



Phase 1A(2) of Sai Sha private residential development⁴ officially named SIERRA SEA 西沙私人住宅發展項目⁴ 第1A(2)期正式命名SIERRA SEA



Computerized rendering 電腦圖像

The background photo shown in this image was taken in the airspace in the vicinity of the Development site on 11 January 2025 which has been edited and/or simplified, and it has been merged with the computerized rendering of the Development by computer rendering techniques and edited and processed with computerized imaging techniques to illustrate the approximate appearance of the Phase and its surrounding environment and buildings. The image does not illustrate the actual appearance of the Development or the Phase or any part thereof, its view or surrounding environment, buildings, design, facilities and layout upon completion, and is for reference only. At the time when the background photo was taken, the Development and the Phase were still under construction, and the approved building plans of the Development and the Phase are subject to change from time to time. The details of the Development and the Phase upon completion may be different from those shown in this image, and are subject to the final approval of the building plans by the relevant Government authorities. Roads, buildings, facilities and environment in the vicinity of the Development and the Phase may not be shown. This image is made to promote the sale of residential properties in the Phase only. Other phases/parts of the Development are still under construction and other phases of the Development may be shown, or not shown or have been made transparent/simplified in the computerized rendering. This image may also show buildings, facilities and district developments etc., which are completed, under construction or not yet completed outside of the Development and the Phase. Details of such buildings, facilities and district developments etc. (including but not limited to implementation or otherwise, name, location, design, size, scale, distance, completion time etc.) are subject to the final decision of the Government or the relevant authorities. Such buildings, facilities and district developments etc. may not be completed or may be completely changed at the time of completion or handover of the Development and the Phase and their details may change from time to time and may be different from those described in this image. The buildings, facilities, layout, partitions, specifications, dimensions, colors, materials, fittings, finishes, appliances, lightings, furniture, decorative items, plants, trees, landscaping and other objects shown in this image are for reference only and may not appear in the Development, the Phase and the Clubhouse or any part thereof or in the vicinity thereof. The surrounding environment, buildings and facilities of the Development and the Phase are subject to change from time to time. The view depicted or shown in this image are not the same as the actual view that may be enjoyed by future residents at any time within the Development and the Phase. The view from the residential properties in the Development and the Phase are affected by their orientation, floor levels, surrounding buildings and environment. This image does not constitute and shall not be construed as any offer, representation, undertaking or warranty, whether express or implied, by the Vendor regarding the Development and the Phase, its surrounding environment, buildings and facilities (whether regarding the view or not). The Vendor advises prospective purchasers to conduct an on-site visit for a better understanding of the development site, its surrounding environment and the public facilities nearby. For details of the Development and the Phase, please refer to the relevant sales brochure.

本圖像以於2025年1月11日在發展項目地盤附近上空拍攝之相片作為背景，經修飾及/或簡化處理，並將期數的電腦模擬效果與電腦效果合成修飾處理，以展示期數之大概外觀、其周邊環境及建築物。本圖像並非展示發展項目及期數或其任何部分最後完成之實際外觀、其景觀或其周邊環境、建築物、設計、設施及布局，內容僅供參考。拍攝背景相片時，發展項目及期數仍在興建中。其批准之建築圖則會不時修改，落成後之詳情亦可能與本圖所示之詳情不同。一切以政府相關部門最後批准之建築圖則為準。發展項目及期數附近之道路、建築物、設施及環境可能未有顯示。本圖像僅為從銷期數而製作。發展項目之其他期數/部分仍在興建中，發展項目之其他期數可能顯示於模擬效果圖或未有顯示或經透明化/簡化處理。本圖像亦可能顯示發展項目及期數以外已落成、擬建中或未落成的建築物、設施及區域發展等。此等建築物、設施及區域發展等之詳情(包括但不限於落實與否、名稱、位置、設計、大小、比例、距離、竣工時間等)均以政府或相關機構之最終決定為準。此等建築物、設施及區域發展等於發展項目及期數落成或入伙時可能尚未完成或全面更改，其細節可不時更改及與本圖像所述者不同。本圖像內的建築物、設施、布局、間隔、規格、尺寸、顏色、用料、裝置、裝修物料、設備、燈光效果、傢俬、裝飾物、植物、樹木、園景及其他物件等僅供參考，亦未必會在發展項目、期數及會所或其任何部份或其附近出現。發展項目及期數的周邊環境、建築物及設施會不時改變。本圖像中所描述或顯示的景觀並非等同日後住戶於任何時間在發展項目及期數內所能看到的真實景觀。發展項目及期數住宅物業所享有之景觀受其座向、樓層、周邊建築物及環境所影響。本圖像並不構成亦不得詮釋或實方作出任何就發展項目及期數、其周邊環境、建築物及設施不論明示或隱含之合約條款、要約、承諾、陳述或保證(不論是否有關景觀)。實方建議準買家到有關發展地盤實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。有關發展項目及期數的詳細資料，請參閱有關樓說明書。

The Group's "Sai Sha mega integrated development"¹, spanning over 6.7 million square feet², comprises not only the new sports and commercial complex "GO PARK Sai Sha"³, but also SHKP's largest private residential development⁴ to date. Phase 1A(2) of the development is officially named SIERRA SEA, highlighting its seamless connection with the natural landscape.

SHKP's largest private residential development to date⁴

The residential project is a low-density development with a plot ratio less than 2⁵, showcasing the stunning landscape of Sai Sha. SIERRA SEA comprises four towers and offers 781 premium residential units, most with either a panoramic sea or mountain view⁶, and some with view⁶ of GO PARK Sai Sha³, providing residents with a low-density environment and a high degree of privacy in their living space.

Excellent transport links with proximity to two MTR stations x two MTR lines⁷

SIERRA SEA benefits from its proximity to two MTR stations x two MTR lines⁷ – MTR Wu Kai Sha station on the Tuen Ma Line and MTR University station on the East Rail Line. It is about a five-minute⁸ drive to MTR Wu Kai Sha station and a nine-minute⁸ drive to MTR University Station from SIERRA SEA. MTR Wu Kai Sha station provides excellent connectivity to Kowloon East and West, as well as the High-Speed Rail network. MTR University station offers quick access to CBD1⁹ on Hong Kong Island and CBD2¹⁰ in Kowloon East.

Additionally, multiple new bus routes connect the development to various districts. Currently in operation⁷ are bus route 582, a direct express service to MTR University station and Science Park; bus route 287, which runs through Ma On Shan to MTR University station; and bus route 581, with stops at MTR Wu Kai Sha station and MTR Ma On Shan station. There is also minibus route 807K, which connects MTR Wu Kai Sha station and MTR University station, and express route 807S, which goes directly to MTR University station. In addition, the Transport Department has approved four more bus routes to Sha Tin, Tsuen Wan, Tsim Sha Tsui and Kowloon Bay respectively¹¹, which are expected to be in operation upon handover of the units, and is planning to introduce new bus routes from the development to Hong Kong Island and the airport¹², further enhancing the transport connectivity of Sai Sha.



Feature

新地的「西沙綜合發展項目¹」佔地逾670萬平方呎²，除了全新運動商業綜合體「西沙GO PARK」³外，亦包括集團歷來最大型的私人住宅發展項目⁴，當中第1A(2)期早前正式命名為SIERRA SEA，凸顯項目與大自然緊密相連的優勢。

新地歷來最大型私人住宅項目⁴
為配合西沙怡人的環境，該住宅項目的發展密度低，地積比率低於2⁵。SIERRA SEA由四座大樓組成，提供781個優質住宅單位。項目大部份單位坐擁海景或山巒景致⁶，部分單位更享西沙GO PARK³景觀⁶，住戶可享低密度環境及高私隱度的生活空間。

「雙站x雙綫⁷」凸顯交通優勢
SIERRA SEA享有港鐵屯馬綫烏溪沙站及東鐵綫大學站

「雙站x雙綫⁷」優勢，由項目驅車前往港鐵烏溪沙站僅需約五分鐘⁸，前往港鐵大學站亦只需約九分鐘⁸。由港鐵屯馬綫烏溪沙站出發，一綫連通東西九龍及高鐵網絡；由港鐵東鐵綫大學站出發，可暢達港島CBD1⁹及九龍東CBD2¹⁰。

此外，多條全新巴士路線連接項目與各區，其中已通車之路綫⁷包括：往返大學站及科學園的特快路線582、經馬鞍山前往大學站的287，以及前往烏溪沙站以及馬鞍山站的581；另有小巴路線807K來往烏溪沙站及大學站，以及特快路線807S直達大學站，交通方便快捷。此外，運輸署亦已批准另外四條巴士路線分別前往沙田、荃灣、尖沙咀及九龍灣¹¹，預料將於入伙時正式通車，並正在推動增設巴士路線由項目前往港島及機場¹²，進一步完善西沙的交通連接。

Notes

- The "Sai Sha mega integrated development" refers to the respective development components situated on section A of Tai Po Town Lot No. 253, The Remaining Portion of Tai Po Town Lot No. 253, Section C of Tai Po Town Lot No. 157, Section D of Tai Po Town Lot No. 157, and The Remaining Portion of Tai Po Town Lot No. 157. The design, buildings, facilities to be provided and area of each component are subject to the final plans approved by the Government. The Vendor reserves the right to amend and change the district development, planning, user, design, buildings, facilities, layout, specifications, features and operation etc., without prior notice. The "Sai Sha mega integrated development" is still under construction and its building plans are subject to change from time to time. The details upon completion may be different from those described in this advertisement. The "Sai Sha mega integrated development" is a promotional name and it will not be used or shown in the building plans, Agreement for Sale and Purchase, Deed of Mutual Covenant, Assignment or any other title deeds or legal documents relating to the Development or the Phase of the Development. The works, buildings, facilities, district development, planning, user etc referred to in this advertisement may not be completed or fully altered at the time or after the completion of the "Sai Sha mega integrated development", and the details thereof may from time to time be altered and different from those mentioned in this advertisement. The completion of the "Sai Sha mega integrated development" takes time. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, in respect of the "Sai Sha mega integrated development". Prospective purchasers should not rely on, or make any claim against the Vendor, in respect of any of the contents of this advertisement. The surrounding environment, buildings and facilities of "Sai Sha mega integrated development" are subject to change from time to time. The Vendor also advises prospective purchasers to conduct an on-site visit for a better understanding of the development site, its surrounding environment and the public facilities nearby. "GO PARK Sai Sha" is located in The Remaining Portion of Tai Po Town Lot No. 157 and forms part of the "Sai Sha mega integrated development". It does not form part of the Development or the Phase.
- According to the land grant documents, the total area of each lot comprised in the "Sai Sha mega integrated development" is 623,232 square metres, which when converted at the rate of 1 square metre = 10,764 square feet, means approximately 6,708,400 square feet.
- "GO PARK Sai Sha" is the promotional name of the part of the "Sai Sha mega integrated development" which is located in The Remaining Portion of Tai Po Town Lot No. 157. "GO PARK Sai Sha" does not form part of the Development or the Phase, and such name will not be used or shown in the building plans, Agreement for Sale and Purchase, Deed of Mutual Covenant, Assignment or any other title deeds or legal documents relating to the Development or the Phase of the Development. The design, buildings, facilities to be provided, and the area of The Remaining Portion of Tai Po Town Lot No. 157 and the various parts of "GO PARK Sai Sha" are subject to the final plans approved by the Government. The Vendor reserves the right to amend and change the planning, user, design, buildings, facilities, layout, specifications, features and operation etc of The Remaining Portion of Tai Po Town Lot No. 157 and "GO PARK Sai Sha" without prior notice. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied. Prospective purchasers should not rely on, or make any claim against the Vendor, in respect of any of the contents of this advertisement. The surrounding environment, buildings and facilities of The Remaining Portion of Tai Po Town Lot No. 157 and "GO PARK Sai Sha" may not be completed or fully altered at the time or after the completion of the Development, and the details thereof may from time to time be altered and different from those mentioned in this advertisement. The opening hours, use or operation of the facilities and services in "GO PARK Sai Sha" may be subject to the relevant laws, land grants, admission and ticketing arrangements, actual conditions, weather conditions, codes of practice (as amended from time to time), and consents or permits issued by relevant government departments. The use of facilities and services of "GO PARK Sai Sha" may be subject to additional arrangements. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied. Prospective purchasers should not rely on, or make any claim against the Vendor, in respect of any of the contents of this advertisement. The surrounding environment, buildings and facilities of The Remaining Portion of Tai Po Town Lot No. 157 and "GO PARK Sai Sha" may not be completed or fully altered at the time or after the completion of the Development, and the details thereof may from time to time be altered and different from those mentioned in this advertisement. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, regarding the accuracy of the website.
- The largest private residential development to date refers to the private residential development located in Section A of Tai Po Town Lot No. 253 and The Remaining Portion of Tai Po Town Lot No. 253. As at the printing date of this advertisement, it is the private residential development with the largest number of units amongst the private residential developments wholly developed by Sun Hung Kai Properties. Among them, Phase 1A(2) of the private residential development located in The Remaining Portion of Tai Po Town Lot No. 253 was officially named SIERRA SEA earlier.
- The plot ratio is the ratio of total gross floor area to site area. Tai Po Town Lot No. 253 comprises of Section A of Tai Po Town Lot No. 253 and The Remaining Portion of Tai Po Town Lot No. 253. The maximum domestic plot ratios of section A of Tai Po Town Lot No. 253 and The Remaining Portion of Tai Po Town Lot No. 253 are about 1.95 and 1.89 respectively, and hence the maximum domestic average plot ratio is about 1.92 for Tai Po Town Lot No. 253.
- The above is only a general description of the surrounding environment of the Phase of the Development and does not represent that all units will enjoy the relevant views. The views mentioned above are affected by the unit's floor levels, orientation, surrounding buildings and environment, and may not be applicable to all flats. The surrounding buildings and environment may change from time to

- The Vendor advises prospective purchasers to conduct an on-site visit for a better understanding of the development site, its surrounding environment and the public facilities nearby. The Vendor makes no offer, representation, undertaking or warranty, whether express or implied, in respect of the view and the surrounding environment and buildings of the Phase of the Development (whether regarding the view or not).
- "Two MTR stations" refers to MTR University station and MTR Wu Kai Sha station, and "two MTR lines" refers to East Rail Line and Tuen Ma Line. "Two MTR stations x two MTR lines" refers to taking bus route 581 or minibus route 807K to MTR Wu Kai Sha station, as well as bus route 582 or 287, or minibus routes 807K or 807S to MTR University station from the Phase of the Development. Source of information: Bus route 581: https://mobile.citybus.com.hk/nwp/3?F=1&ds=581-Sai_Sha_and_Shap_Sze_Heung&i=1, bus route 287: <https://search.kmb.hk/KMBWebSite/?action=routesearch&route=287&lang=en>, bus route 582: https://mobile.citybus.com.hk/nwp/3?F=1&ds=582-Pak_Shek_Kok_Via_University_Station&i=1, minibus route 807K: https://h2-app-r.r.hkemobility.gov.hk/ris_page/get_gmb_detail.php?lang=En&route_id=2001228, and minibus route 807S: https://h2-app-r.r.hkemobility.gov.hk/ris_page/get_gmb_detail.php?route_id=2001234&lang=En. The development connects to the Tuen Ma Line through MTR Wu Kai Sha station and to the East Rail Line through MTR University station. The above public transport route service will be provided by a third-party company, is not provided by the Vendor. The third-party company may determine and change the charges, terms of use, operating hours and service period of the above service at its own discretion, subject to the terms and conditions stipulated in the service contract or other relevant legal documents. Please refer to the relevant departmental announcements for details of the services. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, in respect of the above transport services or matters. Prospective purchasers should not rely on, or make any claim against the Vendor, regarding such services or matters.
- The aforesaid driving time is based on the shortest search time from the development at Hoi Ying Road, as assessed by the Transport Department's HKeMobility website (<https://www.hkemobility.gov.hk/en/route-search/pt>) (retrieved on 7 January 2025). The aforesaid driving time is for reference only. The actual driving time may vary subject to peak hours, facilities, vehicle speed, routing, pedestrian flow, weather, road condition, actual traffic conditions and/or personal factors and other relevant circumstances, and may take longer. The details may also differ from those stated in this advertisement. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, regarding the driving time.
- CB1 (Central Business District 1) refers to the traditional Central Business District in Central and the surrounding areas. Source of information: https://www.pland.gov.hk/pland_en/press/publication/ar_22/pdf/04_focus_en.pdf (retrieved on 12 January 2025). The Vendor does not guarantee the accuracy of the above website and whether it is up to date, and the content is for reference only, and the details may differ from those stated in this advertisement. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, regarding the accuracy of the website.
- CB2 (Central Business District 2) refers to the Central Business District in Kowloon East, including the former Kai Tak Airport site, Kwun Tong and Kowloon Bay. Source of information: https://www.devb.gov.hk/filemanager/sc/content_769/CBD2_pamphlets.pdf (retrieved on 12 January 2025). The Vendor does not guarantee the accuracy of the above website and whether it is up to date, and the content is for reference only, and the details may differ from those stated in this advertisement. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, regarding the accuracy of the website.
- Information on the new bus routes is extracted from the website of the Transport Department at https://www.td.gov.hk/filemanager/en/util_uaricle_cp/tai%20pp%20-%20rpp%202023-24.pdf (retrieved on 9 December 2024), and is for reference only. The Vendor does not guarantee the accuracy of the above website and whether it is up to date. For details of the services, please refer to the announcements by the relevant department. The above bus route service will be provided by a third-party company, and is not provided by the Vendor. The third-party company may determine and change the charges, terms of use, operating hours and service period of the above service at its own discretion, subject to the terms and conditions stipulated in the service contract or other relevant legal documents. Please refer to the announcements by relevant departments for details of the services. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, in respect of the above services or matters. Prospective purchasers should not rely on, or make any claim against the Vendor, regarding such services or matters.
- The Transport Department is now conducting consultation on the addition of 980X (special departure) (from Hoi Ying Road to Hong Kong Island) and A41P (special departure) (from Hoi Ying Road to the Airport), please refer to the Transport Department's website at https://www.td.gov.hk/filemanager/tc/util_uaricle_cp/17_rpp_2025_2026_tp_20250225wcmcs.pdf (Retrieved on February 25, 2025) for details, which is for reference only. The Vendor does not guarantee the accuracy of the above website and whether it is up to date. For details of the services, please refer to the announcements by relevant departments, which may be different from those mentioned in this advertisement. The Vendor does not warrant that the Transport Department will approve any additional bus routes from the Development to Hong Kong Island or the Airport. The proposed additional bus routes have not been approved by the Transport Department. The Vendor makes no offer, representation, undertaking or warranty whatsoever, whether express or implied, in respect of the above transport services or matters. Prospective purchasers should not rely on, or make any claim against the Vendor, regarding such services or matters.

備註

- 「西沙綜合發展項目」指位於大埔市地段第253號A分段、大埔市地段第253號餘段、大埔市地段第157號C分段、大埔市地段第157號D分段及大埔市地段第157號餘段之各個發展部份的統稱。「西沙綜合發展項目」各部份之設計、建築物、所提供的設施及面積等均以政府最終批核之圖則為準。賣方保留修訂及更改「西沙綜合發展項目」所在之區域發展、規劃、用途、設計、建築物、設施、布局、規格、特色及營運等的權利，而毋須另行通知。「西沙綜合發展項目」仍在興建中，其建築圖則會不時修改，落成後之詳情亦可能與此廣告所述者不同。「西沙綜合發展項目」為市場推廣之用的名稱，不會用於或出現在與發展項目或發展項目日期數相關的建築圖則、買賣合約、公契、轉讓契或其他業權或法律文件。此廣告所提及之工程、建築物、設施、區域發展、規劃、用途等在「西沙綜合發展項目」落成時/落成後可能尚未完成或全面更改，其細節可不時更改及與此廣告所述者不同。整個「西沙綜合發展項目」完全落成時，賣方對其竣工時間並不出作任何不備或隱含之要約、陳述、承諾或保證。賣方亦無對「西沙綜合發展項目」作出其他任何明示或隱含的要約、承諾或保證，準買家亦不應作出任何倚賴，或就此廣告的任何內容向賣方作出任何追討。「西沙綜合發展項目」的周邊環境、建築物及設施會不時改變，賣方亦建議準買家到有關於發展地盤作實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。「西沙GO PARK」指位於大埔市地段第157號餘段內並屬於「西沙綜合發展項目」的部份，並不屬於發展項目或期數的一部份。
- 根據批地文件顯示，「西沙綜合發展項目」各地段之總面積為623,232平方米，以1平方米=10,764平方呎換算，即約670.84萬平方呎。
- 「西沙GO PARK」指位於大埔市地段第157號餘段內並屬於「西沙綜合發展項目」的部份之宣傳名稱。「西沙GO PARK」並不屬於發展項目或發展項目期數的一部份，有關名稱不會用於或出現在與發展項目或發展項目日期數相關的建築圖則、買賣合約、公契、轉讓契或其他業權或法律文件。大埔市地段第157號餘段及「西沙GO PARK」各部份之設計、建築物、所提供的設施及面積等均以政府最終批核之圖則為準。賣方保留修訂及更改大埔市地段第157號餘段及「西沙GO PARK」之規劃、用途、設計、建築物、設施、布局、規格、特色及營運等的權利，而毋須另行通知。大埔市地段第157號餘段及「西沙GO PARK」之工程、建築物、設施、區域發展、規劃、用途等在發展項目落成時/落成後可能尚未完成或全面更改，其細節可不時更改及與此廣告所述者不同。「西沙GO PARK」內的設施及服務的開放時間、使用或操作可能受制於相關法律、批地文件、入場/門票安排、實際狀況、天氣情況、不時所制訂及修改的使用守則及政府有關部門發出之同意書或許可証。「西沙GO PARK」內的設施及服務可能需要另行收費方可使用。賣方並無作出任何明示或隱含的要約、陳述、承諾或保證，準買家亦不應作出任何倚賴，或就此廣告的任何內容向賣方作出任何追討。大埔市地段第157號餘段及「西沙GO PARK」的周邊環境、建築物及設施會不時改變，賣方亦建議準買家到有關於發展地盤作實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。「西沙GO PARK」資料來源：<https://www.shkp.com/zh-HK/media/press-releases/grand-opening-of-go-park-sai-sha> (擷取日期：2025年1月22日)，賣方並不保證上述網址之準確性及是否最新修訂版，內容僅供參考，詳情亦可能與本廣告所述者不同。賣方對其並不作出任何不備或隱含之要約、陳述、承諾或保證。
- 歷來最大型住宅發展項目指位於大埔市地段第253號A分段及大埔市地段第253號餘段組成的私人住宅發展項目，截至此廣告印製日期為止，是由新鴻基地產全資發展的私人住宅發展項目中，單位數目最多的私人住宅發展項目。當中位於大埔市地段第253號餘段的私人住宅發展項目的第1A(2)期早前正式命名為SIERRA SEA。
- 地積比率是指總建築面積與地盤面積的比值。大埔市地段第253號由大埔市地段第253號A分段及大埔市地段第253號餘段組成，大埔市地段第253號A分段及大埔市地段第253號餘段之最大住用地積比率分別約為1.95及1.89，因此大埔市地段第253號之最大住用平均地積比率約為1.92。
- 上述僅為發展項目日期數周邊環境的大概描述，並不代表所有單位同時享有相關景觀。所述景觀受單位所處層數、座向及周邊建築物及環境影響，並非適用於所有單位，且周邊建築物及環境會不時改變。賣方建議準買家到發展地盤作實地考察，天氣情況、不時所制訂及修改的使用守則及政府有關部門發出之同意書或發展項目日期數之景觀及周邊環境及建築物並不出作任何不備或隱含之要約、陳述、承諾或保證（不論是否有相關景觀）。
- 「雙站」是指港鐵大學站及港鐵烏溪沙站，以及「雙綫」是指東鐵綫及屯馬綫。「雙站x雙綫」指由發展項目

- 日期數乘坐巴士路線581及小巴路線807K前往港鐵烏溪沙站及巴士路線582、287及小巴路線807K、807S前往港鐵大學站。資料來源：巴士路線581：<https://mobile.citybus.com.hk/nwp/3?F=1&ds=581>，巴士路線287：<https://search.kmb.hk/KMBWebSite/?action=routesearch&route=287&lang=zh-hk>，巴士路線582：<https://mobile.citybus.com.hk/nwp/3?F=1&ds=582>，小巴路線807K：https://h2-app-r.r.hkemobility.gov.hk/ris_page/get_gmb_detail.php?lang=TC&route_id=2001228，小巴路線807S：https://h2-app-r.r.hkemobility.gov.hk/ris_page/get_gmb_detail.php?route_id=2001234&lang=TC，並經由港鐵烏溪沙站連接屯馬綫及港鐵大學站連接東鐵綫，內容僅供參考。上述公共交通路線服務將由第三者公司所提供，並非由賣方提供，賣方不可自行決定及更改就上述服務之收費、使用條款、營運時間及服務期限，惟須遵守服務合約或其他相關法律文件所訂立的條款規限。有關服務詳情請參閱相關部門公佈。賣方並無對上述服務或事宜作出任何明示或隱含的要約、陳述、承諾或保證，準買家亦不應作出任何倚賴，或向賣方作出任何追討。
- 上述行車時間為是根據運輸署「香港出行易」網站(<https://www.hkemobility.gov.hk>)評估提供(擷取日期：2025年1月7日)，由發展項目海映路出發，按最短時間搜尋，所述時間僅供參考。實際交通時間受繁忙時段、設施、車速、路線、人流、天氣、路況、實際交通情況及/或個人因素及其他相關情況等限制而有所不同，所需時間可能較長。詳情亦可能與本廣告所述者不同。賣方對其並不作出任何不備或隱含之要約、陳述、承諾或保證。
- CB1 (「商業核心區一」)指位於中環及周邊地區的傳統商業核心區。資料來源：https://www.pland.gov.hk/pland_en/press/publication/ar_22/pdf/04_focus_en.pdf (擷取日期：2025年1月12日)，賣方並不保證上述網址之準確性及是否最新修訂版，內容僅供參考，詳情亦可能與本廣告所述者不同。賣方對其並不作出任何不備或隱含之要約、陳述、承諾或保證。
- CB2 (「商業核心區二」)指位於九龍東，包括啟德機場舊址、觀塘及九龍灣的商業核心區。資料來源：https://www.devb.gov.hk/filemanager/sc/content_769/CBD2_pamphlets.pdf (擷取日期：2025年1月12日)，賣方並不保證上述網址之準確性及是否最新修訂版，內容僅供參考，詳情亦可能與本廣告所述者不同。賣方對其並不作出任何不備或隱含之要約、陳述、承諾或保證。
- 新增巴士路線資料參自理運輸署網頁https://www.td.gov.hk/filemanager/en/util_uaricle_cp/tai%20pp%20-%20rpp%202023-24.pdf (擷取日期：2024年12月9日)，僅供參考。賣方並不保證上述網址之準確性及是否最新修訂版，有關服務詳情請參閱相關部門公佈。上述巴士路線服務將由第三者公司所提供，並非由賣方提供，賣方不可自行決定及更改就上述服務之收費、使用條款、營運時間及服務期限，惟須遵守服務合約或其他相關法律文件所訂立的條款規限。有關服務詳情請參閱相關部門公佈。賣方並無對上述服務或事宜作出任何明示或隱含的要約、陳述、承諾或保證，準買家亦不應作出任何倚賴，或向賣方作出任何追討。
- 運輸署現正就增設980X(特別班次)(由海映路前往港島)及A41P(特別班次)(由海映路前往機場)進行諮詢，詳情請參閱運輸署網頁https://www.td.gov.hk/filemanager/tc/util_uaricle_cp/17_rpp_2025_2026_tp_20250225wcmcs.pdf (擷取日期：2025年2月25日)，僅供參考。賣方並不保證上述網址之準確性及是否最新修訂版，有關服務詳情請參閱相關部門公佈，詳情亦可能與本廣告所述者不同。賣方並不保證運輸署會批准任何新增巴士路線由/途經發展項目前往港島及機場。增設巴士路線之建議未獲運輸署批准。賣方對其並不作出任何不備或隱含之要約、陳述、承諾或保證，準買家亦不應作出任何倚賴，或向賣方作出任何追討。

發展項目期數名稱:西沙灣發展項目(「發展項目」)的第1A(2)期(「期數」)(期數中住宅發展項目的Aqua Avenue第1座、Aqua Avenue第2座、Aqua Avenue第3座及Aqua Avenue第5座稱為「SIERRA SEA」)。本廣告僅為促銷發展項目期數內的住宅物業。區域：十四鄉
期數的街道名稱及門牌號數：海映路8號*
賣方就期數指定的互聯網網站的網址：
www.sierrasea.com.hk

本廣告/宣傳資料內載列的相片、圖像、繪圖或素描顯示純屬畫家對有關發展項目之想像。有關相片、圖像、繪圖或素描並非按照比例繪畫及/或可能經過電腦修飾處理。準買家如欲了解發展項目的詳情，請參閱售樓說明書。賣方亦建議準買家到有關於發展地盤作實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。

賣方：光時投資有限公司
賣方的授權公司：新鴻基地產發展有限公司、Vast Earn Limited、Williston Investment S.A.
期數的認可人士：陳謙明
期數的認可人士以其專業身份擔任經營人、董事或僱員的商號或法團：巴馬丹拿建築師有限公司
期數的承建商：駿輝建築有限公司
期數中的住宅物業的出售而代表擁有人行事的律師事務所：孖士打律師行、胡關李羅律師行、薛鴻鵬律師行、胡百全律師事務所、張業司律師樓律師事務所
已為期數的建造提供貸款或已承諾為該項建造提供融資的認可機構：恒生銀行有限公司
已為期數的建造提供貸款的任何其他人：Sun Hung Kai Properties Holding Investment Limited
畫方所知的期數的預計關鍵日期：2025年12月1日。關鍵日期指批地文件的條件就期數而獲符合的日期。預計關鍵日期是受到買賣合約所允許的任何延期所規限的。本廣告由賣方發布或在賣方的同意下由另一人發布。
賣方建議準買方參閱有關售樓說明書，以了解期數的資料。詳情請參閱售樓說明書。截至本廣告的印製日期為止，期數的售樓說明書尚未發布。
截至本廣告/宣傳資料的印製日期為止，賣方仍未獲得地政總署署長有關簽訂期數中住宅單位的買賣合約的預售樓花同意書。
*此臨時門牌號數有待期數建成時確認。
印製日期：2025年3月31日