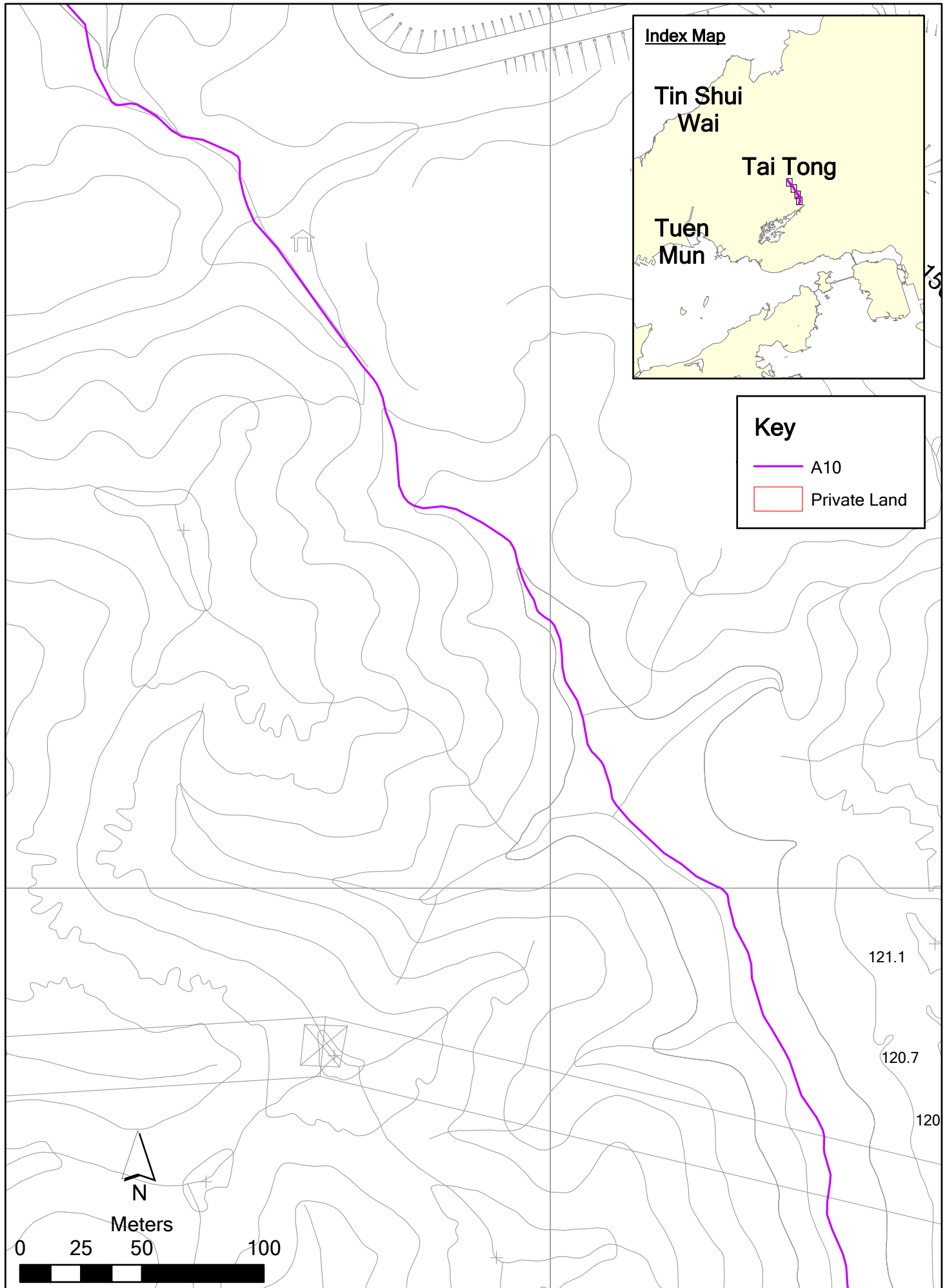
Annex A10-4b

Land Status Plan - A10 Tai Lam Chung – Shap Pat Heung Trackway
(Sheet 2 of 4)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A10-2.mxd
Date: 09/12/2013

Environmental
Resources
Management





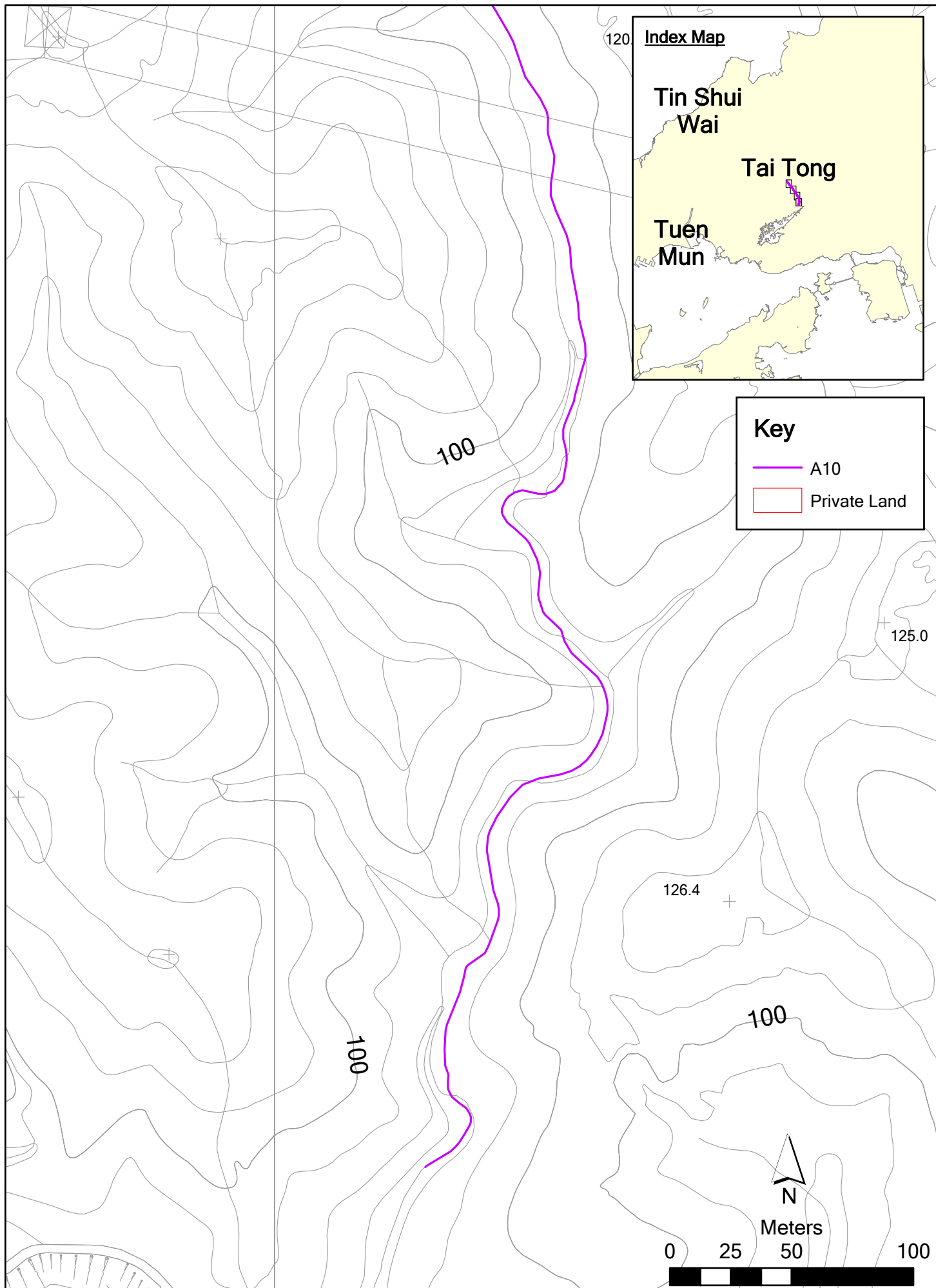
Annex A10-4c

Land Status Plan - A10 Tai Lam Chung – Shap Pat Heung Trackway
(Sheet 3 of 4)

File: T:\GIS\CONTRACT\0127814\Map\Landlots\0127814_A10-3.mxd
Date: 09/12/2013

Environmental
Resources
Management





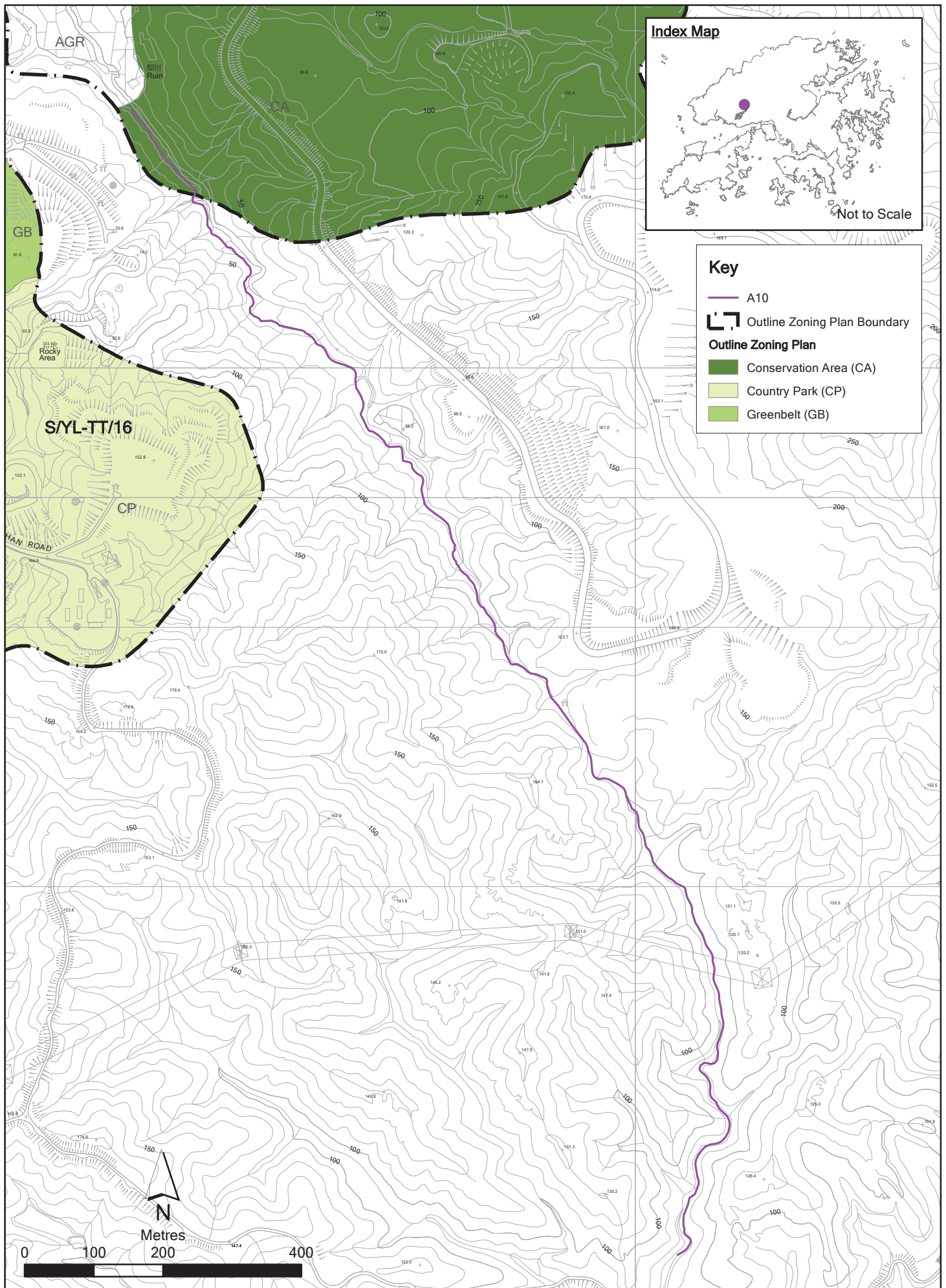
Annex A10-4d

Land Status Plan - A10 Tai Lam Chung – Shap Pat Heung Trackway
(Sheet 4 of 4)

File: T:\GIS\CONTRACT\0127814\Mxd\Landlots\0127814_A10-4.mxd
Date: 09/12/2013

Environmental
Resources
Management





Annex A10-5

Outline Zoning Plan A10 - Tai Lam Chung – Shap Pat Heung Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\0127814_OZP_A10.mxd
Date: 25/07/2013

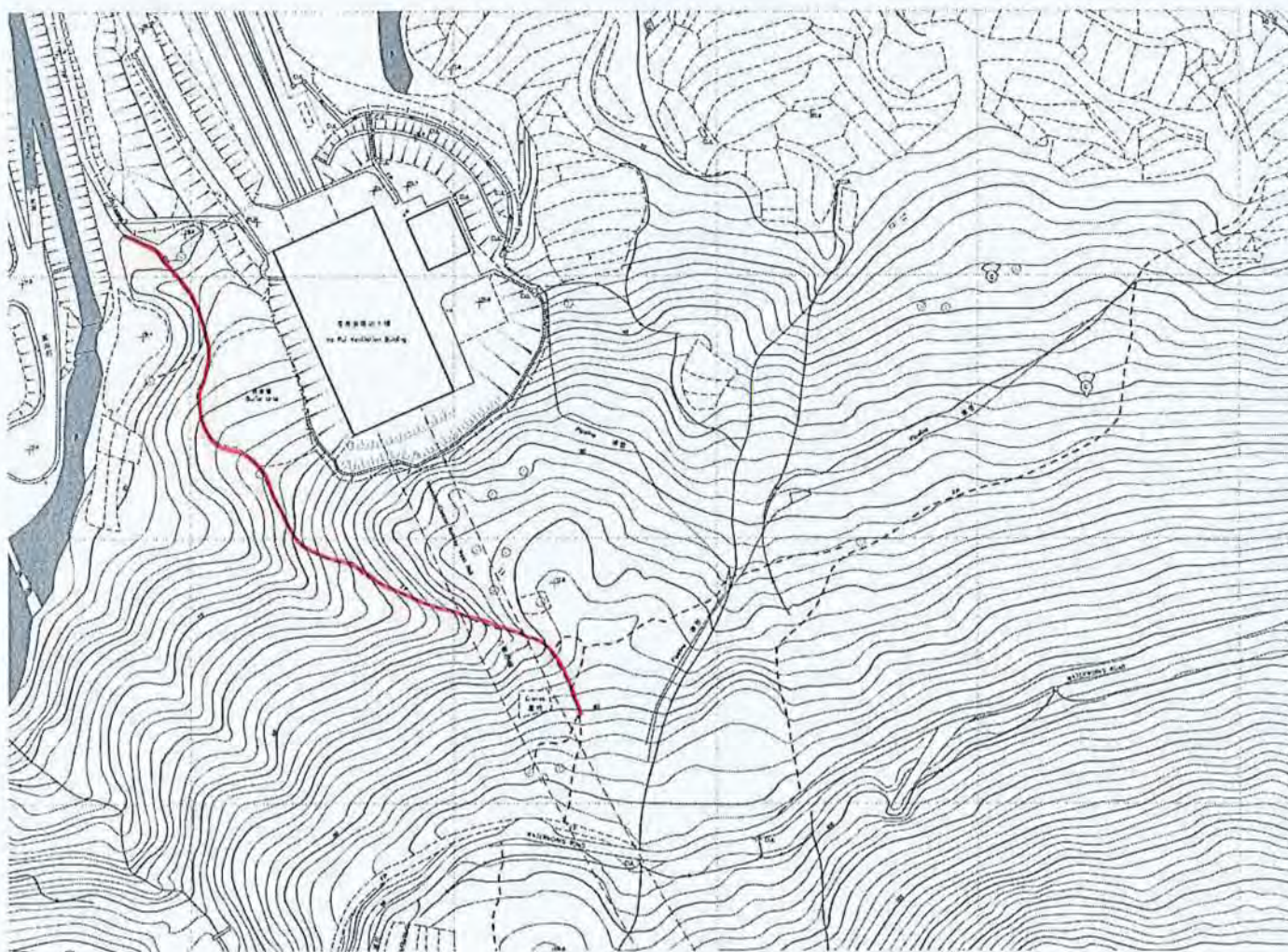
**Environmental
Resources
Management**

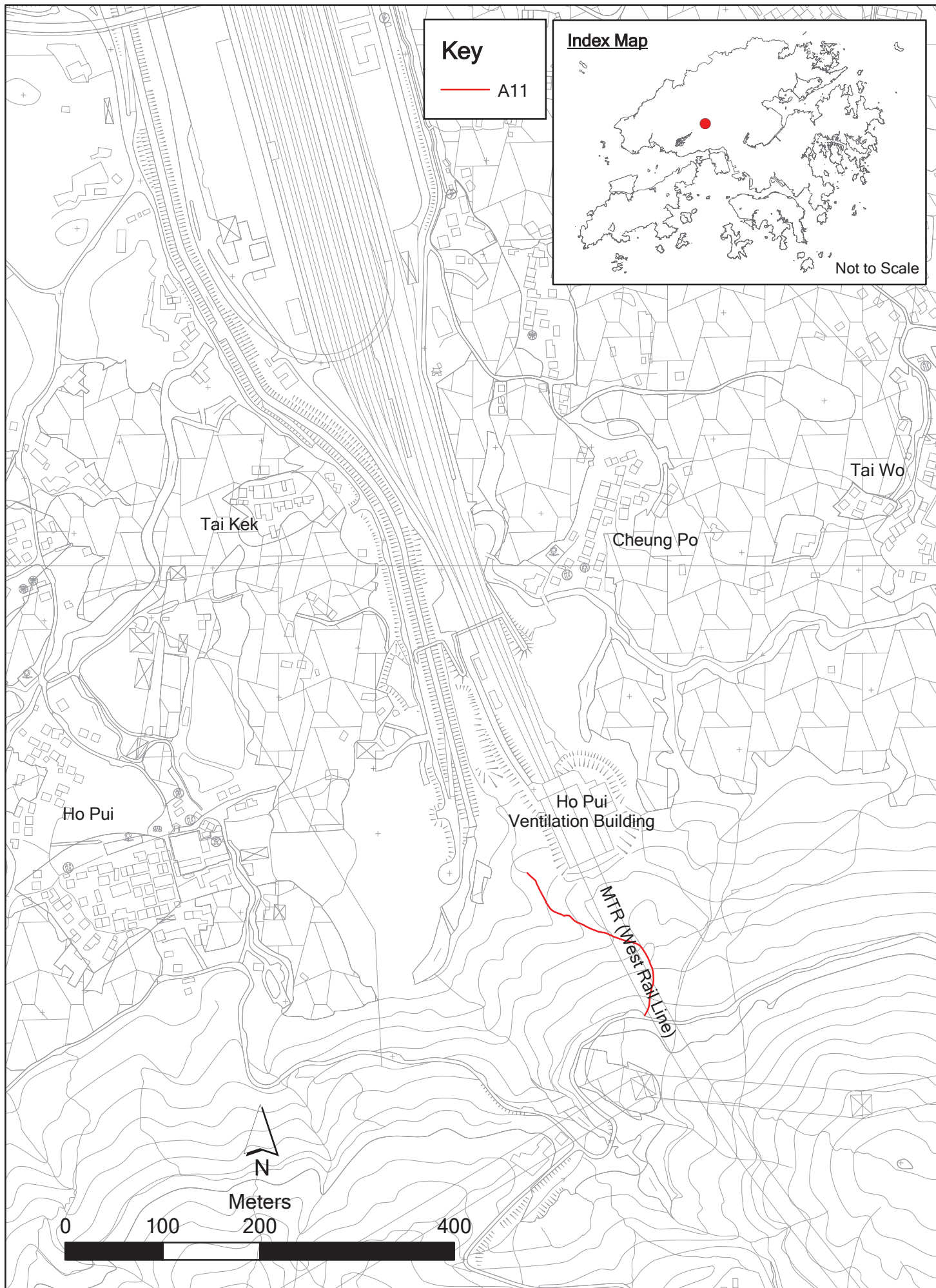


Annex A11

Ho Pui Trackway Information

Ho Pui Trackway
河背古徑
06-NE-22D, 06-NE-23C





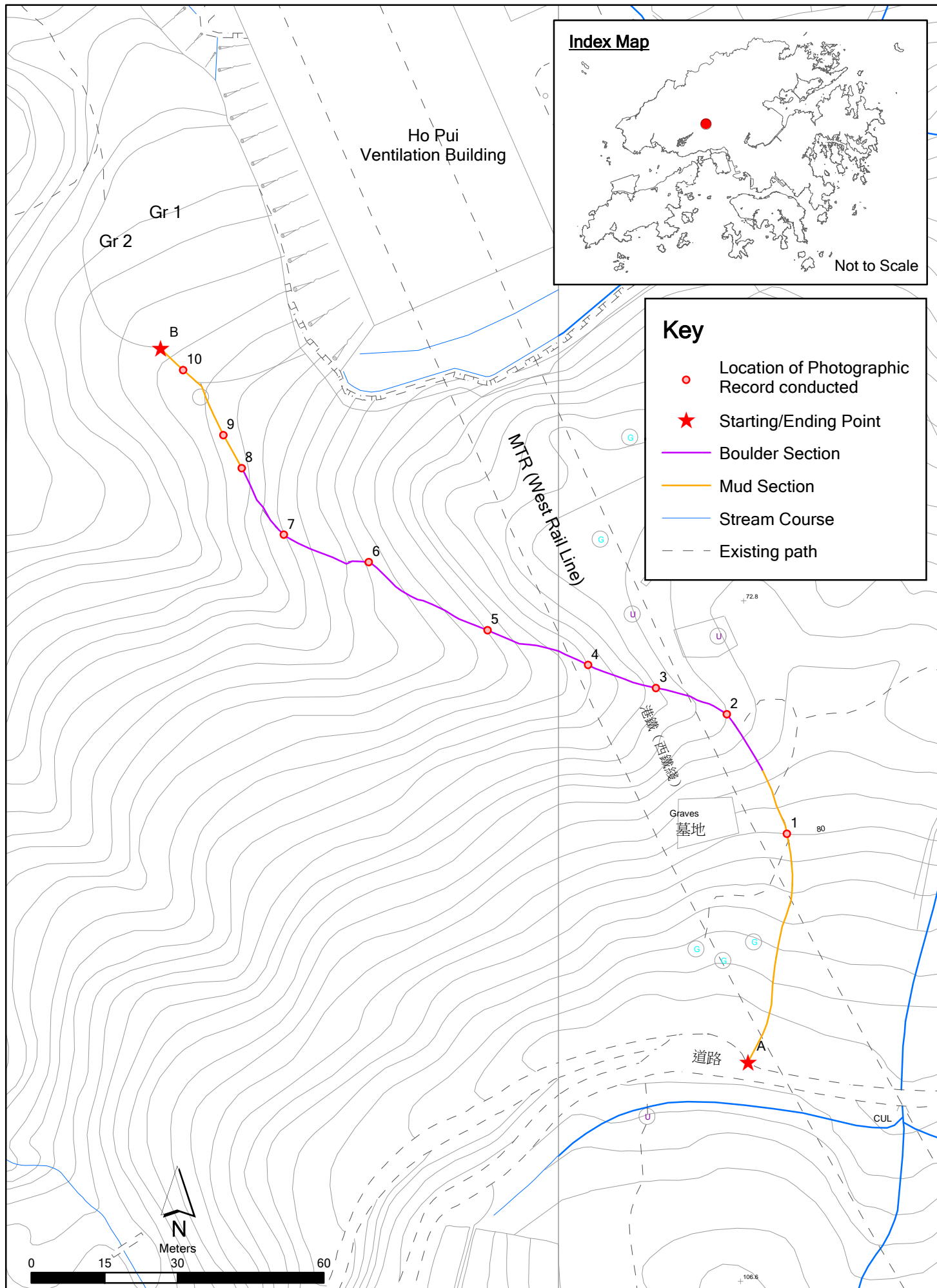
Plan A11

Plan of A11 - Ho Pui Trackway

File: Site Survey Maps\Old Trail A11.mxd
Date: 16/04/2011

Environmental
Resources
Management





Plan A11a

1:5000 Plan of A11 - Ho Pui Trackway

File: 5000scale map\0127814_A11a.mxd
Date: 16/04/2011

**Environmental
Resources
Management**



Photo Reference No.	Photographic Records
A	<div data-bbox="573 239 1807 1173" data-label="Image"> </div> <p data-bbox="445 1203 1935 1241">This photo shows the downhill entrance of the Ho Pui Trackway starting from the hillside at Ho Pui. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Mud section along the footpath. (View B to A)</p>	2	 <p>Boulder steps. (View B to A)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Boulders partly covered with overgrown vegetation. (View B to A)</p>	4	 <p>Downhill boulder steps. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
5	 <p>Boulder steps. (View B to A)</p>	6	 <p>Severely overgrown vegetation almost covered the boulder section. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>The rather steep gradient of the boulder steps. (View B to A)</p>	8	 <p>Boulder steps and the burnt vegetation adjacent to the steps. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>The poor condition of the footpath is shown by severely burnt vegetation at both sides of the footpath; boulders can hardly be identified. (View B to A)</p>	10	 <p>Vegetation at both sides of the path was burnt to ash; the boulder/mud section can vaguely be seen in between the burnt vegetation. (View A to B)</p>




Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>This photo marks the ending point of the Trackway (i.e. B) as no more boulder/mud sections can be found beyond this point. (View A to B)</p>	Gr 1 and Gr 2	 <p>General view of burial ground beyond the Trackway</p>

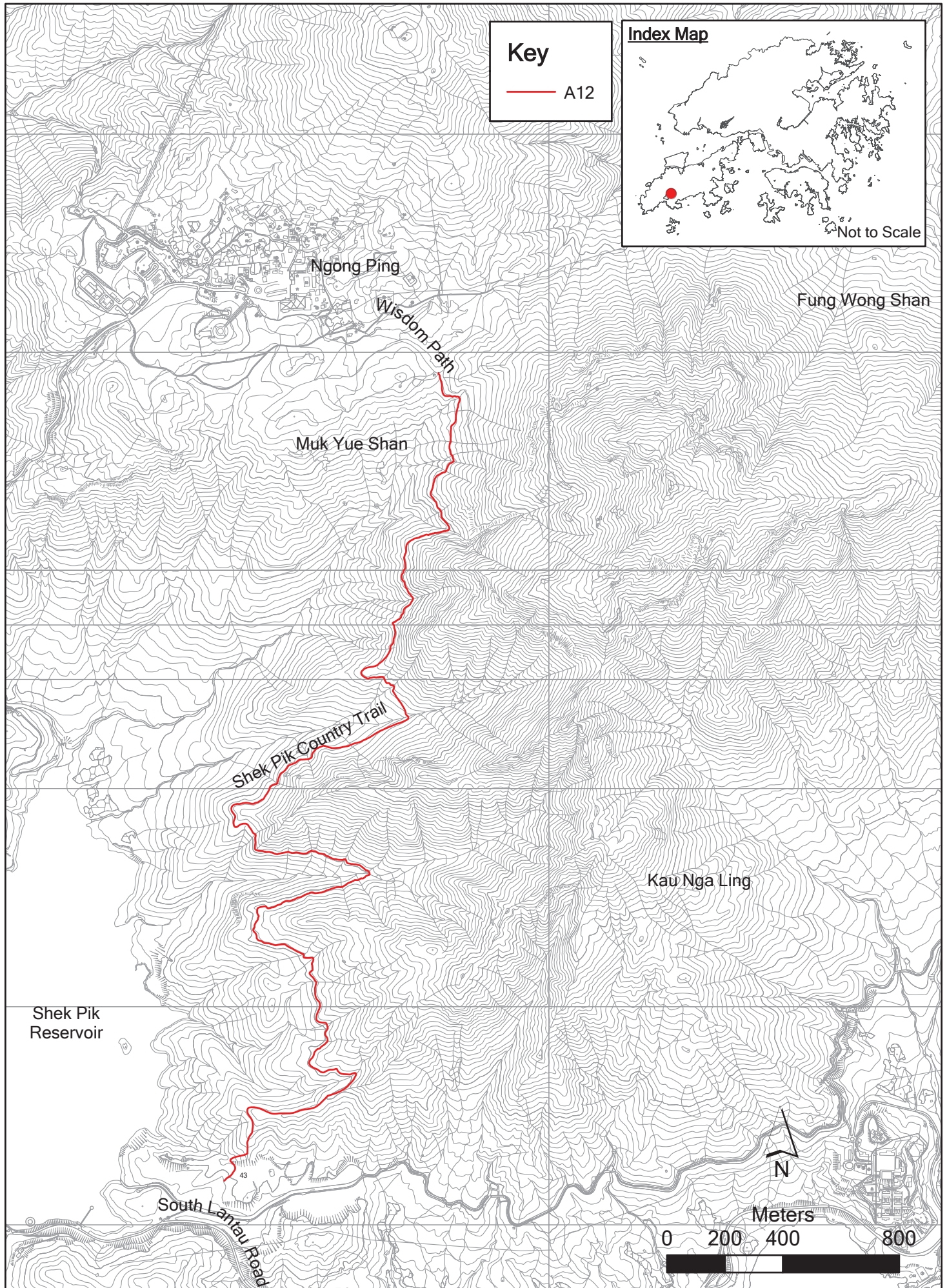
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
Gr 1 and Gr 2	 <p>General view of burial ground beyond the Trackway</p>		

Annex A12

Ngong Ping – Shek Pik Trackway Information

Ngong Ping – Shek Pik Trackway 昂坪至石壁古徑





Plan A12

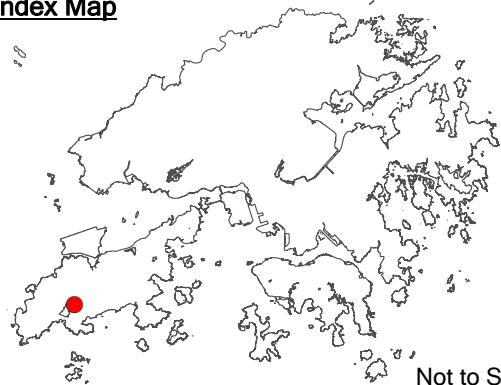
Plan of A12 - Ngong Ping – Shek Pik Trackway

File: Site Survey Maps\0127814_A12.mxd
Date: 18/04/2011

Environmental
Resources
Management



Index Map



Not to Scale

Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section
- Stream Course
- - - Existing Path
- Feature

Muk Yue Shan

The Wisdom Path

Lantau Trail (Section 4)

Lantau Trail (Section 3)

N

Meters

0 100 200

F1

Plan A12a

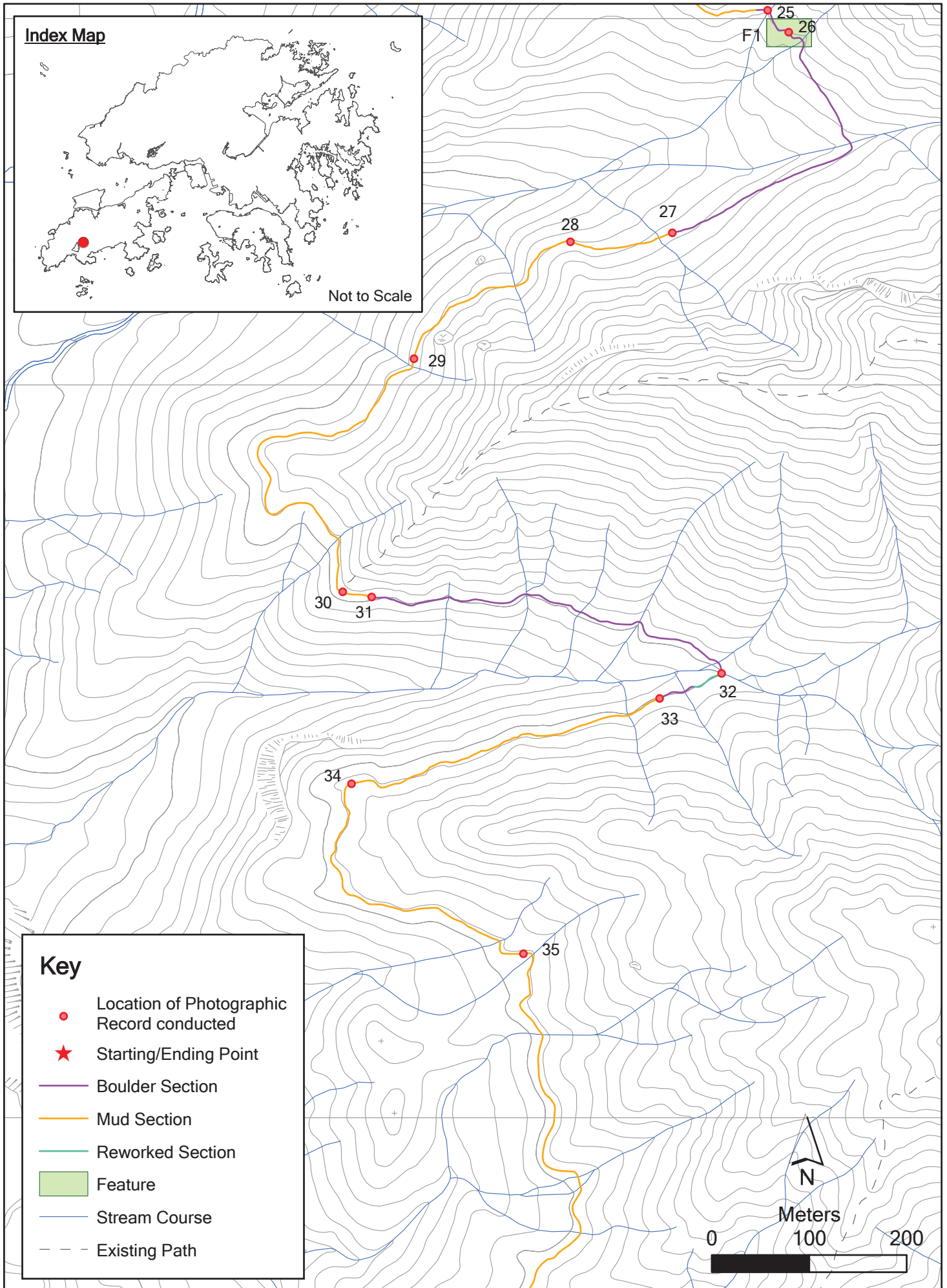
1:5000 Plan of A12 - Ngong Ping – Shek Pik Trackway (Sheet 1 of 3)

File: T:\GIS\CONTRACT\0127814\Map\5000_scale_map\0127814_A12a.mxd
Date: 10/12/2013

Environmental
Resources
Management



Index Map



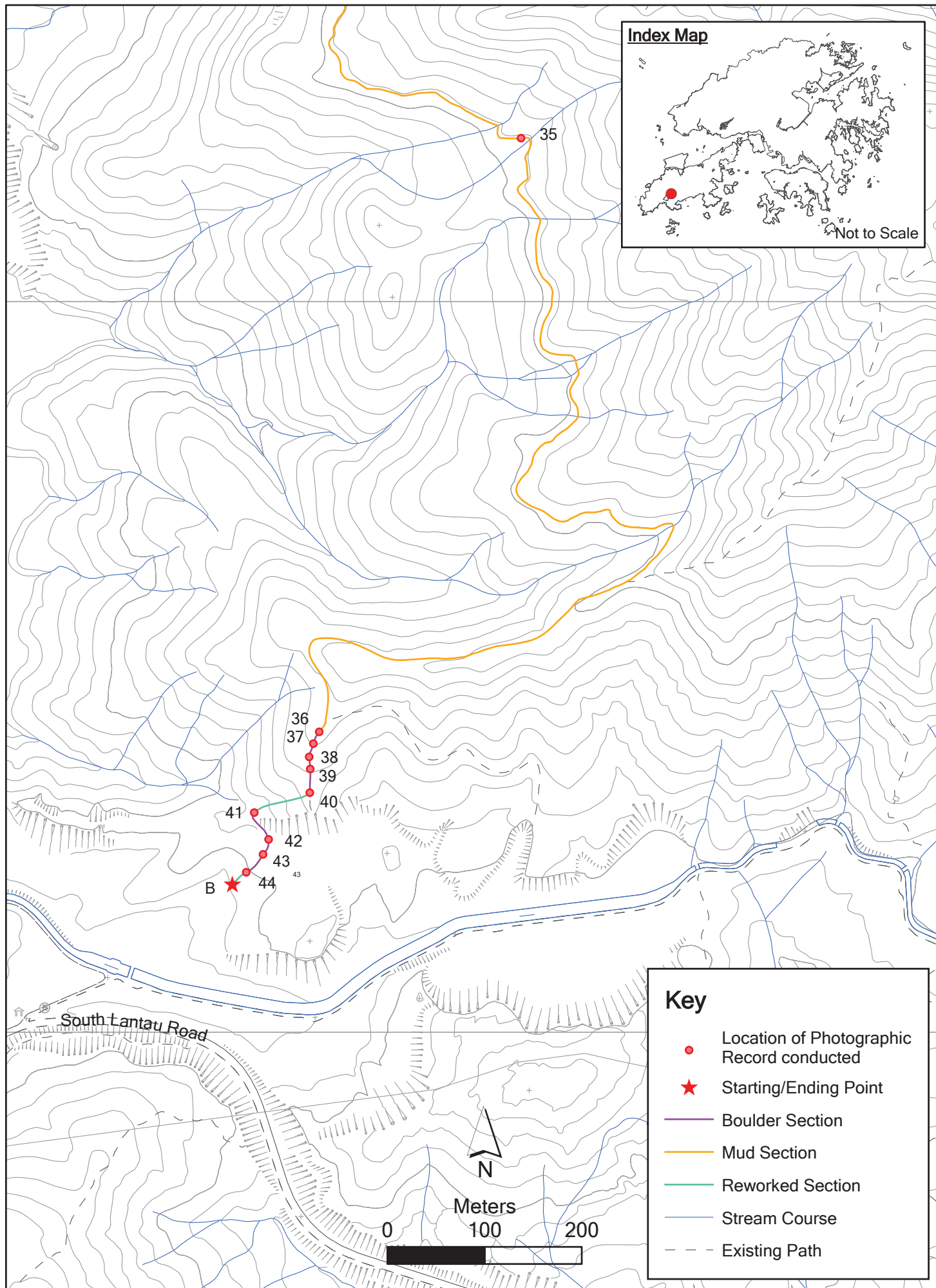
Plan A12b

1:5000 Plan of A12 - Ngong Ping – Shek Pik Trackway (Sheet 2 of 3)

File: 5000scale map\0127814_A12b.mxd
Date: 18/04/2011

Environmental
Resources
Management





Plan A12c

1:5000 Plan of A12 - Ngong Ping – Shek Pik Trackway (Sheet 3 of 3)

File: 5000scale map\0127814_A12c.mxd
Date: 18/04/2011

Environmental
Resources
Management



Photo Reference No.	Photographic Records
A	<div data-bbox="533 236 1848 1236" data-label="Image"> </div> <p data-bbox="309 1268 2072 1342">The Shek Pik Country Trail was fenced off and a warning sign was erected by AFCD at its entrance: hikers were warned not to enter the Trackway as it has been permanently closed due to damage by serious landslide. (View A to B)</p>

Photo Reference No.	Photographic Records
1	 <p data-bbox="264 1284 1301 1316">A drain made of stones with in-filled concrete across the footpath (View A to B).</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
2	 <p>Boulder along the footpath (view A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
3	 <p data-bbox="801 1299 1576 1337">A close-up view of the three steps of boulders (view A to B)</p>


Photo Reference No.	Photographic Records
4	 <p data-bbox="331 1299 2047 1337">Regularly-placed boulders on the footpath and structure constructed with boulders on the top left corner of the photo. (View A to B)</p>

Photo Reference No.	Photographic Records
5	 <p data-bbox="1182 1297 1872 1329">Boulder steps arranged in low gradient (view B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>End of boulder steps and start of mud section (view A to B)</p>	6	 <p>Looking backward to the boulder steps (view B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>Occasional boulder steps on mud section (view A to B)</p>	8	 <p>Another boulder section after mud section (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>A probable intermittent stream location along the footpath (view B to A)</p>		(Blank)


Photo Reference No.	Photographic Records
10	 <p data-bbox="801 1281 1619 1315">Another probable location of intermittent stream (view B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
11	 <p>Boulder steps and end of boulder section (view B to A)</p>		(Blank)



Photo Reference No.	Photographic Records
12	<div data-bbox="262 236 1534 1203">  </div> <div data-bbox="1579 272 2107 1005">  </div> <p data-bbox="1697 1034 2107 1066">View from Trackway outwards</p> <p data-bbox="262 1235 2107 1305">Location of previous landslide. It was observed that there were boulders that had been reinforced with concrete after landslide incident which indicated that the section was likely boulder paved. The section between Point 11 and Point 12 is regarded as reworked section (view A to B).</p>


Photo Reference No.	Photographic Records
12	 <p data-bbox="286 1299 2092 1334">Location of previous landslide from the opposite angle; The later-added concrete can be seen clearly in between the boulders. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
13	 <p>Mud section with very occasional boulder steps in between the mud section (view B to A)</p>	13	 <p>Mud section with very occasional boulder steps in between the mud section (view A to B)</p>


Photo Reference No.	Photographic Records
14	 <p data-bbox="376 1238 2002 1273">Mud section with plenty of rocks and fallen leaves; at both sides of the mud section aligned with the huge rocks (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
15	 <p>Boulder sections; the sign ahead of this boulder section read 'Beware of Flash Floods (小心山洪)' (view A to B)</p>	16	 <p>Boulders and rocks in irregular shapes along the footpath (view B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
17	 <p>Neatly arranged rocks</p> <p>Rocks were arranged neatly at the outter side of the mud section (view B to A)</p>	18	 <p>Large boulders forming steps (view B to A)</p>


Photo Reference No.	Photographic Records
19	 <p data-bbox="1003 1286 1377 1318">Large boulders (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
20	 <p>Irregularly-shaped reworked boulders with apparent in-filled concrete. (View A to B)</p>	21	 <p>Boulder steps. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
22	 <p>Boulder section (view B to A)</p>	23	 <p>Boulder section (view A to B)</p>


Photo Reference No.	Photographic Records
23	 <p data-bbox="801 1294 1576 1329">View of the boulder section from the opposite (view B to A)</p>

Photo Reference No.	Photographic Records
24	<div data-bbox="255 233 736 627" data-label="Image"> </div> <div data-bbox="280 643 533 724" data-label="Caption"> <p>Landslide scars (viewing upward)</p> </div> <div data-bbox="566 233 1809 1177" data-label="Image"> </div> <div data-bbox="1836 707 2063 825" data-label="Caption"> <p>Landslide scars (viewing downward)</p> </div> <div data-bbox="1686 850 2130 1220" data-label="Image"> </div> <div data-bbox="840 1203 1534 1244" data-label="Caption"> <p>Another location of previous landslide (view A to B)</p> </div>


Photo Reference No.	Photographic Records
25	 <p data-bbox="770 1262 1608 1297">Boulder steps covered with plenty of fallen leaves. (View B to A)</p>


Photo Reference No.	Photographic Records
26	 <p data-bbox="719 1257 1657 1295">A section of footpath with a boulder wall structure beside. (View A to B)</p>

Photo Reference No.	Photographic Records
F1	 <p data-bbox="369 1305 2009 1343">A boulder wall structure with boulders being piled up resembling a retaining wall observed beside the footpath. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
27	 <p>Flat boulder surface with many tree branches (view A to B)</p>	28	 <p>Neatly arranged large boulders were found at the edge of the footpath by the cliff; many small stones scattered upon the footpath probably because of the heavy weathering and frequent landslides (view B to A)</p>


Photo Reference No.	Photographic Records
29	 <p data-bbox="667 1273 1709 1308">Rugged surface of footpath with boulders and stones at both sides (view A to B)</p>

Photo Reference No.	Photographic Records
30	 <p data-bbox="667 1265 1711 1297">A warning sign of the cliff ahead was established to warn visitors. (View B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
31	 <p>Large boulder steps (view B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
32	 <p data-bbox="622 727 1756 762">A panoramic view of a large scar marked by a previous landslide location (view A to B)</p>

Photo Reference No.	Photographic Records
32	<div data-bbox="526 240 1850 1246" data-label="Image"> <p>The photograph shows a stone-paved path on a hillside. The path is made of irregularly shaped stones, some of which are light-colored and others darker. A red arrow is drawn on the image, pointing from the lower left towards the upper right, indicating the direction of the footpath alignment. The path is surrounded by vegetation and rocks.</p> </div> <p data-bbox="271 1278 2107 1350">A reworked section was identified at the crossing of the landslide location; red arrow refers to the direction of the footpath alignment (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
33	 <p>Boulder sections (view A to B)</p>	34	 <p>A few tree roots encroaching the mud section of the footpath (view A to B)</p>


Photo Reference No.	Photographic Records
35	 <p data-bbox="792 1214 1585 1251">A section of reworked steps along the footpath (view B to A)</p>

Photo Reference No.	Photographic Records
36	 <p data-bbox="808 1233 1570 1270">A drain before descending the boulder steps (view A to B)</p>

Photo Reference No.	Photographic Records
36	 <p data-bbox="929 1315 1449 1347">Descending boulder steps (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
37	 <p>Regular boulder steps (view B to A)</p>	37	 <p>Regular boulder steps (view B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
38	 <p>View of boulder steps from the bottom of the steps (view B to A)</p>		(Blank)

Photo Reference No.	Photographic Records
39	 <p data-bbox="719 1286 1659 1321">Modern platform found at the bottom of the boulder steps (view B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
40	 <p>Modern drain and landing before descending the modern steps (view A to B)</p>	41	 <p>End of modern steps (view B to A)</p>

Photo Reference No.	Photographic Records
42	 <p data-bbox="667 1284 1709 1321">A modern drain before descending another flight of boulder steps (view A to B)</p>


Photo Reference No.	Photographic Records
43	 <p data-bbox="786 1315 1592 1347">A modern drain cutting across the boudler steps (view A to B)</p>




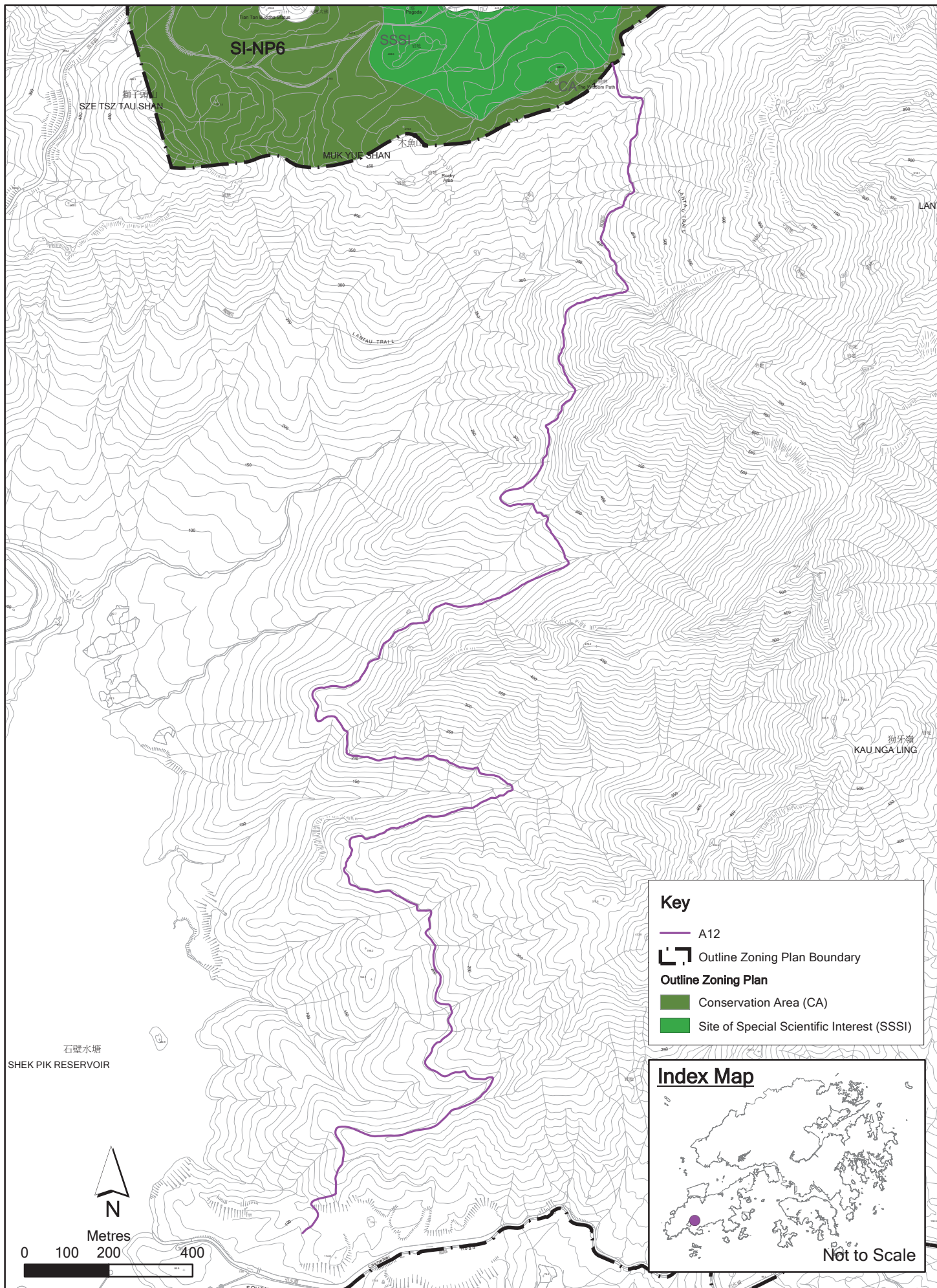
Photo Reference No.	Photographic Records
44	 <p data-bbox="741 1265 1637 1302">Another modern drain cutting across the boulder steps (view A to B)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>Last boulder steps of the footpath (view B to A)</p>	B	 <p>Red arrow indicates the ending point of the footpath (i.e. B)</p>



Annex A12-5

Outline Zoning Plan A12 - Ngong Ping - Shek Pik Trackway

File: T:\GIS\CONTRACT\0127814\Wxd\0127814_OZP_A12.mxd
Date: 28/06/2013

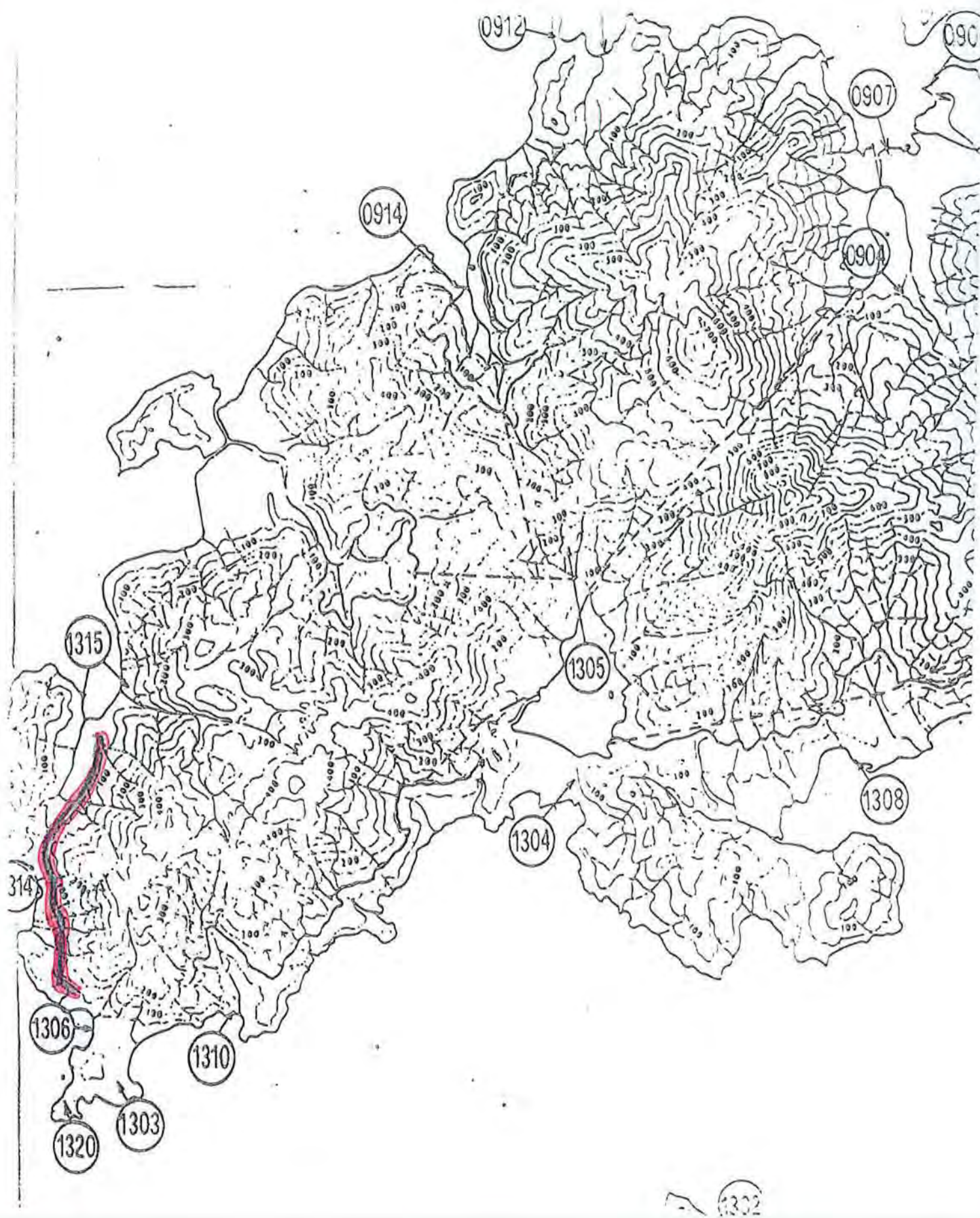
Environmental
Resources
Management



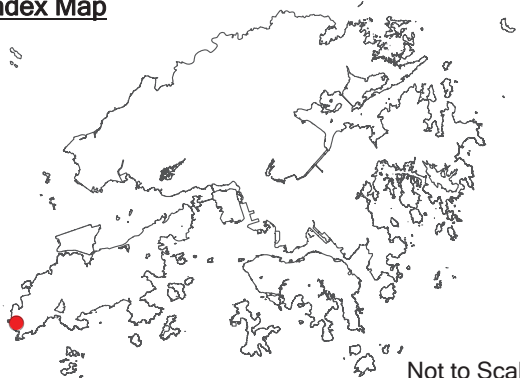
Annex A13

Yi O – Fan Lau Boulder Trackway Information

Yi O – Fan Lau Boulder Trackway 二澳至分流古石徑



Index Map



Not to Scale

Key

— A13

Pearl River
Outlet



Meters
1,000

0

500

2,000

Tai O

Nga Ying Kok

Yi O

Kai Kung Shan

Yi O
San Tsuen

Yi O
Kau Tsuen

Kan Tau Au

Ling Wui
Shan

Kan Tau Au

Tsin Yue
Wan

Heung Chung
Au

Fan Lau Teng

Fan Lau
Sai Wan

Kau Ling
Chung

Fan Lau
Tung Wan

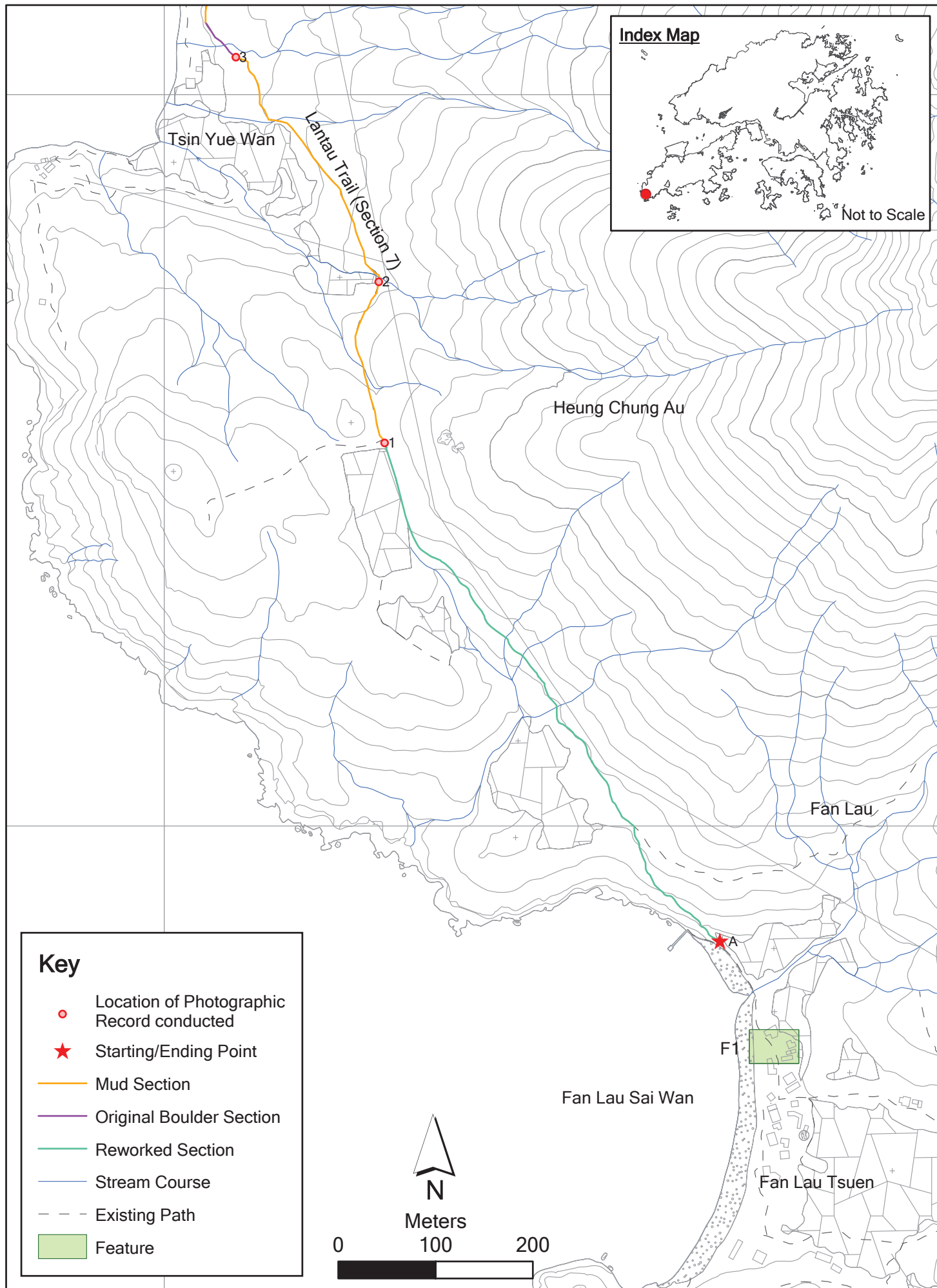
Plan A13

Plan of A13 - Yi O - Fan Lan Boulder Trackway

File: Site Survey Maps\Old Trail A13.mxd
Date: 18/04/2011

Environmental
Resources
Management





Plan A13a

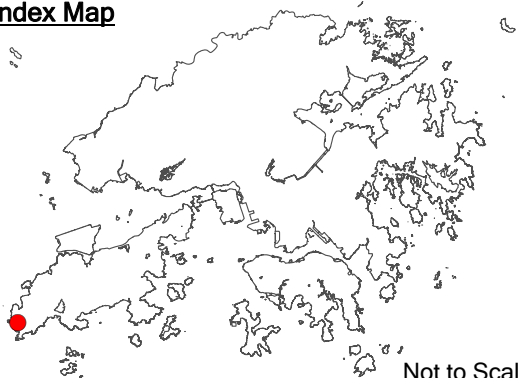
1:5000 Plan of A13 - Yi O - Fan Lan Boulder Trackway (Sheet 1 of 3)

File: 5000scale map\0127814_A13a.mxd
Date: 18/04/2011

Environmental
Resources
Management



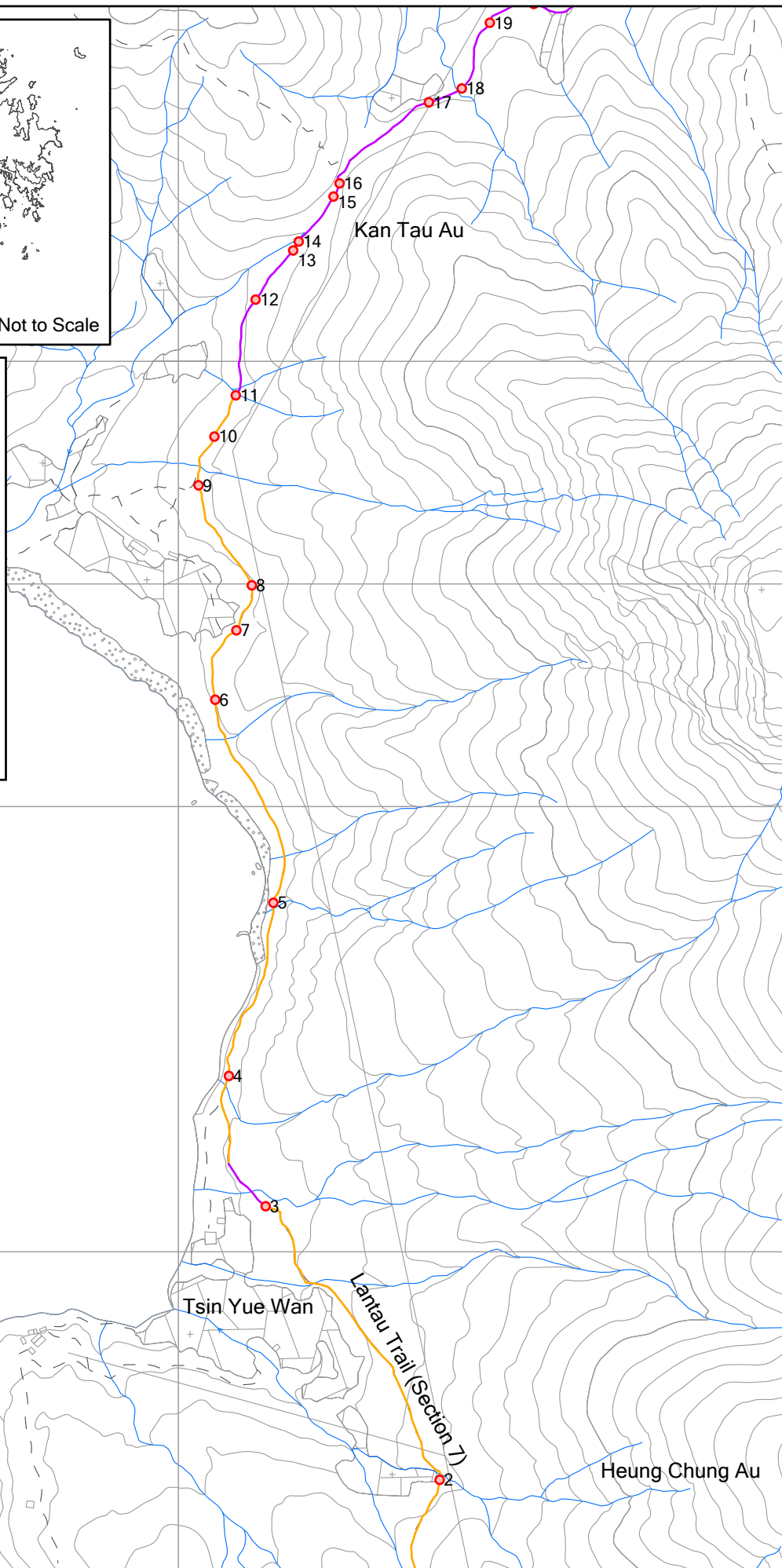
Index Map



Not to Scale

Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Original Boulder Section
- Mud Section
- Reworked Section
- Stream Course
- Existing Path
- Feature



Meters

0 100 200

Plan A13b

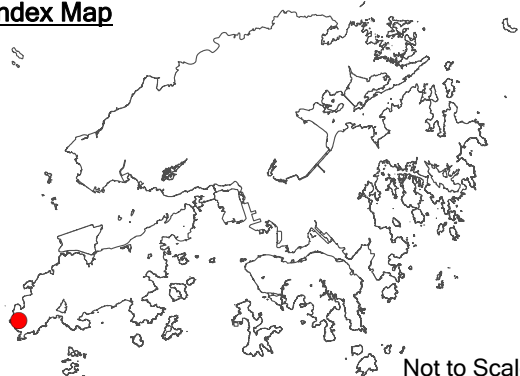
1:5000 Plan of A13 - Yi O - Fan Lan Boulder Trackway (Sheet 2 of 3)

File: T:\GIS\CONTRACT\0127814\Map\5000_scale_map\0127814_A13b.mxd
Date: 10/12/2013

Environmental
Resources
Management



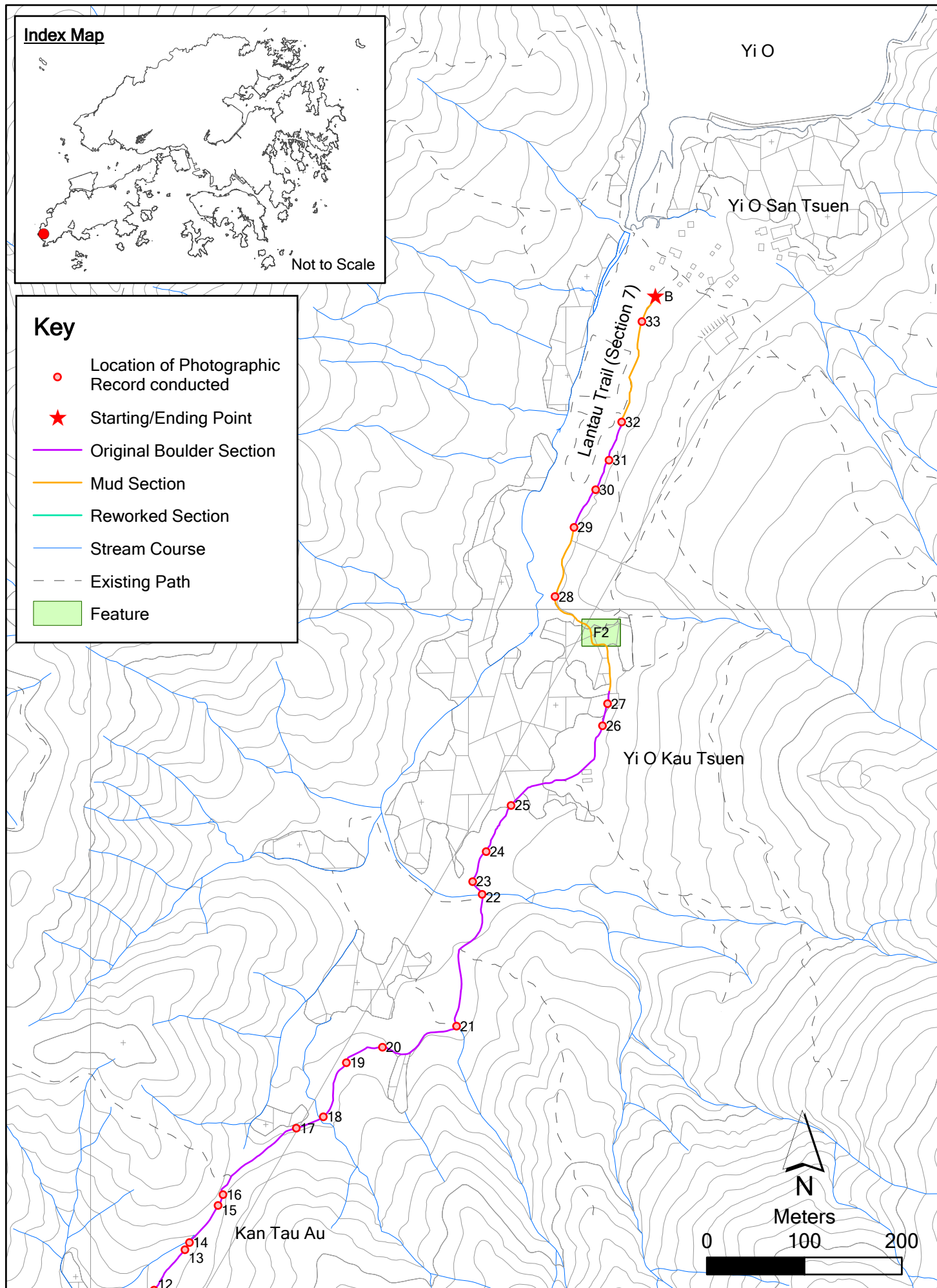
Index Map



Not to Scale

Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Original Boulder Section
- Mud Section
- Reworked Section
- Stream Course
- Existing Path
- Feature



Plan A13c

1:5000 Plan of A13 - Yi O - Fan Lan Boulder Trackway (Sheet 3 of 3)

File: T:\GIS\CONTRACT\0127814\Map\5000_scale_map\0127814_A13c.mxd
Date: 27/12/2013

Environmental
Resources
Management





Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>Façade of Leung Ying Kong Ancestral Hall in Fan Lau Sai Wan Village (F1) to the southeast of A</p>	A	 <p>Concrete path leading uphill (view from A to B)</p>

Photo Reference No.	Photographic Records
A	 <p data-bbox="521 1177 1859 1214">Plaque of Fan Lau – Yi O Footpath indicating the starting point of the Trackway erected in 1979. (i.e. A)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
A	<div data-bbox="465 453 1010 903"> <div> FAN LAU – YI O FOOTPATH (STAGE I – III) JOINT CARE/D.O.Is PROJECT JUNE, 1979. </div> <div> 分流「二澳路」 (第二至三期工程) 美國經援協會捐助 離島理民府興建 一九七九年六月 </div> </div> <p>Inscriptions of the information plaque</p>		(Blank)

Photo Reference No.	Photographic Records
1	 <p data-bbox="602 1299 1771 1334">Plaque at the right hand side of footpath showing the location of Tsin Yue Wan Camp Site</p>


Photo Reference No.	Photographic Records
2	 <p data-bbox="398 1251 1982 1286">A modernised crossing beside the concrete path; the post at the top left hand corner is the distance post L068 (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Boulder steps (view A to B)</p>	4	 <p>Mud section (view A to B)</p>

Photo Reference No.	Photographic Records
5	 <p data-bbox="356 1220 2022 1257">Reddish mud section by the coast; the stone beach of Tsin Yue Wan can be seen at the right hand side of the photo. (View B to A)</p>


Photo Reference No.	Photographic Records
6	 <p data-bbox="468 1251 1890 1283">Boulder steps appearing in zig-zag shape (red arrow shows the alignment of the boulder steps). (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
6	 <p>Boulder steps appearing in zig-zag shape (red arrow shows the alignment of the boulder steps) (view A to B)</p>	From 6 to 7	 <p>Occasional boulders in irregular shapes on the mud section (view B to A)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
From 6 to 7	 <p>Occasional boulders in irregular shapes on the mud section (view A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
7	 <p data-bbox="689 1177 1688 1214">A drain across the footpath covered with overgrown vegetation (view A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
8	 <p>Occasional boulder steps along mud section. (view A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
9	 <p>Direction signs showing the direction of Tai O and Kau Ling Chung via Fan Lau (view from the path to the right hand side of the path)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
10	 <p>Occasional boulder path along the mud section. (View A to B)</p>	11	 <p>Occasional boulder steps on mud section with fallen leaves and small cobbles. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
12	 <p>Uphill boulder path. (View A to B)</p>		(Blank)


Photo Reference No.	Photographic Records
13	 <p data-bbox="792 1257 1585 1294">Side view of one of the intact boulder sections. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
13	 <p>Intact boulder section with boulders aligned in a more regular pattern. (View A to B)</p>	14	 <p>Uphill path placed with boulders in a regular manner; heavily overgrown vegetation at both sides of the footpath. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
14	 <p>Close up views of the boulders. (View A to B)</p>	14	 <p>Close up views of the boulders. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
15	 <p>Uphill footpath made of less regular boulders and cobbles. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
16	 <p data-bbox="616 1313 1765 1343">A section with many cobbles, small stones and overhanging tree branches. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
17	 <p>Flat boulders aligned at the narrow footpath; overgrown vegetation at both sides of the footpath. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
18	 <p>Boulders on the footpath. (View A to B)</p>	19	 <p>Uphill boulder steps. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
20	 <p>Uphill boulder steps. (View A to B)</p>	21	 <p>Boulders at stream crossing. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
22	 <p>Boulders at stream crossing. (View A to B)</p>	23	 <p>Irregular boulders with occasional tree roots and fallen leaves. (View A to B)</p>

Photo Reference No.	Photographic Records
24	 <p data-bbox="501 1321 1877 1356">A structure made of boulders and rocks was found at the footpath right next to the footpath. (View A to B)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
25	 <p>Large boulders aligned to form part of the section. (View A to B)</p>	26	 <p>Large boulders aligned to form part of the section with heavy vegetation at both sides of the footpath. (View A to B)</p>

Photo Reference No.	Photographic Records
27	 <p data-bbox="748 1300 1630 1337">Boulders piled up at the left hand side of the footpath. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
27	 <p>Boulder slabs arranged in a line with vegetation overgrown in between the boulders. (View A to B)</p>	F2	 <p>A ruined village house hidden behind the overgrown vegetation in Yi O Kau Tsuen.</p>


Photo Reference No.	Photographic Records
F2	 <p data-bbox="555 1289 1850 1329">This ruined village house has its roof collapsed and been invaded by heavily overgrown vegetation.</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
28	 <p>A few long granite slabs used as a stream crossing. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
28	 <p data-bbox="768 1262 1612 1295">A few long granite slabs used as a stream crossing. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
29	 <p>Boulder section. (View A to B)</p>	30	 <p>Granite slabs believed to be the threshold of the village houses that have become ruins nowadays. (View A to B)</p>


Photo Reference No.	Photographic Records
30	 <p data-bbox="472 1329 1906 1364">Granite slabs believed to be the threshold of the village houses that have become ruins nowadays (view A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
31	 <p>Boulder section. (View A to B)</p>	32	 <p>Mud section with a few steps made of boulders. (View A to B)</p>




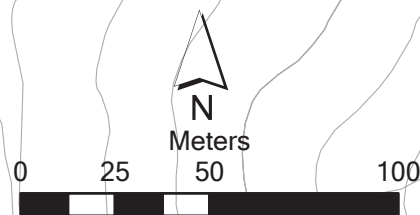
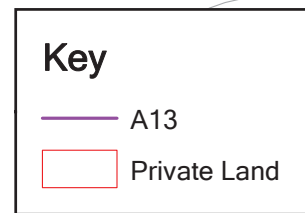
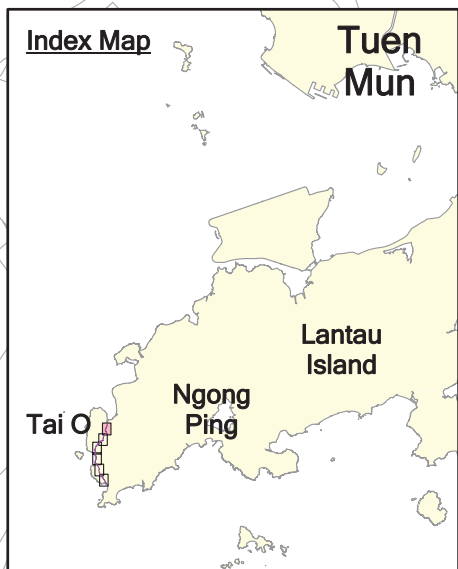
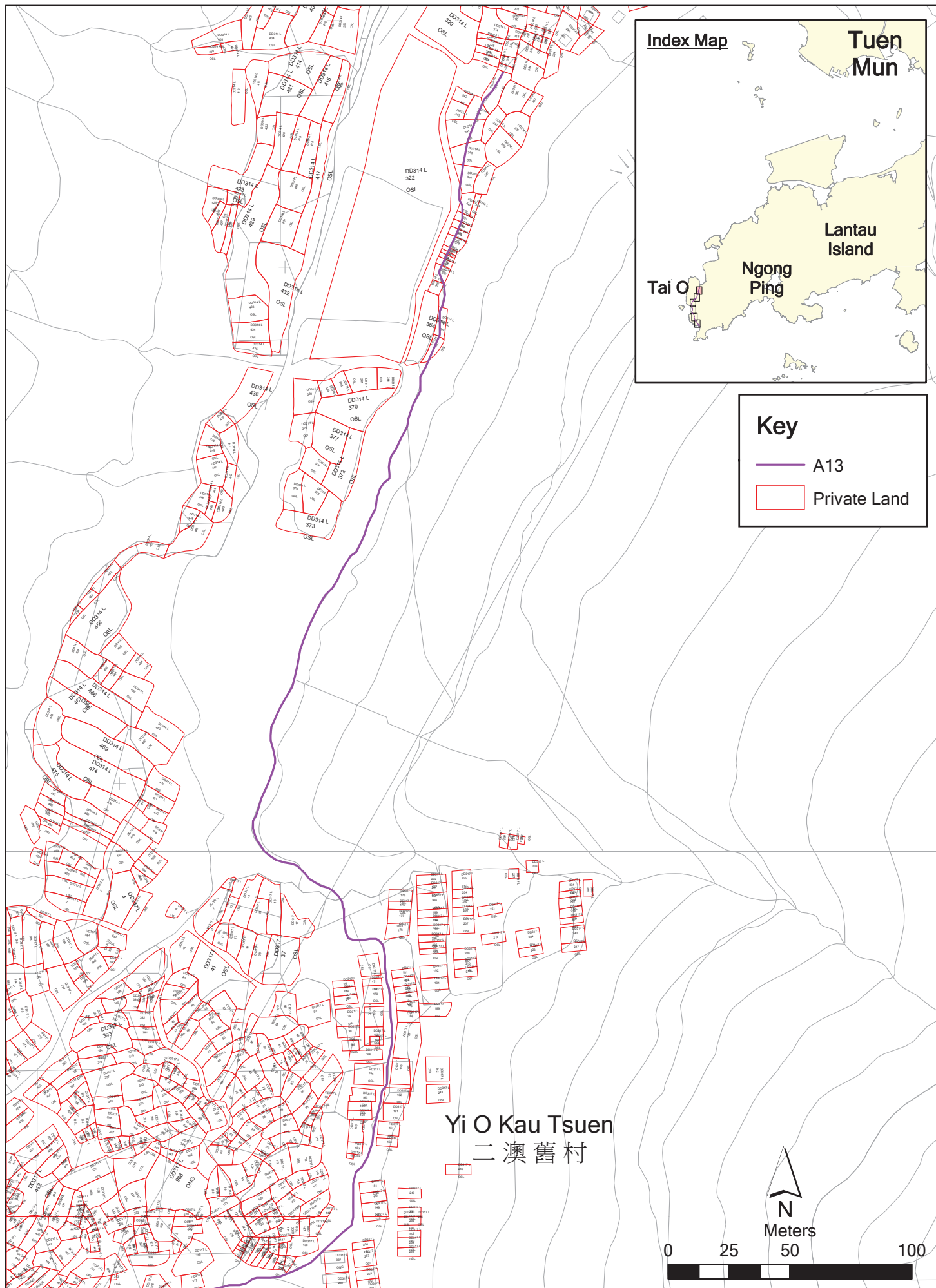
Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
33	 <p>Mud section with occasional boulder steps. (View A to B)</p>	B	 <p>Mud section with occasional boulder steps. End of which indicating the ending point of the footpath.</p>

Photo Reference No.	Photographic Records
F2	 <p data-bbox="1291 389 1326 1682">This ruined village house has its roof collapsed and been invaded by heavily overgrown vegetation.</p>



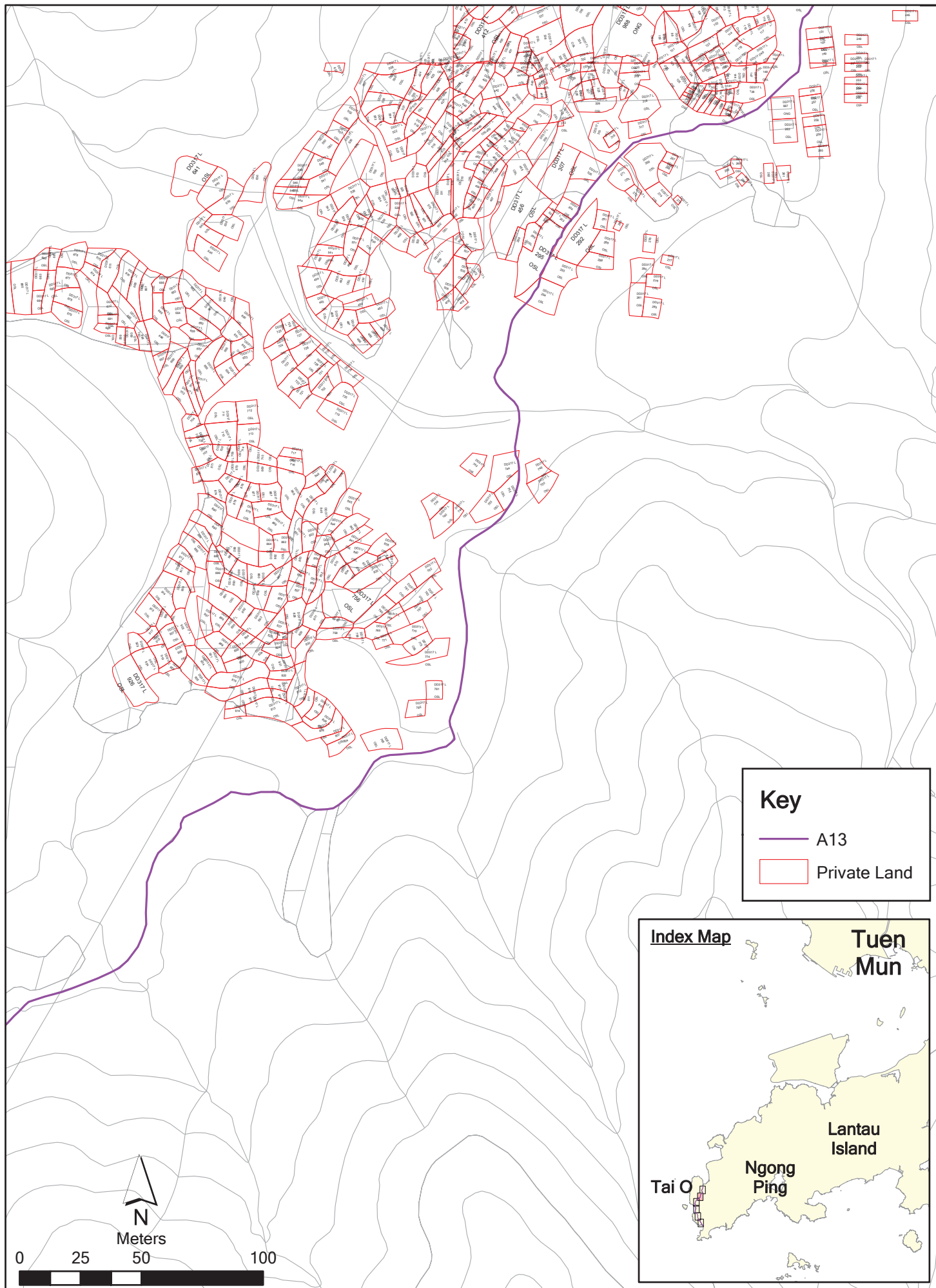
Annex A13-4a

Land Status Plan - A1Yi O – Fan Lau Boulder Trackway
(Sheet 1 of 6)

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A13-1.mxd
Date: 28/06/2013

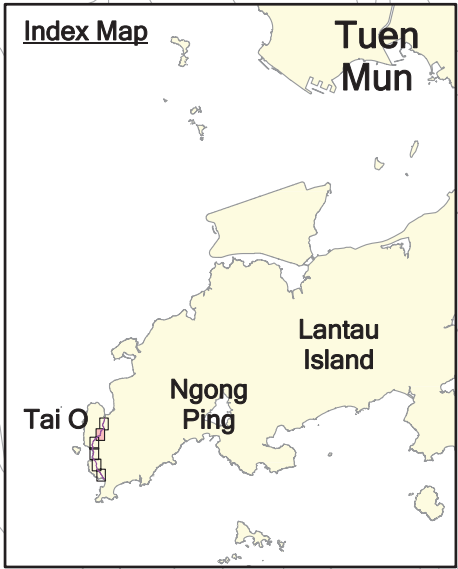
**Environmental
Resources
Management**





Key

- A13
- Private Land



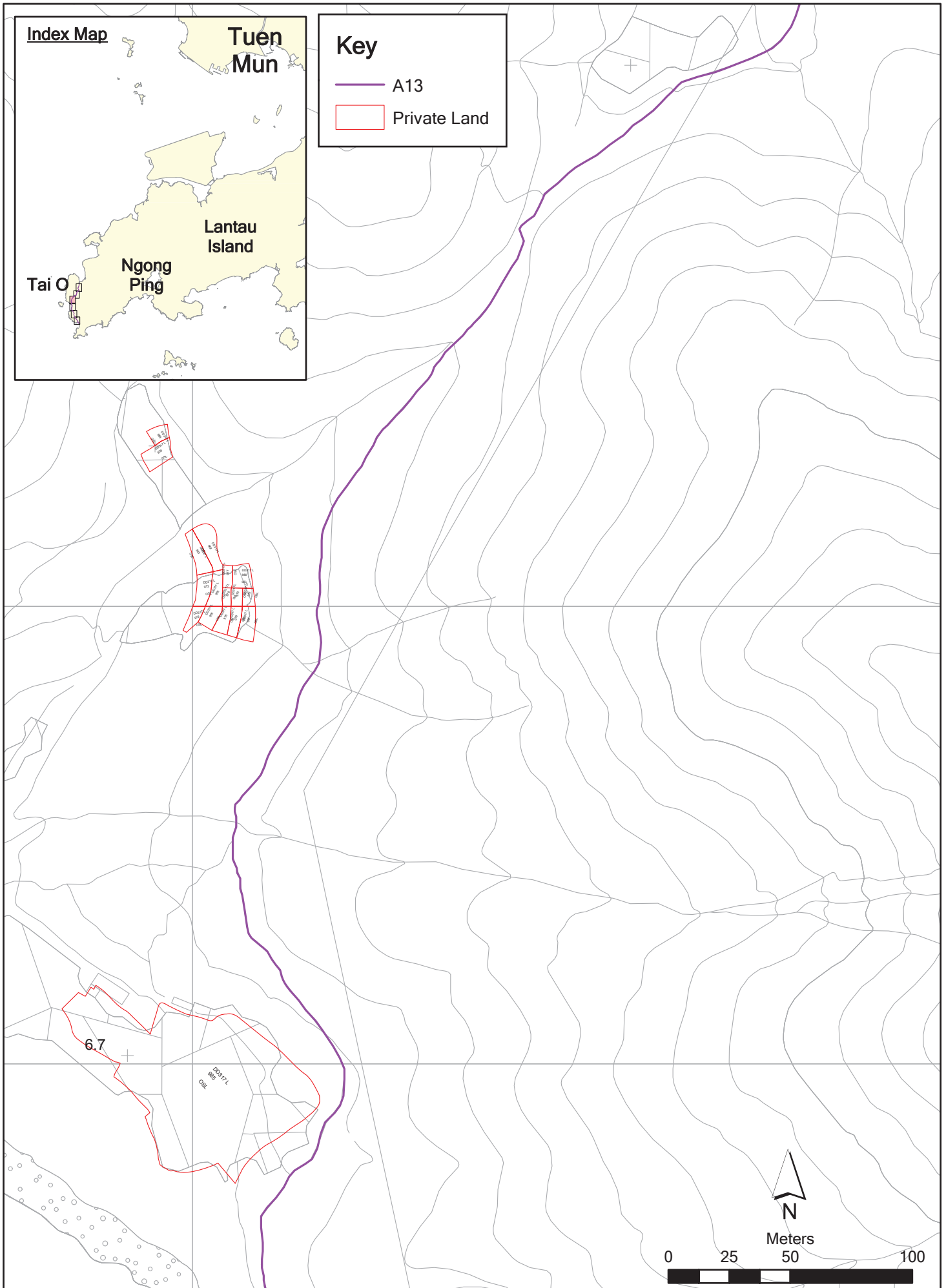
Annex A13-4b

**Land Status Plan - A1Yi O – Fan Lau Boulder Trackway
(Sheet 2 of 6)**

File: T:\GIS\CONTRACT\0127814\I\mxd\Landlots\0127814_A13-2.mxd
Date: 28/06/2013

**Environmental
Resources
Management**





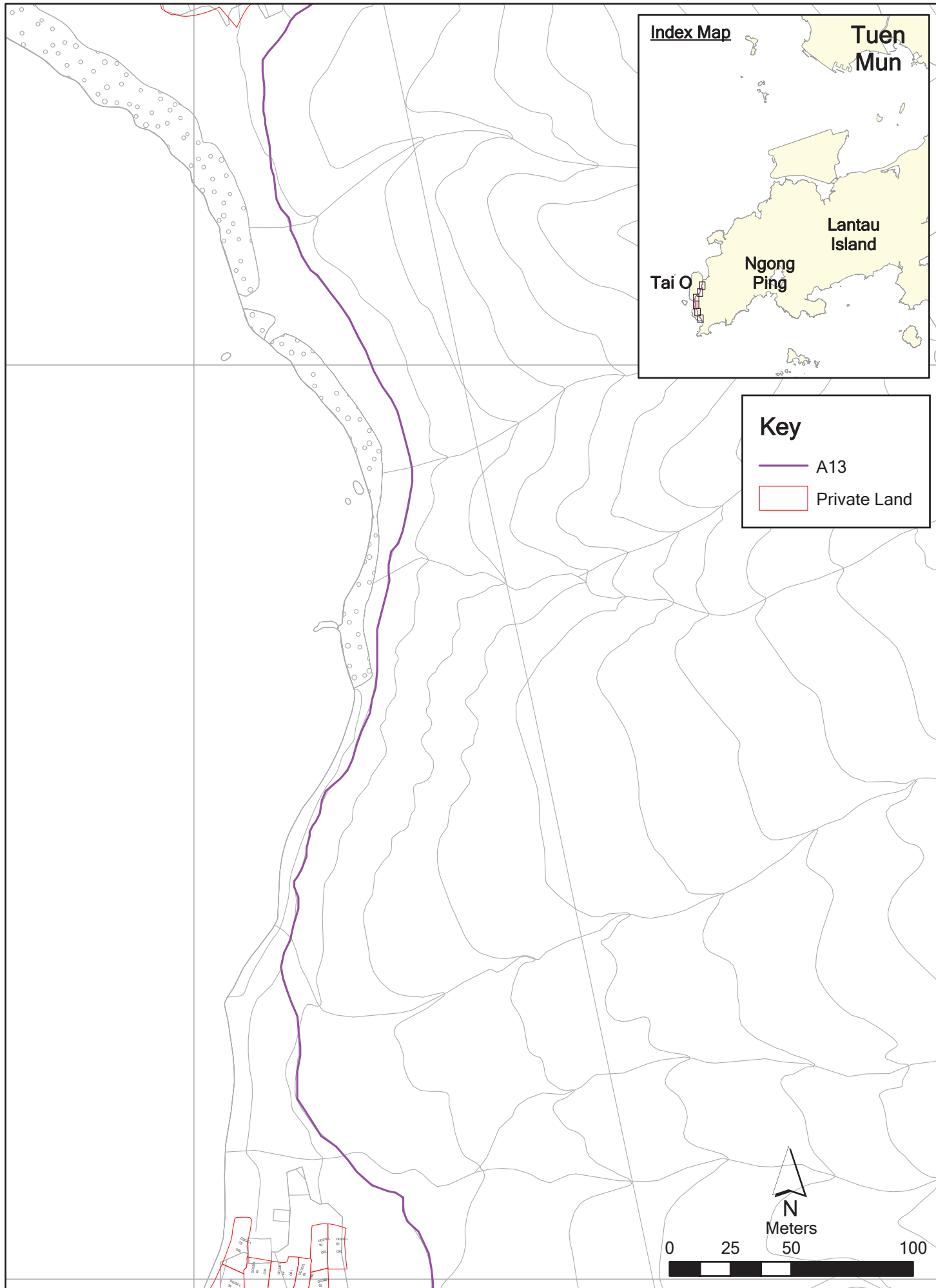
Annex A13-4c

Land Status Plan - A1Yi O – Fan Lau Boulder Trackway
(Sheet 3 of 6)

File: T:\GIS\CONTRACT\0127814\IMxd\Landlots\0127814_A13-3.mxd
Date: 28/06/2013

Environmental
Resources
Management





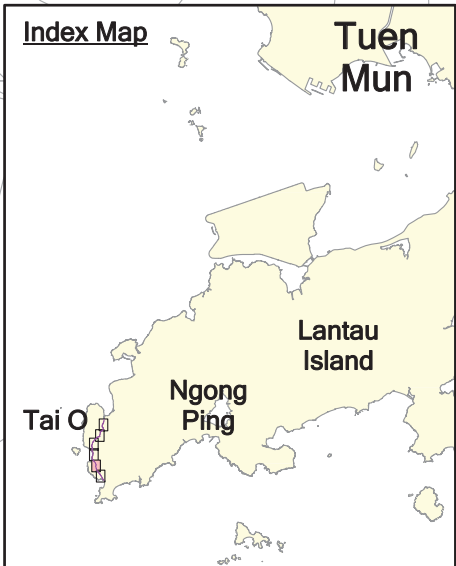
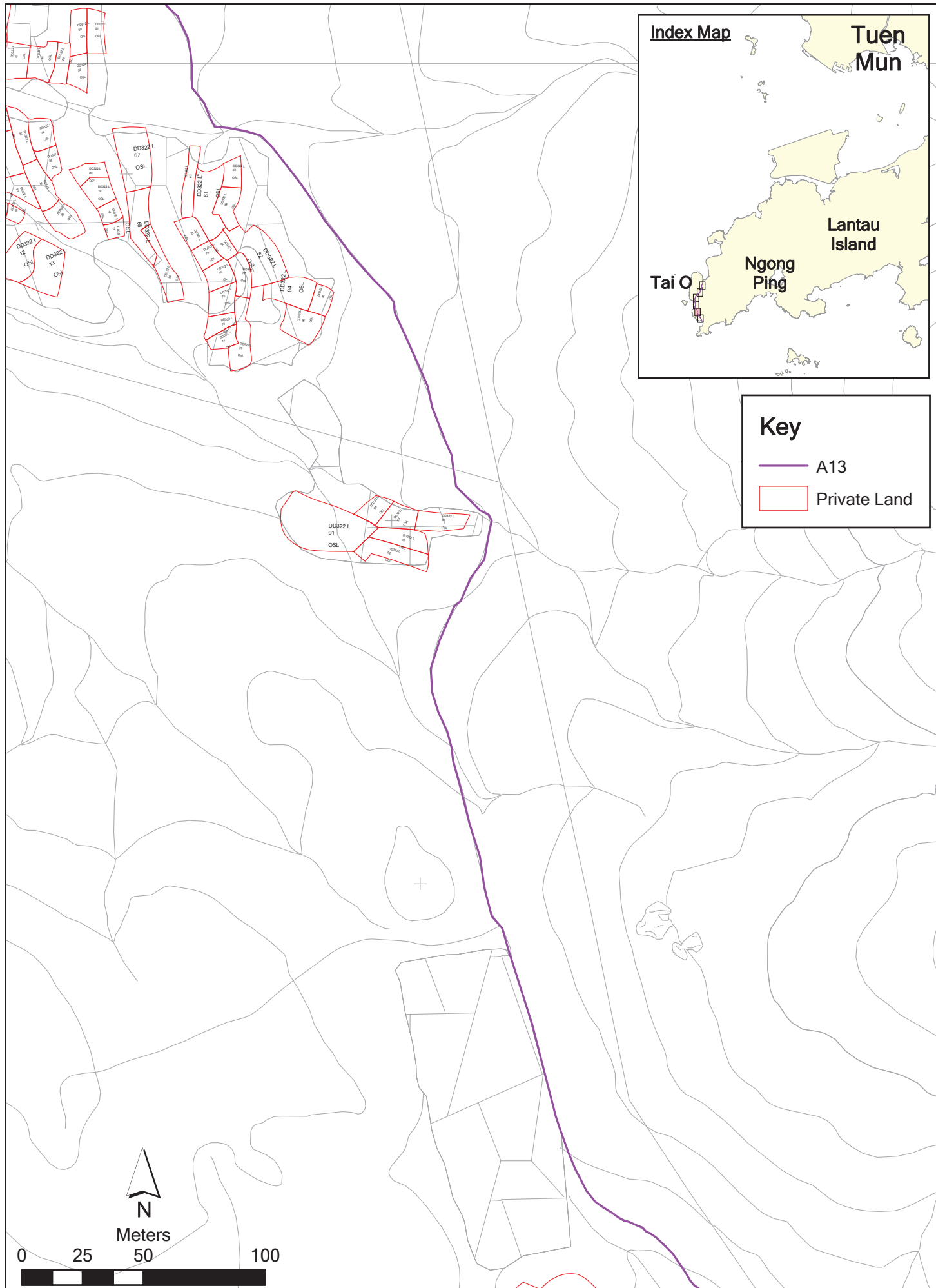
Annex A13-4d

Land Status Plan - A1Yi O – Fan Lau Boulder Trackway (Sheet 4 of 6)

File: Landlots\0127814_A13-4.mxd
Date: 14/04/2011

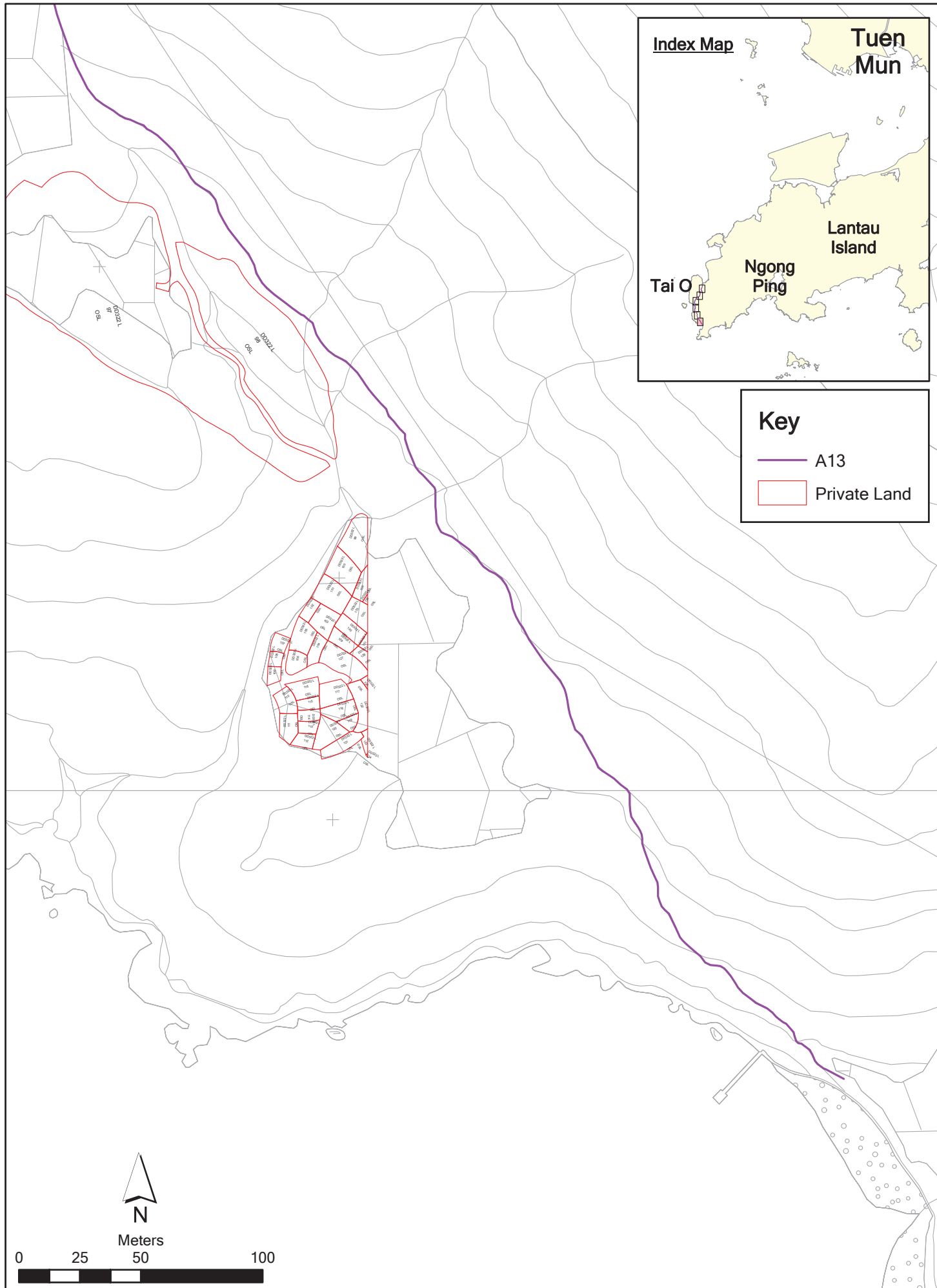
Environmental
Resources
Management





Key

- A13
- Private Land



Annex A13-4f

Land Status Plan - A1Yi O – Fan Lau Boulder Trackway (Sheet 6 of 6)

File: T:\GIS\CONTRACT\0127814\Map\Landlots\0127814_A13-6.mxd
Date: 28/06/2013

Environmental
Resources
Management



Index Map



Not to Scale

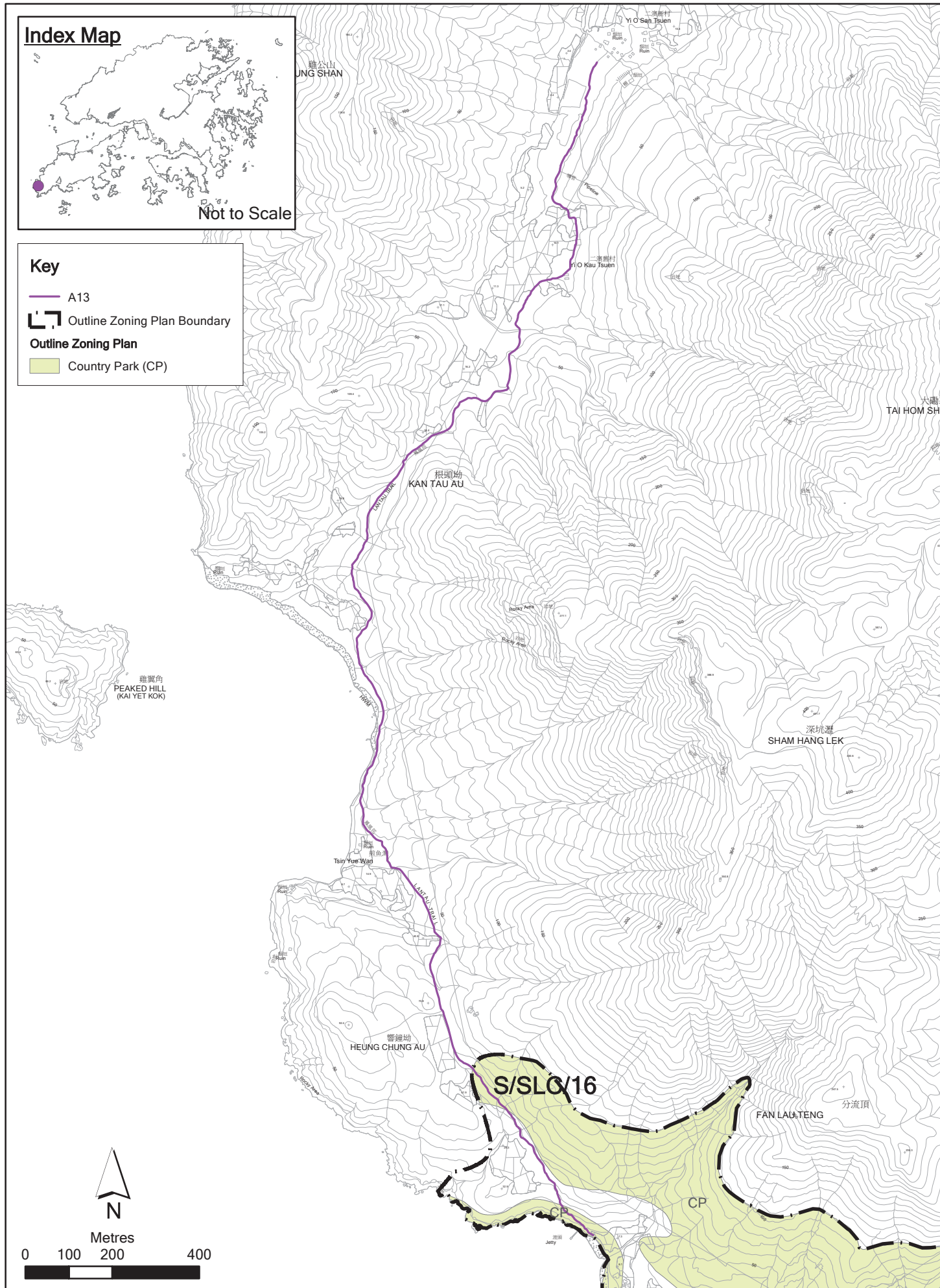
Key

A13

Outline Zoning Plan Boundary

Outline Zoning Plan

Country Park (CP)



Annex A13-5

Outline Zoning Plan A13 - Yi O - Fan Lau Boulder Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\0127814_OZP_A13.mxd
Date: 28/06/2013

Environmental
Resources
Management

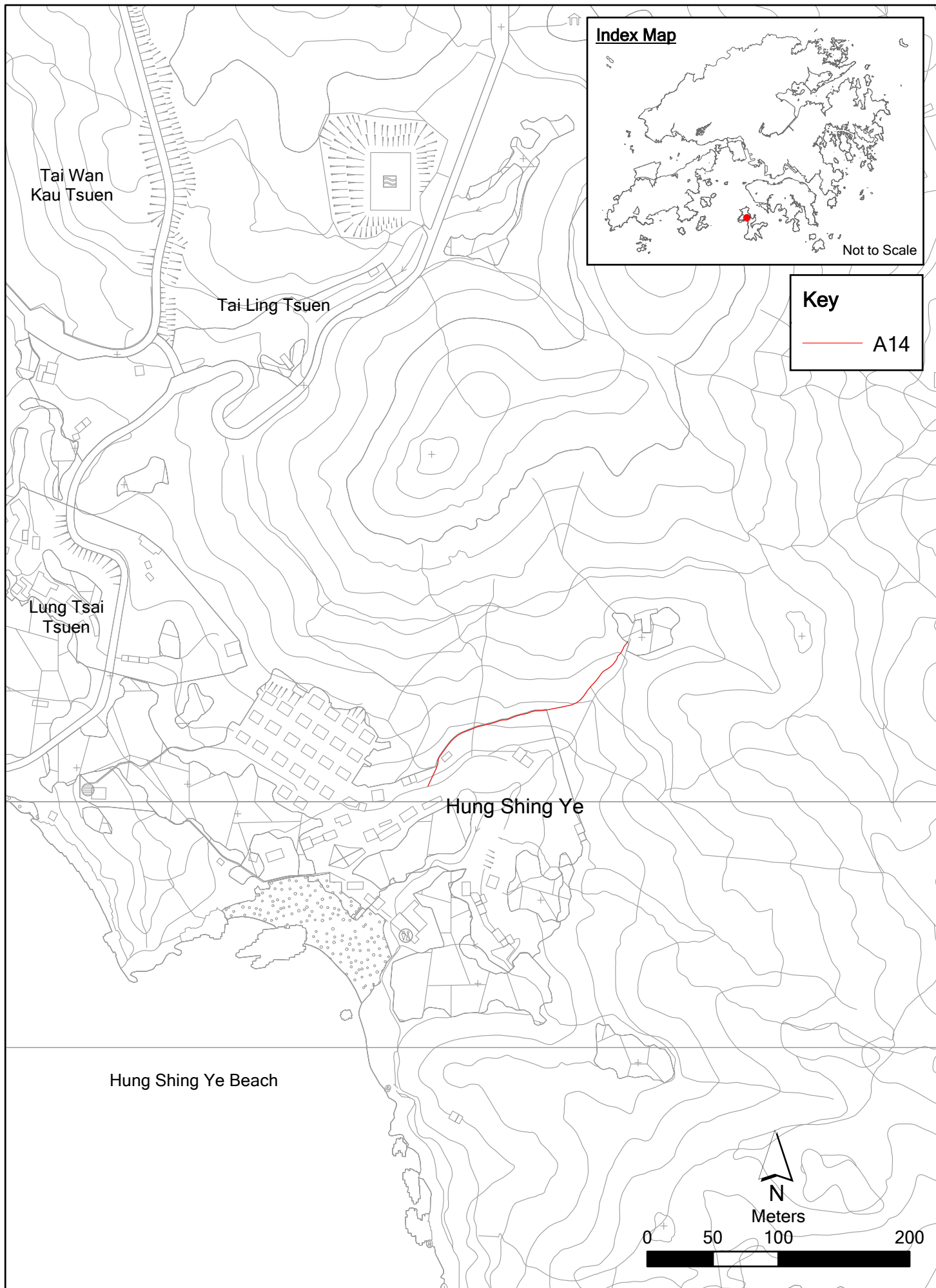


Annex A14

Hung Shing Ye Trackway Information

Hung Shing Ye Trackway
洪聖爺古徑
15-NW-11A, 15-NW-11C





Plan A14

Plan of A14 - Hung Shing Ye Trackway

File: Site Survey Maps\Old Trail A14.mxd
Date: 18/04/2011

**Environmental
Resources
Management**



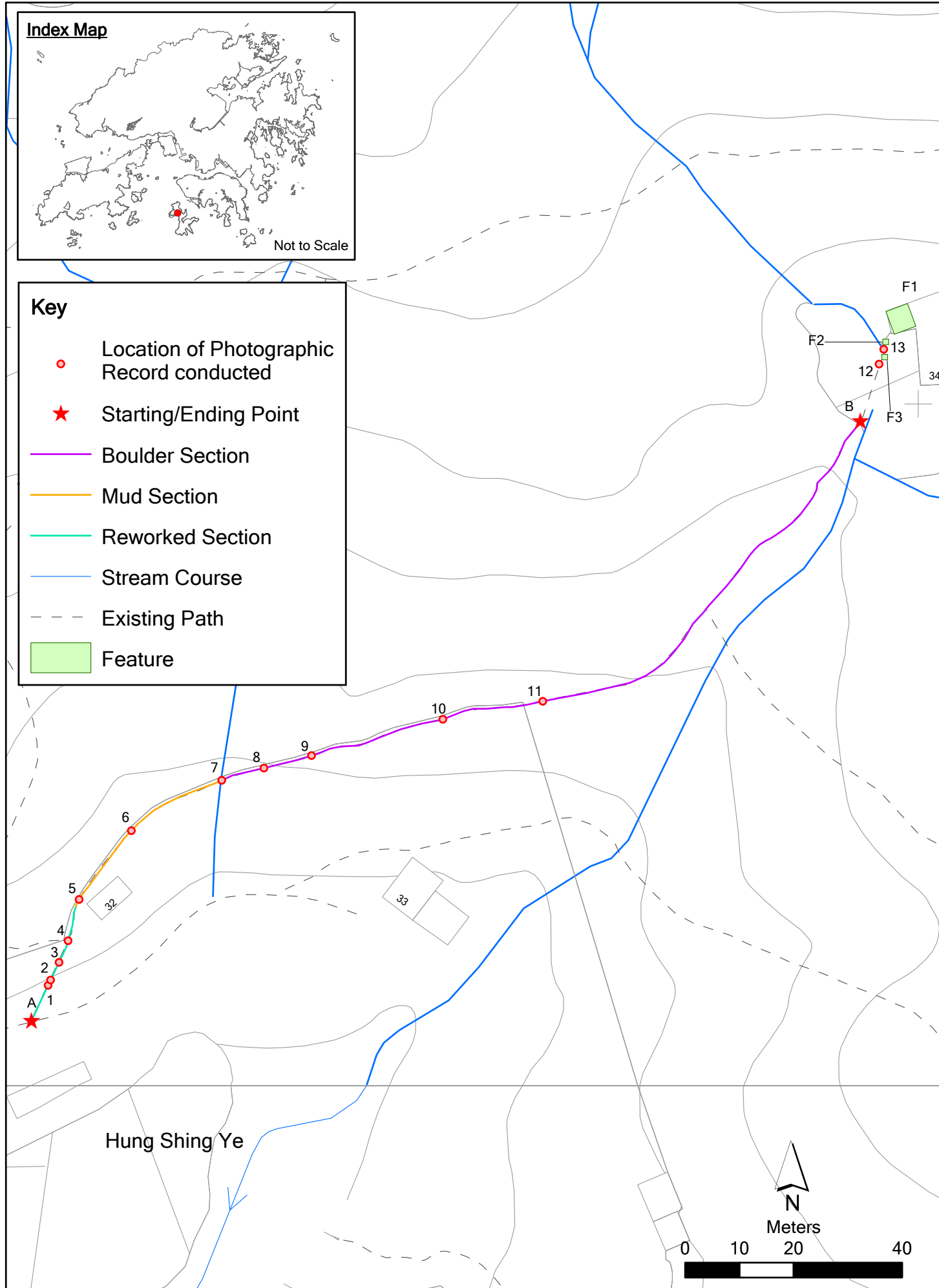
Index Map



Not to Scale

Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section
- Stream Course
- Existing Path
- Feature



Plan A14a

1:5000 Plan of A14 - Hung Shing Ye Trackway

File: T:\GIS\CONTRACT\0127814\Map\5000_scale_map\0127814_A14a.mxd
Date: 13/3/2014

Environmental
Resources
Management



Photo Reference No.	Photographic Records
A	<div data-bbox="631 304 1742 1145" data-label="Image"> <p>The photograph shows a narrow dirt path winding through a dense, green forest. On the left side of the path, there are several large, flat, grey stones. A red arrow points to a specific spot on the path, labeled with a red 'A'. The path appears to be a branch off a main route, leading towards a building in the distance.</p> </div> <p data-bbox="286 1174 2085 1249">This photo shows the entrance of the Hung Shing Ye Trackway starting from a branch out route towards building No. 32 of Hung Shing Ye Village on Lamma Island. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
1	 <p>Boulder steps with signs of concrete repairs. (View A to B)</p>	2	 <p>Boulder steps with signs of concrete repairs. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
3	 <p>Boulder steps with signs of concrete repairs. (View B to A)</p>	4	 <p>Close up view of Boulder steps. (View B to A)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
5	 <p>Mud section covered with dry leaves. (View A to B)</p>	6	 <p>Boulder drains across the footpath. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
7	 <p>Boulder section commenced. (View A to B)</p>	8	 <p>Boulder section mostly covered by dry grass/leaves. (View A to B)</p>



Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
9	 <p>Boulder section with more limited vegetation cover. (View A to B)</p>	10	 <p>Boulder section. (View A to B)</p>


Photo Reference No.	Photographic Records
11	 <p data-bbox="992 1166 1386 1201">Boulder section. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
12	 <p>Boulder section with vegetation growing around the boulders. (View A to B)</p>		(Blank)

Photo Reference No.	Photographic Records
13	<div data-bbox="602 237 1771 1125" data-label="Image"> </div> <p data-bbox="288 1157 2092 1230">Boulder section blocked by fallen tree and abundant vegetation along this section. Surveyors have to pass through this section at adjacent slope with more limited vegetation cover. (View A to B)</p>


Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
B	 <p>Boulder section end at a broken gate. (View A to B)</p>		(Blank)




Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F1	 <p>View from F1 towards building No. 34 of Hung Shing Ye Village.</p>	F2	 <p>A concrete bridge. (View from F1 towards F2)</p>

Photo Reference No.	Photographic Records	Photo Reference No.	Photographic Records
F3	 <p>Concrete bridge. (View from building No. 34 of Hung Shing Ye Village towards F3)</p>		(Blank)

Annex B1

Tai Po Route (Kowloon City
to Sham Chun: Kowloon
City to Shing Mun Sub-
Section) (N1a) Detail
Information

Site Code	N1a	Plan No:	Plan N1a-1
Total Length (Point A to B and C to D) ^(a) / Boulder Section Length (m)	4,186/149	Category	A – Major Route
Land Status	All Government land	Land Use Zone	<ul style="list-style-type: none">Green Belt
Reference 1:5,000 Survey Map	T7-SW-C, T7-SW-D, T11-NW-A, and T11-NW-B	Reference OZP No.	N/A
English Name		Chinese Name	
Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section)		大步徑(九龍寨城至深圳：九龍寨城至城門分段)	
Popular Name			
Wilson Trail Section 6, Kam Shan Family Walk, Eagle’s Nest Nature Trail			
Route			
<p>This is a sub-section of Tai Po Route which climbed up Piper’s Hill at the south, through the area now occupied by the Kowloon Reservoir (the line of the path cuts across the line of today’s Tai Po Road almost at right-angles), then over Smugglers Pass, skirting Smugglers Ridge, and reached the Shing Mun Reservoir to end this sub-section (see <i>Plan N1a-1</i>). The Tai Po Route originally passes through Shing Mun (the route lies under today’s Shing Mun Reservoir), which leads to N1b sub-section of the Tai Po Route.</p> <p>Surveyed routing as shown in <i>Plan N1a-2</i> indicated that the route starts from the southern dam of Shing Mun reservoir and runs along the Smuggler’s Pass and passes the Kam Shan Country Park to Piper’s Hill with a dead end at the top of a retaining wall after the hill slope is cut for development.</p>			
Existing Usage			
Mostly within Country Parks use as hiking trails. The southern end section south of the Lion Rock Country Park appears to have been abandoned.			
Development Proposals			
Nil			
Historical Background and its Function in the Context of Regional Transportation Network			
This sub-section is part of the Tai Po Route which was served as the Courier Soldier Route. It was the route which carried the official traffic to Kowloon City during Qing Dynasty.			
Physical Indicators			
<ul style="list-style-type: none">Boulder path: Southern end of this sub-section and occasional short sections along mud surface section, beneath or by reworked path sections.			
Brief Description of the Features Identified			
Only one short boulder section remains along this sub-section. No other features identified.			
Associated Facilities			
The route is now part of the Wilson Trail Section 6, Golden Hill Road, Kam Shan Family Walk and Eagle’s Nest Nature Trail and Golden Hill Road. It has been cut by Tai Po Road Shatin Heights section and part of the section should have been buried in the Kowloon Reservoir. Public could access the route from north at Shing Mun Road but the southern end is a dead end at the top of a retaining wall.			

Facilities along the route including Wilson Trail Section 6, Kam Shan Family Walk and Eagle's Nest Nature Trail, Golden Hill Road, Tai Po Road Shatin Heights section, Kowloon Reservoir, one barbeque site, six picnic sites, three public toilets, three pavilions, six information boards, one telephone kiosk along the route. The route falls within the Shing Mun, Kam Shan and Lion Road Country Parks except the southern end of the route.

Boulder Paths General Conditions

- Only a short section of the boulder path remains in this route at the southern end. The boulder section appears to have been abandoned and not frequently used. The northern portion close to the Eagle's Nest Nature Trail is deteriorating. The southern portion appears to be in fair condition.

Cultural Heritage Significance

- **Historical Significance**
As a sub-section of the Tai Po Route, it was a Courier Soldier Route carried the official traffic to Kowloon City during Qing Dynasty.

As this section of Tai Po Route was also leading to Tai Po Market, which was a major market in the region, traffics from Tsuen Wan, Sha Tin joined the route at Lead Mine Pass and Lai Chi Shan, it played a significant role in understanding the trading history of the region.

Therefore, it is of high significance.
- **Architectural Significance**
A major part of the route has been vanished or modified or are mud surfaced. The only boulder section is located at the southern end south of Eagle's Nest Nature Trail. This boulder path still provides physical evidence for us to understand the traditional Chinese workmanship of pedestrian paths and how they response to the natural environment in constructing the paths. Therefore it is considered to have low architectural significance.
- **Social, group and local Significance**

Tai Po Route was the route that carried the official traffic to and from Kowloon City and other mainland cities, mainly Shenzhen, during Qing Dynasty. This route also connects to the major local market (Tai Po Market). Thus, it served as an important official and local communication channel.

In addition to the Kowloon route to its east and Kwun Yam Route to its west, Tai Po Route and associated minor routes continued to be important routes for travelling within the country park, and have growing popularity for hikers and travelers nowadays. Therefore it is considered to have high social, group and local significance.
- **Intactness**
Only a short boulder section remains and is generally intact but with some loose parts or signs of deteriorating. Thus, it is considered to have medium intactness.
- **Rareness**
Remains of boulder section of Tai Po Route to carry official traffic can rarely be found. Thus, it is considered a rare example of major route with the boulder path.

Overall Assessment on Condition or Value

The route is considered to have high historical, social, group and local significance but low architectural significance. Although the boulder section remained for major route is rarely found in Hong Kong, only a short boulder section remains and it is considered to have low intactness. The overall significance is considered medium.

Note: (a) Surveyed length.

PHOTOGRAPHIC RECORD



Photo Reference No.	Photographic Records
A	 <p data-bbox="866 958 1106 992">View from A to B.</p>
1	 <p data-bbox="579 1955 1393 2033">Occasionally identified short boulder path along mud section. (View B to A)</p>



Photo Reference No.	Photographic Records
2	 <p data-bbox="560 763 1414 837">Granite slabs built stream crossing surfaced with concrete. (View A to B)</p>
3	 <p data-bbox="692 1612 1278 1648">Typical mud surfaced section. (View A to B).</p>



Photo Reference No.	Photographic Records
4	 <p data-bbox="571 1120 1401 1193">Possible alignment of the boulder path beneath reworked path. (View from A to B).</p>
5	 <p data-bbox="579 1995 1393 2069">Possible alignment of the boulder path next to reworked path. (View from B to A).</p>



Photo Reference No.	Photographic Records
6	 <p data-bbox="694 1108 1278 1144">Typical mud surfaced section. (View A to B).</p>
7	 <p data-bbox="571 2000 1401 2076">Possible alignment of the boulder path beneath reworked steps along the mud surfaced section. (View from A to B).</p>



Photo Reference No.	Photographic Records
B	 <p data-bbox="820 748 1150 781">Location B (View B to A).</p>
C	 <p data-bbox="676 1727 1297 1760">Location C (blocked by overgrown vegetation).</p>



Photo Reference No.	Photographic Records
8	 <p data-bbox="692 1115 1278 1149">Typical mud surfaced section. (View D to C).</p>
9	 <p data-bbox="686 2036 1284 2069">Typical view of reworked path. (View C to D)</p>





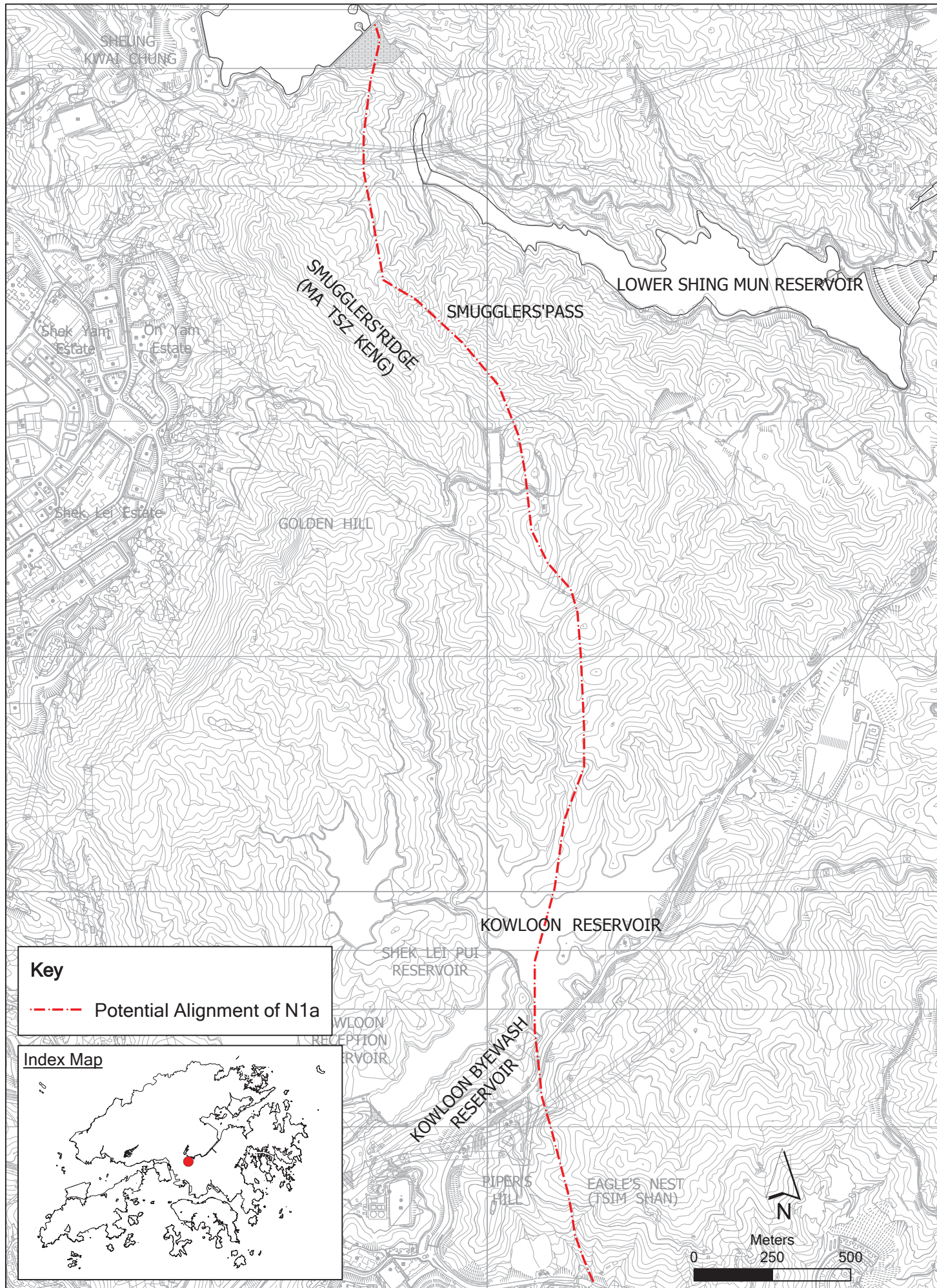
Photo Reference No.	Photographic Records
10	 <p data-bbox="715 786 1257 824">Start of boulder path. (View from C to D)</p>
11	 <p data-bbox="767 1680 1204 1718">Boulder path. (View from B to A)</p>

Photo Reference No.	Photographic Records
12	 <p data-bbox="592 1093 1380 1128">Boulder path and a dead end with fence. (View from A to B)</p>
D	 <p data-bbox="584 1621 1388 1697">Location D showing a dead end blocked by a fence at top of a modified slope.</p>

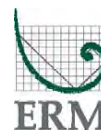


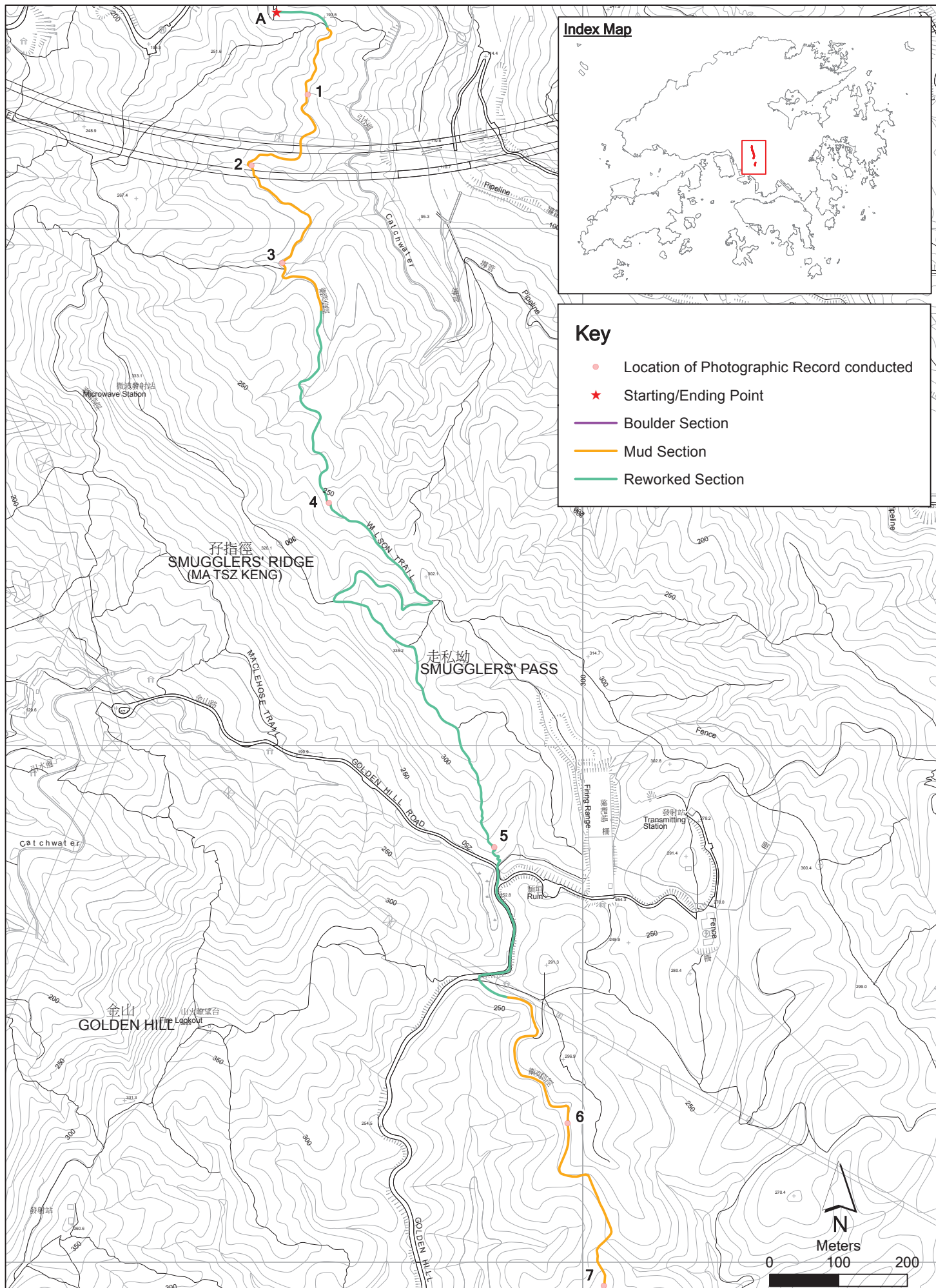
Plan N1a-1

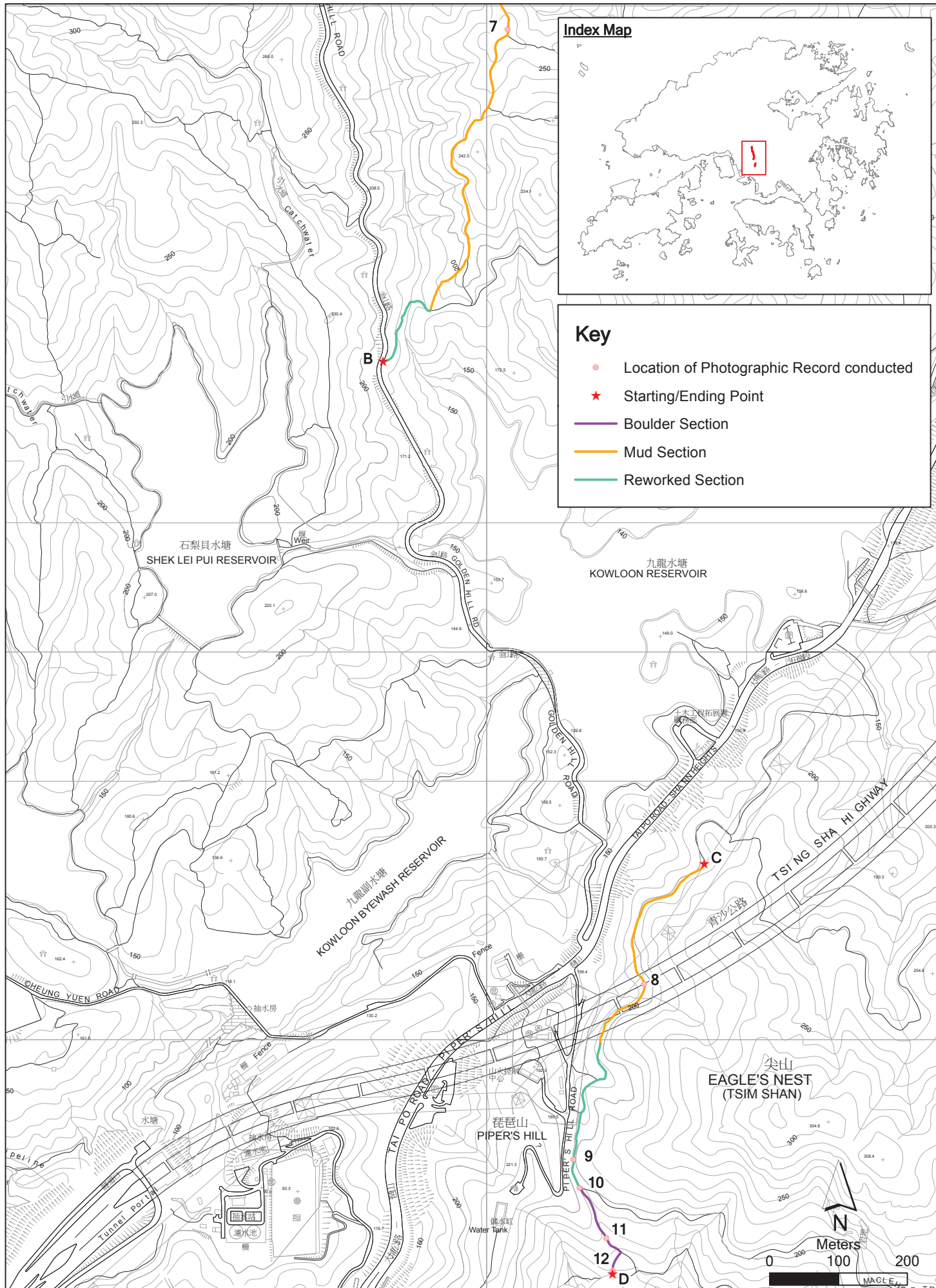
1:5000 Survey Plan for N1a
Tai Po Route (Kowloon City to Sham Chun:
Kowloon City to Shing Mun Sub-Section)

File: Additional Trail
Updated Oct 2011/
0127814_N1a.mxd
Date: 14/03/2012

Environmental
Resources
Management





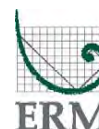


Plan N1a-2

1:5000 Survey Plan of N1a - Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section (Sheet 2 of 2)

File: T:\GIS\CONTRACT\0127814\1:5000_scale_map\0127814_N1a_2.mxd
Date: 17/07/2013

Environmental
Resources
Management



Annex B2

Tai Po Route (Kowloon City
to Sham Chun: Shing Mun
to Tai Po Market Sub-
Section) Information

Site Code	N1b	Plan No:	Plan N1b-1
Total Length (Point A to B) ^(a) / Boulder Section Length (m)	4,611/1,005	Category	A – Major Route
Land Status	Mainly government land and about 4% of private land lots	Land Use Zone	<ul style="list-style-type: none">Green Belt
Reference 1:5,000 Survey Map	T7-NW-C, T7-NW-D, T7-SW-A, and T7-SW-B	Reference OZP No.	<ul style="list-style-type: none">S/TP/23
English Name		Chinese Name	
Tai Po Route (Kowloon City to Sham Chun: Shing Mun to Tai Po Market Sub-Section)		大步徑(九龍寨城至深圳：城門至大埔墟分段)	
Popular Name			
Shing Tai Old Footpath (城大古道) or Tsuen Tai Old Footpath (荃大古道)			
Route			
<p>This is a sub-section of Tai Po Route which starts from north end of Shing Mun Reservoir and went north to Lead Mine Pass and then to Ta Tit Yan as shown in <i>Plan N1b-1</i>.</p> <p>Surveyed routing as shown in <i>Plan N1b-2</i> indicated that it starts at the north end of Shing Mun Reservoir with the former Cheung Uk Tsuen site and runs north to Lead Mine Pass and then runs downhill to Ta Tit Yan.</p>			
Existing Usage			
Hiking trail in Shing Mun and Tai Mo Shan Country Parks and partially along the Wilson Trail Section 7			
Development Proposals			
Nil			
Historical Background and its Function in the Context of Regional Transportation Network			
<p>This sub-section is part of the Tai Po Route which was served as the Courier Soldier Route. It was the route which carried the official traffic to Kowloon City during Qing Dynasty. It also links to a major local market town (Tai Po market) and therefore it is a major transportation network.</p>			
Physical Indicators			
<ul style="list-style-type: none">Boulder paths: Between Lead Mine Pass and just below Ta Tit Yan villageAssociated villages: Former Cheung Uk Tsuen site with possible boulder path and Ta Tit Yan villageGraves/urns: A grave and an urn site are found by the path. (see Photos 16 and 18)			
Brief Description of the Features Identified			
<ul style="list-style-type: none">Former Cheung Uk Tsuen: It was one of the largest eight villages of Shing Mun Valley. As it located next to the Shing Mun River, it was also known as Ho Lek Pin (河瀝邊). The villagers were			

<p>relocated to Tai Po and Sheung Shui to give way to the construction of Shing Mun Reservoir in 1928 ⁽¹⁾.</p> <ul style="list-style-type: none"> <p>Ta Tit Yan village:</p> <p>It was one of the ten villages included in Wun Yiu Heung (碗窑鄉) and was once belonged to Hap Wu Yue (翁和約) of the seven Yue of Tai Po. The Guanyin temple (觀音廟) of the village was rebuilt in 1907. It was believe that there was originally a minor route leading to the temple from the Courier Soldier Route ⁽²⁾.</p> <p>Graves/urns:</p> <p>A grave and an urn site are found by the path. (see Photos 16 and 18). According to inscription of the grave, the grave belongs to Ho clan of Ta Tit Yan village.</p>
<p>Associated Facilities</p>
<p>The route is now part of the Wilson Trail Section 7. Public could access the route from a visitor centre at Shing Mun Road. Facilities along the route including 10 picnic sites (barbeque prohibited), three public toilets, nine pavilions, eight information boards, one campsite, one emergency helpline and one telephone kiosk along the route between Shing Mun Road to Tolo Highway. Most of the route falls within the Shing Mun and Tai Mo Shan Country Parks except the northern end.</p>
<p>Boulder Paths General Conditions</p>
<p>The boulder path appears between Lead Mine Pass and Ta Tit Yan. It appears to be discontinued with occasional mud surface sections or modified sections.</p>
<p>Cultural Heritage Significance</p>
<ul style="list-style-type: none"> <p>Historical Significance</p> <p>As a sub-section of the Tai Po Route, it was a Courier Soldier Route carried the official traffic to Kowloon City during Qing Dynasty.</p> <p>As this section of Tai Po Route was also leading to Tai Po Market, which was a major market in the region, traffics from Tsuen Wan, Sha Tin joined the route at Lead Mine Pass and Lai Chi Shan, it played a significant role in understanding the trading history of the region.</p> <p>Therefore, it is of high significance.</p> <p>Architectural Significance</p> <p>A major part of the route has been vanished or modified. Nevertheless, the section between Leadmine Pass and Ta Tit Yan are generally intact with occasional repairs or modification works. This boulder path still provides physical evidence for us to understand the traditional Chinese workmanship of pedestrian paths and how they response to the natural environment in constructing the paths. Therefore it is considered to have low architectural significance.</p> <p>Social, group and local Significance</p> <p>Tai Po Route was the route that carried the official traffic to and from Kowloon City and other mainland cities, mainly Shenzhen, during Qing Dynasty. This route also connects to the major local market (Tai Po Market) and other minor routes to villages nearby which established an extensive transportation network. Thus, it served as an important official and local communication channel.</p> <p>In addition to the Kowloon route to its east and Kwun Yam Route to its west, Tai Po Route is connected to other minor routes and continued to be an important route for travelling within the country park for leisure walks nowadays.</p>

(1) According to the introduction plate at site.

(2) <http://www.hkhikers.com/Ta%20Tit%20Yan.htm> test

It is therefore considered to have high significance.

- Intactness

The great majority of Tai Po Route has long disappeared under new roads, urban development, concreted jeep-tracks or access path and below the reservoirs. Much the same is true of most of the route through the Shing Mun Country Park (城門郊野公園): the line of the route survives as a jeep track, but has been concreted over. However, between Leadmine Pass and Ta Tit Yan (打鐵炭), the route survives (it is part of the Wilson Trail (Section 7) today). This section of the route has been repaired and improved by the Country Parks Authority (i.e. AFCD) here and there but is basically maintaining its medium intactness.

Worth to note is that at the former Cheung Uk Tsuen site, tracks of boulder paths are observed but since the area had been heavily modified, it is difficult to judge if the boulder paths were part of the Tai Po Route or just paths of the village.

- Rareness

Remains of boulder section of Tai Po Route to carry official traffic can rarely be found. Thus, it is considered a rare example of major route with the boulder path.

Overall Assessment on Condition or Value

The route is considered to have high historical, social, group and local significance. Although it is of low architectural significance, it is one of the two rare examples with intact boulder path of the Tai Po route with medium intactness. The overall significance is considered medium.

Note: (a) Surveyed length.

PHOTOGRAPHIC RECORD




Photo Reference No.	Photographic Records
A	 <p data-bbox="917 853 1090 887">Start Point A</p>
1a	 <p data-bbox="603 1323 1409 1395">Former Cheung Uk Tsuen Site with possible alignment of the boulder path.</p>
1b	 <p data-bbox="560 2011 1453 2045">Typical mud section and reworked section at top end. (View A to B)</p>



Photo Reference No.	Photographic Records
2	 <p data-bbox="568 779 1445 853">Boulder path with occasional mud surface section. (View from B to A)</p>
3	 <p data-bbox="788 1673 1222 1709">Boulder path. (View from B to A)</p>



Photo Reference No.	Photographic Records
4	 <p data-bbox="612 1128 1398 1162">Boulder path with modern modification. (View from A to B)</p>
5	 <p data-bbox="788 1977 1224 2011">Boulder path. (View from B to A)</p>



Photo Reference No.	Photographic Records
6	 <p data-bbox="616 1128 1394 1164">Concrete bridge along the boulder path. (View from B to A)</p>
7	 <p data-bbox="788 1901 1224 1937">Boulder path. (View from A to B)</p>



Photo Reference No.	Photographic Records
8	 <p data-bbox="587 1128 1422 1205">Deteriorated boulder path with occasional mud surface section. (View from B to A)</p>
9	 <p data-bbox="676 2018 1335 2094">Boulder path with occasional mud surface section. (View from A to B)</p>



Photo Reference No.	Photographic Records
10	 <p data-bbox="564 875 1445 909">Deteriorated boulder path with cable intrusion. (View from B to A)</p>
11	 <p data-bbox="703 1727 1308 1760">Deteriorated boulder path. (View from B to A)</p>



Photo Reference No.	Photographic Records
12	 <p data-bbox="563 1128 1449 1164">Boulder section with occasional reworked path. (View from B to A)</p>
13	 <p data-bbox="568 2020 1444 2092">End of Boulder section and beginning of mud section (view from B to A)</p>




Photo Reference No.	Photographic Records
14	 <p data-bbox="651 770 1361 804">Grave located on the east of the path. (View from east)</p>
15	 <p data-bbox="596 1532 1414 1565">Mud section with occasional boulder path. (View from B to A)</p>
16	 <p data-bbox="647 2047 1366 2080">Urns located at the west of the path. (View from north)</p>





Photo Reference No.	Photographic Records
17	 <p data-bbox="555 936 1455 1010">Signs of boulder path next to modern concrete path. (View from B to A)</p>
18	 <p data-bbox="563 1337 1447 1411">Ho Clan Grave of Ta Tit Yan village by the reworked concrete path. (View from B to A)</p>
19	 <p data-bbox="628 1998 1382 2033">Reworked section (Concrete path) of Wilson Trail Stage 7.</p>

Photo Reference No.	Photographic Records
B	 <p data-bbox="603 824 1407 898">Point B, reworked section (Concrete path) connects to vehicle road⁽¹⁾ .</p>

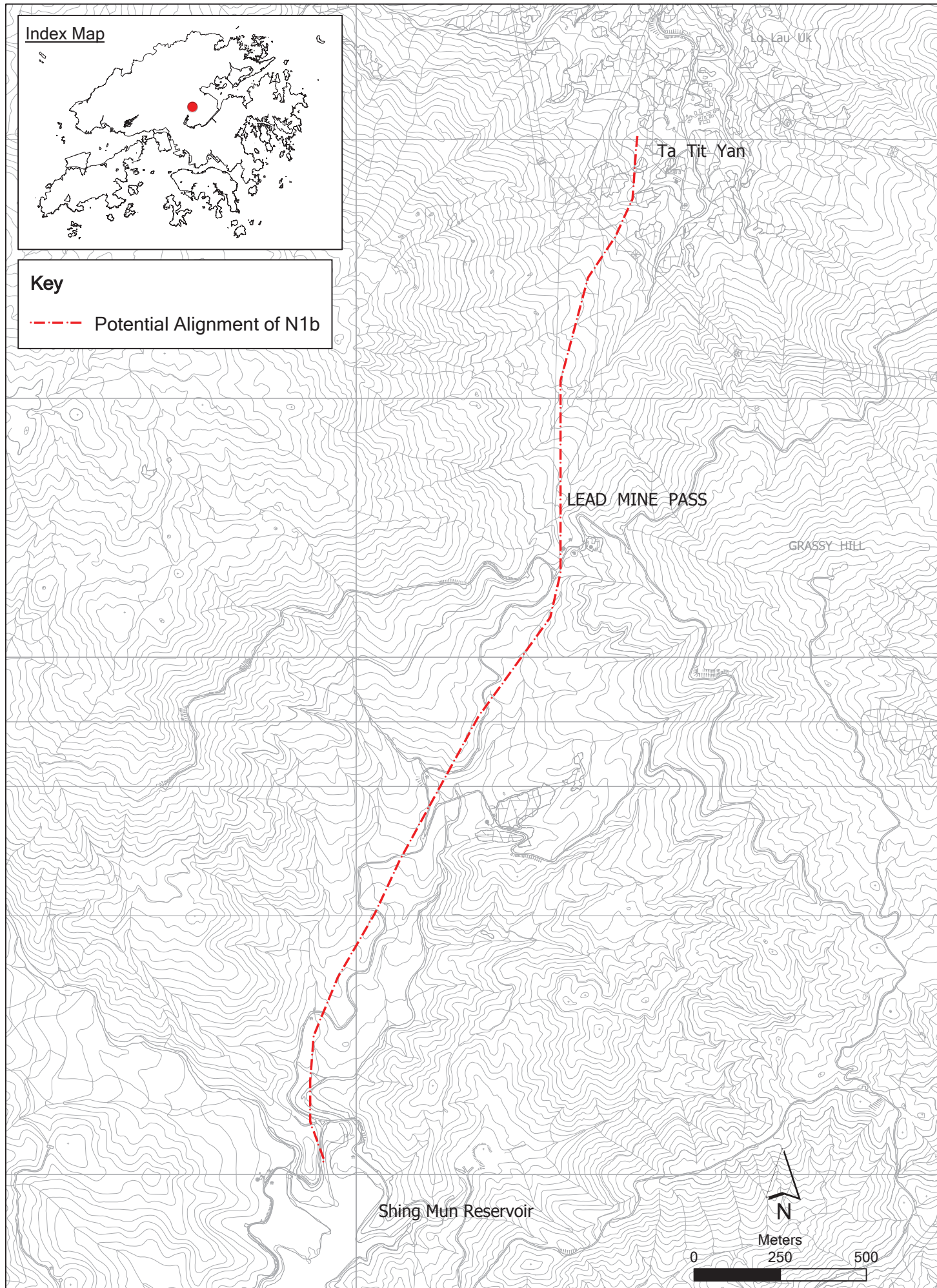
(1) Photo courtesy to Google Map.

Index Map



Key

--- Potential Alignment of N1b

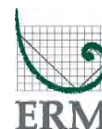


Plan N1b-1

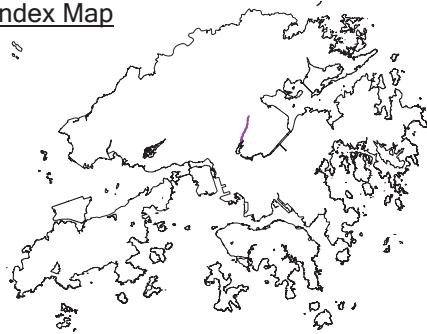
1:5000 Survey Plan for N1b
Tai Po Route (Kowloon City to Sham Chun:
Shing Mun to Tai Po Market Sub-Section)

File: Additional Trail
Updated Oct 2011/
0127814_N1b.mxd
Date: 14/03/2012

Environmental
Resources
Management

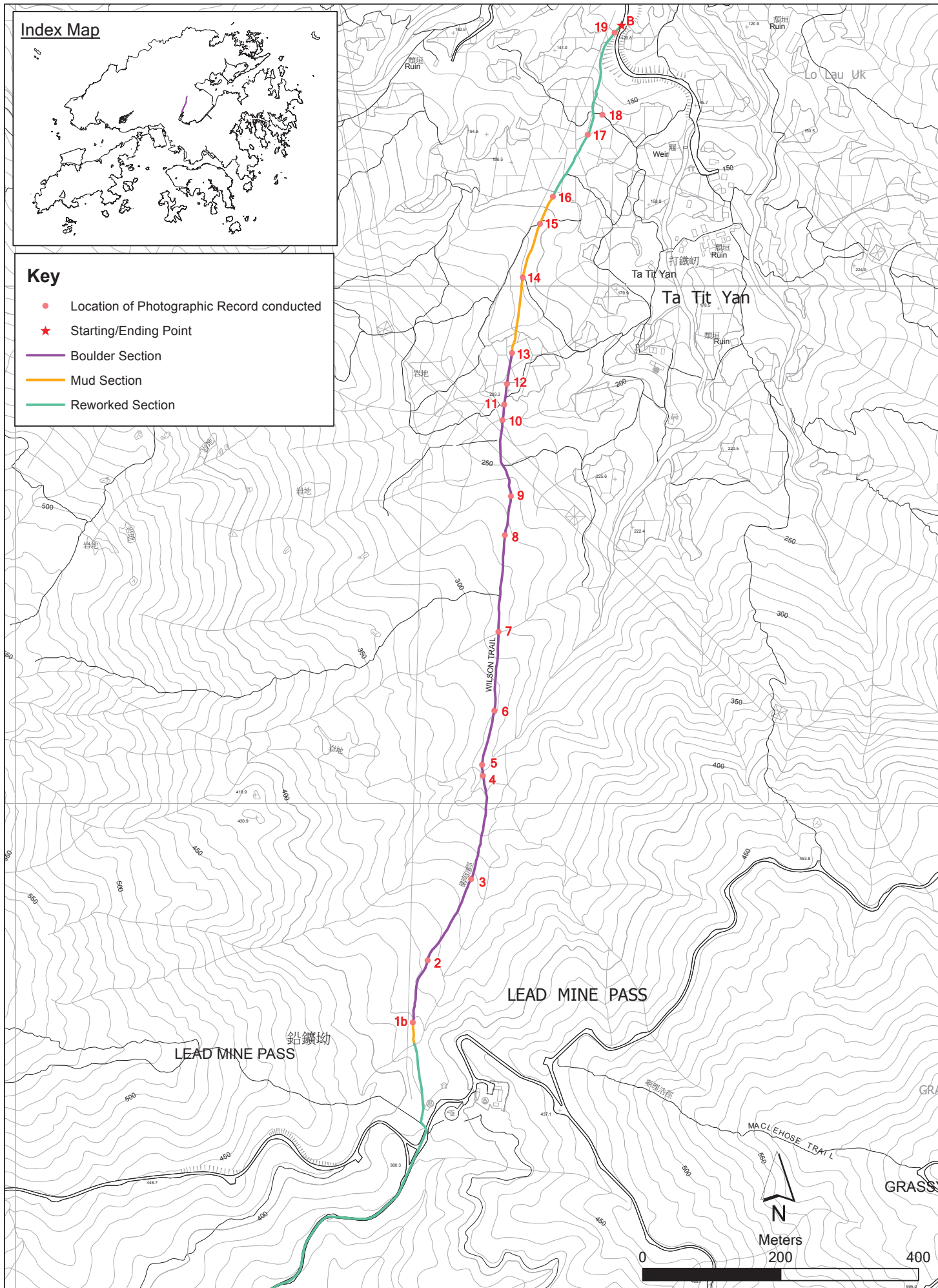


Index Map



Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section

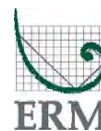


Plan N1b-2

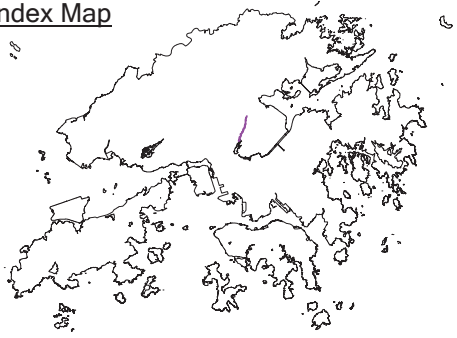
1:5000 Survey Plan for N1b (Sheet 1 of 2)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_N1b_1.mxd
Date: 17/07/2013

Environmental
Resources
Management

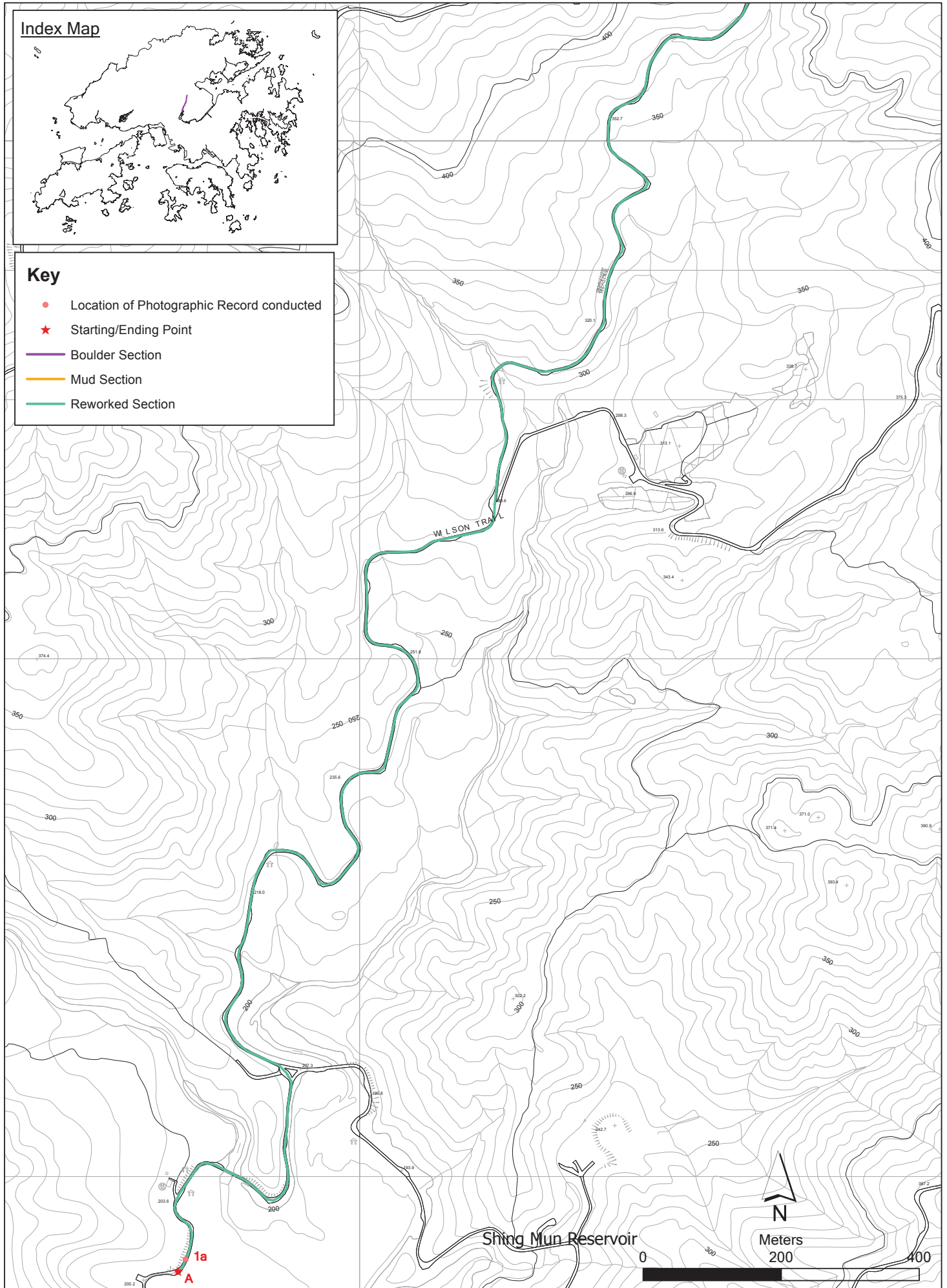


Index Map



Key

- Location of Photographic Record conducted
- ★ Starting/Ending Point
- Boulder Section
- Mud Section
- Reworked Section



Plan N1b-2

1:5000 Survey Plan for N1b (Sheet 2 of 2)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_N1b_2.mxd
Date: 12/07/2013

Environmental
Resources
Management



Annex B3

Lai Tung Route (Sha Tau Kok to Sham Chun) Information

Site Code	N2	Plan No:	Plan N2-1
Total Length (Point A to B) ^(a) / Boulder Section Length (m)	2,492/0	Category	A – Major Route
Land Status	Mainly government land and about 38% of private land lots	Land Use Zone	<ul style="list-style-type: none">• Agriculture• Green Belt• Village Type Development• G/IC
Reference 1:5,000 Survey Map	T3-NW-D and T3-NE-C	Reference OZP No.	S/NE-MUP/11
English Name		Chinese Name	
Lai Tung Route (Sha Tau Kok to Sham Chun)		黎洞逕 (沙頭角至深圳)	
Popular Name			
N/A			
Route			
Desktop research result indicated that this section is part of the Lai Tung Route that may still survive. The routing is identified through review of 1903 Map near Man Uk Pin as shown in <i>Plan N2-1</i> .			
The surveyed route has considered possible alternatives as shown in <i>Plan N2-2</i> . The surveyed route is concreted over.			
Existing Usage			
Narrow village paths at village area or around agricultural fields.			
Development Proposals			
Nil			
Historical Background and its Function in the Context of Regional Transportation Network			
The Lai Tung Route was served as the Courier Soldier Route. It crossed the upper Sham Chun River by a ferry at Kim Hau, immediately north-west of Ta Kwu Ling (打鼓嶺). It then passed through the Ta Kwu Ling valley, past Ping Che (坪輦) village, past the Cheung Shan Monastery, and on past Man Uk Pin (萬屋邊) village, to the low pass at Shek Chung Au, and so on to Sha Tau Kok ⁽¹⁾ . The part of this route past the Cheung Shan Monastery is not shown on the Lockhart Map. Most of this route has been rebuilt or overlaid as modern road (defined as this N2 route).			
Physical Indicators			
<ul style="list-style-type: none">• Boulders beneath concrete path• Grave dated to Qing Dynasty (see Photo 11)• Associated village: Man Uk Pin village			

(1) For the roads and ferries serving Sha Tau Kok see P.H. Hase “The Alliance of Ten: Settlement and Politics in the Sha Tau Kok Area”, in *Down to Earth: The Territorial Bond in South China*, ed. D. Faure and H.F. Siu, (Stanford, 1995), p. 123-160, and “Eastern Peace: Sha Tau Kok Market in 1925” in *JHKBRAS*, Vol. 33, 1993, p. 147-202.

Brief Description of the Features Identified
<ul style="list-style-type: none"> Man Uk Pin village: Man Uk Pin village is a historical multi-surname Hakka village. The majority of residents are currently belongs to the Chung, Tong, Lo and Fu clans ⁽²⁾. There are a number of ancestral halls in the village. Tong Ancestral Hall is a Grade 3 historical building. Small ancestral halls of the Lo clan, Cheung clan, Fu clan, Lau clan and Lam clan could also be found within the village ⁽³⁾. Grave According to the inscription, the grave is from Chung clan. The grave was renovated in 1875.
Associated Facilities
Village paths, village houses, and other agricultural facilities such as wells and ponds.
Boulder Paths General Conditions
<ul style="list-style-type: none"> Most of this route is overlain by modern roads. Sections of boulder paths served as village paths or ridges at fields at Man Uk Pin and Wo Keng may still survive but though were mostly concreted over.
Cultural Heritage Significance
<ul style="list-style-type: none"> Historical Significance Lai Tung Route forms part of the Courier Soldier route which was with high historical significance, as the Courier Soldier route was the route that carried the official traffic to Kowloon City during Qing Dynasty. It was the unique route on land for such purpose. Architectural Significance Most of the route is concrete over with occasional reworked sections with original boulder seen beneath the concrete. Thus, it is of low architectural significance. Social, group and local Significance As part of the Lai Tung Route served the official traffic, it is considered to have high social significance. Intactness Very low intactness due to overlaying of modern road and concrete paving. Rareness Remains of intact former Courier Soldier routes is rarely found in Hong Kong. However, the current condition of the path is modernized or concrete over. Thus, this route is not rare.
Overall Assessment on Condition or Value
Although this sub section is part of the Lai Tung Route formed part of the Courier Soldier Route that carried official traffic it the past with high historical social, group or local

⁽²⁾ AMO, AM04-2005.

⁽³⁾ 頭條日報, “萬屋邊村”, http://travel.hk1.hk/travel/travel_attraction.asp?contid=6738. Other related passage included: 新浪旅遊, “禾徑山尋百年古迹 北區寫意遊”, <http://travel.sina.com.hk/news/127/4/1/6616/1.html>; 星島網新聞回顧, “北區禾徑山—炎夏逍遙半天遊”, <http://www.singtao.com.hk/archive/fullstory.asp?andor=or&year1=2006&month1=7&day1=1&year2=2006&month2=7&day2=1&category=all&id=20060701m04&keyword1=&keyword2=>.

significance, it has been concreted over or modernsied with low intactness and low architectural significance. Its overall significance is low.

Note: (a) Surveyed length.

PHOTOGRAPHIC RECORD



Photo Reference No.	Photographic Records
A	 <p data-bbox="579 1048 1377 1122">Point A, reworked concrete road leading to Wo Hang village (view A to B).</p>
1	 <p data-bbox="595 1841 1361 1877">Reworked concrete road at Wo Hang village (view A to B).</p>

Photo Reference No.	Photographic Records
2	 <p data-bbox="563 943 1369 1016">Temple (密賢寺) with metal gate blocking the path (view A to B).</p>
3	 <p data-bbox="568 1839 1386 1912">Reworked concrete path leading to village houses blocking the path. (view A to B)</p>



Photo Reference No.	Photographic Records
4	 <p data-bbox="566 734 1386 801">General view of village houses blocking the original path (view south to north)</p>
5	 <p data-bbox="566 1507 1386 1619">Typical concreted village path, east-west paths blocked by thick vegetation (see junction to the east-west paths in red arrow) (view A to B)</p>



Photo Reference No.	Photographic Records
6	 <p data-bbox="571 1099 1385 1173">Reworked concrete path with original boulder paving beneath it. (View A to B)</p>
7	 <p data-bbox="564 1924 1391 1998">Occasional boulder side path leading to village houses (view A to B)</p>



Photo Reference No.	Photographic Records
8	 <p data-bbox="676 949 1278 987">Typical reworked concrete path (view A to B).</p>
9	 <p data-bbox="592 1865 1362 1944">Reworked concrete path showing signs of boulders paving underneath (view A to B).</p>



Photo Reference No.	Photographic Records
10	 <p data-bbox="574 958 1382 1032">Reworked concrete road leading to Man Uk Pin (view from A to B).</p>
11	 <p data-bbox="614 1742 1342 1783">Chung clan grave dated to Qing Dynasty (view A to B).</p>



Photo Reference No.	Photographic Records
12	 <p data-bbox="592 1133 1366 1205">Typical concrete section with boulders occasionally located aside the road (view A to B).</p>
13	 <p data-bbox="619 1834 1339 1906">Concreted path leading to Wo Hang showing boulders underneath (view B to A).</p>





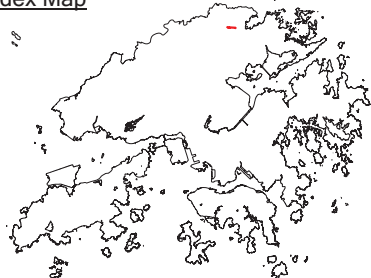
Photo Reference No.	Photographic Records
14	 <p data-bbox="619 1128 1337 1205">Concreted path leading to Wo Hang showing boulders underneath (view B to A).</p>
15	 <p data-bbox="571 1989 1385 2065">Concreted path leading to Wo Hang village showing boulders aside (view B to A)</p>

Photo Reference No.	Photographic Records
16	 <p data-bbox="597 884 1360 953">Blocking of village path leading to Wo Hang village (view B to A).</p>
B	 <p data-bbox="630 1507 1328 1577">Point B, reworked concrete road from Man Uk Pin village linking to Wo Keng Shan Road.⁽¹⁾</p>

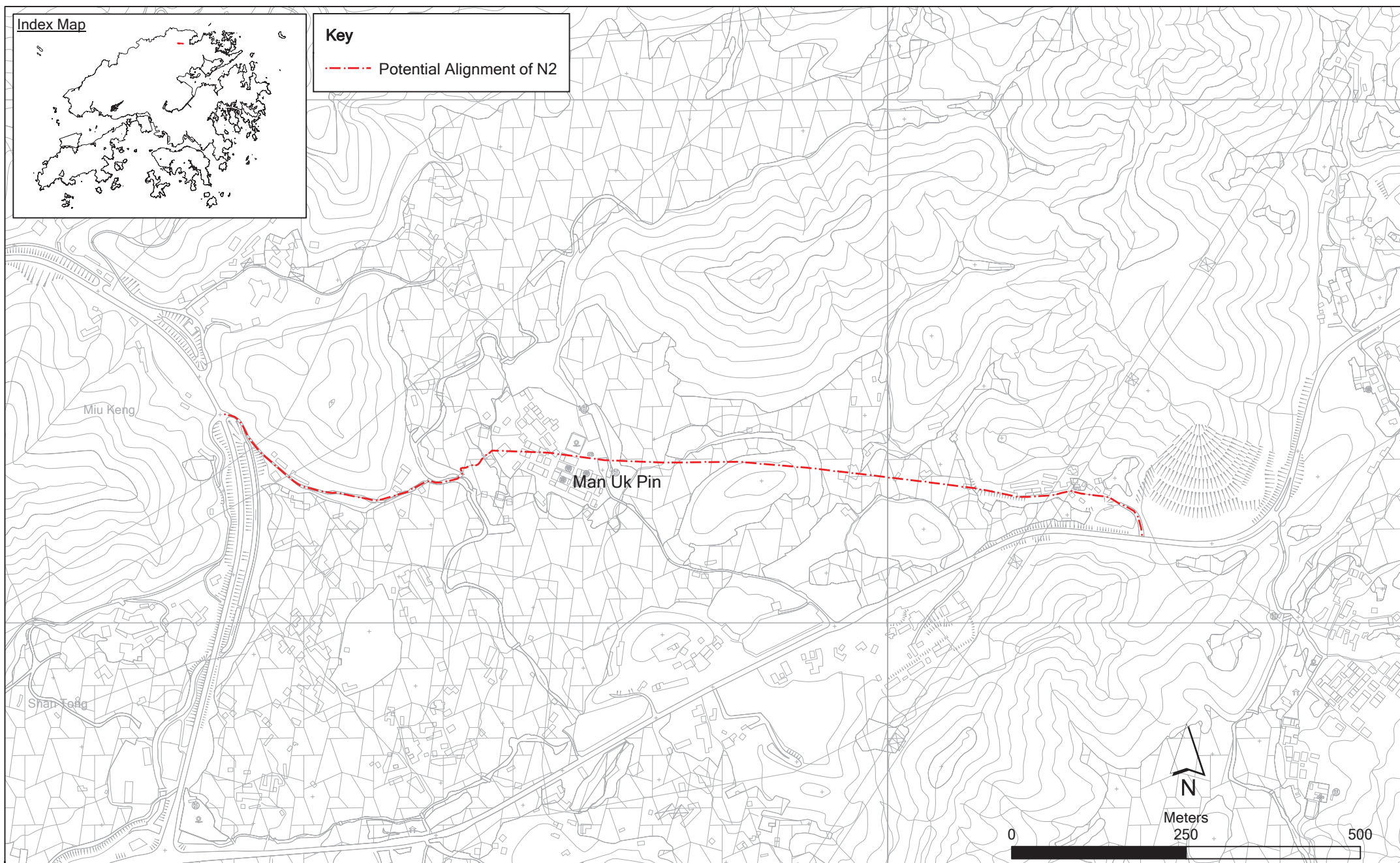
(1) Photo courtesy to Google Map.

Index Map



Key

--- Potential Alignment of N2



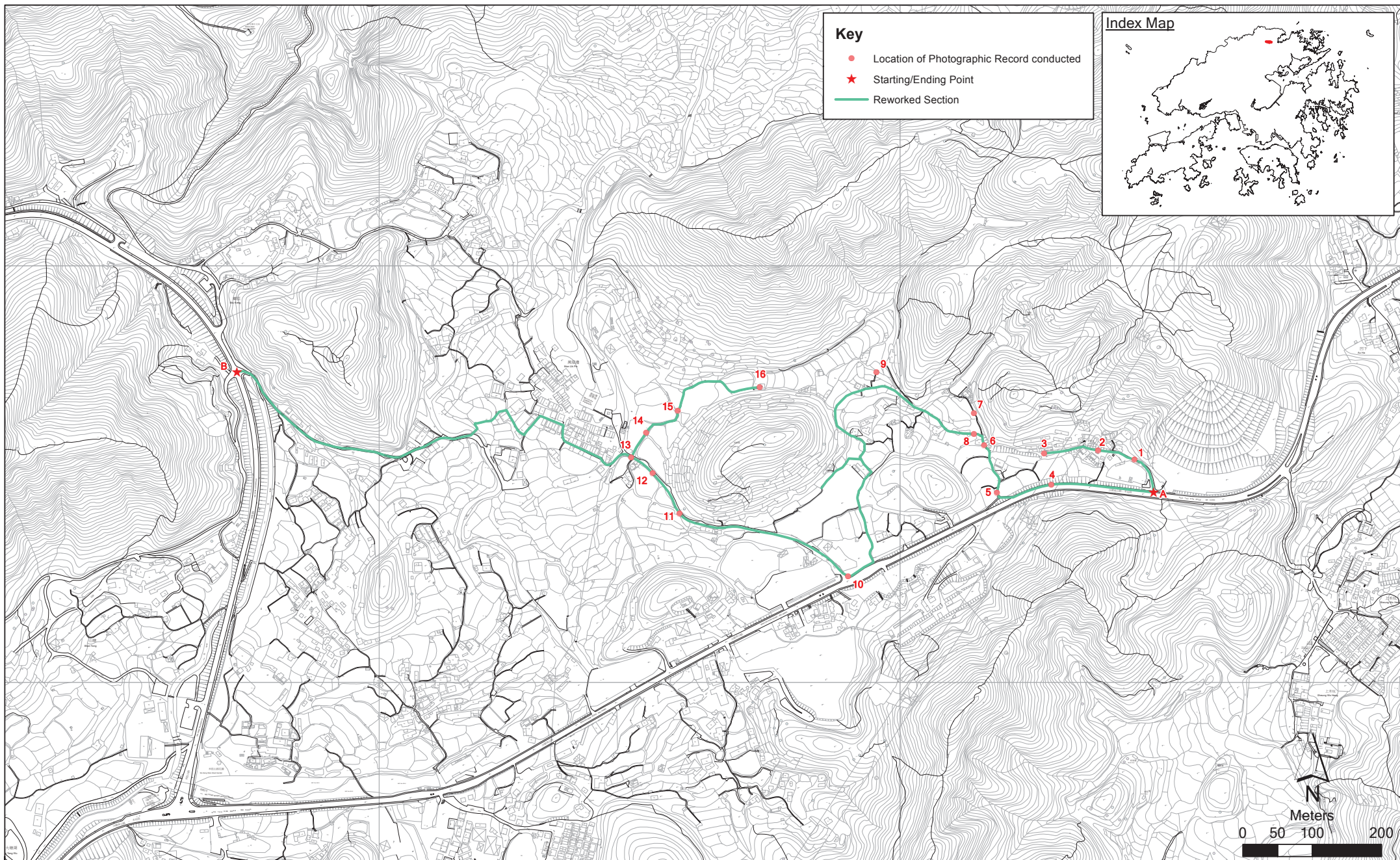
Plan N2-1

File: Additional Trail Updated Oct 2011\
0127814_N2.mxd
Date: 14/03/2012

1:5000 Survey Plan for N2
Lai Tung Route (Sha Tau Kok to Sham Chun)

Environmental
Resources
Management





Plan N2-2

1:5000 Survey Plan for N2 -Lai Tung Route (Sha Tau Kok to Sham Chun)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_N2.mxd
Date: 17/7/2013

Environmental
Resources
Management



Annex B4

Kowloon Route (Kowloon
City to Sham Chun:
Kowloon City to Yuen Chau
Kok ferry pier Sub-Section)
Information

Site Code	N10	Plan No:	Plan N10-1
Total Length (Point A to B) ^(a) / Boulder Section Length (m)	3,001/330	Category	B – Through Route
Land Status	Mainly government land and about 5% of private land lots	Land Use Zone	<ul style="list-style-type: none">• Green Belt;• G/IC;• Residential (Group A)
Reference 1:5,000 Survey Map	T7-SE-C and T11-NE-A	Reference OZP No.	<ul style="list-style-type: none">• S/ST/28• S/K11/25
English Name		Chinese Name	
Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section)		九龍逕 (九龍寨城至深圳: 九龍寨城至圓州角碼頭分段)	
Popular Name			
Kwun Yam Shan Old Footpath (觀音山古道), Tsz Wan Old Footpath(慈雲古道), Kau Shan Old Footpath(九沙古道), Qianlong Old Footpath (乾隆古道), east route of Sze Hung Old Footpath (獅紅古道東段) and Tsz Sha Old Footpath (慈沙古道).			
Route			
<p>This is a sub-section of the Kowloon Route identified from desktop mapping as shown in <i>Plan N10-1</i> between Tsz Wan Shan and Sha Tin Wai. This route starts from Tsz Wan Shan which climbed up to Sha Tin Pass and dropped straight down to Sha Tin Wai (沙田圍) village.</p> <p>Surveyed routing as shown in <i>Plan N10-2</i> indicated that the area north of Point 26 have been modernized to concrete road and area south of Sha Tin Pass has also been modernized. It is a route commonly used by local hikers.</p>			
Historical Background and its Function in the Context of Regional Transportation Network			
<p>This is a sub-section of the Kowloon Route which climbed steeply up to Sha Tin Pass and then dropped straight down to Sha Tin Wai (沙田圍) village.</p> <p>The Kowloon Route continued crossed to the island of Yuen Chau Kok, immediately in front of Sha Tin Wai, where there was a ferry-pier. Kowloon Route used to carry much of the traffic from Kowloon City, and especially to Sham Chun. It was the most important north-south route in the New Territories area apart from old footpaths connecting Kowloon City and Yuen Long and the Sha Kong Miu.</p> <p>This route may be the major route mentioned in the 4th Chapter of <i>Xin'an Gazetteer</i>: At the Tiger Head Hill north of Kowloon City with boulders. It was a major route constructed in 1792 and the funding source for construction of the boulders path was from local donation ⁽¹⁾. According to the County Gazetteer this route crossed Kwun Fu Shan, today called Kowloon Peak. From Kowloon City to Tai Po the normal route for the ordinary people went directly over the shoulders of Lion Rock.</p>			

(1) Original Chinese text: “虎頭山在官富九龍寨之北，亦名獺子頭，怪石嵯峨壁立插天，其下凹路險峻難行，然實當衝要道。乾隆壬子年（一七九二），土人捐金兩邊砌石，較前稍為平坦。”

Physical Indicators

- Boulder paths:
A section north of Sha Tin Pass;
- Associated villages:
Shap Yi Wat village, Mau Tat village,
- Others:
Kwun Yam Temple (觀音廟) and ruins, stone grinder, granite bridge and a graveyard

Brief Description of the Features Identified

- Shap Yi Wat village
The village belongs to the Siu Lek Yuen Yeuk (小瀝源約), one of the nine community compacts of Sha Tin. It was established more than 100 years ago. The village founder chose the current location with consideration of the convenient transportation at Sha Tin Pass. Some villagers earned their living by selling home-made bamboo basket and utensils, and tea to the travelers, while others worked as woodcutters and farmers ⁽¹⁾.
- Mau Tat village
The village was founded by the Cheng (鄭) clan which originated from the Fujian province and migrated to the area during the late Ming to early Qing dynasty. The Cheng clan originally resided in the Sha Tin Wai (沙田圍) area and later on migrated to Heung Che (香輦), Tai Che (大輦), and Mau Tat (茅簷). The lineage of Heung Che then moved to Wong Nai Tau (黃泥頭) which was one of the members of the Siu Lek Yuen Yeuk (小瀝源約), one of the nine community compacts of Sha Tin (沙田九約). And Mau Tat was founded by the branches of the Cheng clan approximately 100 years ago. The village itself is a member of Sha Tin Wai Yeuk (沙田圍約) ⁽²⁾.
- Kwun Yam Temple and Ruins
Kwun Yum Temple was built in 1853, and has transferred the management from Chinese Temples Committee to Tung Wah since 1975. The temple attracts many worshippers to seek blessings during the annual event "Kwun Yum Treasury Festival". ⁽³⁾ In addition, some ruin structures (at photo point 6) were identified at the other side of the path opposite the temple. According to the material used, they were probably pre-1950 structures.
- Stone grinder, granite slabs built bridge and graveyard
One stone grinder was identified at photo point 14 indicated that it was locally used at the area probably at the adjacent villages.
A granite slabs bridge was identified at photo point 17 indicated that this route had been used for a long period of time with older techniques for bridge construction.
A graveyard (photo point 25) with tens of graves/urns probably constructed in the late 20th century with mixed surname groups.

(1) [Information on line]; available from http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=142 and http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=31; internet.

(2) [Information on line]; available from http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=146 and http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=138; internet.

(3) [Information on line]; available from <http://www.tungwahcsd.org/en/our-services/traditional-services/temple/KYT-TWS/introduction>; internet.

Associated Facilities
<p>Tsz Wan Shan area is dense with public housing estate and can be accessed mainly by bus and mini bus. Most of the route falls within the Ma On Shan Country Parks except the southern end near Kwun Yam temple.</p> <p>Many recreational facilities created by hikers are located near Kwun Yam temple. A garden (半山獅子園) and a snacks store serving passes by are located at Sha Tin Pass Road. Two public toilets, six pavilions, two barbecue areas, two information boards, one emergency helpline and one telephone kiosk could be found along the route.</p>
Boulder Paths General Conditions
<p>Located at the north of Sha Tin Pass (photo points 18 to 23): discontinued/deteriorating boulder path with occasional mud surface sections or modified sections. The sections north and south of this section between Points 11 and Point B had been modernized but occasional short sections of boulder path can still be seen in these “reworked” sections. The boulder path is generally considered to have fair condition.</p> <p>Worth noting is that occasionally, boulders can be seen at edges of reworked section near Kwun Yam Temple indicated that it was boulder paved along this section.</p>
Cultural Heritage Significance
<ul style="list-style-type: none"> Historical Significance <p>This sub-section may be part of the Kowloon Route mentioned in the Xin'an Gazetteer. The Kowloon Route was the most important north-south route in the New Territories area apart from old footpaths connecting Kowloon City and Yuen Long and the Sha Kong Miu. Desktop review indicated that it was constructed in 1792 with funding source from local donations. This route is considered to have high historical significance.</p> Architectural Significance <p>Most of this route has been reworked but still a deteriorating boulder section is still surviving with a granite slabs built bridge identified along the route. It is considered to have low architectural significance.</p> Social, group and local Significance <p>It is a well known route to local hikers with various popular names reflecting it is of social significance. It is considered part of the Kowloon route which should have played a significant role for communication between Kowloon and the east of New Territories. During the survey in normal days, it is seen that the route is frequently used by local people. Thus, it is concluded to have medium significance.</p> Intactness <p>Part of the boulder section is still in fair condition but found to be deteriorating. Thus, it is considered to have medium intactness.</p> Rareness <p>A number of similar through route has been identified by AMO (A1, A3, A8, A9, A10, A12 and A13) and identified through desktop study under this Study. Thus, it is considered not rarely found in Hong Kong but still of a bit of examples.</p>
Overall Assessment on Condition or Value
<p>The route is of high historical significance, medium social /group/local significance, medium intactness and not a very rare example. Thus, its overall significance is considered medium.</p> <p>Note: (a) Surveyed length.</p>

PHOTOGRAPHIC RECORD



Photo Reference No.	Photographic Records
A	 <p data-bbox="756 1133 1241 1167">Point A, entrance to the old footpath.</p>
1	 <p data-bbox="560 1906 1441 1973">Starting Point A and steps along modern retaining wall. (View A to B)</p>



Photo Reference No.	Photographic Records
2	 <p data-bbox="560 887 1437 958">Boulder path that partly covered with thin cement next to concrete steps. (View A to B)</p>
3	 <p data-bbox="576 1509 1422 1581">Alignment of the boulder path linking to Kwan Yam temple was cut by concrete path and a surface drain.</p>



Photo Reference No.	Photographic Records
4	 <p data-bbox="718 952 1276 985">Typical reworked path. (View from A to B)</p>
5	 <p data-bbox="566 1664 1428 1736">Gate of Kwan Yam temple by the reworked path. (View from A to B)</p>



Photo Reference No.	Photographic Records
6	 <p data-bbox="778 875 1220 913">Ruin opposite Kwan Yam temple</p>
7	 <p data-bbox="576 1630 1422 1668">Boulder path by/beneath the reworked path. (View from A to B)</p>




Photo Reference No.	Photographic Records
8	 <p>A branched footpath identified showing boulders path leading west (view from B to A)</p>
9	 <p>Reworked path connected to the Shatin Pass Road (view from B to A)</p>
10	 <p>The left path is Wilson Trail Stage 5. The right path leads to Mau Tat village (view from A to B)</p>



Photo Reference No.	Photographic Records
11	 <p data-bbox="563 869 1436 943">Entrance of the path from Wilson Trail Stage 5 to Pok Hong Estate, typical reworked section (view from A to B).</p>
12	 <p data-bbox="563 1494 1436 1568">Profile of the boulder path with reworked surface. (View from B to A).</p>




Photo Reference No.	Photographic Records
13	 <p data-bbox="580 804 1418 880">Typical reworked path still showing the original boulders (view from A to B)</p>
14	 <p data-bbox="761 1373 1238 1408">Stone grinder by the reworked path.</p>
15	 <p data-bbox="572 1892 1426 1968">Path on the right connects to a barbecue area uphill (view from A to B)</p>



Photo Reference No.	Photographic Records
16	 <p data-bbox="568 929 1430 1003">A short section of boulder less reworked by a barbecue area (view from A to B)</p>
17	 <p data-bbox="560 1673 1437 1783">Stone bridge with three granite slabs north of the barbecue area. Both sides of the bridge are reworked boulder path (view from B to A).</p>



Photo Reference No.	Photographic Records
18	 <p data-bbox="592 981 1406 1055">Reworked boulder path with occasional mud surfaced section (view from A to B).</p>
19	 <p data-bbox="783 1722 1214 1756">Boulder path (view from A to B).</p>



Photo Reference No.	Photographic Records
20	 <p data-bbox="563 1115 1434 1189">Occasional mud surfaced section along boulder path (view from A to B).</p>
21	 <p data-bbox="632 2036 1366 2069">Deteriorated section of boulder path (view from B to A).</p>



Photo Reference No.	Photographic Records
22	 <p data-bbox="735 1205 1262 1238">Boulder path section (view from B to A).</p>
23	 <p data-bbox="788 1977 1209 2011">Mud section (view from B to A).</p>



Photo Reference No.	Photographic Records
24	 <p data-bbox="576 869 1422 943">Showing two types of reworked method along reworked section (view from A to B).</p>
25	 <p data-bbox="667 1608 1331 1641">Concrete bridge by a graveyard (view from B to A)</p>




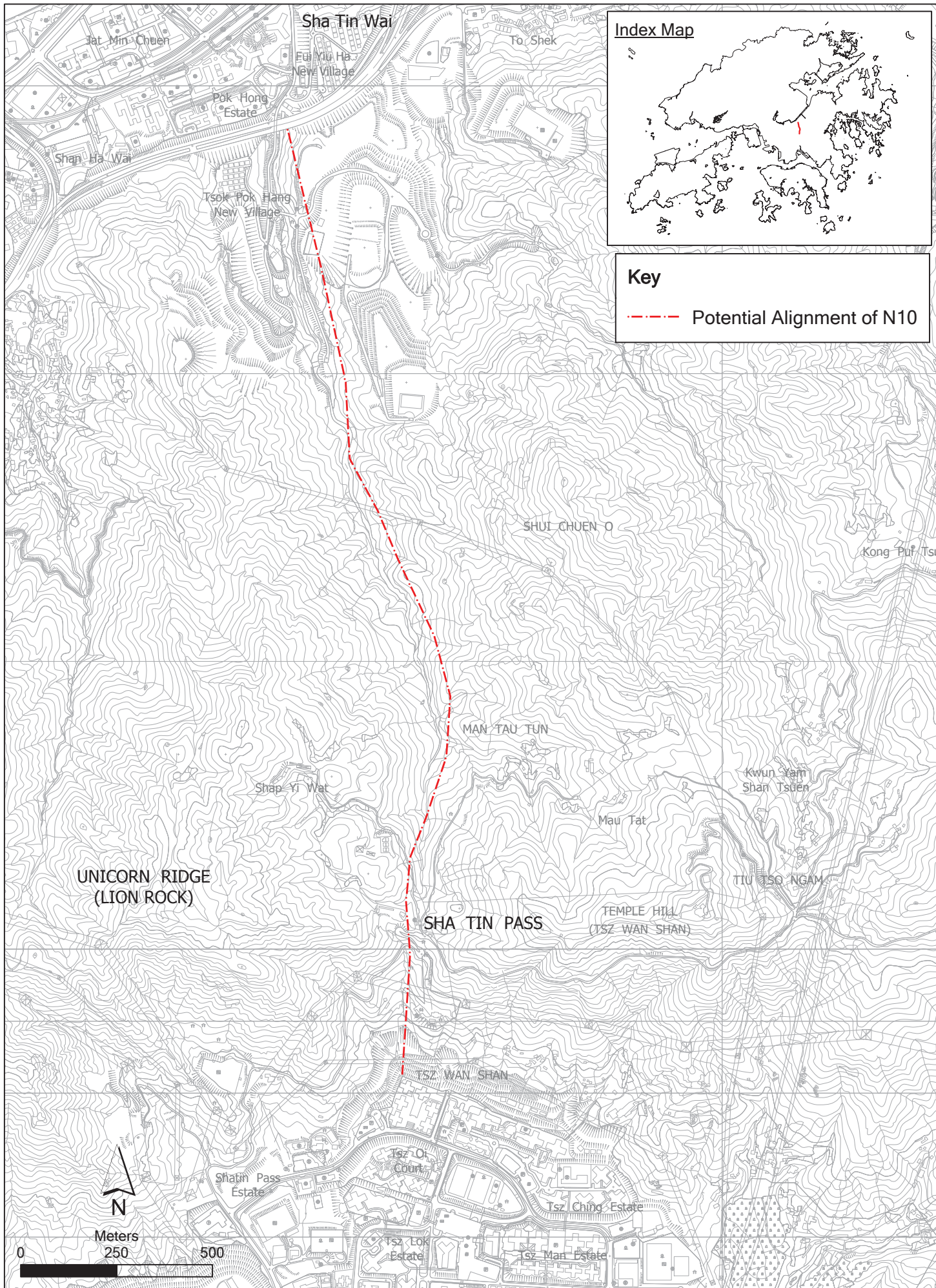
Photo Reference No.	Photographic Records
26	 <p data-bbox="555 853 1428 925">Reworked section ended at the exit of Ma On Shan Country Pak at the north. (view B to A)</p>
27	 <p data-bbox="555 1462 1437 1574">Entrance to survey of a section of the path blocked as it is fenced as construction work site due to adjacent construction work (view from A to B).</p>

Photo Reference No.	Photographic Records
B	 <p data-bbox="740 857 1257 898">Point B, reworked road⁽¹⁾ (view B to A).</p>

(1) Photo courtesy to Google Map

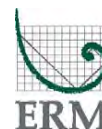


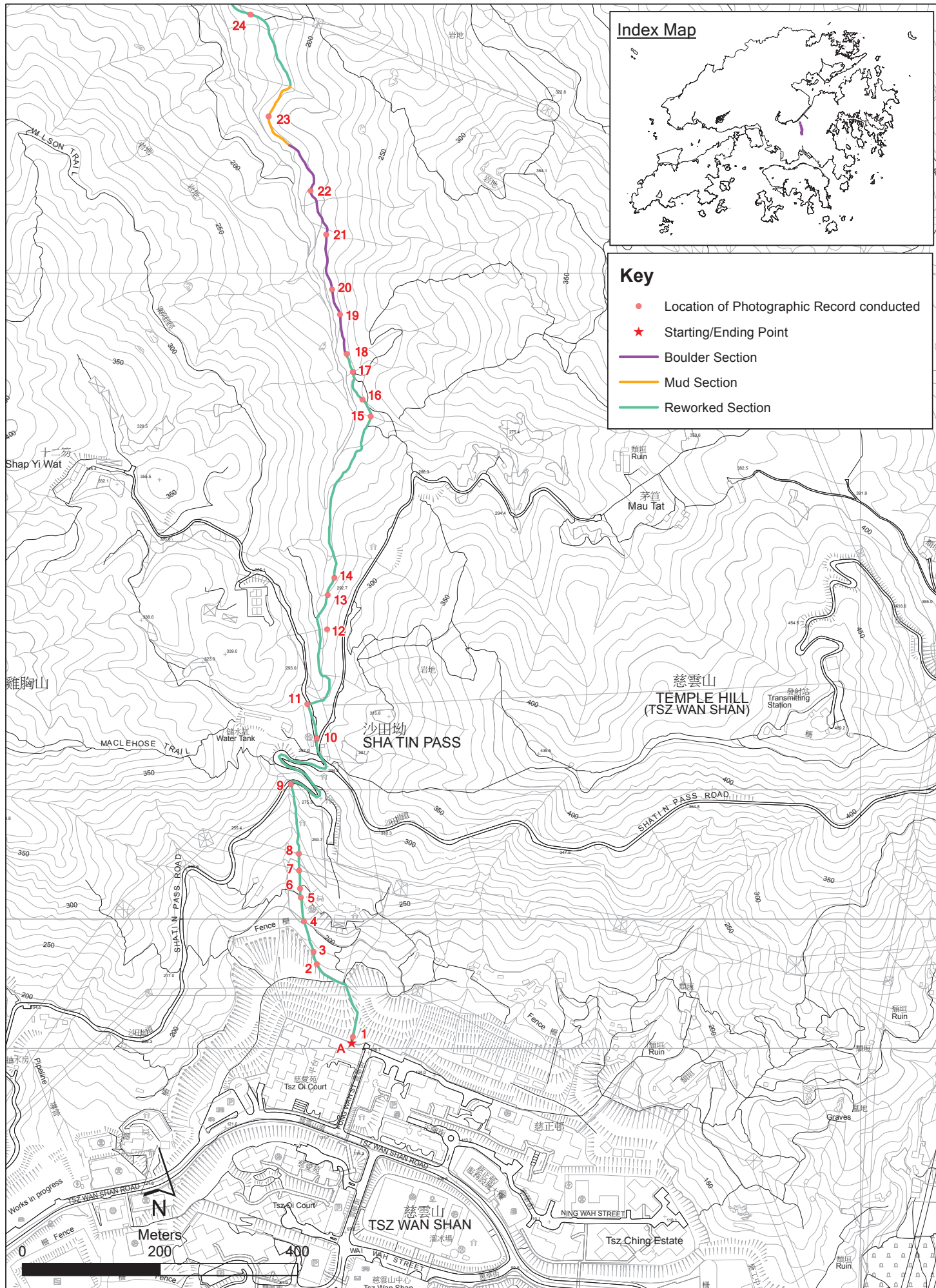
Plan N10-1

1:5000 Survey Plan for N10
Kowloon Route (Kowloon City to Sham Chun:
Kowloon City to Yuen Chau Kok ferry pier Sub-Section)

File: Additional Trail
Updated Oct 2011/
0127814_N10.mxd
Date: 15/03/2012

Environmental
Resources
Management



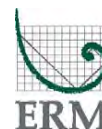


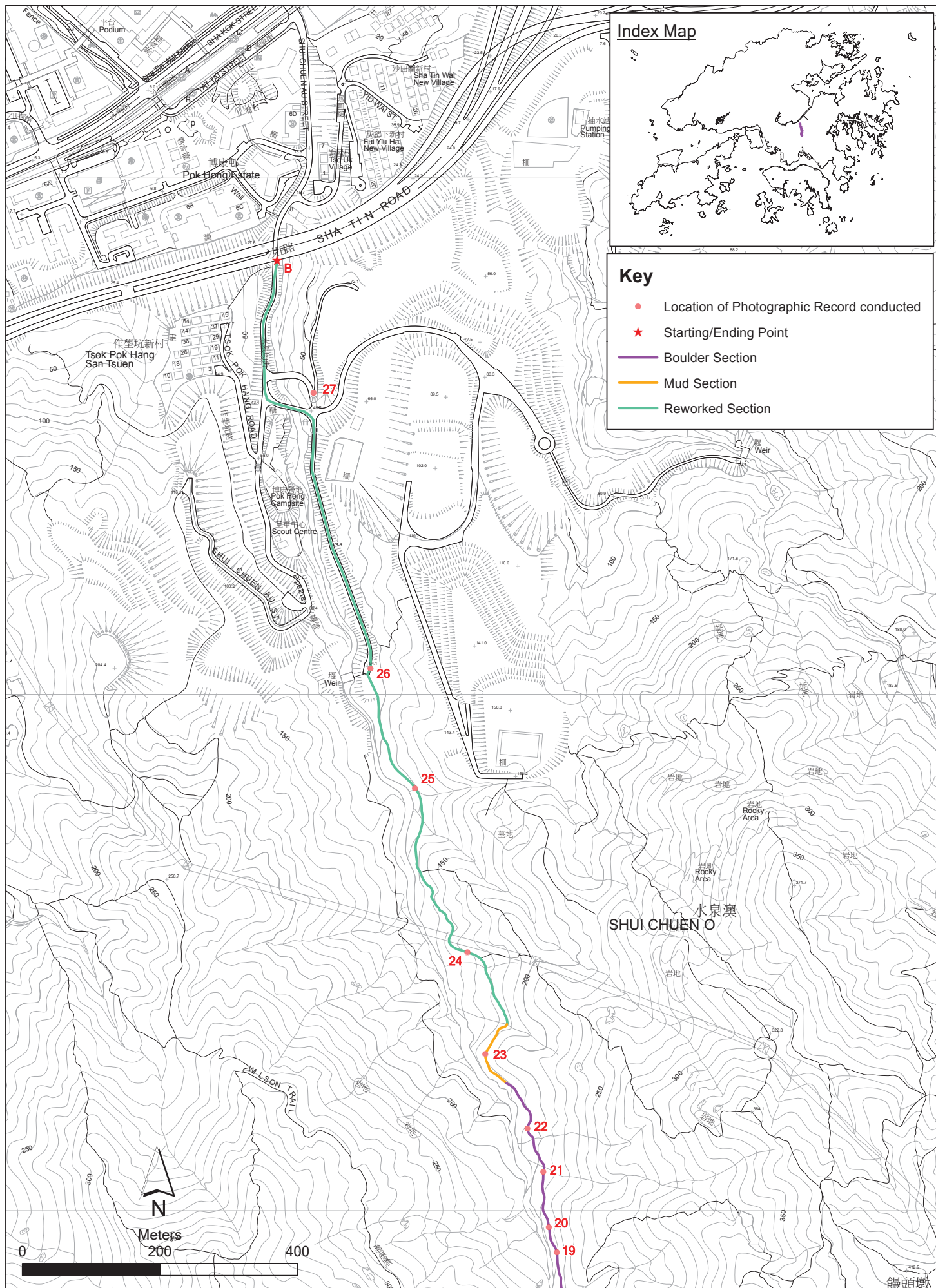
Plan N10-2

1:5000 Survey Plan for N10
(Sheet 1 of 2)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_N10_1.mxd
Date: 15/07/2013

Environmental
Resources
Management



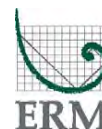


Plan N10-2

1:5000 Survey Plan for N10
(Sheet 2 of 2)

File: T:\GIS\CONTRACT\0127814\Mxd\5000_scale_map\0127814_N10_2.mxd
Date: 15/07/2013

Environmental
Resources
Management



Annex B5

Tai Che to Ho Chung Old Footpath Information

Site Code	O8	Plan No:	Plan O8
Total Length (Point A to B) ^(a) / Boulder Section Length (m)	4,117/2,587	Category	C – Minor Route
Land Status	Mainly government land and about 1% of private land lots	Land Use Zone	<ul style="list-style-type: none">• Open Space;• Agriculture;• Green Belt;• Village Type Development;
Reference 1:5,000 Survey Map	T7-SE-C and T7-SE-D	Reference OZP No.	<ul style="list-style-type: none">• S/ST-KYS/11• S/SK-HC/10
English Name		Chinese Name	
Tai Che to Ho Chung Old Footpath		大嶺至蠔涌古道	
Popular Name			
Mau Ping Old Footpath (southern portion)			
Route			
<p>This route starts at the north from Tai Che village (Point A as shown in <i>Plan O8</i>) at Siu Lek Yuen and then head southeast up the hill to Shek Nga Pui (southwest of West Buffalo Hill), and then to Tai No Sheung Yeung village, Tai No village and then to Kai Ham, and then to Man Wo, and then to Ngau Pui Wo, and then to Kau Tsin Uk and ends at Ho Chung.</p> <p>Similar routing between Tai Che and Shek Nga Pui exists in 1898 historic map and similar routing from Shek Nga Pui to Kai Ham to Tai Lam Wu and connects to A1 exists in 1902 map marked as “Chinese roads about 4’-0” wide” in 1902 map. Therefore, the survey has taken into account the routing marked in these historic map in order to determine the route being surveyed.</p> <p>The surveyed routing is shown in Plan O8 and it ends at Kai Ham (Point B) at the south as the routing along Tai Lam Wu linking Kai Ham to Man Wo and to Kau Tsin Uk has been replaced by the Tai Lam Wu Road and the path from Kau Tsin Uk to Ho Chung has been concreted over.</p>			
Existing Usage			
Village access footpath, hiking trail, vehicle access road (Tai Lam Wu Road)			
Development Proposals			
Nil			
Historical Background and its Function in the Context of Regional Transportation Network			
<p>This minor route identified by local hiker is located in close proximity to A1 (Ho Chung Trackway) and A9 (Shui Ngau Shan Trackway) listed by AMO and regarded as through routes. It is also part of the south route of Mau Ping Old Footpath.</p> <p>Similar routing between Tai Che and Shek Nga Pui exists in 1898 historic map and similar routing from Shek Nga Pui to Kai Ham to Tai Lam Wu and connects to A1 exists in 1902 map. This routing together with A1 and A9 were marked as “Chinese roads about 4’-0” wide” in 1902 map which reflected that this route is of historical value. Although it is not considered as a through route, this route would likely be an alternative route to connect to through routes between villages in the area between Sha Tin and Sai Kung.</p>			
Physical Indicators			
<ul style="list-style-type: none">• Boulders path;			

- Historic villages (Tai Che, Tai No Sheung Yeung (Abandoned), Tai No (Abandoned) and Kai Ham, Chuk Yuen, Man Wo, Kau Tsin Uk and Ho Chung) with ancestral halls and abandoned village houses;
- Stone grinders and stone wall structures

Brief Description of the Features Identified

- Tai Che village (大峯村)

The village was founded by the Cheng (鄭) clan which originated from the Fujian province and migrated to the area during the late Ming to early Qing dynasty. The Cheng clan originally resided in the Sha Tin Wai (沙田圍) area and later on migrated to Heung Che (香輦), Tai Che (大峯), and Mau Tat (茅簷)⁽¹⁾. The lineage of Heung Che then moved to Wong Nai Tau (黃泥頭) which was one of the members of the Siu Lek Yuen Yeuk (小瀝源約), one of the nine community compacts of Sha Tin (沙田九約). And Tai Che and Mau Tat were probably founded by the branches of the Cheng clan. However, the village of Tai Che was not recorded in the 1688 and 1819 *Xi'an Gazetteer* and also the *Map of the San On District* in 1866^{(2) (3)}.

- Tai No Sheung Yeung (大鰲上陽) and Tai No village

The village of Tai No was recorded in the *Map of San On District* in 1866 but it was not recorded in the *Xin'an Gazetteer* in 1688 and 1819, indicating the village was founded approximately during the mid-19th century. The village is already abandoned but the ancestral hall of the Tsang (曾) clan (photo 23) found located near to the route was renovated in 1985 and the condition of the ancestral hall is good. Besides the ancestral hall, stone grinders (photo 22) and stone wall structures (photo 20) of the village are found located near to the route.

- Kai Ham (界咸)

The village of Kai Ham is located by the Tai Che to Ho Chung Old Footpath, an important transportation route at the time. The village was recorded in the *Map of San On District* in 1866 but it was not recorded in the *Xin'an Gazetteer* in 1688 and 1819, indicating the village was founded approximately during the mid-19th century. Chuk Yuen (竹園)

The village of Chuk Yuen is location by the Tai Che to Ho Chung Old Footpath, an important transportation route at the time. The village was also a member of Ho Chung Heung Alliance (蠔涌鄉聯), an alliance of mutual defence formed by seven villages of the Ho Chung area including Tai Nam Wu (大藍湖), Mok Je Che (莫遮輦), Man Wo (蠻窩), Chuk Yuen (竹園), Tai Po Tsai (大埔仔) and Sheung Sze Wan (相思灣). The village was not recorded in the 1688 and 1819 *Xi'an Gazetteer* and also the *Map of the San On District* in 1866. The village was found probably in the late 19th century.

- Man Wo (蠻窩)

The village of Man Wo is location by the Tai Che to Ho Chung Old Footpath, an important transportation route at the time. The village was also a member of Ho Chung Heung Alliance (蠔涌鄉聯), an alliance of mutual defence formed by seven villages of the Ho Chung area including Tai Nam Wu (大藍湖), Mok Je Che (莫遮輦), Man Wo (蠻窩), Chuk Yuen (竹園), Tai Po Tsai (大埔仔) and Sheung Sze Wan (相思灣). The village was not recorded in the 1688 and 1819 *Xi'an Gazetteer* and also the *Map of the San On District* in 1866. The village was found probably in the late 19th century to 20th century.

- Kau Tsin Uk (較剪屋)

The village of Kau Tsin Uk is located by the Tai Che to Ho Chung Old Footpath, an important

(1) [Information on line]; available from http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=146; internet.

(2) 新安縣誌 (清) 1688 & 1819

(3) Volonteri, Simeon 1866, *Map of San-On District (Kwangtung Province)*

transportation route at the time. As the village is not found in any historical record and it is not recorded in the *List of Established Villages* that recorded the villages in the New Territories which already existed in 1898, the village was probably established in the 20th century.

- Ho Chung (蠔涌)

Ho Chung village could be dated back to the Ming Dynasty (1368 - 1644) and is one of the oldest villages within the district. It was inhabited by multiple clans including Cheungs (張), the Wans (溫) and the Laus (劉), but Chan (陳) Ancestral Hall is the only surviving hall in the village. The Chan Ancestral hall, dated to the 1850s, is now a grade 2 building. Che Kung Temple (車公古廟), a grade 1 building, is believed to be dated from about 1555, after a few years, at most a generation, after the founding of the village. The temple is situated on the banks of the Ho Chung River, Ho Chung Che Kung Temple is one of the two temples dedicated to Che Kung in Hong Kong. Moreover, it is the oldest one among the two. It is of a two-hall design with two annex buildings at both sides.

Associated Facilities

The route is now partly within the Ma On Shan Country Park and part of the MacLehose Trail (Section 4). Public could access the route at the north from Tai Che village with public transport. Facilities along the footpath include an information board. The south end at Ho Chung with mini-bus to Sai Kung.

Boulder Paths General Conditions

- North of Shek Nga Pui (Photo points 4 to 15): Intact boulder along this section can easily be seen with occasional mud surface sections and modified sections due to repair work.
- South of Shek Nga Pui to Kai Ham (photo points 16 to 28): Intact boulder along this section can easily be seen with occasional mud surface sections and modified sections due to repair work. The southern portion from Tai Ho to Kai Ham is very intact.

The boulder paths are generally in good condition with occasional mud surfaced sections and minor repair/modification.

Cultural Heritage Significance

- Historical Significance

Although regarded as minor route, this route is in close proximity to two through routes (A1 and A9) reflected that it is of some historical value. In addition, similar routing between Tai Che and Shek Nga Pui exists in 1898 historic map and similar routing from Shek Nga Pui to Kai Ham to Tai Lam Wu and connects to A1 exists in 1902 map. This routing together with A1 and A9 are marked as "Chinese roads about 4'-0" wide" in 1902 map which reflected that this route is of historical value. As a result, this route would likely be an alternative route connects to the adjacent through routes between villages in the area between Sha Tin and Sai Kung. It is concluded to have medium significance.

- Architectural Significance

The presence of boulder paved route reflected the traditional Chinese workmanship of pedestrian paths and how they response to the natural environment in constructing the paths. The route is mainly boulder paved except for occasional sections of mud surfaced parts which is partially caused by deteriorating due to heavy use or erosion or reworked sections. In addition to the boulder path, a number of stone wall structures at between Tai No Sheung Yeung and Tai No used as retaining walls for terraced farmlands, the Tsang ancestral hall at Tai No and ruin structures are identified along the route. The architectural significance of this route is considered as low.

- Social, group and local Significance

As the route is connected to or adjacent to through routes and marked as "Chinese roads about 4'-0" wide" in 1902 map which is the same marking as through routes A1 and A9. Thus, the route should have played a key role to serve local villages for communication. It is now not a key hiking route and the section from MacLehose Trail

(Section 4) to Kai Ham not frequently walked with very narrow path. It is considered to have medium significance.

- Intactness

The section north of Shek Nga Pui is considered to have medium intactness and occasional mud surface or minor repair works can be found along this section. The section south of Shek Nga Pui, perhaps due to not frequently used now, it is considered to have high intactness with very minor concrete surfaced parts or mud surfaced parts. Therefore, the overall intactness is high.

- Rareness

Although many similar minor routes have been identified from desk top study, this route is close to through routes and with relatively high intactness of boulder section. Thus, it is considered a rare example.

Overall Assessment on Condition or Value
The route is considered to have low architectural significance, medium historical, and social, group and local significance and it is a rare example with relatively high intactness. Thus, the overall significance is considered medium.

Note: (a) Surveyed length.

PHOTOGRAPHIC RECORD




Photo Reference No.	Photographic Records
A	<div data-bbox="587 443 1453 929">  </div> <p data-bbox="571 958 1469 1032">Start Point A starts from the earth shrine. Boulder path can be seen under thin concrete. (View B to A)</p>
1	<div data-bbox="614 1061 1425 1514">  </div> <p data-bbox="579 1543 1460 1581">Concrete paved path with boulders seen by the path. (View A to B)</p>
2	<div data-bbox="579 1608 1460 1845">  </div> <p data-bbox="667 1874 1372 1912">Original paths cut by modern road. (View from west)</p>



Photo Reference No.	Photographic Records
3	 <p data-bbox="635 869 1404 902">Branched boulder path from reworked path. (View A to B)</p>
4	 <p data-bbox="560 1588 1479 1664">Repaired boulder path with concrete to stabilise them (left path) and a branched concrete footpath to graveyard. (view A to B)</p>



Photo Reference No.	Photographic Records
5	 <p data-bbox="798 981 1240 1014">Intact boulder path (view A to B).</p>
6	 <p data-bbox="638 1682 1399 1715">Typical repair method of boulder path (view from A to B).</p>



Photo Reference No.	Photographic Records
7	 <p data-bbox="563 1086 1476 1122">Boulder path occasionally repaired with concrete slabs. (View B to A).</p>
8	 <p data-bbox="791 1760 1248 1796">Typical mud section (view B to A).</p>



Photo Reference No.	Photographic Records
9	 <p data-bbox="703 1077 1337 1115">Boulder section on flat slope. (View from A to B)</p>
10	 <p data-bbox="603 1727 1436 1805">Damaged boulder section on the left and exit to a mud surfaced platform on the right. (View from A to B)</p>



Photo Reference No.	Photographic Records
11	 <p data-bbox="842 875 1198 913">Mud Section (view B to A).</p>
12	 <p data-bbox="826 1865 1214 1904">Boulder section (view B to A)</p>



Photo Reference No.	Photographic Records
13	 <p data-bbox="842 1131 1193 1167">Mud Section (view A to B)</p>
14	 <p data-bbox="916 2011 1120 2047">Boulder section</p>



Photo Reference No.	Photographic Records
15	 <p data-bbox="772 678 1265 712">Junction of footpaths at Shek Nga Pui</p>
16	 <p data-bbox="938 1668 1102 1702">Mud section</p>



Photo Reference No.	Photographic Records
17	 <p data-bbox="571 936 1469 1014">Connected to MacLehose Trail Section 4. The path at the left leads to Fa Sam Hang</p>
18	 <p data-bbox="603 1856 1433 1935">Entrance of trail to Tai No Sheung Yeung from Maclehorse Trail Section 4 showing mud surface (view B to A).</p>



Photo Reference No.	Photographic Records
19	 <p data-bbox="558 1064 1481 1104">Typical boulder section leading to Tai No Sheung Yeung (view B to A)</p>
20	 <p data-bbox="574 1888 1465 1964">Intact boulder section by boulder built retaining wall of farmland at Tai No Sheung Yeung (view B to A)</p>




Photo Reference No.	Photographic Records
21	 <p data-bbox="842 815 1197 851">Mud Section (view B to A)</p>
22	 <p data-bbox="651 1332 1386 1368">Tsang's ancestral hall and earth temple at Tai No village</p>
23	 <p data-bbox="769 1850 1268 1886">Stone grinders near the Tai No village</p>



Photo Reference No.	Photographic Records
24	 <p data-bbox="580 869 1458 904">Platform in front of the Tsang's ancestral hall with concrete surface</p>
25	 <p data-bbox="564 1570 1474 1641">Occasionally seen Boulder section with concrete surface near the ruin of Tai No village (view B to A)</p>



Photo Reference No.	Photographic Records
26	 <p data-bbox="786 1093 1249 1126">Intact boulder section (view A to B)</p>
27	 <p data-bbox="786 1915 1249 1948">Intact boulder section (view B to A)</p>





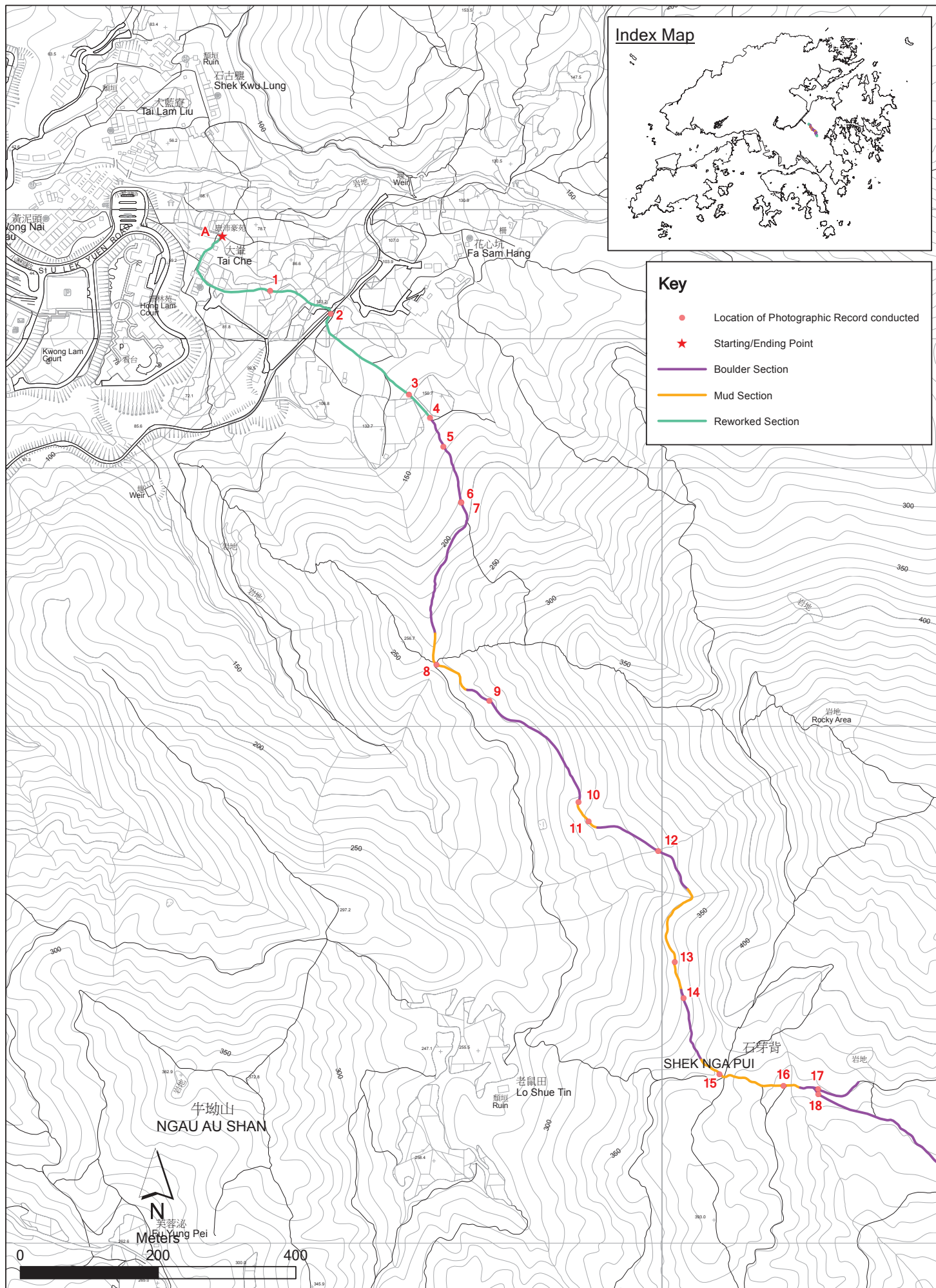
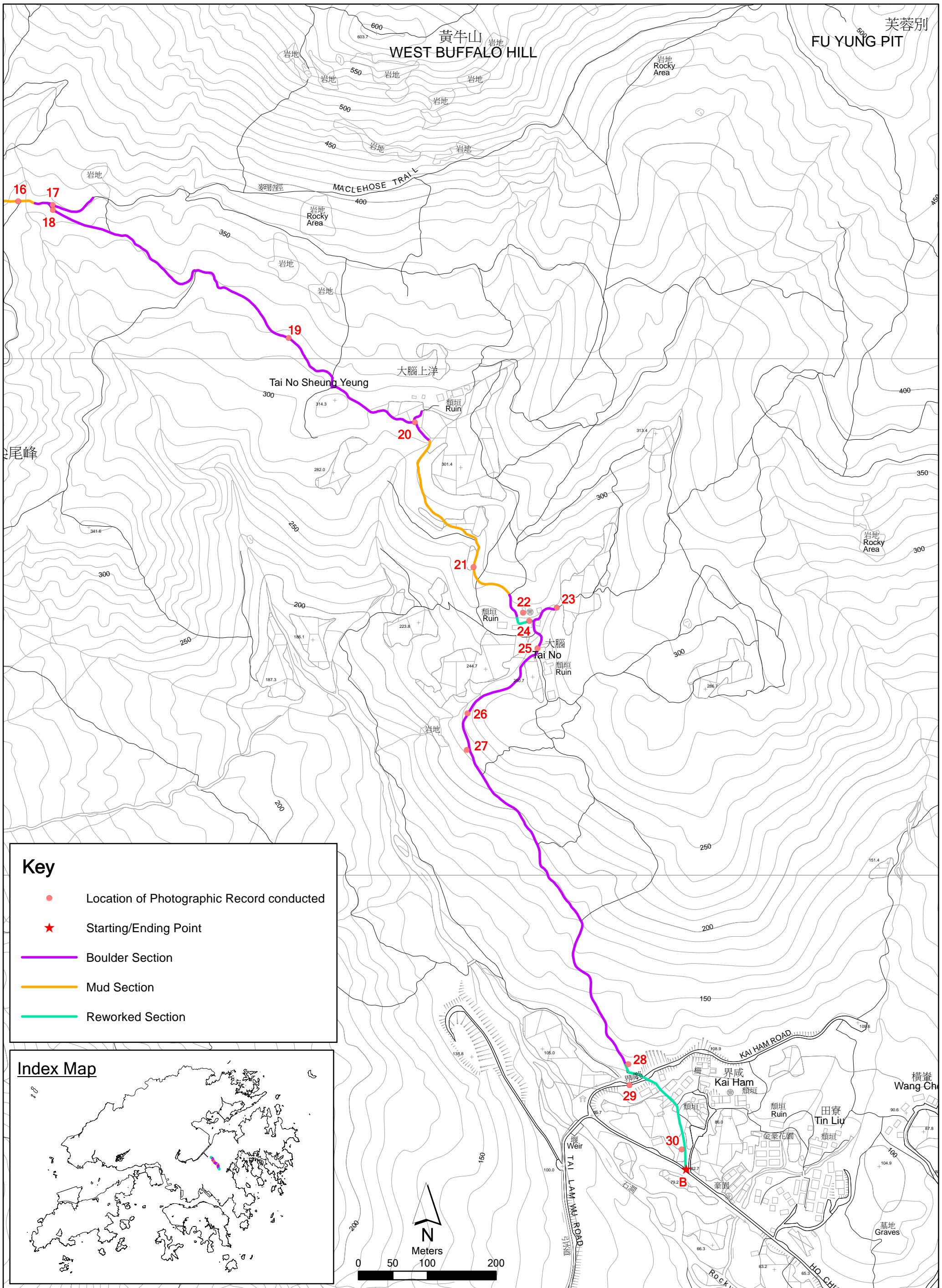
Photo Reference No.	Photographic Records
28	 <p data-bbox="582 981 1455 1014">End of Boulder path which is destroyed by cut slope. (view A to B)</p>
29	 <p data-bbox="582 1673 1455 1747">View from Kai Ham Road (entrance to boulder path from Kai Ham Road) (view B to A)</p>

Photo Reference No.	Photographic Records
30	 <p data-bbox="563 987 1476 1059">Boulders can be seen beneath the concrete path at section view. (View B to A)</p>
B	 <p data-bbox="823 1760 1214 1796">Location B (view from A to B)</p>





Annex B6

Tai Long Wan Village to Chai Wan Route Information

Site Code	H1	Plan No:	Plan H1-1
Total Length (Point A to B) ^(a) / Boulder Section Length (m)	1,769/10	Category	C – Minor Route
Land Status	All government	Land Use Zone	<ul style="list-style-type: none">• Other Specified Uses• Country Park;• Green Belt
Reference 1:5,000 Survey Map	T11-SE-D and T15-NE-B	Reference OZP No.	<ul style="list-style-type: none">• S/H18/1• S/H20/21
English Name		Chinese Name	
Tai Long Wan Village to Chai Wan Route		大浪灣村至柴灣路徑	
Popular Name			
Hong Kong Trail (Section 8)			
Route			
<p>This is only the possibly surviving section of the Tai Long Wan village to Chai Wan Route on Hong Kong Island identified from desktop mapping as shown in <i>Plan H1-1</i> which connects between Pottinger Gap and Big Wave Bay.</p> <p>Surveyed routing as shown in <i>Plan H1-2</i> indicated that area north of Point A have been modernized. The routing from Point A to Point B is part of the Hong Kong Trail (Section 8).</p>			
Existing Usage			
Hiking Trail (part of Hong Kong Trail (Section 8), partly located in Shek O Country Park			
Development Proposals			
Nil			
Historical Background and its Function in the Context of Regional Transportation Network			
It was a pre-British old footpath connecting Shek O and Shek O Peninsula villages with the North Shore in the past.			
Physical Indicators			
<ul style="list-style-type: none">• Boulder paths: Very few short boulder sections surviving along the mud section. Stream crossing profile would be easier to see there were boulders paving along the route (see Photos 2, 4 to 8.• Associated villages: Tai Long village			
Brief Description of the Features Identified			
<ul style="list-style-type: none">• Tai Long Wan village: The village is located at the southern end of the footpath. However, the village was not recorded in any historical documents such as the <i>Xi'an Gazetteer</i> and the <i>Map of Sun-on District</i> in 1866 ⁽¹⁾ ⁽²⁾. It is therefore believed that the village was established no earlier than the late 19th century with a close connection with the Shek O Village located south of the village.			

(1) 新安縣誌 (清) 1688 & 1819

Associated Facilities
The route is now part of the Hong Kong Trail (Section 8). Public could access the route through Pottinger Gap at the north or access from Tai Long Wan village with public transport. This is purely a footpath without facilities along the route but there is a picnic site, a pavilion, an information board adjacent to Point A at Pottinger Gap and a pavilion, toilets, information board, emergency helpline, telephone kiosk, parking area, picnic area, barbecue site and a beach at Tai Long Wan.
Boulder Paths General Conditions
As underground cable alignment is found almost along the whole route in the middle of the path, surviving boulder section has been heavily distributed and become mud surfaced with occasional short sections of boulder paving at the edges of the path or at stream crossing sections. Thus, the condition is poor and heavily disturbed.
Cultural Heritage Significance
<ul style="list-style-type: none"> Historical Significance It was footpath connects between villages considered to have low significance Architectural Significance Most of the boulder path has been heavily disturbed by previous construction of underground utilities. The architectural significance is low. Social, group and local Significance It was a footpath for villages communication considered to have local significance only. Nevertheless, it is now part of the Hong Kong Trail Section 8 considered to have some social significance to local hikers. Intactness Very low intactness due to the heavy disturbance caused by previously underground utilities construction work. Rarity Boulder paved village connection footpaths could still be commonly found in Hong Kong. Thus, this route is not rare.
Overall Assessment on Condition or Value
The route is considered to have low historical, architectural, and social significance. It has been heavily disturbed by previous underground utilities construction work with low intactness. Similar village footpaths could still be commonly found in Hong Kong and therefore this is not a rare example. Its overall significance is considered low.
Note: (a) Surveyed length.

PHOTOGRAPHIC RECORD



Photo Reference No.	Photographic Records
A	 <p data-bbox="906 1037 1054 1070">Location A</p>
1	 <p data-bbox="579 1713 1382 1749">Typical mud surface path with reworked steps (view B to A).</p>



Photo Reference No.	Photographic Records
2	 <p data-bbox="587 891 1374 969">Typical stream crossing with modern intrusion and concrete surface (view A to B).</p>
3	 <p data-bbox="563 1704 1398 1783">Typical mud section with underground utilities exposed. (View A to B)</p>

Photo Reference No.	Photographic Records
4	 <p data-bbox="555 913 1406 987">Typical view of destroyed path with boulders placed by the path and modern cables. (View B to A)</p>
5	 <p data-bbox="604 1897 1358 1933">Rarely found short section of boulder path. (View A to B)</p>



Photo Reference No.	Photographic Records
6	 <p data-bbox="555 913 1401 992">Rarely found boulder section replacing by modernised steps and mud surface. (View from B to A)</p>
7	 <p data-bbox="584 1639 1378 1718">Evidence of path damaged by modern underground utilities commonly seen along the path. (View from B to A)</p>





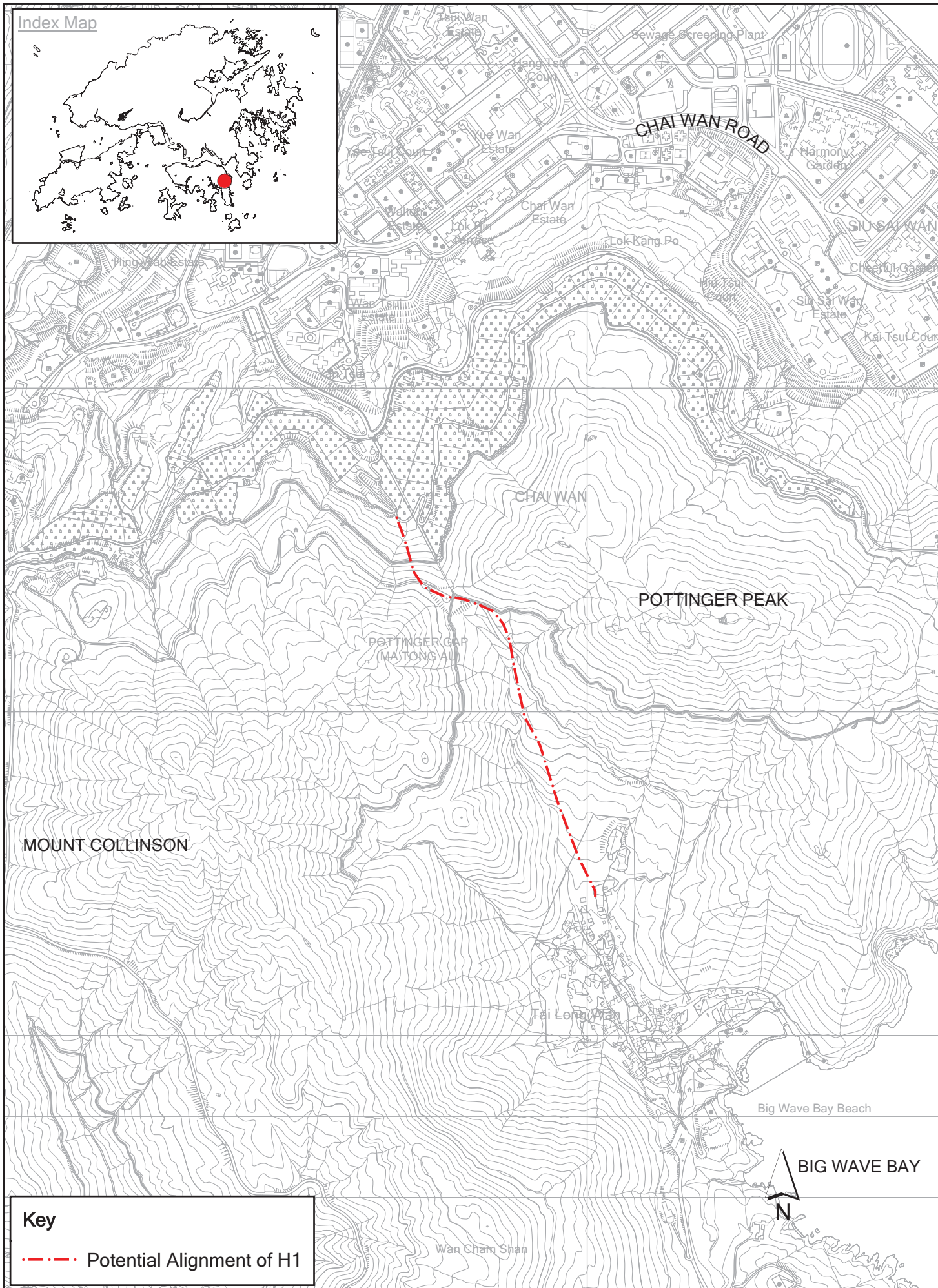
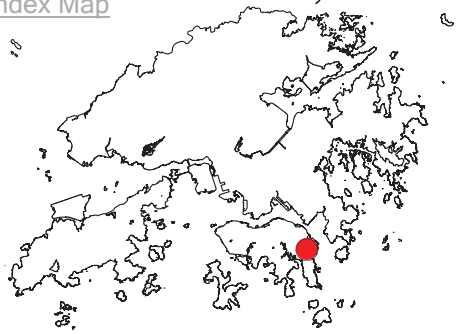
Photo Reference No.	Photographic Records
8	 <p data-bbox="644 913 1316 947">Boulder path heavily disturbed. (View from B to A)</p>
9	 <p data-bbox="568 1583 1393 1657">Bounders paved stream crossing surfaced with concrete. (View from B to A)</p>

Photo Reference No.	Photographic Records
10	 <p data-bbox="555 898 1356 936">Concrete path leaving to Tai Long Village (view from A to B)</p>
B	 <p data-bbox="710 1489 1252 1527">Point B, village path leading to carpark⁽¹⁾.</p>

(1) Photo courtesy to Google Map

Index Map



Key

--- Potential Alignment of H1

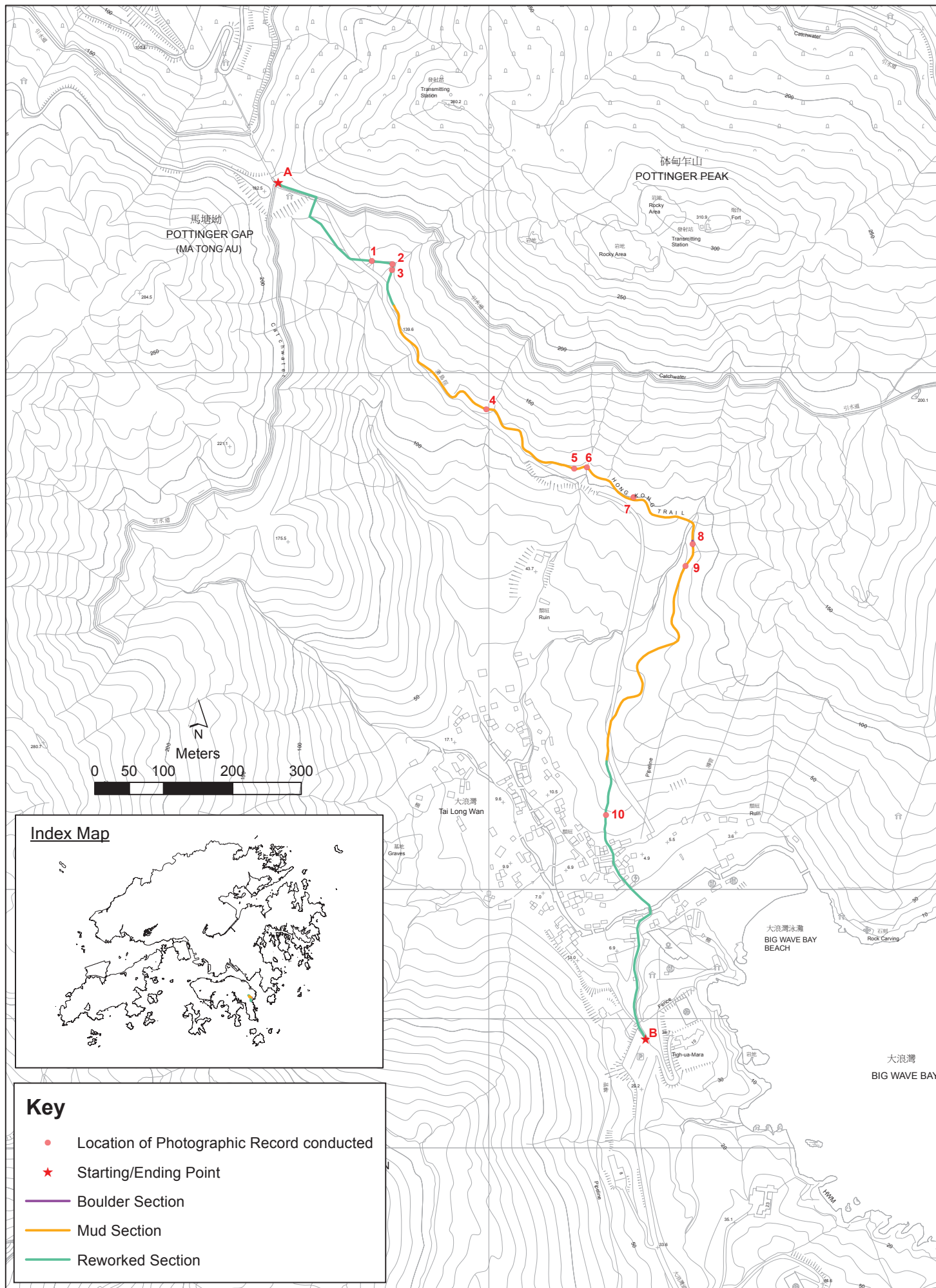
Plan H1-1

1:5000 Survey Plan for H1
Tai Long Wan Village to Chai Wan Route

File: Additional Trail Updated Oct 2011\
0127814_H1.mxd
Date: 15/03/2012

Environmental
Resources
Management





Plan H1-2

1:5000 Survey Plan of H1 - Tai Long
Wan Village to Chai Wan Route

File: T:\GIS\CONTRACT\0127814\IMxd\Additional_Trail_Updated_Nov2012\0127814_H1.mxd
Date: 15/7/2013

Environmental
Resources
Management

