




Environmental Protection Authority

EPA Referral Form

Form for the referral of a proposal to the Environmental Protection Authority under Section 38 of the *Environmental Protection Act 1986*

Referrer information			
Who is referring this proposal?		<input checked="" type="checkbox"/> Proponent <input type="checkbox"/> Decision-making authority <input type="checkbox"/> Community member/third party	
Name Jahnn Stati		Signature 	
Position	Managing Director	Organisation	Stati Group of Companies
Email	jahnn@statigroup.com.au		
Address	1140	Albany Highway	
	Bentley	WA	6107
Date	14/02/2020		
Does the referrer request that the EPA treat any part of the proposal information in the referral as confidential? <i>Provide confidential information in a separate attachment.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Referral declaration for organisations, proponents and decision-making authorities: I, Jahnn Stati, (<i>full name</i>) declare that I am authorised to refer this proposal on behalf of Stati Group of Companies and further declare that the information contained in this form is true and not misleading.			
Part A: Proponent and proposal description			
Proponent information			
Name of the proponent/s (including Trading Name if relevant)	Stati Group of Companies		
Australian Company Number(s) <input type="checkbox"/>	ABN: 96 819 259 587		
OR Australian Business Number(s) <input checked="" type="checkbox"/>			

<p>Contact for the proposal (if different from the referrer)</p> <p><i>Please include: name, physical address, phone, and email.</i></p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Does the proponent have the legal access required for the implementation of all aspects of the proposal?</p> <p>If yes, provide details of legal access authorisations / agreements / tenure.</p> <p>If no, what authorisations / agreements / tenure is required and from whom?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>The proponent owns the land and has full legal access.</p>
Proposal type	
<p>What type of proposal is being referred?</p> <p>For a change to an approved proposal please state the Ministerial Statement number/s (MS No./s) of the approved proposal</p> <p>For a derived proposal please state the Ministerial Statement number (MS No.) of the associated strategic proposal</p>	<p><input checked="" type="checkbox"/> significant – new proposal</p> <p><input type="checkbox"/> significant – change to approved proposal (MS No./s: _____)</p> <p><input type="checkbox"/> proposal under an assessed planning scheme</p> <p><input type="checkbox"/> strategic</p> <p><input type="checkbox"/> derived (Strategic MS No.: _____)</p>
<p>For a significant proposal:</p> <ul style="list-style-type: none"> Why do you consider the proposal may have a significant effect on the environment and warrant referral to the EPA? 	<p>The Proposal is for the development of a motorsport facility located at Lot No 72 Punrak Road, Keysbrook. The Keysbrook Motorsport Facility (KMF) will be a regionally significant facility comprising a multifaceted range of uses and activities based around motorsports and racing.</p> <p>The proposal has the potential to impact upon inland waters and social amenity values relating to noise emissions once the facility becomes operational.</p>
<p>For a proposal under an assessed planning scheme, provide the following details:</p> <ul style="list-style-type: none"> Scheme name and number <p>For the Responsible Authority:</p> <ul style="list-style-type: none"> What new environmental issues are raised by the proposal that were not assessed during the assessment of the planning scheme? How does the proposal not comply with the assessed scheme and/or the 	<p>N/A</p>

environmental conditions in the assessed planning scheme?	
Proposal description	
Title of the proposal	Keysbrook Motorsport Facility
Name of the Local Government Authority in which the proposal is located.	Shire of Serpentine-Jarrahdale
Location: a) street address, lot number, suburb, and nearest road intersection; or b) if remote the nearest town and distance and direction from that town to the proposal site.	The Proposal site is Lot No 78 Punrak Road, Keysbrook, and is approximately 60km south of the Perth Central Business District. A second site, Lot 400 Wigg Road, Keysbrook is owned by the proponent and will be used for flood compensation. This site is located immediately to the north west of the Proposal site.
Proposal description – including the key characteristics of the proposal <i>Provide as an attachment to the form</i>	The physical and operational components of the facility is provided in the attached Summary of Proposal Key Characteristics table.
Have you provided electronic spatial data, maps and figure in the appropriate format? <i>Refer to instructions at the front of the form</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
What is the current land use on the property, and the extent (area in hectares) of the property?	The extent of the Lot 78 Punrak Road is 50 ha and is currently used as a hobby farm. The lot is situated within a commercial rural area and is surrounded by a range of activities including the Serpentine Airfield, poultry farms, turf farms, extractive industry and aquaculture. Lot 400 Wigg Road is approximately 63.1 ha and is currently used for agricultural purposes.
Have you had pre-referral discussions with the EPA at DWER Services? If so, quote the reference number and/or the DWER contact.	CMS17431 DWERA-001165
Part B: Environmental impacts	
Environmental factors	
What are the likely significant environmental factors for this proposal?	<input type="checkbox"/> Benthic Communities and Habitat <input type="checkbox"/> Coastal Processes <input type="checkbox"/> Marine Environmental Quality <input type="checkbox"/> Marine Fauna <input type="checkbox"/> Flora and Vegetation <input type="checkbox"/> Landforms <input type="checkbox"/> Subterranean Fauna

	<input type="checkbox"/> Terrestrial Environmental Quality <input type="checkbox"/> Terrestrial Fauna <input checked="" type="checkbox"/> Inland Waters <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Social Surroundings <input type="checkbox"/> Human Health
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*For **each** of the environmental factors identified above, complete the following table, or provide the information in a supplementary report*

Potential environmental impacts		
1	EPA Factor	Inland Waters
2	EPA policy and guidance - What have you considered and how have you applied them in relation to this factor?	<p><i>Environmental Factor Guideline: Inland Waters</i> (EPA 2018) has been given consideration due to the anticipated localised changes to the hydrological regime relating to surface run-off and flood storage as a result of the proposed action.</p> <p>For further detail please refer to the attached letter responding to the EPAs S38A(1) Notice.</p>

3	<p>Consultation – Outline the outcomes of consultation in relation to the potential environmental impacts</p>	<p>A summary of recent consultation and correspondence undertaken to date relating to this environmental factor is provided below.</p> <table border="1" data-bbox="603 197 1460 1617"> <thead> <tr> <th data-bbox="603 197 710 230">Date</th> <th data-bbox="710 197 1460 230">Consultation and outcome</th> </tr> </thead> <tbody> <tr> <td data-bbox="603 230 710 365">11 Sept 2018</td> <td data-bbox="710 230 1460 365">Meeting with EPA, DER and Water Corporation on site to discuss key environmental issues, namely noise and hydrology. 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DWER subsequently requested further high-level work to demonstrate that flood storage can be achieved offsite.</td> </tr> <tr> <td data-bbox="603 723 710 846">Feb 2019</td> <td data-bbox="710 723 1460 846">DWER reviewed the additional work undertaken by Peritas and further work was requested to demonstrate the flood events can be managed appropriately including modelling. DWER also recommended the use of groundwater data from their long-term monitoring bores within the area.</td> </tr> <tr> <td data-bbox="603 846 710 913">29 Mar 2019</td> <td data-bbox="710 846 1460 913">Further information provided to DWER on the offsite flood storage replacement strategy, including a revised design groundwater level.</td> </tr> <tr> <td data-bbox="603 913 710 1037">7 May 2019</td> <td data-bbox="710 913 1460 1037">DWER reviewed the work undertaken and advised the proposed design groundwater levels were appropriate, however modelling was still required to demonstrate that flood events can be managed appropriately.</td> </tr> <tr> <td data-bbox="603 1037 710 1193">June 2019</td> <td data-bbox="710 1037 1460 1193">The proponent appointed consultant hydrologist, Urbaqua, to undertake the modelling requested by DWER. 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		<ul style="list-style-type: none"> public consultation on the Development Application
4	<p>Receiving environment – Describe the current condition of the receiving environment in relation to this factor.</p>	<p>The site is situated in active commercial rural area, rather than an identified rural living area, surrounded by a range of activities including the Serpentine Airfield, poultry farms, turf farms, extractive industry and aquaculture. The site is currently used as a hobby farm for agricultural purposes.</p> <p>Lot 78 is low-lying and is utilised by DWER and Water Corporation as part of a flood attenuation system for the Punrak Drain which is situated along the eastern boundary of the site, and Hymus Drain to the north of the site. Punrak Drain is the larger of the two drains, flowing to the south west and merging into Lake Amarillo which then feeds into Serpentine River. Hymuys Drain is comparatively smaller than Punrak Drain, flowing north west and also feeding into the Serpentine River.</p> <p>Lot 400 Wigg Road is situated on higher ground and has sufficient capacity to compensate for the flood volume lost as a result of filling the site.</p> <p>DWER Acid Sulfate Soil mapping of the Swan Coastal Plain indicates that there is a moderate to low risk of disturbing acid forming material within 3m of the natural soil surface, but high to moderate risk beyond 3m of the natural surface.</p> <p>The entirety of Lot 78 is mapped as a Multiple Use Wetland and does not contain any Environmentally Sensitive Areas associated with the Conservation Category Wetlands occurring in the vicinity. Conservation Category Wetlands occur in the northern portion of Lot 400 and have associated Environmentally Sensitive Areas. The majority of Lot 400 does not contain Environmentally Sensitive Areas.</p> <p>The pre-development condition of the receiving environment will be further described in the Urban Water Management Plan which is currently in preparation.</p>
5	<p>Proposal activities – Describe the proposal activities that have the potential to impact the environment</p>	<p>The Proposal may cause potential impacts on inland waters through accidental spills of fuels and chemicals during construction and operation, erosion and sedimentation during construction and stormwater runoff from roads during operation.</p> <p>The proposal will involve the following activities which have the potential to impact the environment:</p> <ul style="list-style-type: none"> filling of the site, which will result in a loss in on-site flood storage capacity alteration to drainage as a result of site filling and construction may impact upon Conservation Category Wetlands mapped adjacent to the site and Lot 400 Wigg Road
6	<p>Mitigation – Describe the measures proposed to manage and mitigate the potential environmental impacts.</p>	<p>Impacts to Inland Waters arising from Proposal construction activities will be managed through the preparation and implementation of an Environmental Management Plan (EMP).</p> <p>Detailed measures to manage and mitigate the potential impacts to Inland Waters during operation will be provided in the Urban Water Management Plan currently in preparation for the site.</p>

7	Impacts – Assess the impacts of the proposal and review the residual impacts against the EPA objective.	<p>The Proposal is not expected to cause a significant impact to inland waters, based on the following:</p> <ul style="list-style-type: none"> • Lot 400 can provide adequate flood compensation to offset the loss of storage capacity on the site as a result of filling • no proposed dewatering • no substantial excavation of acid sulfate soils due to excavation being above the groundwater table • construction and operation of the facility has the potential to impact the hydrological regime of adjacent Conservation Category Wetlands, allow for uncontrolled access into the wetland, introduce weeds and pest and generate additional stormwater runoff that will potentially contain elevated concentrations of nutrients, heavy metals and organic compounds.
8	Assumptions - Describe any assumptions critical to your assessment e.g. particular mitigation measures or regulatory conditions.	<p>As the site is being filled and elevated by approximately 2m, it is assumed that no dewatering of groundwater will occur and that the proposed infrastructure will be installed above groundwater.</p> <p>Based on the results of modelling undertaken for the site:</p> <ul style="list-style-type: none"> • the flood storage required to be compensated is 100,000m³ • Lot 400 Wigg Road is capable of compensating a flood volume of 106,000m³. <p>Based on Urbaqua (2019) modelling input parameters, it will be possible to divert floodwaters around the proposed facility for storage in Lot 400 with minor changes to the flood regime on surrounding properties, however further investigations are being undertaken and the results will subsequently be provided to support this application.</p> <p>To mitigate potential impacts to the adjacent Conservation Category Wetlands, future development will establish a 50 m and appropriate management measures will be developed and implemented to ensure the long-term conservation of these wetlands, such as controlled access and fencing requirements, interface design, use of bioretention swales, weed control and revegetation where required.</p>
Potential environmental impacts		
1	EPA Factor	Social Surroundings (Noise)
2	EPA policy and guidance - What have you considered and how have you applied them in relation to this factor?	<p><i>Environmental Factor Guideline: Social Surroundings</i> (EPA 2016) has been given consideration as a result of the noise impacts anticipated as a result of the proposed action once the facility becomes operational.</p> <p>For further detail please refer to the attached letter responding to the EPAs S38A(1) Notice.</p>

3	<p>Consultation – Outline the outcomes of consultation in relation to the potential environmental impacts</p>	<p>A summary of recent consultation and correspondence undertaken to date relating to this environmental factor is provided below.</p> <table border="1" data-bbox="603 197 1442 533"> <thead> <tr> <th data-bbox="603 197 715 230">Date</th> <th data-bbox="715 197 1442 230">Consultation and outcome</th> </tr> </thead> <tbody> <tr> <td data-bbox="603 230 715 297">11 Sept 2018</td> <td data-bbox="715 230 1442 297">Meeting with EPA, DER and Water corporation on site to discuss key environmental issues, namely noise and hydrology.</td> </tr> <tr> <td data-bbox="603 297 715 365">14 Sept 2018</td> <td data-bbox="715 297 1442 365">Lloyd George Acoustics issues revised Environmental Noise Assessment following outcome of earlier peer review by Marshall Day Acoustics.</td> </tr> <tr> <td data-bbox="603 365 715 432">3 Oct 2018</td> <td data-bbox="715 365 1442 432">S38A(1) Notice issued by EPA requesting further information on social surroundings (noise).</td> </tr> <tr> <td data-bbox="603 432 715 533">Jan 2019</td> <td data-bbox="715 432 1442 533">Lloyd George Acoustics undertook literature review and issued revised Environmental Noise Assessment to address further information requested by EPA.</td> </tr> </tbody> </table> <p>In addition to the above, the proponent has consulted the following key stakeholders from the commencement of planning and design studies associated with the proposal:</p> <ul style="list-style-type: none"> • Shire of Serpentine-Jarrahdale • Department of Planning, Lands and Heritage • Department of Local Government, Sport and Cultural Industries • Local community <p>Methods used to communicate with key stakeholders include:</p> <ul style="list-style-type: none"> • face-to-face meetings and facilitated group meetings • public consultation on the Development Application • two rounds of public consultation on the Draft Noise Management Plan. 	Date	Consultation and outcome	11 Sept 2018	Meeting with EPA, DER and Water corporation on site to discuss key environmental issues, namely noise and hydrology.	14 Sept 2018	Lloyd George Acoustics issues revised Environmental Noise Assessment following outcome of earlier peer review by Marshall Day Acoustics.	3 Oct 2018	S38A(1) Notice issued by EPA requesting further information on social surroundings (noise).	Jan 2019	Lloyd George Acoustics undertook literature review and issued revised Environmental Noise Assessment to address further information requested by EPA.
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4	<p>Receiving environment – Describe the current condition of the receiving environment in relation to this factor.</p>	<p>The site is situated in active commercial rural area, rather than an identified rural living area, surrounded by a range of activities including the Serpentine Airfield, poultry farms, turf farms, extractive industry and aquaculture. A total of 15 noise sensitive receptors have been identified within a 2km radius of the site. A review of 22 sites around the Perth Metropolitan Region has been undertaken over a two-year period, which concluded that the proposed site is ideally located for the Proposal due to the below characteristics:</p> <ul style="list-style-type: none"> • Close proximity to key population centres including Rockingham, Mandurah, Byford and Mundijong; • Size of the site, being 50ha • Strategic positioning of the site to benefit from long term access afforded by the adjacent current and future regional road networks under Perth and Peel @ 3.5 million; • Significant physical separation of the site from existing and planned urban development up to 2050. <p>Noise modelling has been undertaken and the results are presented in the Environmental Noise Assessment (Lloyd George Acoustics 2018), which is appended to the attached letter responding to the EPAs S38A(1) Notice.</p>										

5	<p>Proposal activities – Describe the proposal activities that have the potential to impact the environment</p>	<p>The Proposal construction activities may cause potential impacts on aesthetic, economic and social values.</p> <p>The Proposal may cause potential impacts on aesthetic and social values due to noise emissions from the motorsport facility once it is operational.</p> <p>Further details of the proposed racing activities are provided in the Noise Management Plan (Allerding and Associates 2018) and in the supplementary document prepared by Strategen-JBS&G, addressing the S38A(1) Notice issued by EPA requesting further information.</p>
6	<p>Mitigation – Describe the measures proposed to manage and mitigate the potential environmental impacts.</p>	<p>Impacts to social surroundings arising from Proposal construction activities will be managed through the preparation and implementation of a Construction Environmental Management Plan (CEMP).</p> <p>Details of the proposed noise management and mitigation measures during operation of the facility are provided in the Noise Management Plan (Allerding and Associates 2018) and in the supplementary document to be provided to the EPA, addressing the S38A(1) Notice issued by EPA requesting further information.</p>

7	<p>Impacts – Assess the impacts of the proposal and review the residual impacts against the EPA objective.</p>	<p>The Proposal is not expected to cause a significant impact to social surroundings, based on the following:</p> <ul style="list-style-type: none"> • siting of the Proposal in a commercial rural setting with only 15 residences within a 2km radius • implementation of noise mitigation measures as detailed in the Noise Management Plan
8	<p>Assumptions - Describe any assumptions critical to your assessment e.g. particular mitigation measures or regulatory conditions.</p>	<p>It is acknowledged under Part 2, Division 3 of the <i>Environmental Protection (Noise) Regulations 1997</i> (the Regulations) that motor sport facilities are unlikely to meet the prescribed noise standards set out in Regulation 7 of the Regulations.</p> <p>Under Division 3 - Regulation 16A of the Regulations, a ‘motorsport venue’ is defined as:</p> <p>“...premises approved or recognised by a motor sport organisation as premises at which racing activities may be conducted”.</p> <p>CAMS and MA are listed as motor sport organisations under Regulation 16A and have both recognised the Keysbrook Motorsport Facility to be premises at which racing activities may be conducted. On this basis, it is understood that the Keysbrook Motorsport Facility meets the prerequisite for consideration of an approved NMP in accordance with Regulation 16AA, and, is thus exempt from the application of Regulation 7.</p> <p>To confirm the above and that Regulation 16A and 16AA may be applied in this instance and is not limited to existing motor sport facilities, the proponent sought legal counsel from Francis Burt Chambers on this matter. Subsequently and based on the textual indications provided within Regulation 16A and 16AA, the following advice has been provided (Francis Burt Chambers 2018):</p> <ul style="list-style-type: none"> • The definition of motor sport venue applies to premises approved or premises at which racing activities may be conducted. As the definition is framed in the future, it appears to maintain the proposition that such activities may be carried out at some stage in the future and is not restricted to activities that are currently being carried out. • Before making a decision on whether or not to approve a noise management plan, Regulation 16AA(4) provides the local government of each in which noise emissions received from the venue with a reasonable opportunity to make a submission on whether or not the plan should be approved. Again, this is framed in the future tense as it is concerned with future noise emissions rather than an existing venue currently breaching the prescribed standard. • Regulation 16AA(7)(b) is also framed in the future as it states that the noise management plan is required to include descriptions of the types of racing activities that can be reasonably be expected to race at the venue. <p>Given the above, it would appear that the application and approval of a noise management plan may apply to a motorsport facility that is yet to be constructed (Francis Burt Chambers 2018).</p> <p>A Noise Management Plan has been prepared (Allerding and Associates 2018) and is appended to the attached letter responding to the EPAs S38A(1) Notice.</p>

Part C: Other approvals and regulation

State and Local Government approvals

Is rezoning of any land required before the proposal can be implemented?

Yes

No

If yes, please provide details.

If this proposal has been referred by a decision-making authority, what approval(s) are required from you?

N/A

Please identify other approvals required for the proposal:

Proposal activities e.g. clearing, dewatering, mining, processing, dredging	Land tenure/access e.g. Crown land, Mining lease, specify legislation for access if relevant	Type of approval e.g. Native Vegetation Clearing Permit, licence, mining proposal,	Legislation regulating the activity e.g. <i>EP Act 1986 – Part V, RiWI Act 1914, Mining Act 1979</i>
Noise	N/A	Noise Management Plan – Regulation 16A	<i>Environmental Protection (Noise) Regulations 1997</i> (the Regulations)
Construction of roads and associated infrastructure	N/A	Development approval for construction works	<i>Planning and Development Act 2005</i> (P&D Act)
Excavation proposed below the water table with temporary dewatering during construction	N/A	Section 5C licence to abstract groundwater	<i>Rights in Water and Irrigation Act 1914</i> (RIWI Act)

Commonwealth Government approvals

Does the proposal involve an action that may be or is a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)?

Yes

No

Has the proposed action been referred? If yes, when was it referred and what is the reference number (EPBC No.)?

Yes

No

Date: _____

EPBC No.: _____

If referred, has a decision been made on whether the proposed action is a controlled action? If 'yes', check the appropriate box and provide the decision in an attachment.

Yes

No

Decision – controlled action

Decision – not a controlled action

If the proposal is determined to be a controlled action, do you request that this proposal be assessed under the bilateral agreement or as an accredited assessment?

Yes - Bilateral

No

Yes - Accredited

Is approval required from other Commonwealth Government/s for any part of the proposal?

Yes

No

If yes, describe.

Approval:

Table 1: Summary of the Proposal Key Characteristics

Proposal title	Keysbrook Motorsport Facility
Proponent name	Stati Group of Companies
Short description	The Proposal is for the development of a motorsport facility located at Lot No 72 Punrak Road, Keysbrook. The Keysbrook Motorsport Facility (KMF) will be a regionally significant facility comprising a multifaceted range of uses and activities based around motorsports and racing. A second site, Lot 400 Wigg Road, Keysbrook is owned by the proponent and will be used for off-site flood storage and overflow car parking. This site is located immediately to the north west of the Proposal site.

Table 2: Location and proposed extent of physical and operational elements

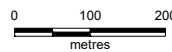
Element	Location	Proposed extent
Physical elements		
Total area of site	Figure 1	The proposal site (Lot 78 Punrak Road) is 50.3 ha and the off-site flood storage and overflow car parking site (Lot 400 Wigg Road) is 63.1 ha.
Development footprint	Figure 1	The development footprint for the proposal site (Lot 78 Punrak Road) is 50.3 ha and off-site flood storage and overflow car parking site (Lot 400 Wigg Road) is 45.4 ha.
Main track circuit	Figure 2	Main track circuit is approximately 3.5 km. The facility has been designed to operate either as a full circuit or two separate circuits (northern and southern tracks).
Northern track		1.2 km long
Southern track		2.3 km long
Go-kart circuit		Go-kart track is located between the northern and southern circuits and comprises the main track and associate pit land marshalling areas.
Main pit building		Main pit building adjacent to boundary includes main club rooms, function rooms, catering facilities, race control, administration rooms, ablutions, main pits/garage area; medical building and caretaker's dwellings.
Secondary pit building		Secondary pit building adjacent to the northern circuit comprises a series of 10 garages and one toilet block.
Go-kart building		Located north of the track comprises a double storey structure with a welcome centre and two garages downstairs with offices upstairs.
Viewing areas		A series of spectator areas around the outer perimeter of the track to cater for larger crowds and events.
Public parking		Two main dedicated car parking areas located within the site, (one adjacent to main pit building and one adjacent secondary pit building and go-kart clubrooms). Third overflow car parking area is located to the north of the site in Lot 400.
Drainage		Figures 1 and 2
Other infrastructure	Figure 2	Amenities and associated facilities Access roads
Operational elements		
Waste disposal		General waste, litter and packaging collected by weekly contractor. Wastewater management will be undertaken by means of Alternative Treatment Units (ATUs). Portable toilets used during larger events. Closed system for both fuel dispensing and vehicle maintenance. Pollutants retained within the oil separator will be held for collection and disposal by an appropriately licensed contractor.
Fuel storage		No fuel stored on-site on a permanent basis. For larger events, fuel storage and dispensing area is managed by the fuel supplier in a designated sealed and bunded location in the pits area.
Activities		The activities proposed to be conducted from the Motorsport Facility will generally include: <ul style="list-style-type: none"> • local and national car racing • motorbike racing • driver training • vehicle manufacturer events • amateur and pro go kart race events • hire karts.
Ancillary activities		A range of ancillary activities will also occur and include: <ul style="list-style-type: none"> • education and seminars (involving corporate hire of meeting rooms) • cycling events • school hire for sporting and educational events • other incidental activities associated with motor vehicle use.



Legend:

- Development envelope (113.36 ha)
- Development footprint (95.67 ha)
- Cadastral boundary
- Roads (MRWA)

Scale 1:10,000 at A4



Coord. Sys. GDA 1994 MGA Zone 50



Job No: 56837

Client: Stati Group

Version: A

Date: 11-Mar-2020

Drawn By: hsullivan

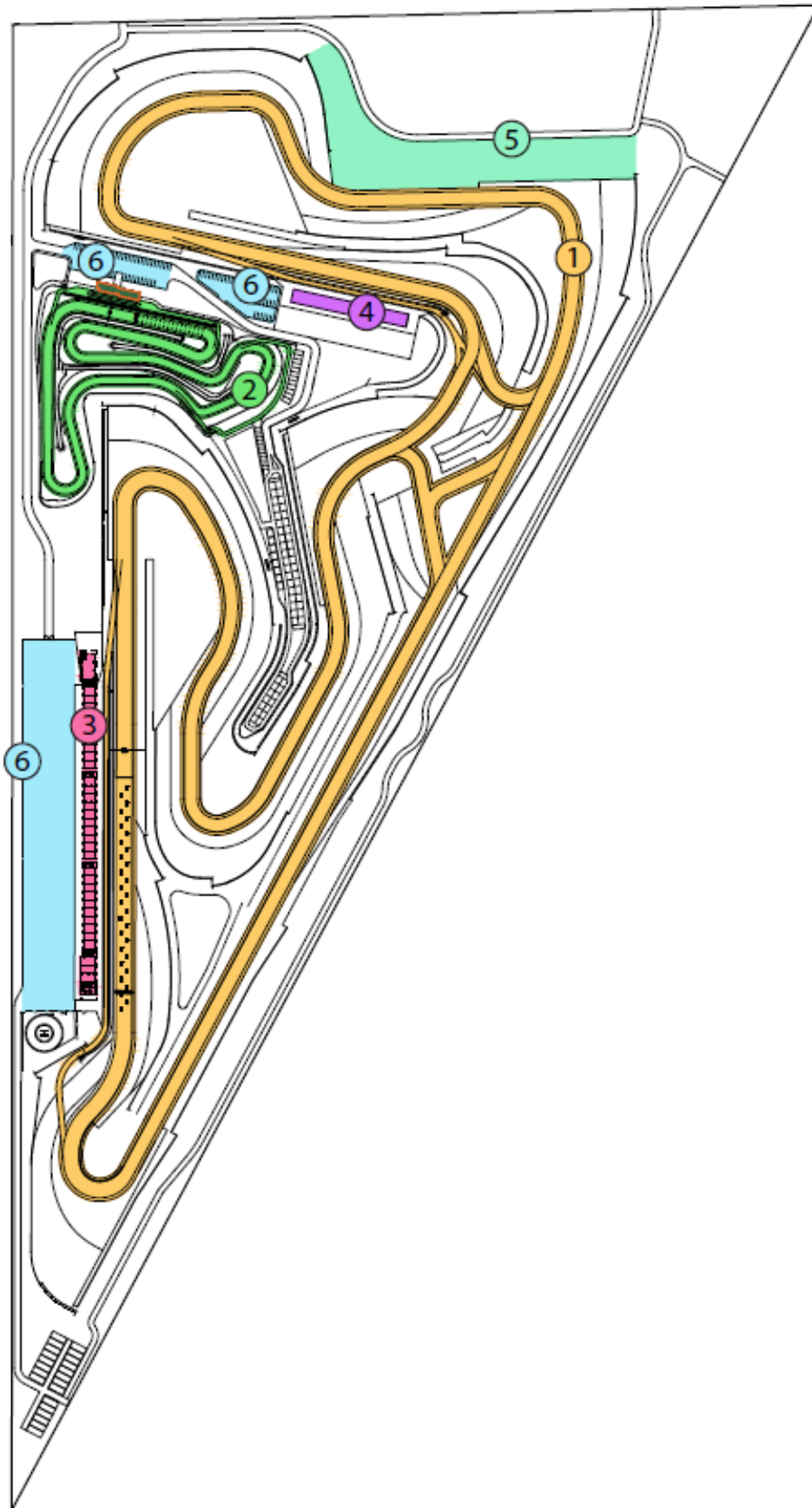
Checked By: KC

**Lot 400 and 78 Punkrak Rd
Keysbrook, WA**

PROPOSAL AREA

FIGURE 1





Legend:

- ① Main Track Circuit
- ② Go-kart Circuit
- ③ Main Pit Building
- ④ Secondary Pit Building
- ⑤ Viewing Area
- ⑥ Public Parking



Lot 78 Punkrak Rd Keysbrook, WA

PROPOSED TRACK LAYOUT

Job No: 56837

Client: Stati Group

FIGURE 2

Version: A

Date: 20-Mar-2020

Drawn By: kchoo

Checked By: KC

