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BAPS Hindu Mahā-Mandir, Melbourne

Town Planning Report

Prepared for: BAPS SWAMINARAYAN SANSTHA, AUSTRALIA LTD

Acknowledgment of Country

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Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.

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Project Code P0054038

Report Number Rev 2

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Submission documents:

This report is to be read in conjunction with:

- Agricultural Survey, prepared by Ecovision, dated 20 April 2026
- Arboricultural Impact Assessment (including Appendices A, B & C), prepared by Melbourne Tree Care, dated 17 April 2026
- Architectural Plans, prepared by Peddle Thorp Architecture, dated 15 April 2026
- Architectural Design Package, Rev B, prepared by Peddle Thorp Architecture, dated April 2026
- Bushfire Planning Report, prepared by Nature Advisory, dated March 2026
- Environmental Noise Assessment, prepared by Marshall Day, 22 April 2026
- Engineering Servicing Report, prepared by Cossill Webberley, dated 23 April 2026
- Environmental Noise Assessment, prepared by Marshall Day, 22 April 2026
- Flora and Fauna Assessment, prepared by Nature Advisory, dated April 2026
- Land Management Plan, prepared by Nature Advisory, dated April 2026
- Wildlife Management Plan, prepared by Nature Advisory, dated April 2026
- Sustainability Management Plan, prepared by NDY, dated 20 April 2026
- Geotechnical Site Investigation, prepared by Ground Science, dated 22 April 2026
- Hydrogeological Assessment, prepared by Atma Environmental, dated 22 April 2026
- Preliminary Site Investigation, prepared by Atma Environmental, dated 22 April 2026
- Landscape Design Report, prepared by Aspect Studios, dated 20 April 2026
- Landscape and Visual Impact Assessment, prepared by Peter Haack Consulting, dated April 2026
- Stormwater Management Plan, prepared by Water Studio, dated 20 April 2026
- Traffic Engineering Assessment, prepared by Traffix Group, dated 24 April 2026
- Waste Management Plan, prepared by Traffix Group, dated 20 April 2026
- Invest Victoria Feasibility Letter
- BAPS Hindu Mahā-Mandir, Cranbourne South A Brief Introduction
- Overview of Hindu Worship and Religious Use within the BAPS Hindu Mahā Mandir
- Corresponding Traditional Names on Architectural Plans – April 2026
- Memorandum of Advice Characterisation of Use and Ancillary Use Questions, prepared by Paul Connor SC, dated April 2026
- Social and Economic Benefit Report, prepared by Urbis, dated April 2026
- Certificates of Titles

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Executive Summary

Urbis acts on behalf of BAPS Swaminarayan Sanstha, Australia Ltd (BAPS) in relation to the proposed use and development of land at 1390–1450 Western Port Highway, Cranbourne South, for a Place of Worship (the BAPS Hindu Mahā-Mandir, Melbourne).

The proposed development will establish a regionally significant Hindu place of worship, intended to serve the growing Hindu community in Melbourne, Victoria and Australia more broadly. The Mahā-Mandir will provide a Hindu place of worship while also supporting religious and cultural tourism at a state and national level.

The design of the Mahā-Mandir has evolved through an extensive pre-application and referral process, including detailed engagement with the Department of Transport and Planning (DTP), the Department of Energy, Environment and Climate Action (DEECA), local councils, First Nations people and other statutory authorities. This process has directly informed a revised and consolidated masterplan, with significant changes made to respond to feedback, including the reduction of built form, retention of environmentally sensitive areas, refinement of access and traffic arrangements, and strengthening of landscape and biodiversity outcomes.

The updated proposal seeks to balance the cultural and spiritual significance of the Mahā-Mandir with the sensitive Green Wedge context of the site. It does so through low site coverage, generous setbacks, centralised siting of taller built form, extensive landscape buffers and a strong emphasis on environmental protection and long-term land management.

This Town Planning Report has been prepared to accompany and support the current planning permit application for the BAPS Hindu Mahā-Mandir, Melbourne, and reflects the current form of the proposal as submitted. Earlier reports and materials were prepared to support pre-application engagement and design development only and are referenced solely to explain the evolution of the proposal. In the event of any inconsistency, this report prevails.

Casey Planning Scheme

The subject land is located within the City of Casey and is zoned Green Wedge Zone – Schedule 2 (GWZ2) under the Casey Planning Scheme. The site is affected by the Environmental Significance Overlay – Schedule 4 (ESO4 – Cranbourne South Conservation Area) and partially affected by the Bushfire Management Overlay (BMO). Portions of the site are also identified as an Area of Aboriginal Cultural Heritage Sensitivity.

The proposal is being progressed via the Development Facilitation Program under **Clause 53.22 (Significant Economic Development)** of the Casey Planning Scheme, reflecting the scale of investment.

The proposal requires permission under the following planning controls and provisions:

Table 1 – Planning Controls and Permissions

Controls/Provisions	Permissions
Clause 35.04 Green Wedge Zone – Schedule 2	- Use of the land for a Place of Worship - Construct a building or construct or carry out works
Clause 44.06 Bushfire Management Overlay	Construct a building or construct or carry out works
Clause 42.01 Environmental Significance Overlay – Schedule 4	- Construct a building or construct or carry out works - Remove, destroy or lop native vegetation
Clause 52.02 Easements, Restrictions and Reserves	Create, vary or remove an easement
Clause 52.17 Native Vegetation	Remove, destroy or lop native vegetation

Clause 52.29 Land Adjacent to the Principal Road Network	• Create or alter access to a road in a Transport Zone 2 (Western Port Highway)
Clause 52.34 Bicycle Facilities	• Vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6

Assessment Summary

This report demonstrates that the updated proposal represents an acceptable and appropriate planning outcome for the site for the following reasons:

- The proposal delivers a regionally significant Place of Worship that responds to the demonstrated needs of a growing Hindu community and provides substantial social, cultural and economic benefits at a local, state and national level.
- The site’s location within the Casey Urban Growth Boundary Interface Precinct of the Western Port Green Wedge provides an appropriate transitional setting for a Place of Worship, with direct access to an arterial road and separation from established residential areas.
- The masterplan reflects a strong avoidance led design response, including the consolidation of development away from environmentally sensitive areas, retention of all identified Glossy Grass Skink habitat, and a meaningful reduction in overall development footprint.
- The built form response balances the spiritual requirements of the Mahā-Mandir with the non-urban character of the Green Wedge through generous setbacks, extensive landscaping and concentrating taller elements of the built form toward the centre of the site.
- Potential impacts relating to traffic, access, amenity, bushfire risk, ecology, landscape and stormwater have been comprehensively assessed and can be appropriately managed through design measures and permit conditions.
- The proposal is strongly aligned with relevant State and local planning policy, including the Planning Policy Framework, the Western Port Green

Wedge Management Plan and Clause 53.22, and represents orderly planning that does not result in urban sprawl or the loss of productive agricultural land.

- A comprehensive and genuine pre-application engagement process has been undertaken, with detailed feedback from referral authorities directly informing the evolution of the design and strengthening the overall planning outcome.

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1 Background

BAPS Swaminarayan Sanstha is a global, non-for profit Hindu organisation with a long established presence in Australia. Founded in 1907, BAPS operates thousands of centres worldwide and is widely recognised for its religious, cultural, educational and humanitarian activities.

The proposed BAPS Hindu Mahā-Mandir, Melbourne is a regionally significant Hindu Place of Worship in Melbourne's south-east. It is intended to serve as a permanent spiritual home for the BAPS community, providing for daily worship, religious observance and spiritual practice in accordance with Hindu tradition. In fulfilling this primary role, the Mahā-Mandir will also support religious learning and cultural engagement for the broader Hindu community and visitors from across Victoria, Australia and internationally, as activities that are intrinsically connected to and arise from its function as a Place of Worship.

At the heart of the proposal is the Mahā-Mandir, a traditional stone Hindu temple constructed in accordance with scriptural requirements. Supporting buildings are provided to facilitate a wholistic practice of the Hindu faith through places to worship, religious education spaces, pastoral care, administration and accommodation for resident and visiting religious practitioners (sādhus or monks). Collectively, these elements function as a single, integrated **Place of Worship**, consistent with Hindu religious practice.

1.1 Strategic Significance

The BAPS Hindu Mahā-Mandir, Melbourne is fundamentally different from conventional Christian places of worship. It is not designed to serve a local catchment alone, nor to operate solely around weekly congregational services. Rather, it is a large-scale, purpose-built Hindu place of worship, comparable in role and function to a cathedral or basilica in the Christian faith.

Hindu worship is continuous and multi-layered, encompassing:

- Daily personal devotion and rituals;
- Regular group worship and major religious festivals;
- Religious education for children, youth and adults;

- Preparation and sharing of sanctified food (prasādam);
- The ongoing presence of religious leaders and attendants who reside on-site to perform rituals and provide spiritual guidance.

While many of these elements are familiar to western culture and the Christian faith, the reality of how these elements are practiced is significantly different.

These practices require a range of purpose designed spaces that are intrinsically linked to the Mahā-Mandir and do not operate independently of it. The scale of the proposal reflects the regional role of the Mahā-Mandir and the limited number of such facilities globally. The Melbourne Mahā-Mandir will be the first of its kind in the southern hemisphere, joining only a small number of comparable Mahā-Mandirs worldwide.

1.2 Community Need and Strategic Context

Melbourne is home to one of Australia's fastest-growing Hindu communities, with the City of Casey experiencing significant population growth and increasing cultural diversity. Census data confirms that residents of Indian ancestry represent one of the largest and fastest-growing demographic groups in the municipality and across metropolitan Melbourne.

Despite this growth, there is a limited supply of purpose-built Hindu Places of Worship capable of supporting regular daily worship, major religious festivals, religious education and associated community activities at a regional scale. The BAPS Hindu Mahā-Mandir, Melbourne responds directly to this unmet need by providing a permanent Place of Worship that enables ongoing religious observance, while supporting religious continuity, cultural connection and intergenerational learning.

The Mahā-Mandir is intended to be open and inclusive. While it serves the spiritual needs of the BAPS Hindu community, it is also designed to welcome visitors of other Hindu faiths as well as other spiritual backgrounds, offering opportunities for cultural exchange, education and understanding.

1.3 Social, Cultural and Economic Benefits

The BAPS Hindu Mahā-Mandir, Melbourne will deliver a wide range of social, cultural and economic benefits.

From a social and cultural perspective, the Mahā-Mandir will:

- Provide a place for Hindus from the municipality and more broadly to practice their religion in accordance with the dictates of Hinduism;
- Strengthen social cohesion and community wellbeing by providing a dedicated place for worship, volunteering, religious education and festival celebration;
- Support intergenerational learning and cultural continuity for second and third generation Hindu Australians;
- Promote inclusivity and cross-cultural understanding through public access, exhibitions and educational activities; and
- Contribute to Melbourne's cultural infrastructure and identity as a diverse and globally connected city.

From an economic perspective, the proposal represents a major long-term investment, with a total construction cost estimated at approximately \$190 million (excluding GST) and an anticipated construction period of around seven years.

An Economic Benefits Assessment prepared by Urbis identifies that the project will generate significant employment and economic contributions, including:

- Support for an average of 110 direct and indirect jobs per annum during construction, comprising approximately 40 on-site jobs and 70 supply-chain jobs;
- Ongoing operational support for approximately 150 direct and indirect jobs, across full-time, part-time, casual and volunteering roles; and
- An estimated \$13.1 million per annum in ongoing GVA generated through on-site operations and visitor-related activity.

The Mahā-Mandir is also expected to function as a significant pilgrimage and cultural tourism destination, attracting visitors from across Victoria, interstate and overseas. This visitation will generate additional off-site economic benefits through increased demand for accommodation, food services, transport and other local and regional businesses, particularly within the City of Casey.

1.4 Evolution of the Proposal

The BAPS Hindu Mahā-Mandir, Melbourne has been the subject of an extensive pre-application and referral process undertaken through the Development Facilitation Program under Clause 53.22.

Since initial concept development, the design has evolved significantly in response to detailed feedback from State and local authorities (discussed further in section 5.)

As a result of this process, the proposal has been materially refined. Key changes include the consolidation of built form, the removal of development from environmentally sensitive areas, retention of all identified Glossy Grass Skink habitat, strengthened landscape buffers and revised access and traffic arrangements. These changes reflect a deliberate, avoidance-led design response and have improved alignment with Green Wedge policy objectives.

This updated Town Planning Report documents the current form of the BAPS Hindu Mahā-Mandir, Melbourne and supersedes earlier town planning submissions where inconsistencies arise. Earlier reports remain relevant to the extent that they provide background context and to demonstrate the evolution of the design.

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2 Site Context

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2.1 Subject Site

The subject site comprises land known as **1390–1450 Western Port Highway, Cranbourne South**, within the City of Casey. The site is located on the eastern side of Western Port Highway, approximately 45 kilometres south-east of Melbourne’s CBD and immediately adjacent to the Urban Growth Boundary.

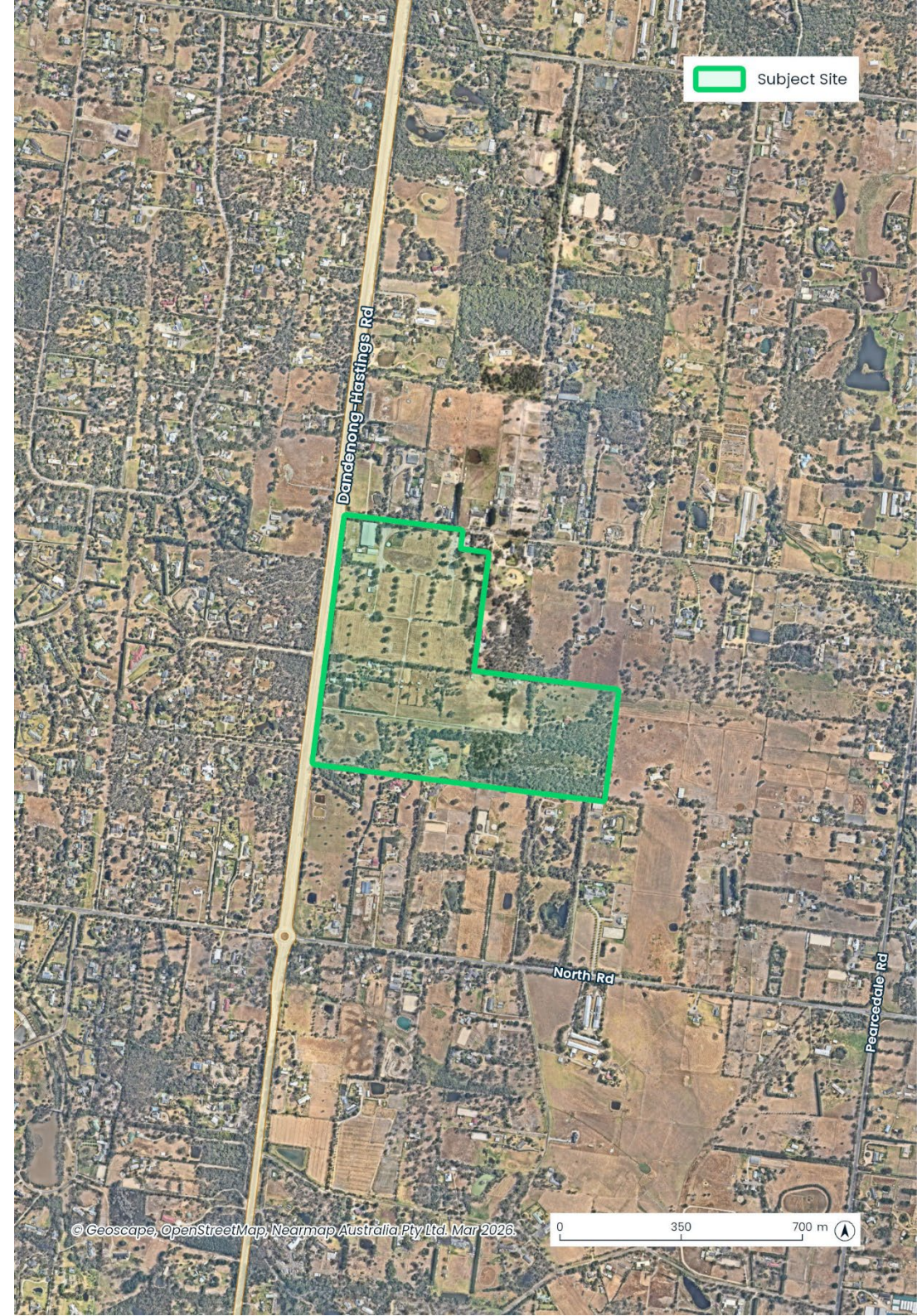
The site is situated within the **Western Port Green Wedge**, at an interface location between urban land to the west and non-urban land to the east and south. Western Port Highway forms a clear physical and visual separation between established urban residential areas within the City of Frankston and the green wedge land within the City of Casey.

The site includes a large parcel of irregularly shaped land that has historically been used for low intensity rural residential and equestrian related activities, including dwellings, paddocks, stables and training areas. These uses have ceased, and the land is currently largely cleared, with scattered remnant vegetation, groups of mature trees and areas of native vegetation concentrated primarily within the southern and south-eastern portions of the site. Several existing buildings and outbuildings remain on the land, associated with former rural uses.

The site contains several man-made dams and a local drainage channel within its southern portion, contributing to both landscape character and ecological values

Key details of the subject site are summarised below:

Category	Description
Area	Combined area of approximately 42 hectares.
Existing Conditions	The three northern properties (1390–1410 Western Port Highway) were until recently used by the Five Star Indoor Arena Equestrian Centre for the purpose of an equestrian centre.



Development on these properties consists of two single storey dwellings and a number of sheds and training grounds, with much of the remainder of the site developed for horse paddocks and dressage arenas.

- The seven southern properties (1420–1450 Western Port Highway) feature rural residential development, comprising five rural dwellings and associated outbuildings.
- *The applicant owns all properties within the site.*

Interfaces

- Primary road frontage of approximately 330 metres to Homewood Road (unsealed road) to the north.
- 711 metres to Western Port Highway (road in a Transport Zone 2) to the west.
- Rural residential properties to the south and east.

Vehicle Access

- Three crossovers to Homewood Road.
- Eight crossovers to Western Port Highway.

Vegetation

- The northern portion features several scattered trees and rows of planted trees throughout.
- The southern portion of the site features larger patches of dense groups of trees and native vegetation, particularly within the south-eastern portion of the site.

Cultural Heritage

- Areas of Aboriginal Cultural Heritage Sensitivity are identified within the site, one located along the eastern property boundary in the north, and the other located in the south-east of the site. A CHMP is currently being prepared.

2.2 Certificate of Title

The subject site comprises multiple land parcels, all of which are under the ownership of BAPS Swaminarayan Sanstha, Australia Ltd.

Collectively, the subject site includes the following lots:

- Lot 1 on Plan of Subdivision 318274P (1450 Western Port Highway)
- Lot 2 on Plan of Subdivision 318274P (1444 Western Port Highway)
- Lot 3 on Plan of Subdivision 318274P (1442 Western Port Highway)
- Lot 1 on Plan of Subdivision 134775 (1420 Western Port Highway)
- Lot 1 on Plan of Subdivision 149505C (1430 Western Port Highway)
- Lot 2 on Plan of Subdivision 201772P (1438 Western Port Highway)
- Lot 3 on Plan of Subdivision 201772P (1440 Western Port Highway)
- Lot 1 on Plan of Subdivision 618956N (1390 Western Port Highway)
- Lot 2 on Plan of Subdivision 618956N (1400 Western Port Highway)
- Lot 3 on Plan of Subdivision 618956N (1410 Western Port Highway)

No restrictive covenants have been identified that would prohibit or otherwise constrain the proposed use or development of the land for a Place of Worship

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2.4 Immediate Surrounds

2.4.1 North

Land to the north is rural land featuring agricultural uses in conjunction with rural residential development on fragmented land parcels. Additionally, the Mettadipa Vihara (Myanmar Buddhist Temple) is located at 1360 Western Port Highway. Some of these properties are undergoing development, including earthworks.



Figure 1 - Homewood Road to the North (Source: Google Maps, 2023)

2.4.2 East

Land to the east is rural land featuring rural residential development and associated agricultural uses, predominantly in the form of hobby farming or equestrian uses. Some of the properties to the east feature groups of large trees and patches of native vegetation.



Figure 2 - Existing dwelling East of 1400-1410 Western Port Highway (Source: Urbis Site Visit, 2024)

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2.4.3 South

Land to the south is rural land featuring rural residential development and associated agricultural uses, predominantly in the form of hobby farming or equestrian uses, some of which feature significant rows of vegetation, groups of large trees and patches of native vegetation.



Figure 3 – Existing property to South from Western Port Highway (Source: Urbis Site Visit, 2024)

2.4.4 West

The land shares a key interface to Western Port Highway to the west, a declared arterial road in the Principal Road Network within the Transport Road Zone 2. Land to the west opposite Western Port Highway features both urban and green wedge zones. The urban land is characterised by low-density residential development. There are also a number of rural dwellings within rural conservation areas west of the highway, which are within the Frankston Green Wedge area. Most properties west of the Western Port Highway sit behind significant patches of vegetation and mature trees which provide a significant buffer to the highway.



Figure 4 – Western Port Highway to the West (Source: Google Maps, 2023)

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2.5 Surrounding Context

The subject site is located within the Western Port Green Wedge, approximately 45 kilometres south-east of Melbourne's Central Business District. A substantial portion of the site directly abuts the Urban Growth Boundary (UGB) along its eastern edge.

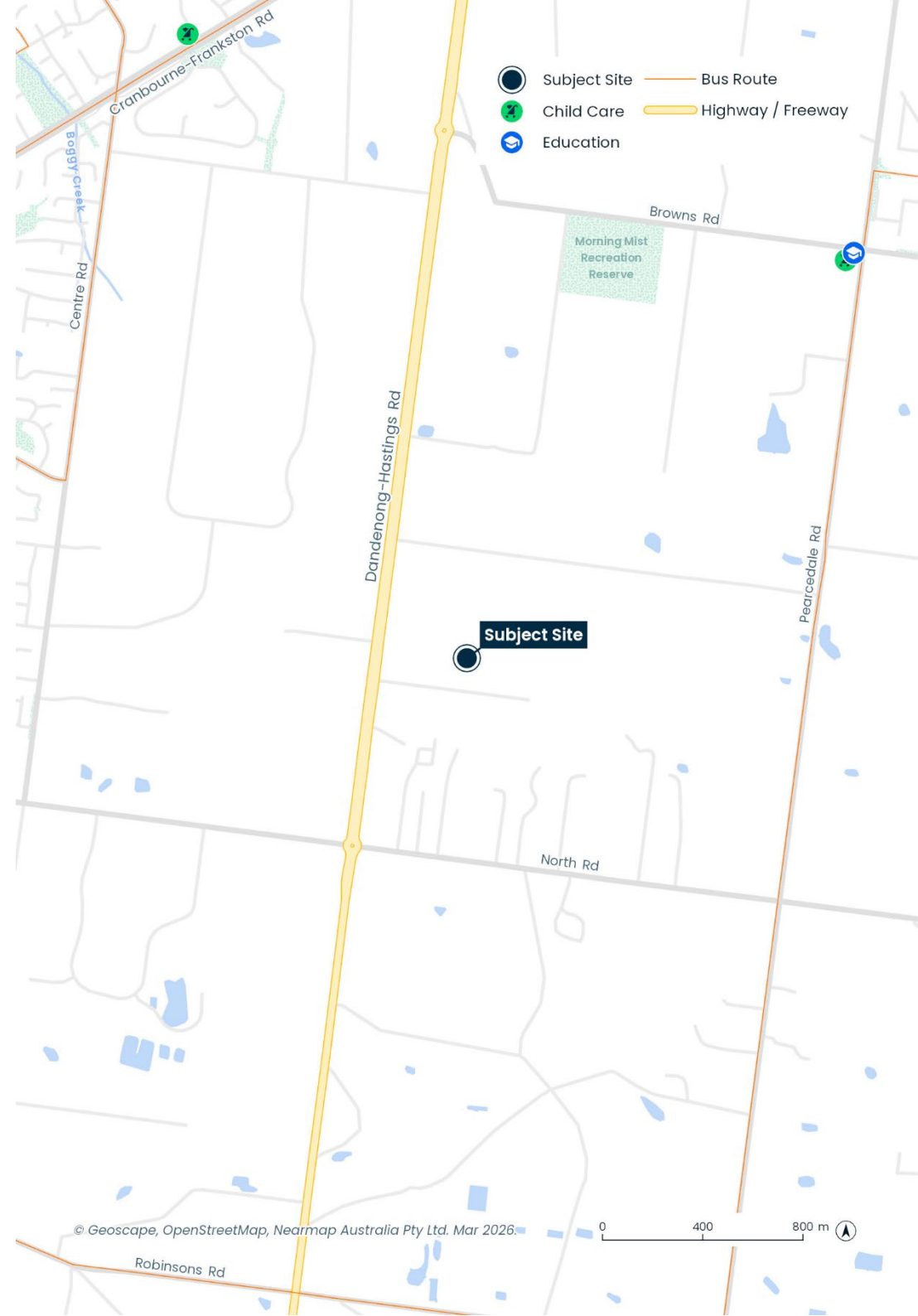
The Western Port Green Wedge policy framework, discussed at Section 4.7.2 of this report, seeks to accommodate a mix of rural living, agricultural activities and selected non-agricultural uses, including places of assembly such as function centres and places of worship, where these uses are appropriately sited and designed. Agricultural activity within the surrounding area is typically low intensity and is largely characterised by equestrian related uses, including horse riding parks, agistment and equestrian training facilities.

Notable uses within the surrounding area include:

- Mettadipa Vihara (Myanmar Buddhist Temple), located approximately 230 metres north of the subject site along Western Port Highway.
- Devon Meadows Community Hall and Primary School, zoned Public Use Zone, located approximately 6.5 kilometres east of the subject site. While zoned for public purposes, these facilities are surrounded by land within the Green Wedge A Zone and are set within a predominantly non-urban context.
- Devon Meadows Scout Hall, zoned Public Park and Recreation Zone, located approximately 6.5 kilometres north-east of the site and similarly surrounded by Green Wedge A Zone land.
- Bait-us-Salam House of Peace Mosque (Ahmadiyya Muslim Community Victoria), located approximately 1.2 kilometres south-west of the site within the City of Frankston.

A number of other places of worship and function centres located within the broader Cranbourne area, which are illustrated on the following page

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Place of Worship

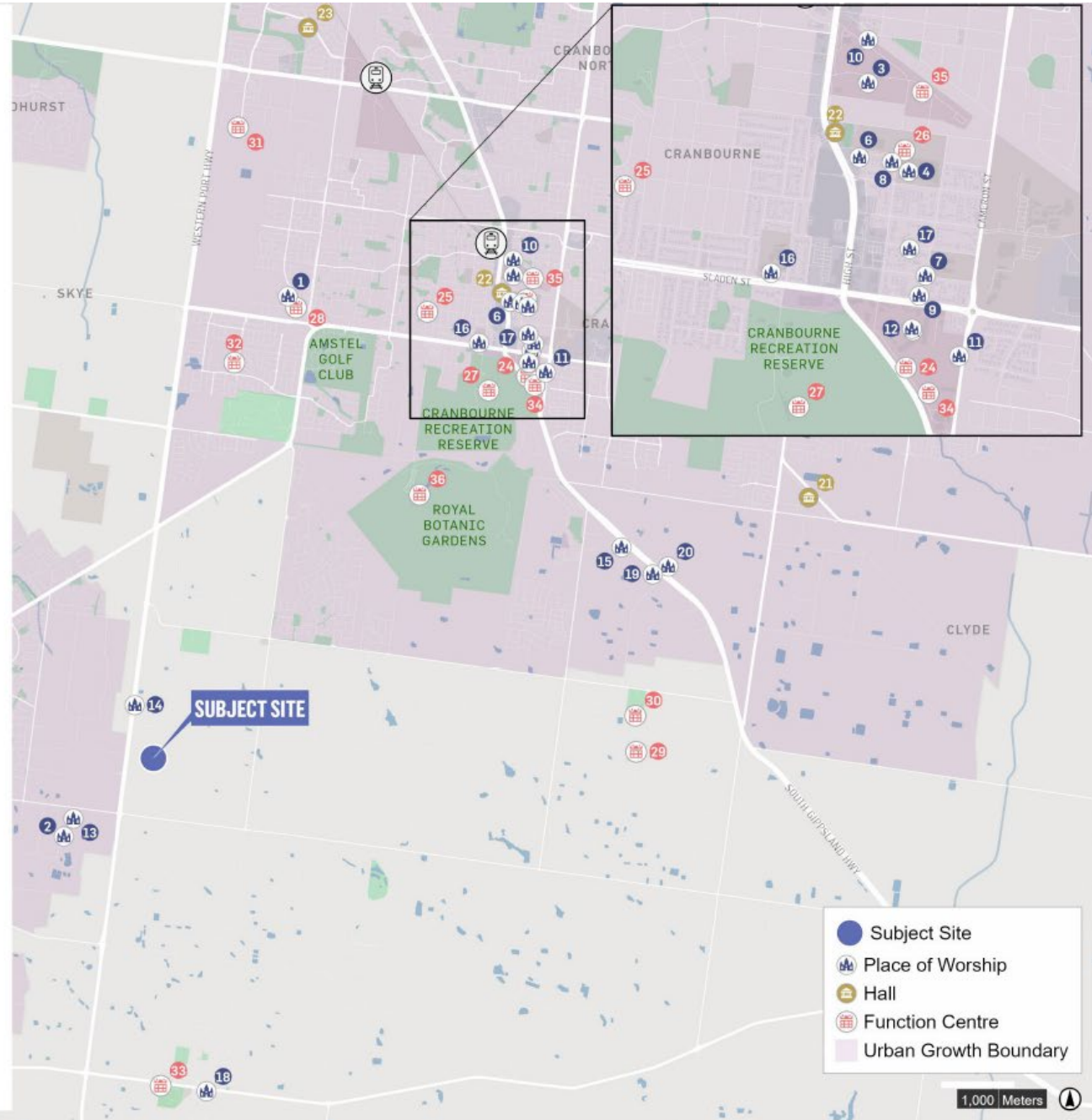
1. Aspire Church - Clyde North
2. Bait us Salam - House of Peace Mosque - Ahmadiyya Muslim Community Victoria
3. Central Ministries | Life! Church Cranbourne
4. Chinmaya Mission Cranbourne
5. Connect Christian Church Casey
6. Cranbourne Baptist Community Church
7. Cranbourne Community Carols
8. Cranbourne Masjid-IEACA Education Hub
9. Cranbourne Presbyterian Church
10. Cross Purpose Church
11. Deeper Christian Life Ministry Melbourne
12. Freedom Christian Church
13. Langwarrin Mosque
14. Mettadipa Vihara (Myanmar Buddhist Temple)
15. NCPC Heaven Meadows
16. St Agatha's Parish
17. St John's Anglican Church
18. St Peter's Anglican Church
19. The Church of Jesus Christ of Latter-day Saints
20. Turningpoint Church

Halls

21. Clyde Public Hall
22. Cranbourne Public Hall
23. Marriott Waters Family and Community Centre

Function Centre

24. Amberlee Receptions
25. Cranbourne Community House Inc.
26. Cranbourne Community Theatre
27. Cranbourne Events
28. Cranbourne West Community Hub
29. Devon Meadows Community Hall
30. Devon Meadows Scout Hall
31. Frolicz Family Hub
32. Mayone-bulluk Family and Community Centre
33. Pearcedale Community Centre
34. Silks Cranbourne
35. Social Fair Cranbourne
36. Tarnuk Room



3 Proposal

3.1 Overview of Proposal

The proposal seeks approval for the use and development of land at 1390–1450 Western Port Highway, Cranbourne South, for the BAPS Hindu Mahā-Mandir, Melbourne, a regionally significant Hindu Place of Worship.

The development comprises the construction of a traditional stone Mahā-Mandir together with a series of supporting buildings and site works that facilitate worship, including religious education, pastoral care, administration and accommodation for resident and visiting religious practitioners (sādhus or monks). Collectively, these elements function as a single, integrated Place of Worship in accordance with Hindu religious practice.

The BAPS Hindu Mahā-Mandir, Melbourne is intended to operate on a daily basis, reflecting the continuous nature of Hindu worship. Visitor numbers will vary throughout the week and year, with peak attendance occurring during major religious festivals and significant holy days. Site operations will be managed through a combination of scheduling, booking systems and onsite management protocols.

The proposal includes associated civil, landscape and environmental works, including site grading, internal roads, stormwater management, drainage infrastructure, landscaping, biodiversity enhancement areas and long-term land management measures.

With an estimated capital investment in excess of \$190 million (excluding GST), the proposal represents a significant cultural, social and economic investment in Melbourne's south-east and is being progressed under Clause 53.22 – Significant Economic Development of the Casey Planning Scheme.

Key components of the proposal are summarised in **Table 2** below:

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Table 2 Proposal Summary

Element	Proposal
Development Cost	Estimated capital investment in excess of \$190 million (excluding GST)
Site Area	420,672 sqm
Building Gross Floor Area	Total: 25,236 sqm (6% of total site) • Building 1: 7,765 sqm • Building 2: 7,523 sqm • Building 3: 1,211 sqm • Building 4: 1,211 sqm • Building 5: 7,523 sqm
Supporting Infrastructure	Supporting infrastructure integral to the Place of Worship, including religious education spaces, administrative areas, kitchens for sanctified food preparation, visitor support facilities and accommodation for religious practitioners
Maximum Building Height	Maha-Mandir (Building 1): approximately 64 metres (excluding flagstaff) Supporting buildings: approximately • Building 2: 23 metres • Building 3: 9 metres • Building 4: 9 metres • Building 5: 19.1 metres
Perimeter Fencing	Landscape-integrated boundary fencing with targeted acoustic fencing where required, consistent with the Landscape Masterplan and Acoustic Report

Vegetation Removal

- Removal of 1.718ha of native vegetation as detailed in the Flora and Fauna Assessment, with retention of key habitat areas, comprising: 0.804ha of native vegetation in patches (including 2 large trees in patches)
- 31 scattered trees (namely 6 large scattered trees and 25 small scattered trees), equating to an area of 0.914ha

Offsets will be provided, and revegetation and a biodiversity-focused land management plan implemented.

Landscaping

Comprehensive landscape masterplan prepared by Aspect Studios, including formal temple gardens, landscaped buffers, habitat and revegetation areas, green parking and integrated water management.

The proposal includes 79,679 m² of formalised landscape.

Access

Gate 1: Primary access from Homewood Road (north-east), serving the temple and welcome centre, including pick-up/drop-off and visitor/staff parking.

Gate 2: Secondary access from Homewood Road (north), used for events and invited guests arrivals.

Gate 3: Left-in/left-out access from Western Port Highway, including removal of the existing U-turn movement and provision of a new left-turn deceleration lane.

Car Parking

1,092 onsite car parking spaces

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	- 642 formal sealed spaces (including 49 short-term drop off spaces) - 450 informal/overflow spaces. In addition, 5 bus parking spaces are proposed.
Bicycle Parking	No formal bicycle parking is proposed due to the low likelihood of patron cycling; sufficient space exists on site to accommodate bicycles if required.
Loading and Servicing	Dedicated on-site loading and servicing areas accessed via internal road network.
Operational Hours	Generally, 7.00am – 8.00pm daily , with variations for religious observances.
Key Dates / festivities	On a limited number of days each calendar year, attendance may reach higher peak levels associated with significant religious observances, as follows: • Up to 3,600 patrons at any given time on up to 9 days per year, including major Hindu festivals. • Up to 2,400 patrons at any given time on up to 8 days per year.

3.2 Permission Pathway

The proposal seeks permission via the Development Facilitation Program (DFP) and is being progressed under Clause 53.22 – Significant Economic Development of the Casey Planning Scheme.

Pursuant to Clause 53.22-1, a Place of Assembly (including Place of Worship) with an estimated development cost exceeding \$10 million within Metropolitan Melbourne qualifies for assessment under the Category 1 conditions of Clause 53.22. With an estimated capital investment in excess of \$190 million (excluding

GST), the BAPS Hindu Mahā-Mandir, Melbourne qualifies for consideration under this pathway.

Applications processed under Clause 53.22 are exempt from the decision requirements of Sections 64(1), (2) and (3), and the review rights of Section 82(1) of the Planning and Environment Act 1987.

This pathway also enables the Responsible Authority to consider variations to certain application requirements, building height and setback provisions where appropriate, having regard to the strategic significance of the proposal and the public benefits it delivers.

3.3 Use

The proposal provides for the establishment of a purpose-built Hindu Place of Worship, designed to support a broad range of religious, spiritual and cultural activities that are intrinsic to Hindu religious practice.

The use of the land is a Place of Worship, centred on the Mahā Mandir . In accordance with Hindu religious tradition, worship is continuous and multi-faceted and is not confined to a single ceremonial space. The Place of Worship therefore comprises a series of interrelated religious spaces and facilities that together enable the full practice of Hindu worship.

Supporting facilities are provided to accommodate:

- Daily and periodic religious rituals and worship;
- Major religious festivals and holy days;
- Religious education for children, youth and adults;
- Pastoral care, administration and volunteer coordination; and
- On-site accommodation for resident and visiting religious practitioners required to perform daily rituals and provide spiritual guidance.

All components of the Place of Worship are located within the same landholding, accessed via the same site entry arrangements, and operate within a unified operational framework. None of the components operate independently of the MahāMandir, generate separate visitation, or function outside the context of religious observance.

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The Mahā Mandir is intended to operate daily, reflecting the continuous nature of Hindu worship. Attendance will vary throughout the day and week, with peak visitation occurring during significant religious festivals and special observance days.

3.3.1 Place of Worship

The Place of Worship includes a range of integral religious spaces and facilities that collectively form a single Place of Worship and are essential to Hindu religious observance. These components are not separate or ancillary land uses but are inseparable elements of the Place of Worship itself.

The Place of Worship includes the following components, distributed across the Mahā Mandir and a number of supporting buildings:

- **Primary worship and ritual spaces (including the Mahā-Mandir sanctum and prayer halls)** – The Mahā-Mandir incorporates dedicated spaces for prayer, ritual worship and religious ceremonies, including the sanctum and associated prayer and ritual halls. These spaces are the spiritual and functional core of the Place of Worship and are used for daily individual devotion, scheduled group worship, and major religious observances in accordance with Hindu scripture and practice. All other facilities within the site exist to support, enable or are intrinsically connected to these primary acts of worship.
- **Religious education and learning spaces** – Purpose-designed religious education and learning spaces are provided to support scriptural instruction, spiritual learning, youth programs, language education and cultural teaching associated with Hindu practice. These spaces accommodate children, youth and adults and are used for regular classes, discourses and religious instruction that form an intrinsic part of Hindu worship and community life. This is not dissimilar to Sunday school or catechist classes in the Christian faith.
- **Religious kitchens and communal dining areas** – Religious kitchens and associated dining areas are provided for the preparation and sharing of sanctified vegetarian food (prasādam) as part of Hindu religious rituals, festivals and communal worship. These facilities are an essential component of religious observance and community gathering. They do

not operate as commercial food and beverage premises and are not open to the general public as independent hospitality venues.

- **Visitor support, welfare and operational facilities** – A range of ancillary facilities are provided to support visitors and site operations, including orientation and welcome spaces, shoe storage areas, amenities, nursing and first aid rooms, security screening and monitoring spaces, storage areas, building services rooms and loading and servicing areas. These facilities are necessary for the safe, orderly and culturally appropriate operation of the Place of Worship, particularly during periods of high visitation associated with major religious festivals.
- **Security and site management facilities** – Security and site management facilities are provided to support the safe and orderly operation of the Place of Worship. These facilities accommodate security personnel, monitoring and control systems and associated site management functions, and are integrated within the overall site layout. The provision of security infrastructure reflects contemporary operational requirements for large places of worship and community facilities, particularly those serving multicultural communities and accommodating high visitor numbers during major religious festivals.

Collectively, these components comprise religious activities that enable the Mahā Mandir to function in accordance with Hindu religious practice with the effect that the land use is properly characterised as a Place of Worship as defined at Clause 73.03 of the Planning Scheme, being:

Land used for religious activities, such as a church, chapel, mosque, synagogue, and temple

Senior Counsel, Paul Connor KC, has been engaged to prepare advice on the question of land use definition and the characterisation of ancillary activities.

Mr Connor concludes the core religious, educational, ritual, dining, visitor support and security functions are properly characterised as forming part of the Place of Worship land use.

3.3.2 Ancillary Uses

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The following uses are ancillary to, and support the primary Place of Worship land use:

- **Administrative and operational offices** – Administrative and operational offices are provided to support the coordination and management of religious activities, volunteer programs, pastoral care, visitor management and site operations. These spaces are used by religious practitioners, staff and volunteers to ensure the orderly and effective functioning of the Place of Worship and its associated activities.
- **Accommodation for religious practitioners and attendants (sādhus or monks)** – Limited onsite accommodation is provided for resident and visiting religious practitioners (sādhus or monks), including sadhus and other religious attendants who are required to reside on site to perform daily rituals, maintain the Mahā-Mandir and provide spiritual guidance. This accommodation is directly associated with religious functions, is not available to the general public, and does not operate as residential housing or tourist accommodation.
- **Religious bookstore and devotional items store** – A religious bookstore and souvenir shop (Aksharpith) is provided to offer religious texts, devotional items and materials required for worship, education and ritual practice. The store is limited to items directly associated with the Place of Worship and does not function as a general retail outlet or independent commercial use.

3.3.3 Hours of Operation

The BAPS Hindu Mahā-Mandir, Melbourne is proposed to operate **daily**, consistent with the requirements of Hindu religious practice.

Public visiting hours are between **7.00am and 8.00pm**, with variations on specific religious occasions and festival days. Religious practitioners and operational staff will be present outside public visiting hours as required to perform daily rituals, maintenance and site management activities.

3.3.4 Patronage

Visitor numbers will vary throughout the week and year. Based on advice provided by the applicant and informed by comparable BAPS facilities, the site is expected to generally operate with approximately:

- 2,200 to 2,800 visitors per day during weekdays;
- 4,500 to 5,000 visitors per day during weekends.

Visitation will be distributed across the day rather than concentrated within short peak periods. During major religious festivals and special holiday occasions, patronage will increase above typical weekday and weekend levels. Peak patronage has been categorised into two tiers:

- Top Tier events: up to 3,600 patrons at any given time, anticipated on up to 9 days per calendar year, including key Hindu festivals and selected public holidays.
- Middle Tier events: up to 2,400 patrons at any given time, anticipated on up to 8 days per calendar year.

For comparison, typical patronage is expected to be:

- up to 1,200 patrons at any given time on a typical weekday; and
- up to 1,650 patrons at any given time on a typical weekend.

The average duration of stay is expected to be approximately **2.5 to 3 hours** per visitor.

The proposal will incorporate operational management measures, including limits on the number of patrons on site at any one time during both regular operations and major religious events, to be managed through permit conditions.

3.4 Built Form and Design

The built form and design of the BAPS Hindu Mahā-Mandir Melbourne has been developed to respond to the site's Green Wedge context, its location at the urban-rural interface, and the religious and cultural requirements of a traditional Hindu place of worship.

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The design is informed by Hindu scriptural principles governing Mandir architecture, while also responding to the physical characteristics of the site, including its size, landform, vegetation, access arrangements and surrounding land uses. The overall approach seeks to establish the Mahā-Mandir as the spiritual focal point of the site, with supporting buildings arranged in a recessive and landscape-led manner to sit in alongside the non-urban character of the area.

3.4.1 Site Layout and Interfaces

The site layout has been planned to consolidate built form toward the **central and northern portions of the site**, allowing substantial setbacks to all boundaries and the retention of environmentally sensitive areas within the southern and south-eastern portions of the land. Buildings, internal roads, parking areas and landscaped spaces are arranged to support the functional operation of the Place of Worship while clearly delineating public arrival areas, ceremonial spaces, and operational/service areas.

The proposal responds to its key site interfaces as follows.

- **Western Port Highway (west):** Built form is set back from Western Port Highway by a minimum of 49.8 metres to the closest element (the entry to Building 2), with intervening landscaped buffers and retained roadside vegetation. The Mahā-Mandir is set back approximately 130.2 metres from the highway. This siting approach reduces the visual prominence of development when viewed from Western Port Highway and reinforces a strong landscaped edge to the Green Wedge. Site access points are consolidated and designed to integrate safely and efficiently with the surrounding road network.
- **Homewood Road (north):** Built form adjacent to Homewood Road is lower in scale (buildings 3 & 4) and setback minimum 72.5 metres from the title boundary to provide a transition to adjoining rural residential properties. Landscaped setbacks and planting are incorporated along this interface to soften views from the public realm and neighbouring land.
- **Eastern Interface – Rural Residential Land:** Along the eastern boundary, the proposal provides substantial setbacks to all built form, supported by extensive landscape buffering to manage the interface with adjoining

rural residential uses. The Mahā-Mandir is set back approximately 193.1 metres from the eastern boundary, with the nearest supporting building (Building 5) set back approximately 123.3 metres and the colonnade set back approximately 118.6 metres. Built form is deliberately arranged away from this boundary, with retained and proposed vegetation forming a continuous visual and acoustic buffer. This approach ensures a sensitive transition to neighbouring rural residential land and minimises off-site amenity impacts.

- **Southern Interface – Vegetation, Habitat Areas and Overflow carparking:** The southern portion of the site is largely free of built development and is retained for vegetation protection, habitat conservation and landscape enhancement. Overflow carparking is also proposed in the southern portion of the site, which will be informal in order to integrate with the important ecological values and stormwater management functions. This interface accommodates existing native vegetation, ecological areas and drainage features, ensuring that development does not encroach into environmentally sensitive land.

3.4.2 Built Form and Massing

The built form and massing of the proposal have been designed to establish the Mahā-Mandir as the central spiritual and visual focus of the site, while ensuring that supporting buildings remain secondary and visually recessive within the broader Green Wedge landscape.

The Mahā-Mandir (Building 1) is centrally located within the site and is set back substantially from all site boundaries. The building reaches a maximum height of approximately 64 metres, measured to the highest architectural element (excluding flagstaff).

Supporting buildings are lower in scale and are arranged to sit horizontally and recessively in relation to the Mahā-Mandir. Maximum building heights are as follows:

- Building 2: approximately 23 metres
- Building 3: approximately 9 metres
- Building 4: approximately 9 metres

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- Building 5: approximately 19.1 metres

Overall built form is limited to approximately 6% of the total site area, with the balance of the land (approximately 94%, equating to 395,436 sqm) retained for landscaped open space, buffers, circulation and habitat areas.

3.4.3 Materiality and Colour Palette

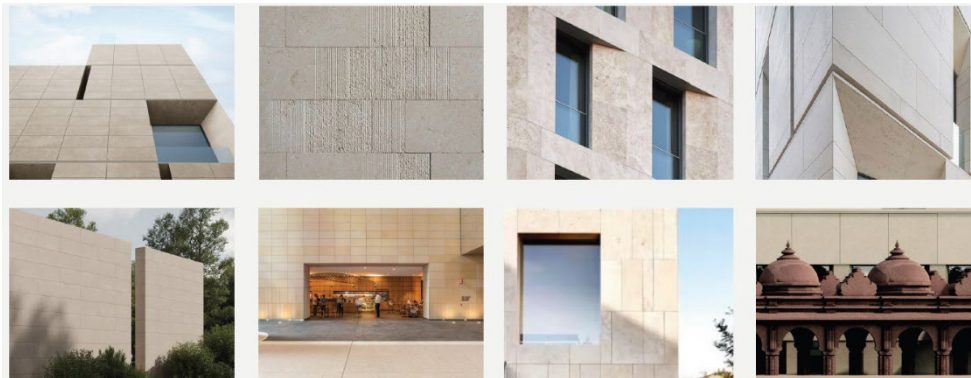
The materiality and colour palette of the built form has been selected to reflect the spiritual significance of the Place of Worship while responding to the non-urban and landscape-dominated setting of the site.

The Mahā-Mandir is proposed to be constructed predominantly of natural stone, consistent with traditional Hindu temple architecture and scriptural requirements. Specific materials and finishes have not been finalised at this stage.

Supporting buildings are intended to adopt a restrained and complementary material approach, ensuring they remain visually subordinate to the Mahā-Mandir. Across the site, highly reflective materials are not proposed, with colours intended to be muted and recessive.

The intended materiality and colour palette is illustrated conceptually in the architectural vision board included in the architectural package.

Detailed material selections will be developed at a later stage as part of detailed design.



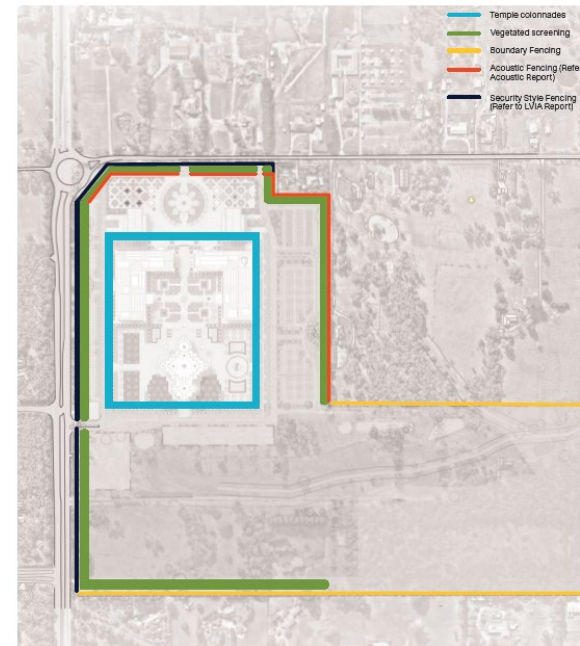
3.4.4 Perimeter Fencing

Perimeter fencing is proposed to define site boundaries and support the safe and orderly operation of the Place of Worship.

Fencing is designed to be visually recessive and integrated with the landscape, avoiding hard or defensive treatments. Boundary fencing is combined with vegetated screening and landscape buffers to soften site edges and manage interfaces with surrounding land.

Targeted acoustic fencing is proposed where required to manage noise at sensitive interfaces, particularly along the eastern boundary. Acoustic fencing will be designed in accordance with the Acoustic Report and integrated with planting to minimise visual impact.

Site entry points are clearly defined through a combination of landscape elements and fencing to provide legible and appropriate transitions between public, private and ceremonial areas.



3.5 Vegetation Removal and Landscaping

3.5.1 Vegetation Removal

A Flora and Fauna Assessment has been prepared by Nature Advisory (April 2026) to inform the proposed development. The assessment identifies areas of native vegetation and ecological value across the site and has directly influenced the site layout through an avoidance-led design approach.

The site contains patches of native vegetation and scattered trees, with the highest-quality and most intact vegetation located within the southern and south-eastern portions of the site. These areas have been deliberately avoided, including all confirmed Glossy Grass Skink habitat, which is retained in full.

The proposal requires the removal of a limited extent of native vegetation to facilitate the development. The proposal will result in the removal of approximately 1.718 hectares of native vegetation, comprising:

- 0.804 hectares of native vegetation in patches (including two large trees); and
- 31 scattered trees, including six large scattered trees.

No threatened flora species were recorded during field surveys, and targeted surveys confirmed that threatened flora species are unlikely to occur within the development footprint. The only listed fauna species confirmed on site is the Glossy Grass Skink, and the proposal has been specifically redesigned to avoid any direct or indirect impacts to this species, including the provision of buffers, maintenance of hydrological conditions, and ongoing habitat management.

A permit is required under Clause 52.17 (Native Vegetation) and Clause 42.01 (ESO4) for the proposed removal of native vegetation.

3.5.2 Landscaping

A Landscape Masterplan prepared by Aspect Studios (April 2026) accompanies the application and establishes a landscape-led framework that supports the Place of Worship while responding to the Green Wedge setting and environmental values of the site.

The Landscape Masterplan provides for:

- Formal temple gardens and ceremonial landscapes within the central portion of the site;
- Extensive landscaped buffers to all site boundaries to manage interfaces and soften views;
- Retention and protection of all confirmed Glossy Grass Skink habitat located along the southern drainage line, together with the enhancement of this area through a minimum 30-metre buffer, maintenance of existing hydrological conditions, and long-term habitat management measures.
- Green parking areas incorporating canopy tree planting and landscaped islands;
- Layered planting around buildings to integrate built form with the landscape; and
- Integrated wetlands and bio-retention systems as part of stormwater management.

The landscape design establishes a clear transition from formal landscaped spaces at the centre of the site to more naturalistic landscapes toward the site boundaries, consistent with the non-urban character of the Green Wedge.

Planting outside the temple precinct is predominantly indigenous and locally native species, particularly within buffer and habitat areas. Within the temple grounds, planting incorporates selected culturally significant species where appropriate.

The Landscape Masterplan has been prepared in consultation with Nature Advisory and is consistent with the Bushfire Management Plan. Detailed planting will be finalised at the detailed design stage and secured through permit conditions.

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3.4 Overall Masterplan



Figure 5 Landscape Masterplan, Aspect Studios (April 2026)

3.6 Carparking, Loading and Access

3.6.1 Carparking

The proposal includes the provision of on-site car parking to support the operation of the Place of Worship, accommodating daily visitation as well as peak attendance during major religious festivals.

A total of approximately 1,092 car parking spaces are proposed across the site. Parking is distributed between:

- Formal sealed parking areas, accommodating approximately 642 spaces, intended to serve typical weekday and weekend demand; and
- Informal / overflow parking areas, accommodating approximately 450 spaces, intended to be used during peak religious events and festivals.

Car parking areas are integrated within the site layout and Landscape Masterplan prepared by Aspect Studios, with canopy trees and landscaped islands incorporated to provide shade, visual screening and amenity.

The Traffic Engineering Assessment prepared by Traffix Group (April 2026) considers parking demand, distribution and operational management, including peak arrival periods, duration of visits, visitor scheduling and event management measures.

3.6.2 Bicycle Parking

In response to site context and safety concerns, no on-site bicycle parking is proposed, given the lack of safe cycling conditions along Western Port Highway and the remote nature of the site. It is not anticipated that visitors will travel by bicycle. However, Aspect Studios have identified opportunities for some bicycle parking within the landscape masterplan should the need arise.

3.6.3 Access

Vehicle access to the site is proposed via Western Port Highway and Homewood Road. The access strategy has evolved through consultation with the Department of Transport and Planning – Transport Services and has been revised to address safety and operational concerns associated with uncontrolled turning movements. The currently proposed access arrangement includes:

- A controlled intersection treatment at the intersection of Western Port Highway and Homewood Road, proposed in the form of a roundabout;
- The removal of uncontrolled right-turn and U-turn movements directly into the site from Western Port Highway; and
- Two entrance gates from Homewood Road, and one entrance gate from Western Port Highway.

Internal roads and circulation areas are designed to accommodate visitor vehicles, buses and service vehicles, with arrangements to allow vehicles to enter and exit the site in a forward direction. Dedicated areas are provided for loading, servicing and waste collection, separate from primary visitor parking areas.

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Further detail regarding access arrangements, internal circulation and traffic management is provided in the Traffic Engineering Assessment prepared by Traffix Group.

3.6.4 Waste Management

Waste generated by daily activities and peak religious events will be managed in accordance with the Waste Management Plan prepared by Traffix Group (April 2026).

The WMP provides for the separation and management of multiple waste streams, including:

- General Garbage Waste,
- Food and Organics/Green Waste (FOGO),
- Paper & Cardboard Recycling,
- Glass Recycling, and
- Other Commingled Recycling

Dedicated waste storage areas are provided on site within primary buildings, with smaller internal bins used to collect waste prior to transfer to the main storage areas by staff and cleaners.

Waste collection is to be undertaken by a private contractor from designated on-site loading and service areas. Waste collection will be undertaken outside of the operating times of the development to minimise disruptions. The internal road network has been designed to comfortably accommodate circulation and manoeuvring of the relevant waste collection vehicles.

Refer to the Waste Management Plan prepared by Traffix Group for further details.

3.7 Services and Infrastructure

3.7.1 Stormwater Management

The proposal includes an integrated stormwater management system prepared by Water Studio (April 2026).

Stormwater runoff from buildings, car parking and paved areas will be managed on site through a combination of underground drainage, bioretention systems, wetlands and retarding infrastructure. Minor flows are directed to on-site water quality treatment assets, while major overland flows are conveyed to designated drainage corridors and a retarding basin.

Key elements include:

- Bio-retention systems within car parking areas;
- Sediment basins and wetland treatment systems;
- A retarding basin to limit post-development flows to pre-development rural rates for the 1% AEP event;
- A water storage pond for reuse, including landscape irrigation; and
- Retention of existing drainage pathways and vegetated catchments in the southern and south-eastern portions of the site.

Discharge is proposed to the existing local drainage channel at the eastern boundary of the site in accordance with the nominated legal point of discharge. Stormwater infrastructure is integrated with the landscape and habitat areas.

Detailed design and hydraulic modelling are provided in the **Stormwater Management Plan** prepared by Water Studio and will be finalised at detailed design stage.

3.7.2 Sewer Reticulation

The engineering servicing report prepared by Cossill and Webley (April 2026), confirms engagement with South East Water (the responsible authority) regarding sewer servicing. South East Water has proposed that a privately owned and maintained sewer pump station could pump sewage from the site to an existing gravity sewer location, approximately 3500m from the site, along Centre Road.

The proposal includes the construction and associated works associated with the delivery of this infrastructure.

3.7.3 Potable and Recycled Water

The engineering servicing report prepared by Cossill and Webley (13 April 2026), confirms engagement with South East Water (the responsible authority), which has advised that sufficient capacity exists in the network to provide for the proposed development based on initial water consumption requirements for the Place of Worship. No recycled water is directly available to the site therefore this is not proposed to be connected. However the Stormwater Management Plan provides for 1000m³ of stormwater harvesting, which can be made available for site irrigation or other uses as appropriate.

3.7.4 Electricity

The engineering servicing report prepared by Cossill and Webley (April 2026), confirms engagement with United Energy (the responsible authority) and identifies that NDYs initial investigations do not indicate any capacity issues in relation to the existing powerlines along Western Port Highway. It is therefore proposed that electricity will be taken from these powerlines in accordance with normal arrangements.

3.7.5 Gas Supply

The engineering servicing report prepared by Cossill and Webley (13 April 2026), confirms engagement with APA Group (the responsible authority). While the site could potentially be serviced via an extension of nearby infrastructure, a dedicated supply would require further investigation with APA Group. Further to this, the Victorian Government's gas connection prohibition will apply to all commercial buildings from 2027, therefore a gas connection is not proposed.

3.7.6 Communications

The engineering servicing report prepared by Cossill and Webley (13 April 2026), confirms the site can be readily serviced via a Fibre to the Premises NBN connection via the Western Port Highway.

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4 Casey Planning Scheme

Section 4 of this report outlines the relevant provisions of the Casey Planning Scheme, for a detailed assessment of the relevant provisions please see Section 6 of this report.

4.1 Zones

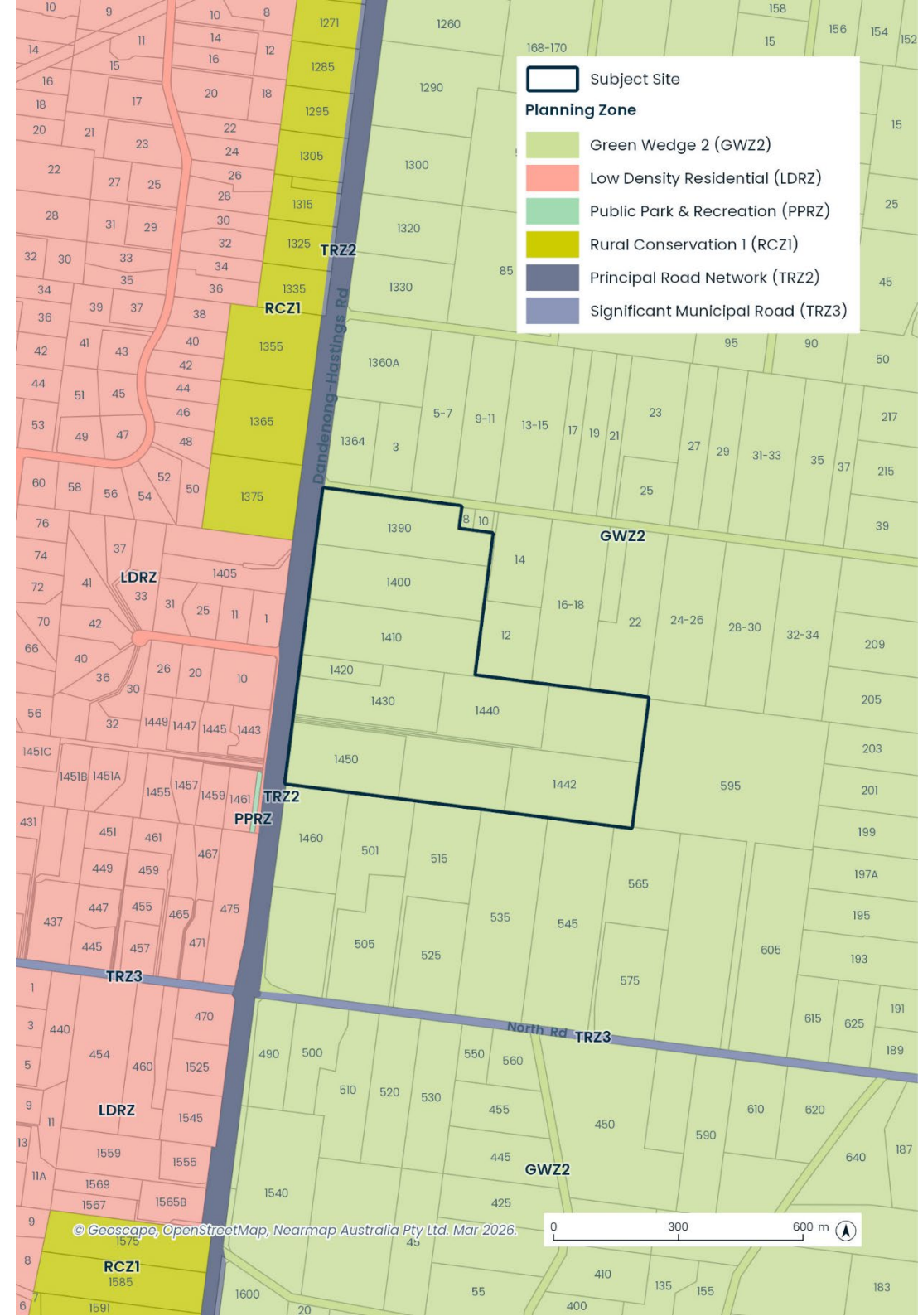
4.1.1 Green Wedge Zone – Schedule 2

The site is located within the Green Wedge Zone – Schedule 2 (GWZ2). The purpose of the GWZ is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.
- To encourage use and development that is consistent with sustainable land management practices.
- To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.
- To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.
- To protect and enhance the biodiversity of the area.

The following permit triggers apply:

- Pursuant to Clause 35.04-1, a permit is required to use land for the purpose of a Place of worship.
- Pursuant to Clause 35.04-5, a permit is required construct or carry out building or works associated with a place of worship and to construct building which is within any of the following setbacks:



- 100 metres from Western Port Highway.
- 20 metres from Homewood Road.
- 5 metres from other property boundaries.
- 100 metres from a waterway, wetlands or designated flood plain

4.2 Overlays

4.2.1 Bushfire Management Overlay

The eastern side of the site is within the Bushfire Management Overlay (BMO). The purpose of the BMO is to implement the relevant bushfire protections to ensure the risk of life and property is reduced.

The following permit triggers apply:

- Pursuant to Clause 44.06-2, a permit is required to construct a building or construct or carry out works associated with a Place of worship.

4.2.2 Environmental Significance Overlay

The site is affected by the Environmental Significance Overlay – Schedule 4 (ESO4). The ESO4 relates to the Cranbourne South Conservation Area. Cranbourne South is noted for its undulating landscape and its remnant woodland vegetation that provides a natural vegetation link and wildlife corridor. The ESO4 seeks to conserve the ecological values of environmentally sensitive land and to enhance the rural character of the area.

The following permit triggers apply:

- Pursuant to Clause 42.01-2, a permit is required to construct a building or construct or carry out works.
- Pursuant to Clause 42.01-2, a permit is required to remove, destroy or lop any vegetation, other than:
 - Planted vegetation

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- Noxious weeds, including Sweet Pittosporum (*Pittosporum undulatum*), Sallow Wattle (*Acacia longifolia* subsp. *Longifolia*) and Coast Wattle (*Acacia longifolia* subsp. *Sophorae*)
- Exotic vegetation

4.3 Other Considerations

4.3.1 Bushfire Prone Area

The site is within a designated Bushfire Prone Area. Development on site must ensure the availability of, and safe access to, areas assessed as a Bushfire Attack Level-LOW rating under the AS 3959-2018 Construction of Buildings in Bushfire-prone Areas.

As previously noted, the development design process is being carried out in collaboration with bushfire experts.

4.3.2 Areas of Cultural Heritage Sensitivity

An area of Aboriginal Cultural Heritage Sensitivity is present towards the east of the site. This includes a small portion on the north-east and a larger portion towards the south-east.

The Aboriginal Heritage Act 2007 and the Aboriginal Heritage Regulations 2018 require a Cultural Heritage Management Plan (CHMP) for an activity if:

- All or part of the activity area is an area of cultural heritage sensitivity; and
- All or part of the activity is a high impact activity. A high impact activity includes the construction or carrying out of works associated with a Place of worship if the works result in significant ground disturbance.

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4.4 General and Particular Provisions

4.4.1 Clause 51.02 Metropolitan Green Wedge Land: Core Planning Provisions

The purpose of Clause 51.02 is:

- To protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape natural resource or recreation values.
- To protect productive agricultural land from incompatible uses and development.
- To ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land.
- To encourage the location of urban activities in urban areas.
- To provide transitional arrangements for permit applications made to the responsible authority before 19 May 2004.
- To provide deeming provisions for metropolitan green wedge land.

This clause prohibits a number of uses. These are consistent with those identified in the GWZ. Place of worship is a permissible land use, subject to the granting of a permit.

4.4.2 Clause 52.02 Easements, Restrictions and Reserves

Clause 52.02 provides for the removal or variation of an easement or restriction to enable a use or development that complies with the Planning Scheme, after consideration of the interests of affected parties.

Pursuant to Clause 52.02, a planning permit is required to vary or remove an easement or restriction.

The application triggers Clause 52.02 to allow for the removal and/or variation of easements that are no longer required following development.

4.4.3 Clause 52.06 Car Parking

The purpose of Clause 52.06 is to ensure the provision of an appropriate number of car parking spaces and to support alternative transport options to private vehicles.

Table 3 outlines the statutory car parking rates applicable to a Place of worship, the car spaces required and the proposed provision of formal parking spaces.

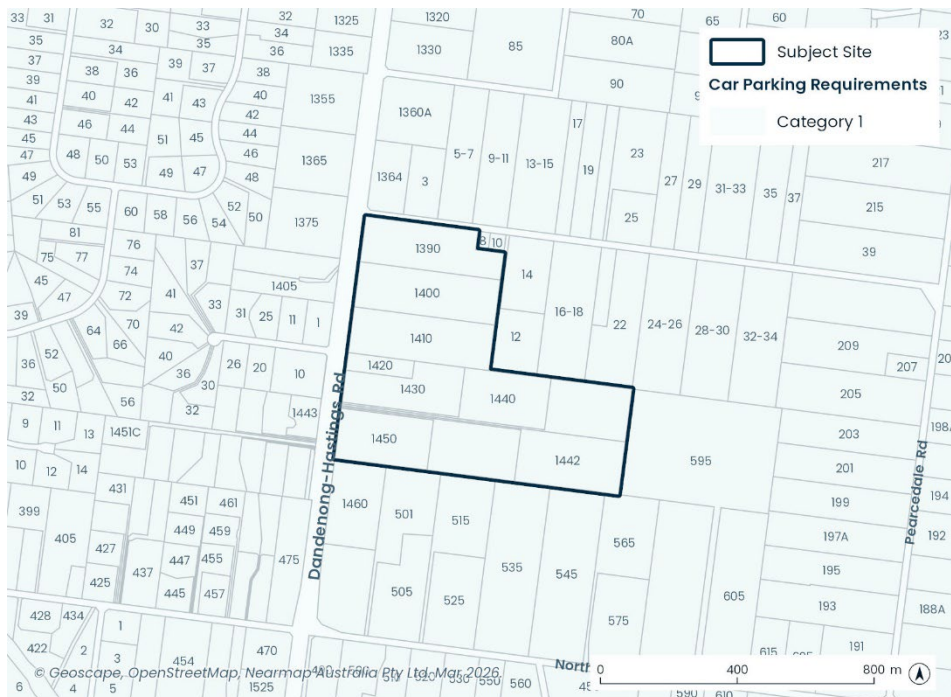
Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required under Clause 52.06-5, or to provide the car parking spaces under Clause 52.06-5 on another site (including within the road reserve).

As the proposal provides more car parking spaces than required under Clause 52.06-5, no permit is required under Clause 52.06-3.

Rate	Number of patrons	Statutory requirement	Proposal
0.3 spaces to each patron permitted	3,600 (maximum patronage envisioned at any given time during peak hour on Holiday / Special Event day)	1,080 car spaces	1,092 car spaces

Table 3 – Statutory Car Parking Rates pursuant to Clause 52.06-5

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4.4.4 Clause 52.17 Native Vegetation

The purpose of Clause 52.17 is:

- To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):
1. *Avoid the removal, destruction or lopping of native vegetation.*
 2. *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
 3. *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*

- To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

Pursuant to Clause 52.17-1, a planning permit is required to remove, destroy or lop native vegetation, other than the following:

- Dead native vegetation
- Planted vegetation
- Weeds
- Sweet Pittosporum (*Pittosporum undulatum*)
- Sallow Wattle (*Acacia longifolia* subsp. *Longifolia*)
- Coast Wattle (*Acacia longifolia* subsp. *Sophorae*)

A permit is required under Clause 52.17 for the removal of native vegetation associated with the proposal.

4.4.5 Clause 52.29 Land Adjacent to the Principal Road Network

This clause seeks to ensure appropriate access to the Principal Road Network, including Western Port Highway.

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2, because Western Port Highway Road is in a Transport Zone 2.

4.4.6 Clause 52.34 Bicycle Facilities

The purpose of Clause 52.34 is to encourage cycling as a mode of transport by providing secure, accessible and convenient bicycle parking spaces and facilities.

Table 5 sets out the number and type of bicycle facilities required under Clause 52.34-5 for a Place of worship. The number of bicycle facilities required is the sum of both the employee and visitor rates.

Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive bicycle requirements.

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As the proposal does not provide the bicycle facilities required under Clause 52.34-5, a planning permit is required under Clause 52.34-2 to vary or waive the bicycle parking requirements.

Bicycle Facilities	Employee Rate	Visitor Rate
Bicycle spaces	1 to each 1500 sq m of net floor area	2 plus 1 to each 1500 sq m of net floor area
Showers	1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter	0
Change rooms	1 change room or direct access to a communal change room to each shower.	0

Table 4 – Statutory Bicycle Parking Rates pursuant to Clause 52.34-5

4.4.7 Clause 53.02 Bushfire Planning

This clause applies to an application under Clause 44.06 (BMO). The purpose of Clause 53.02 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To ensure that the location, design and construction of development appropriately responds to the bushfire hazard.
- To ensure development is only permitted where the risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level.

- To specify location, design and construction measures for a single dwelling that reduces the bushfire risk to life and property to an acceptable level.

This clause sets a number of bushfire protection objectives that the development must meet, and measures on how to meet the objectives, including:

- Landscape, siting and design
- Defendable space and construction objective
- Water supply and access objectives

4.4.8 Clause 53.22 Significant Economic Development

The purpose of Clause 53.22 is:

- To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.
- To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.

Relevant to the proposal, this clause applies to an application for a Place of worship in Metropolitan Melbourne if the estimated cost of development is above \$10 million.

The application has been submitted to Invest Victoria as part of the DFP process and Invest Victoria has provided feedback directly to officers acknowledging the scale of investment and the economic contribution associated with the proposal.

4.5 Municipal Planning Strategy (MPS)

The following Clauses of the Municipal Planning Strategy are relevant to the proposal (refer to Appendix A for a detailed overview):

- Clause 02.02 Vision

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- Clause 02.03 Strategic Directions
 - Clause 02.03-1 Settlement
 - Clause 02.03-2 Environmental and landscape values
 - Clause 02.03-3 Environmental risks and amenity
 - Clause 02.03-4 Natural resource management
 - Clause 02.03-5 Built environment and heritage
 - Clause 02.03-7 Economic development
 - Clause 02.03-8 Transport
 - Clause 02.03-9 Infrastructure
- Clause 02.04 Strategic Framework Plan
 - Clause 02.04-5 Areas with significant biodiversity values plan
- Clause 12.01-2L Native vegetation offset planting
- Clause 12.05-1S Environmentally sensitive areas
- Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs
- Clause 13 Environmental Risks and Amenity
 - Clause 13.01-1S Natural hazards and climate change
 - Clause 13.02-1S Bushfire planning
 - Clause 13.07-1S Land use capability
- Clause 14 Natural Resource Management
 - Clause 14.01-1S Protection of agricultural land
 - Clause 14.01-1R Protection of agricultural land – Metropolitan Melbourne

4.6 Planning Policy Framework (PPF)

The following Clauses of the PPF are relevant to the proposal (refer to Appendix A for a detailed overview):

- Clause 11 Settlement
 - Clause 11.01-1R Settlement – Metropolitan Melbourne
 - Clause 11.01-1R Green wedges – Metropolitan Melbourne
 - Clause 11.01-1L-01 Non-agricultural uses in green wedge areas
 - Clause 11.01-1L-02 Western Port Green Wedge
 - Clause 11.02-1S Development capacity
 - Clause 11.03-3S Peri-urban areas
- Clause 12 Environmental and Landscape Values
 - Clause 12.01-1S Protection of biodiversity
 - Clause 12.01-1L Protection of biodiversity
 - Clause 12.01-2S Native vegetation management
- Clause 15 Built Environment and Heritage
 - Clause 15.01-2S Building design
 - Clause 15.01-6S Design for rural areas
- Clause 17 Economic Development
 - Clause 17.04-1L Facilitating tourism in Casey
- Clause 18 Transport
 - Clause 18.01-1S Land use and transport integration
- Clause 19 Infrastructure
 - Clause 19.02-3S Cultural facilities
 - Clause 19.02-3R Cultural facilities – Metropolitan Melbourne
 - Clause 19.02-4S Social and cultural infrastructure
 - Clause 19.03-3S Integrated water management

4.7 Strategic Context

The subject site and proposed use are influenced by a range of State, regional and local strategic policy documents that collectively guide land use planning, community infrastructure provision, social inclusion and cultural diversity.

These strategies establish the policy framework for the continued evolution of the Casey Urban Growth Boundary Interface Precinct, while protecting and enhancing native vegetation cover and supporting sustainable development outcomes.

Relevant strategic documents include:

4.7.1 Plan for Victoria (2025)

The Victorian State Government released Plan for Victoria in February 2025, which establishes a long-term strategic framework for Victoria's growth and development.

Plan for Victoria emphasises the importance of maintaining a permanent Urban Growth Boundary, carefully managing outward urban expansion and protecting non-urban land for environmental, agricultural and landscape values. The Plan supports development that contributes to liveable communities, equitable access to services and the delivery of social and cultural infrastructure in appropriate locations.

Through its pillars relating to Accessible jobs and services, Great places, suburbs and towns, and Sustainable environments, the Plan recognises the role of community and cultural facilities in supporting social cohesion and community wellbeing, while reinforcing the need for such development to be appropriately located and designed to respect non-urban contexts.

Plan for Victoria provides high-level strategic context for the continued protection of the Western Port Green Wedge and supports the planning framework that directs non-urban uses to suitable locations at the urban-rural interface, consistent with the Casey Planning Scheme and the Western Port Green Wedge Management Plan.

4.7.2 Western Port Green Wedge Management Plan (2019)

The City of Casey Western Port Green Wedge Management Plan (2019) is a Council adopted strategic land use plan that provides direction for the planning and management of the southern, predominantly rural areas of the City of Casey between the Urban Growth Boundary and Western Port Bay over a 20-year period. The Plan is implemented through the Casey Planning Scheme via Clause 11.011L02 (Western Port Green Wedge).

The Management Plan recognises that Casey's Western Port Green Wedge accommodates a diverse range of land uses, including agriculture, horse and greyhound training, biodiversity conservation areas, cultural heritage sites, townships and rural lifestyle lots. It also acknowledges that land at the edge of the Urban Growth Boundary is subject to development pressure and requires careful planning to manage the interface between urban and non-urban areas.

To provide location specific direction, the Management Plan divides Casey's Western Port Green Wedge into five precincts, each with a defined vision, objectives and preferred land use outcomes.

Precinct 2 - Casey Urban Growth Boundary Interface and Environment Precinct

The subject site is located within Precinct 2 – the Casey Urban Growth Boundary Interface and Environment Precinct, as identified in the Western Port Green Wedge Management Plan.

The stated vision for Precinct 2 is to protect the Western Port Green Wedge from the impacts of urban development and further urban expansion by providing a clear and defensible long-term edge to metropolitan Melbourne. The Plan describes Precinct 2 as a transitional area between established urban development to the north and west and the more rural and agricultural precincts to the south.

The Management Plan identifies the following future directions for Precinct 2:

- provide a permanent edge to metropolitan Melbourne

- maintain its rural character
- provide a transitional area leading to the Casey Rural Living and Agriculture Precinct and to the Casey Horticulture and Food Production Precinct
- provide a preferred location for non-rural uses such as primary and secondary schools and Places of Worship, specifically within the area bounded by Cranbourne–Frankston Road, Pearcedale Road and Browns Road, subject to strategic justification.
- protect and enhance native vegetation cover to provide habitat and movement corridors for native fauna, having regard to bushfire management issues.
- continue to be a location for animal breeding and training for the horse racing industry.
- offer a location for environmentally sustainable agriculture and horticulture.
- discourage the location of urban infrastructure therein without strategic and environmental justification proving that it could support the Precinct's vision.

The implications of this policy framework for the proposed development are considered in the assessment section of this report. The location of the subject site in the context of Precinct 2 is illustrated in figure 5.

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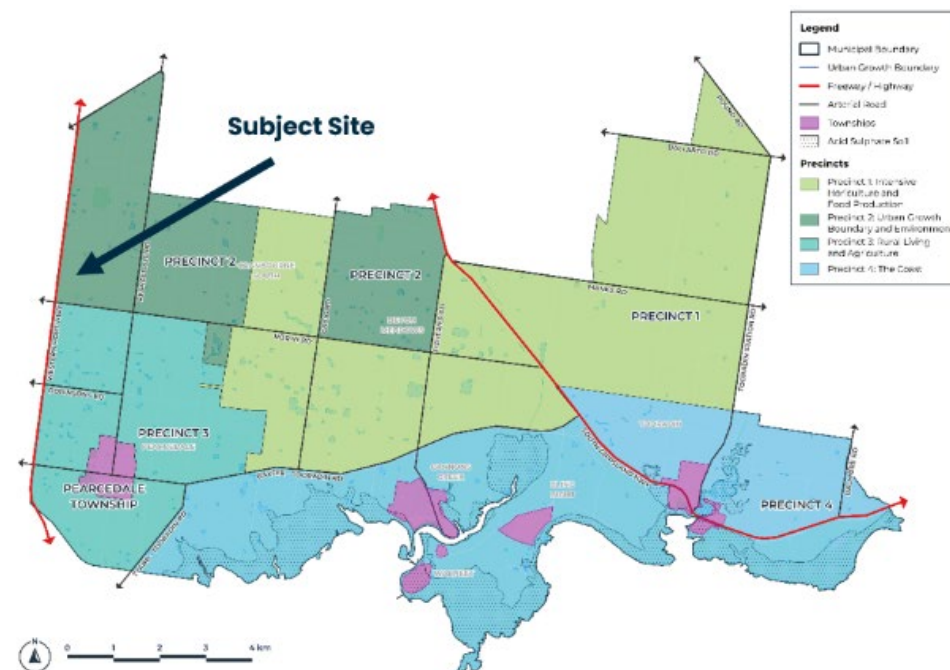


Figure 6 Western Port Green Wedge Management Plan (Precincts Map)

4.7.3 City of Casey Places of Assembly/Worship Policy (2012)

The City of Casey Places of Assembly/Worship Policy (2012) provides guidance for the establishment of places of assembly and places of worship within the municipality. The Policy applies to both new purpose-built facilities and the use or conversion of existing buildings.

The Policy recognises that places of worship are an important component of a growing and culturally diverse community and seeks to ensure that they are appropriately located and sensitively integrated into their surrounding context. It emphasises the importance of siting, access, traffic management, building design and landscaping in managing amenity impacts and achieving compatibility with surrounding land uses.

In relation to location, the Policy encourages places of worship to be situated on roads capable of carrying anticipated traffic volumes and, where possible, adjacent to or near other non-residential or community-based uses. The Policy also seeks to minimise adverse impacts on nearby residential areas through appropriate design, setbacks, landscaping and onsite car parking provision.

4.7.4 City of Casey Landscape Policy (2009)

The City of Casey Landscape Policy (2009) provides guidance for the protection, enhancement and integration of landscape values across the municipality, including non-urban areas such as the Western Port Green Wedge. The Policy recognises landscape as a key element of Casey's character, environmental health and community wellbeing.

The Policy promotes a landscape-led approach to development that responds to local landform, vegetation patterns and environmental conditions. Within nonurban areas, it encourages the retention of existing vegetation, the use of indigenous and locally appropriate species, and the provision of landscape buffers to manage land use interfaces and visual impacts.

The Policy also establishes landscape plan requirements for development types including places of assembly and community developments, requiring site analysis and landscape planning to address amenity, sustainability and long-term maintenance considerations.

The City of Casey Landscape Policy operates alongside the Casey Planning Scheme to inform landscape outcomes at the planning permit stage.

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5 Early Consultation & Design Evolution

Since commencement of the DFP pre-application process in **March 2025**, the BAPS Hindu Mahā-Mandir, Melbourne has been subject to extensive review, consultation and design refinement in response to feedback from State agencies, referral authorities and local councils.

Throughout late 2025 and early 2026, the applicant and project team undertook ongoing consultation with referral authorities, including formal meetings, technical workshops and presentations, to clarify issues raised and explore opportunities for design refinement.

The package now submitted is a response to the comments received through this process..

5.1 EPBC Application

As part of the early design and regulatory review process, a referral was made under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) to consider potential impacts on matters of national environmental significance (MNES), including the Glossy Grass Skink.

Following further ecological assessment and subsequent design changes, the proposal was refined to ensure no direct or indirect impacts to any MNES, including the retention of all confirmed Glossy Grass Skink habitat on site. On this basis, the EPBC referral was subsequently withdrawn.

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6 Assessment

The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Planning Scheme having regard to the site's physical context.

This assessment focuses on the appropriateness of the following key matters:

1. Strategic Merit
2. Land Use Suitability
3. Appropriateness of Built Form
4. Landscape, Biodiversity and Environmental Values
5. Traffic, Access and Parking
6. Off Site Amenity Impacts
7. Stormwater Management and Drainage
8. Infrastructure Servicing
9. Environmentally Sustainable Design
10. Bushfire Management
11. Cultural Heritage

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6.1 Strategic Merit

The proposal is assessed under Clause 53.22 (Significant Economic Development) of the Casey Planning Scheme. This clause provides a statutory pathway for the assessment of projects that deliver substantial public benefit and make a significant contribution to Victoria's economy.

The proposed development is a Place of Worship designed to meet spiritual needs at a local, regional, state and national level. The social (spiritual, cultural and community) benefits of the proposed development, and the substantial economic benefits associated with those benefits, must be considered at the appropriate scale. While policy directed to specific local matters is relevant, net community benefit must be considered not just at the local level, but also at the broader levels at which benefits will be experienced. This is consistent with Clause 71.02-3.

At a State level, Plan for Victoria (2025) and the Planning Policy Framework support the provision of social, cultural and community infrastructure in appropriate locations, while reinforcing the importance of maintaining a permanent Urban Growth Boundary and protecting non-urban land for environmental, agricultural and landscape values. These strategic directions recognise that certain community and cultural facilities require large sites, separation from sensitive residential areas and direct access to arterial road networks in order to function effectively.

The Western Port Green Wedge Management Plan, implemented through Clause 11.01-1L-02 (Western Port Green Wedge), provides place-based guidance by identifying Urban Growth Boundary interface precincts as suitable locations for certain non-rural community uses, including Places of Worship, subject to strategic justification. The subject site is located within Precinct 2, which is expressly identified as a transitional area capable of accommodating such uses. The detailed assessment of land use suitability within the Green Wedge Zone is addressed in Section 6.2 of this report.

In considering strategic merit, it is relevant to have regard to the public benefit delivered by the proposal, which is a central consideration under Clause 53.22, and Clause 71.02-3. The development responds to a demonstrated and growing local and regional community need for a purpose-built Hindu Place of

Worship in Melbourne's south-east, noting that the City of Casey is home to one of the largest Hindu communities in Victoria, with approximately 6.3% of residents identifying as Hindu and more than 44,000 residents of Indian ancestry, within a municipality experiencing strong population growth.

With this population in mind the provision of a dedicated Place of Worship facility will provide significant social and cultural benefits through the provision of opportunities for regular religious observance, including engagement in major religious festivals and intergenerational education and connection with faith. Additionally opportunities will exist for broader community access, learning and cultural exchange within one of Victoria's most culturally diverse municipalities. These outcomes are consistent with Clause 19.02-3S (Cultural facilities) and Clause 19.02-4S (Social and cultural infrastructure).

From an **economic perspective**, the proposal represents a major capital investment of approximately \$190 million and is estimated to generate substantial direct and indirect full-time equivalent employment during construction, as well as ongoing operational jobs once established, contributing ongoing value to the Victorian economy.

The development is also expected to support the visitor economy, with visitation occurring across weekdays, weekends and a limited number of higher-attendance festival days, managed through a maximum-patron-at-any-given-time framework rather than a daily cap. At capacity, the proposal will attract a significant volume of visitors annually (refer to the Economic Benefits Assessment), supporting local businesses and services and aligning with Clause 17.01-1S (Diversified economy) and Clause 17.04-1L (Facilitating tourism in Casey).

Importantly, these benefits are delivered without reliance on residential subdivision, commercial centres or outward urban expansion, and without the loss of strategically significant agricultural land, as confirmed by the Agricultural Capability Assessment. The proposal is consolidated within an existing large landholding at an identified urban-rural interface and does not undermine the long-term function of the Green Wedge. In addition to the social and economic merits of the proposal, it also seeks to contribute in a meaningful way to the protection and enhancement of the important biodiversity aspects of the site (Clause 12.01, Clause 35.04 (GWZ) and Clause

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42.01 Schedule 4 (ESO4)). Specifically, the proposal has been designed to avoid the removal of native vegetation where practical and has further sought to protect and enhance areas of identified native vegetation through the implementation of a Wildlife Management Plan (WMP) and Land Management Plan (LMP) (refer the Flora and Fauna Assessment, WMP and LMP). Specifically, the proposal seeks to:

- Protect and enhance existing Glossy Grass Skink habitat
- Revegetation of the site, including the establishment of additional Glossy Grass Skink habitat, provision of a wildlife corridor along the southern property boundary, and improving the quality of vegetation within the south and south-eastern portions of the site
- Ongoing weed management and control
- Incorporate removed tree trunks into the conversation areas to serve as fauna habitat
- Maintain hydrological conditions suitable for the Glossy Grass Skink.

Having regard to Clause 53.22, Plan for Victoria, the Planning Policy Framework, the Western Port Green Wedge Management Plan and the purpose of the GWZ2 and the ESO4, the proposal is considered to demonstrate strong strategic merit. The detailed assessment of land use suitability, including the application of Clause 35.04 and the Green Wedge Zone decision guidelines, is set out in Section 6.2 of this report.

6.2 Land Use Suitability

6.2.1 Appropriateness of a 'Place of worship' in the Green Wedge

The subject land is zoned Green Wedge Zone – Schedule 2 (GWZ2). Under Clause 35.04-1 of the Casey Planning Scheme, a Place of Worship is a Section 2 use and is therefore capable of being considered for approval by permit.

The Planning Scheme requires some uses in the Green Wedge to:

- be in conjunction with an agricultural use;
- be of a particular size or scale; or
- be located only within an urban zone.

It is notable that the Planning Scheme does **not** require a Place of Worship to meet such requirements. Rather, the relevant planning test is whether the use is appropriately located, sited and designed, and whether it maintains the non-urban values of the Green Wedge, having regard to the purposes of Clause 35.04 and the core planning provisions at Clause 51.02 (Metropolitan Green Wedge Land).

This approach is reinforced at a local policy level through Clause 02.03 (Green Wedges), which seeks to protect green wedge land from urban use or development, *except where such use complements the primary values of agriculture, biodiversity, rural character, maintenance of viable settlements and tourism*. The clause recognises that some non-urban uses may be appropriate where they are carefully sited and designed so as not to undermine these primary values.

In this context, Clause 11.01-1L-01 (Non-agricultural uses in green wedge areas) supports the establishment of limited non-agricultural uses within the Green Wedge where those uses do not reduce or adversely impact productive agricultural land or biodiversity values, and where they are appropriately located adjacent to, or on the periphery of, an urban or township area and along sealed roads capable of carrying anticipated traffic volumes, particularly arterial roads.

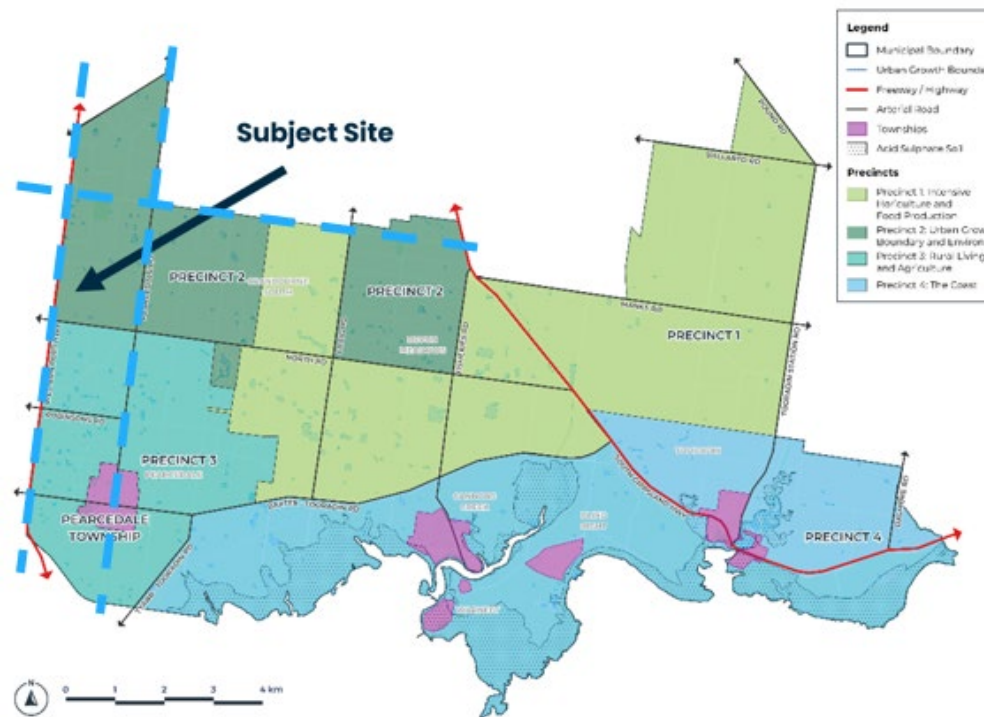
The subject site demonstrates these characteristics. It is located at the edge of the Urban Growth Boundary, directly opposite established urban residential development, and has frontage to Western Port Highway, a declared arterial road within the Principal Road Network. This location responds directly to the siting and access considerations of Clause 11.01-1L-01 and the objectives of Clause 13.07-1S (Land use compatibility), which seek to ensure that land uses are compatible with their surroundings and that off-site impacts are avoided or minimised through appropriate siting, separation and design.

The Western Port Green Wedge Management Plan (2019), implemented through Clause 11.01-1L-02, provides further strategic context. As set out in Section 4.7 of this report, the site is located within Precinct 2 – the Casey Urban Growth Boundary Interface and Environment Precinct, which is identified as a transitional area between urban land to the north and west and rural land to the south and east.

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The Management Plan identifies a range of future directions for Precinct 2, including maintaining rural character, protecting and enhancing biodiversity, supporting equine-related activities, and accommodating selected non-rural uses. It specifically identifies Places of Worship as a potential non-rural use within part of Precinct 2 bounded by Cranbourne-Frankston Road, Pearcedale Road and Browns Road, subject to strategic justification.

As outlined in the below figure, the dashed blue lines reflect the roads identified within the policy, the subject site is bounded by Cranbourne-Frankston Road to the west (also known as Western Port Highway) and is located within proximity of Browns Road and Pearcedale Road, with no southern extent identified in the policy.



While the subject site is located outside the specifically mapped area referred to in the Management Plan, this does not of itself preclude consideration of a Place of Worship within Precinct 2. Importantly:

- Precinct 2 is the only precinct within the Western Port Green Wedge that expressly contemplates the potential location of Places of Worship;
- Other precincts either prioritise intensive agriculture, rural living, township consolidation or coastal protection and explicitly discourage non-rural uses such as Places of Worship; and
- The Management Plan does not state that Places of Worship are limited exclusively to the mapped area, nor does it identify that area as the sole permissible location.

When the structure and intent of the Management Plan are read as a whole, Precinct 2 is clearly identified as the appropriate location within which proposals for Places of Worship are to be considered, subject to careful siting and design.

The proposal responds to this policy framework through:

- locating the Place of Worship at an arterial road interface;
- consolidating built form toward the centre of the site with substantial setbacks;
- retaining extensive areas of open space and native vegetation;
- avoiding productive agricultural land; and
- maintaining a landscape-dominated setting consistent with the non-urban character of the Green Wedge.

In considering land use suitability, it is also relevant to note the limited availability of alternative zones capable of accommodating a regionally significant Place of Worship of this scale and function. Urban zones are typically constrained by land availability, residential interface sensitivity, traffic impacts and site size, while other Green Wedge precincts either discourage or expressly exclude Places of Worship. The subject site's size, location at the urban-rural interface, separation from sensitive residential areas, and access to the arterial

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road network distinguish it from other potential locations and are directly relevant to the land use suitability assessment under Clause 35.04.

The proposal does not introduce residential subdivision, commercial development or urban land use patterns that would undermine the integrity of the Green Wedge or erode the Urban Growth Boundary. Instead, it represents a consolidated, single-use development consistent with the policy framework for non-urban land.

Having regard to the zoning, the relevant State and local planning policy, and the site's specific characteristics, the use of the land for a Place of Worship is considered appropriate within the Green Wedge context, subject to the detailed assessment of built form, landscape, environmental and amenity impacts set out in the following sections of this report.

6.2.2 Characterisation of the Use and Ancillary Activity

Clause 73.03 of the Planning Scheme defines a Place of Worship as:

"Land used for religious activities, such as a church, chapel, mosque, synagogue or temple."

The proposal is a Place of Worship as defined by the Victorian Planning Provisions, supported by facilities that are intrinsic to and required for Hindu religious practice. It is not a commercial centre, nor does it comprise a collection of independent or stand-alone land uses.

Firstly, it is important to identify that Hindu religious practices differ significantly from Christian religious practices. Therefore, any pre-conceived knowledge or assumptions for how a site and its associated buildings should be used for the purposes of a place of worship should not be relied upon. As part of the submission package BAPS have prepared documents titled *BAPS – Hindu Mahā-Mandir – A Brief Introduction and Overview of Hindu Worship and Religious Use within the BAPS Hindu Maha-Mandir*, these documents should be reviewed in order to understand the importance of all proposed uses on site.

In addition, when reviewing the architectural plans, reference should be made to the **naming conventions sheet**, which explains the terminology used to describe various spaces. While some spaces are identified using English descriptors for ease of reference, these titles do not fully convey the religious

function, hierarchy or ritual significance of those spaces within Hindu worship. The naming conventions sheet assists in correctly interpreting the plans in the context of Hindu religious practice.

While the Mahā-Mandir (Building 1) is the focal sacred structure on the site, Hindu religious practice, does not occur exclusively within a single enclosed building. Rather, it involves a continuum of religious activity that includes personal devotion, group rituals, religious education, preparation and sharing of sanctified food, youth instruction, and the continuous presence of religious leaders on site.

These activities are not optional or peripheral. They are integral to the functioning of a Hindu Mandir and occur across a number of purpose-designed spaces that collectively enable the full expression of Hindu religious life.

The associated buildings on the site accommodate:

- Spaces for daily and weekly worship and ritual beyond the inner sanctum of the Mandir;
- Religious education and youth development activities;
- Preparation and consumption of sanctified food (prasādam) as part of worship;
- Provision of religious bookstore and souvenir shop to provide faith-based literature, devotional items, and home worship materials (including *ghar mandir*) to support religious practice, observance, and continuity of worship beyond the mandir.
- Administrative functions required to support religious activities; and
- Accommodation for religious leaders and other religious attendants (sādhus or monks) who are required to reside on site to perform daily rituals, provide spiritual guidance, and support both personal and collective worship.

Individually and collectively, these components function as a single, integrated Place of Worship, consistent with the ordinary meaning of a Hindu temple and the intent of the definition at Clause 73.03. None of the supporting facilities operate independently, serve a separate commercial catchment, or function in the absence of the Place of Worship.

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It is also important to clarify that the proposal does not constitute a 'Place of Assembly' for the purposes of the Planning Scheme. Clause 35.04-1 (Table of Uses) defines Place of Assembly as a Section 2 use "other than ... Place of Worship". Place of Worship is therefore a distinct land use term with its own statutory treatment.

When assessed in accordance with Clauses 64.01 and 64.02, the ancillary activities proposed are subordinate to, dependent on, and supportive of the primary Place of Worship use, and do not alter the land use character of the proposal.

As identified above, Senior Counsel, Paul Connor KC, has prepared a Memorandum of Advice. This advice has been provided as an expert legal opinion and the question of land use definition and the characterisation of ancillary activities have been addressed.

6.3 Appropriateness of Built Form

The built form has been carefully refined through the design and referral process to ensure the scale, siting and footprint of development are appropriate for a Green Wedge location and respond to the site's role as an urban-rural interface.

The design of the Mahā-Mandir is fundamentally informed by Hindu scriptural principles governing temple architecture, which prescribe the spatial hierarchy, orientation, form and ceremonial function of the principal worship structure. These elements are intrinsic to the religious function of the Place of Worship and establish the Mahā-Mandir as the spiritual focus of the site. While these scriptural requirements provide limited flexibility in the design of the primary temple structure, the broader masterplan has been deliberately shaped to respond to planning policy, environmental constraints and interface considerations.

Informed by detailed technical assessment and referral authority feedback, the proposal adopts a consolidated, landscape-led approach that prioritises generous setbacks, reduced development footprint and the protection of rural and environmental values, while accommodating the cultural and functional requirements of a regionally significant Place of Worship.

6.3.1 Siting, Setbacks and Interface Response

A centralised siting strategy has been adopted, with all principal buildings located well away from site boundaries and sensitive interfaces. This approach directly responds to referral authority concerns regarding visual impact, amenity and the preservation of rural character.

Key outcomes of this strategy include:

- The maintenance of a landscape-dominated setting, with built form visually subordinate to vegetation and open space when viewed from surrounding roads and adjoining rural residential land.
- The provision of exceptionally large setbacks to all site boundaries, measured in the tens and, in some cases, hundreds of metres, enabling effective visual screening, acoustic buffering and ecological connectivity.
- A clear physical separation between built form and environmentally sensitive land, particularly within the southern and south-eastern portions of the site.

Western Port Highway Interface (west)

When assessed in the context of the arterial road interface, built form is set back a minimum of approximately 49.8 metres to the closest built element (the entry to Building 2), with intervening landscaped buffers and retained roadside vegetation. The Mahā-Mandir itself is set back approximately 130.2 metres from Western Port Highway. These setbacks are substantial in a Green Wedge context and ensure the development does not present as an urban frontage to the arterial road, while maintaining a visually legible landscaped edge to the Green Wedge.

Homewood Road interface (north)

Along the northern boundary, the assessment confirms that lower-scale supporting buildings (Buildings 3 and 4) are set back a minimum of approximately 72.5 metres from the title boundary. This degree of separation, together with landscape buffering, provides an appropriate transition to adjoining rural residential properties and satisfactorily addresses potential amenity impacts.

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Eastern interface – rural residential land

The eastern interface is characterised by particularly large setbacks. The Mahā-Mandir is set back approximately 193.1 metres from the eastern boundary, with the nearest supporting building (Building 5) set back approximately 123.3 metres and the colonnade set back approximately 118.6 metres. The assessment confirms that built form is deliberately arranged away from this interface and buffered by retained and proposed vegetation, resulting in a high level of separation that effectively mitigates visual and acoustic impacts on adjoining rural residential land.

Southern interface – vegetation and habitat areas

The assessment identifies that the southern portion of the site is largely free of built development and retained for landscape, habitat and drainage functions. This outcome reflects ecological advice received through the pre-application referral process and is consistent with the objective of protecting environmental values and maintaining rural character.

6.3.2 Massing and Consolidation

The built form has been consolidated and its footprint reduced to respond to environmental, landscape and rural character considerations identified through the pre-application referral process. This refinement reflects an avoidance-led approach to design, with development deliberately steered away from sensitive areas of the site.

Key outcomes include:

- The removal of built form from the southern portion of the site, addressing concerns raised by environmental and biodiversity referral authorities and maximising opportunities for the retention and enhancement of native vegetation.
- The retention of all identified Glossy Grass Skink habitat in situ, eliminating impacts on the skink.
- The consolidation of built form toward the centre of the site, enabling exceptionally large minimum setbacks (ranging from approximately 70 metres to over 190 metres) to sensitive boundaries and interfaces, and reducing the perceived scale and intensity of development.

- A corresponding reduction in hardstand areas and internal road infrastructure, minimising cumulative landscape and visual impacts.

Development is now concentrated within the central and northern portions of the site, allowing substantial areas of land to be retained for landscape buffers, ecological protection and long-term land management. Overall built form is limited to approximately 6% of the total site area, with the vast majority of the landholding remaining in a landscape-dominated condition.

While the Mahā-Mandir is a purposeful and architecturally significant structure, its centralised siting, very large setbacks and integration within a comprehensive landscape framework ensure that its visual presence is moderated and primarily experienced from within the site, rather than from surrounding rural roads or neighbouring properties..

6.4 Landscape, Biodiversity and Environmental Values

The proposal has been assessed against the objectives of Clauses 12.01, 12.05 and 15.01 of the Planning Policy Framework and the strategic directions of the Western Port Green Wedge Management Plan. Overall, the proposal demonstrates a landscape-led, avoidance-based approach that protects environmental values, maintains the non-urban character of the Green Wedge and delivers an improved long-term biodiversity outcome.

6.4.1 Landscape Outcomes

The Landscape Masterplan prepared by Aspect Studios (April 2026) provides a strong and appropriate framework for managing visual, landscape and interface impacts associated with the development. The Masterplan reinforces a landscape-dominated setting, with built form clearly secondary to vegetation and open space, consistent with Clause 15.01-6S (Design for rural areas).

The assessment confirms that the consolidation of built form within the central and northern portions of the site, together with generous landscaped setbacks to all boundaries, ensures that the development does not present as an urban form within the Green Wedge. Views from Western Port Highway, Homewood

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Road and adjoining rural residential properties are filtered through retained and proposed vegetation, with buildings visually recessive in the broader landscape.

The transition from formal temple gardens at the centre of the site to more naturalistic landscape treatment toward the site boundaries is appropriate in an urban–rural interface context and supports the role of the land as part of the Urban Growth Boundary Interface Precinct.

6.4.2 Flora and Fauna Assessment

A Flora and Fauna Assessment prepared by Nature Advisory (April 2026) informs the proposal and its assessment under Clause 52.17, Clause 12.01 and Clause 42.01 (ESO4). The assessment identified native vegetation and fauna habitat across the site, with the highest quality and most intact vegetation located within the southern and south-eastern portions of the land.

The proposal has been shaped by a clear avoid–minimise–offset framework. Areas of highest ecological value, including all confirmed Glossy Grass Skink habitat associated with the southern drainage line and a buffer, are fully retained and excluded from development. No EPBC- or FFG-listed threatened ecological communities were recorded, and no threatened flora species were identified within the development footprint.

Where vegetation removal is unavoidable, impacts have been minimised through design refinement, including the removal of development from the southern portion of the site and the retention of the majority of large trees and higher-quality vegetation. The proposal requires the removal of a limited extent of native vegetation and is supported by a Native Vegetation Removal Report demonstrating compliance with Clause 52.17, including the identification of appropriate offsets under the Detailed Assessment Pathway.

6.4.3 Biodiversity and Habitat Protection

The assessment confirms that the proposal avoids all direct and indirect impacts to confirmed Glossy Grass Skink habitat. Habitat is protected in situ, supported by a minimum 30-metre buffer, maintenance of existing hydrological conditions and long-term management commitments.

Beyond avoidance, the proposal delivers a net improvement in ecological outcomes through:

- Expanded revegetation areas;
- Wetland creation and enhancement;
- Strengthened habitat connectivity across the southern portion of the site; and
- Long-term conservation management of retained vegetation.

A further avoidance-led outcome is the connection of the development to the existing rising main, removing the need for on-site wastewater treatment infrastructure and avoiding additional vegetation clearance. This decision reinforces the proposal's alignment with environmental protection objectives.

6.4.4 Wildlife and Land Management Planning

The proposal is supported by a Wildlife Management Plan (April 2026) and Land Management Plan (April 2026), prepared by Nature Advisory, which together provide a robust framework for protecting fauna during construction and managing retained and enhanced habitat areas over the long term.

These plans ensure that biodiversity values are not only protected at the time of development but are actively enhanced and managed on an ongoing basis, consistent with the objectives of Clause 12.01-1S, Clause 42.01 (ESO4), the Western Port Green Wedge Management Plan, and the identified purposes of the Green Wedge Zone.

These plans ensure that biodiversity values are not only protected at the time of development but are actively enhanced and managed on an ongoing basis, consistent with the objectives of Clause 12.01-1S, the Western Port Green Wedge Management Plan and one of the identified purposes of the zone.

6.5 Traffic, Access and Parking

The traffic, access and parking strategy for the BAPS Hindu Mahā-Mandir, Melbourne has been refined in response to referral authority feedback, particularly from the Department of Transport and Planning – Transport

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Services, to ensure safe access, efficient operation and appropriate management of peak visitation associated with religious festivals.

The strategy recognises the site's Green Wedge location, its interface with a high-speed arterial road, and the absence of nearby public transport, and has been developed to manage traffic impacts on both the arterial and local road network while avoiding reliance on informal or off-site parking.

The proposed traffic, access and parking strategy is summarised below, however for more detail please refer to the Traffic Engineering Assessment prepared by Traffix Group (April 2026).

6.5.1 Access and Layout

Vehicle access to the site has been reconfigured to address safety and operational concerns raised through the pre-application referral process, particularly in relation to uncontrolled turning movements on Western Port Highway.

The access strategy includes:

- A controlled intersection treatment at the intersection of Western Port Highway and Homewood Road, proposed in the form of a roundabout, to safely manage turning movements in a high-speed arterial environment. The roundabout has been designed to ensure that all spatial requirements can be accommodated within the existing road reserve or within BAPS land, noting detailed design will occur as part of the post permit approval process.
- The removal of uncontrolled right-turn and U-turn movements directly into the site from Western Port Highway.
- Two entrance gates from Homewood Road, and one entrance gate from Western Port Highway.
- The inclusion of a deceleration lane within Western Port Highway to accommodate safe vehicle movements. The location of the deceleration lane was determined in conjunction with the project team to ensure existing and established vegetation could be retained to aid in screening

the proposal when viewed from the highway, while also ensuring proposed landscaping opportunities were not jeopardised.

- An internal road design accommodating distributed entry and exit movements across the site.

This arrangement responds directly to DTP Transport Services advice and aligns with the Road and Roadside Safety Policy by eliminating unsafe turning movements and improving traffic predictability.

Internal road layouts have been designed in accordance with Clause 52.06 to:

- Accommodate cars, buses and service vehicles;
- Allow vehicles to enter and exit the site in a forward direction;
- Separate visitor traffic from servicing and operational movements where practicable; and
- Distribute traffic across the site to avoid localised congestion.

Access arrangements have been coordinated with landscaping to minimise the visual impact of internal roads and to retain a landscape-dominated character at site boundaries.

6.5.2 Parking Provision

6.5.2.1 Car parking

On-site **car parking** is provided in accordance with Clause 52.06, to accommodate both typical daily visitation and peak attendance during major religious festivals. The provision of parking has been informed by detailed traffic modelling and operational considerations specific to the functioning of a regionally significant Place of Worship.

A total of approximately 1,092 car parking spaces are proposed across the site, comprising:

- (642) Formal sealed parking spaces intended to serve weekday and weekend visitation, including (49) Pick-up/drop-off.
- (450) Informal / overflow parking areas to accommodate peak demand during major religious events.

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- An additional 5 bus parking spaces are provided within the north-east of the site.

This approach ensures sufficient on-site capacity is available at peak times, while avoiding unnecessary hardstand during periods of lower demand. Notably, when calculating car parking demand, the number of patrons in attendance at any one time has been determined based on information ascertained from similar BAPS facilities globally. Peak patron numbers estimated to be on site at any one time for a weekend period is identified at 1,650 patrons, with a 3hr visit time. Based on a parking rate of 0.3 spaces per patron, this results in a peak demand of 495 spaces required for weekend use which is captured in the formal sealed parking spaces provided.

Parking areas are distributed across the site to support efficient internal circulation, reduce queuing at entry points and minimise internal traffic conflicts. All parking areas are integrated with the Landscape Masterplan and include tree planting, landscaped islands and permeable treatments where appropriate to reduce visual impact and support Water Sensitive Urban Design outcomes.

Operational measures, including visitor scheduling during peak religious events, will complement the physical parking provision and assist in managing arrival patterns. These measures are supportive of, but not relied upon in lieu of, the provision of adequate on-site parking capacity and are discussed in greater detail within the Traffic Engineering Assessment (April 2026).

6.5.2.2 Bicycle Parking

Clause 52.34 of the Planning Scheme seeks to encourage cycling as a mode of transport by requiring the provision of bicycle parking and associated end-of-trip facilities where appropriate.

In this instance, no formal bicycle parking is proposed as part of the development. The subject site is located within the Green Wedge, is remote from established residential areas, is not serviced by dedicated cycling infrastructure, and fronts a high-speed arterial road environment. In this context, cycling is not anticipated to be a practical or attractive mode of travel for the majority of visitors or staff, and demand for bicycle parking is expected to be low.

Notwithstanding this, opportunities exist to accommodate bicycle parking near the main entrances if required, as identified within the Landscape Masterplan. These areas provide sufficient space to allow for the installation of bicycle parking facilities in the future, should demand arise.

Accordingly, a permit is sought under Clause 52.34-2 to vary or waive the bicycle parking requirements, having regard to the site context, anticipated mode share and the availability of alternative provision if required.

6.5.3 Traffic Generation and Impacts

Traffic generation associated with the Place of Worship has been assessed by Traffix Group, with modelling undertaken for weekday, weekend and peak festival scenarios.

The assessment recognises that:

- Daily and weekly traffic volumes are modest relative to the capacity of the surrounding road network; and
- Peak traffic generation is episodic, occurring during major religious festivals and special observance days.

The Traffic Engineering Assessment (April 2026) demonstrates that, with the refined access arrangements and intersection treatments, the surrounding arterial and local road network can accommodate projected traffic volumes without unacceptable impacts on safety or operation.

To further manage peak demand, the proposal incorporates operational traffic management measures, including:

- An online booking system to regulate arrival times and distribute traffic flows;
- Event-specific traffic management planning for major religious festivals, with details to be resolved as part of a post permit process;
- On-site traffic marshals and wayfinding during peak periods.

These measures directly address referral concerns regarding traffic surges and network performance during special events and ensure traffic impacts are actively managed rather than left to ad hoc response.

6.5.4 Loading, Servicing and Waste Collection

Loading, servicing and waste collection have been carefully integrated into the site layout to minimise conflicts with visitor traffic and to protect amenity.

Dedicated loading and service areas are provided within the site and are:

- Located away from sensitive interfaces;
- Accessible via internal roads designed to accommodate service vehicles; and
- Designed to allow vehicles to enter and exit the site in a forward direction.

Waste collection and servicing activities will generally occur outside peak visitor periods to minimise disruption. The internal road network and turning areas have been designed to accommodate relevant service vehicles, including waste collection trucks, without reliance on reversing onto public roads.

The loading and servicing strategy responds to referral authority requirements for safe vehicle manoeuvrability and orderly site operation and is supported by the Waste Management Plan (WMP) prepared by Traffix Group (April 2026).

6.6 Off-Site Amenity Impacts

Potential amenity impacts arising from the use and development have been considered with regard to the site's Green Wedge context and nearby rural residential interfaces. Through site planning, built form refinement and landscape buffering, the proposal has been designed to minimise off-site amenity impacts and ensure land-use compatibility in accordance with Clauses 13.07-1S and 15.01-6S of the Planning Scheme.

6.6.1 Acoustic Impacts

The primary sources of noise associated with the Place of Worship relate to visitor movements, car parking activity, building services and periodic increases in activity during major religious observance days.

Noise impacts are mitigated through the location of buildings and activity areas toward the centre of the site, generous setbacks to sensitive interfaces

and the provision of landscaped buffers. Servicing and operational functions are separated from residential interfaces, further reducing the potential for off-site noise impacts.

Additionally, noise walls are proposed along the north and east boundaries where interfaces are more sensitive due to the existing residential dwellings, this will ensure that any potential noise impacts to adjoining residential properties is appropriately managed and mitigated.

A detailed acoustic assessment prepared by Marshal Day (April 2026) confirms that, with appropriate design and operational controls, the proposal can comply with the Environment Protection Act 2017 and the General Environmental Duty. Any additional mitigation measures identified will be implemented and secured through permit conditions if required.

6.6.2 Visual Impact

The visual impact of the proposal has been assessed in the context of the surrounding rural landscape and Green Wedge setting. Built form has been refined to minimise visual prominence, with the tallest elements centrally located on the site and supported by substantial setbacks, retained vegetation and new landscape planting.

The Mahā-Mandir is primarily experienced from within the site, with views from surrounding roads and residential properties moderated by distance, landform and vegetation. Supporting buildings are lower in scale and visually recessive, ensuring the landscape remains the dominant element at site boundaries.

A Landscape and Visual Impact Assessment prepared by Peter Haack Consulting concludes that visual impacts are generally localised and acceptable within the context of an urban-rural interface location, particularly given the limited number and low density of nearby residential receptors. Identified impacts are effectively mitigated through siting, setbacks and landscape treatment.

6.6.3 Patronage

The Place of Worship will experience variable patronage, with regular daily and weekly attendance and periodic increases during major religious observance

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days. While peak patronage levels may be higher at certain times, these periods are limited in frequency, occur at known times and can be effectively managed.

The site is of a sufficient size and configuration to accommodate anticipated visitor numbers within its boundaries, including parking, circulation and pedestrian movement, without reliance on surrounding roads or adjoining land. Access arrangements have been designed to facilitate orderly arrival and departure and to avoid spill-over effects on nearby residential areas.

Any larger religious festivals or special events can be appropriately regulated through conditions of permit requiring the preparation and implementation of event management and traffic management plans when attendance exceeds defined thresholds. These controls provide an effective and enforceable mechanism to manage peak visitation and associated activity.

Accordingly, while the proposal will accommodate periods of increased patronage, the scale, frequency and management of visitation will not result in unacceptable off-site amenity impacts and is compatible with the surrounding Green Wedge and rural residential context.

6.7 Storm Water Management and Drainage

Stormwater management and drainage have been assessed against Clause 53.18 (Integrated Water Management) and relevant Planning Policy Framework provisions.

Based on the Stormwater Management Plan prepared by Water Studio (April 2026), the assessment confirms that:

- Stormwater generated by the development can be managed on site without increasing flood risk or adversely affecting downstream environments;
- Post development peak flows are limited to predevelopment rural flow rates for the 1% Annual Exceedance Probability (AEP) event through onsite retarding infrastructure;

- Stormwater quality is treated through bioretention systems, sediment basins and wetlands in accordance with EPA Publication 1739.1;
- Treated stormwater is reused on site where practicable, including for landscape irrigation;
- Existing drainage pathways are retained in the southern and south-eastern portions of the site, maintaining hydrological conditions associated with Glossy Grass Skink habitat; and
- Melbourne Water has confirmed there are no regional drainage assets within the site and that the land is not subject to flooding.

The stormwater management strategy is considered appropriate for the scale and nature of the development and consistent with Clause 53.18 and broader planning policy objectives. Detailed design can be secured through permit conditions.

6.8 Environmentally Sustainable Design

The proposal has been assessed against the environmentally sustainable design objectives of the Planning Policy Framework and the Casey Planning Scheme, including Clauses 15.01-2S, 15.01-2L-03 and 19.03-3S.

A Sustainability Management Plan (SMP) prepared by NDY (April 2026) supports the application and establishes a best-practice sustainability framework to guide the detailed design, construction and operation of the development. The SMP demonstrates that the proposal will deliver strong environmental performance outcomes appropriate to a regionally significant Place of Worship located within a Green Wedge context.

The assessment identifies the following key environmentally sustainable design initiatives:

- All-electric operation, with no connection to reticulated gas, supporting State and local policy objectives to reduce operational carbon emissions and future-proof the development.
- On-site renewable energy generation, with rooftop solar photovoltaic systems providing approximately 420 kW of installed capacity, contributing to a material reduction in operational electricity demand.

- Energy-efficient building design, incorporating passive design principles, high-performance building fabric and efficient building services to reduce energy consumption and achieve compliance with NCC 2022.
- Biodiversity protection and enhancement, informed by the Land Management Plan and Wildlife Management Plan, including retention of all confirmed Glossy Grass Skink habitat and targeted measures to improve habitat quality and connectivity.
- Integrated water management, with stormwater treatment designed to meet EPA best-practice water quality objectives and aligned with the Stormwater Management Plan prepared by Water Studio.
- Sustainable construction and operation, including responsible procurement of materials, waste minimisation during construction and provision for ongoing operational waste separation.

The proposal demonstrates a coordinated and policy-aligned approach to environmentally sustainable design. Subject to conditions requiring the implementation of the SMP, the development is considered acceptable from an environmentally sustainable design perspective.

6.9 Bushfire Management

The Bushfire risk has been assessed in accordance with Clause 44.06 (Bushfire Management Overlay), Clause 53.02 (Bushfire Planning) and Clause 13.02 of the Planning Policy Framework.

The applicant has engaged Nature Advisory, whose bushfire consultants have worked closely with their ecology team and Aspect Studios to ensure the development responds to bushfire risk and biodiversity objectives in an integrated and balanced manner.

A Bushfire Planning Report prepared by Nature Advisory (April 2026) assesses bushfire hazards within and surrounding the site in accordance with AS 3959:2018. The report confirms that acceptable bushfire protection outcomes can be achieved through appropriate siting, defensible space, construction standards, access and water supply.

The assessment identifies classified vegetation hazards including forest, woodland, scrub and grassland. Required defensible space setbacks to achieve a Bushfire Attack Level (BAL) of 12.5 include:

- 40 metres to the north and west
- 50 metres to the east
- 70 metres to the south

The proposed development footprint is sited to achieve these separation distances, with areas within the defensible space managed in accordance with Clause 53.02 requirements. All buildings will be constructed to a minimum BAL-12.5 standard.

A static water supply of 40,000 litres will be provided for firefighting purposes, and vehicle access will be designed to meet CFA requirements for emergency access and egress.

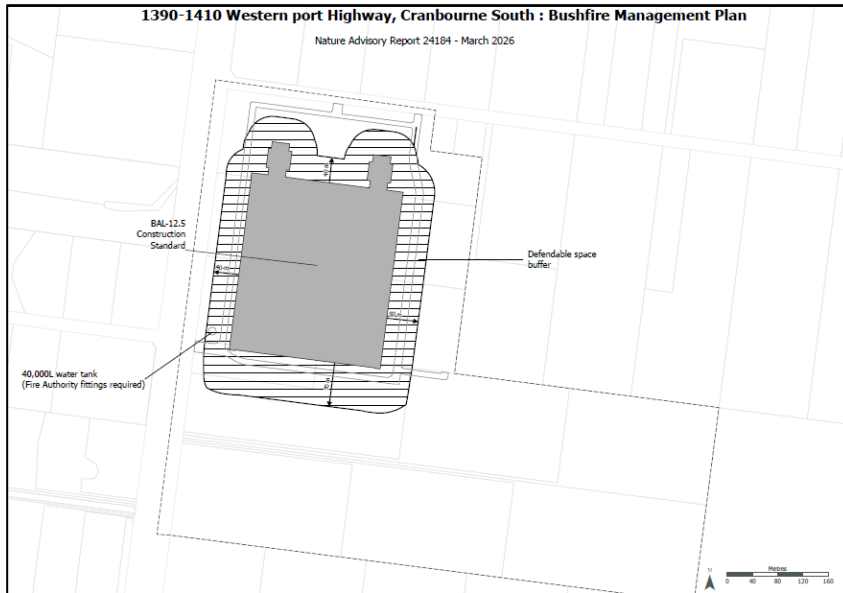
The broader landscape assessment confirms the site is located within a peri-urban setting with limited connectivity to larger bushfire hazards. The presence of Western Port Highway and surrounding low-threat land uses reduces the likelihood of direct bushfire interaction with the site. Multiple egress routes to areas of BAL-LOW are available.

A Bushfire Management Statement has been prepared and demonstrates that the development meets the bushfire protection objectives of Clause 53.02 relating to landscape, siting and design, buildings and defensible space, and water supply and access.

Subject to the implementation of the recommended bushfire protection measures, the proposal is considered to respond appropriately to bushfire risk and complies with the requirements of the Casey Planning Scheme.

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6.10 Cultural Heritage

The subject site is partially located within an area of Aboriginal Cultural Heritage Sensitivity associated with the Cranbourne Sands landform. The proposed use and development constitutes a high impact activity under the Aboriginal Heritage Regulations 2018, and a Cultural Heritage Management Plan (CHMP) is therefore mandatory.

A CHMP is currently being prepared in accordance with the Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2018. The Bunurong Land Council Aboriginal Corporation (BLCAC) is the Registered Aboriginal Party for the area and is the decision making authority for approval of the CHMP.

The CHMP process is well advanced and has been undertaken in consultation with BLCAC, including completion of background research, field survey and augering. A complex assessment involving subsurface testing has been endorsed by BLCAC and is currently underway. The methodology adopted is appropriate to the archaeological context of the site.

The key stages of the CHMP process are summarised below:

- **Early 2025** – Background research, field survey and augering undertaken by Austral Archaeology in consultation with BLCAC. No surface Aboriginal cultural heritage was identified; areas of the Cranbourne Sands landform were assessed as having potential for subsurface cultural heritage.
- **Mid 2025** – A Complex Assessment was recommended to further investigate areas of archaeological potential.
- **October 2025** – An Aboriginal cultural heritage addendum was prepared confirming the requirement for a CHMP and outlining the proposed Complex Assessment methodology.
- **Late 2025 – Early 2026** – The Complex Assessment methodology was refined in response to design changes and ongoing consultation with BLCAC.
- **2026 (current)** – The revised methodology has been endorsed in principle by BLCAC, with further subsurface testing to be completed subject to RAP availability and safety requirements. Following completion of fieldwork, the CHMP will be finalised and submitted for statutory approval.

The refined site layout, including the consolidation of built form away from the southern portion of the site, supports the protection of areas with lower levels of prior disturbance and aligns with the objectives of the CHMP process. Importantly, recent design refinements do not alter the requirement for a CHMP and are not anticipated to materially increase potential impacts on Aboriginal cultural heritage.

Statutory authorisation for the proposal cannot be granted until the CHMP has been approved. This process is proceeding in parallel with the planning permit application and will provide any required management measures, contingencies or conditions relating to Aboriginal cultural heritage before, during and after development.

Subject to approval and implementation of the CHMP, the proposal is considered capable of appropriately managing potential impacts on Aboriginal cultural heritage and is consistent with the requirements of Clause 15.03-2S and Clause 13.04-1S of the Planning Scheme.

7 Conclusion

For the reasons outlined in this report, the proposed BAPS Hindu Mahā-Mandir, Melbourne represents an appropriate and orderly planning outcome under the Casey Planning Scheme and is worthy of support. In particular:

- The proposal delivers a regionally significant Hindu Place of Worship that responds to demonstrated community need and provides substantial social, cultural and economic benefits at a local, state and national level.
- The subject site's location within the Casey Urban Growth Boundary Interface Precinct of the Western Port Green Wedge provides an appropriate transitional setting, with arterial road access and separation from residential areas, without resulting in urban sprawl or the loss of productive agricultural land.
- The proposed use is consistent with the intent of the Green Wedge Zone and relevant State planning policy, including the Planning Policy Framework, the Western Port Green Wedge Management Plan and Clause 53.22, and demonstrates a clear net community benefit.
- The masterplan reflects a strong avoidance-led and landscape-led response, consolidating development toward the centre of the site, reducing the overall footprint and retaining environmentally sensitive areas, including all confirmed Glossy Grass Skink habitat.
- The built form appropriately balances the scriptural and functional requirements of a traditional Hindu Mahā-Mandir with the non-urban character of the Green Wedge through generous setbacks, low site coverage and extensive landscape buffering.
- Potential impacts relating to traffic, amenity, ecology, landscape, stormwater and bushfire risk have been comprehensively assessed and can be appropriately managed through design measures and permit conditions.

On this basis, the proposal is considered consistent with the objectives of the Casey Planning Scheme and appropriate for approval subject to conditions.



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Appendix **A**

Casey Planning Scheme

A.1 Zone

The subject land is located within the Green Wedge Zone – Schedule 2 (GWZ2) pursuant to Clause 35.04 and Schedule 2 to Clause 35.04 of the Casey Planning Scheme.

Clause 35.04 - Green Wedge Zone (GWZ)

Purpose of the Zone

The purposes of the Green Wedge Zone include:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.
- To encourage use and development that is consistent with sustainable land management practices.
- To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.
- To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.
- To protect and enhance the biodiversity of the area.

Pursuant to this Clause:

- Clause 35.04-1, a permit is required to use land for the purpose of a Place of worship.
- Clause 35.04-5, a permit is required construct or carry out building or works associated with a place of worship and to construct building which is within any of the following setbacks:
 - 100 metres from Western Port Highway.
 - 20 metres from Homewood Road.

- 5 metres from other property boundaries.
- 100 metres from a waterway, wetlands or designated flood plain

Decision guidelines

Before deciding on an application to use or subdivide land, lease or license a portion of a lot for a period of more than 10 years if the portion is to be leased or licensed for the purpose of Accommodation, construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- General issues
 - The Municipal Planning Strategy and the Planning Policy Framework.
 - Any Regional Catchment Strategy and associated plan applying to the land.
 - The capability of the land to accommodate the proposed use or development.
 - How the use or development relates to rural land use, rural diversification, natural resource management, natural or cultural heritage management, recreation or tourism.
 - Whether the site is suitable for the use or development and the compatibility of the proposal with adjoining land uses.
 - Whether the use or development is essential to the health, safety or well-being of the State or area but is not appropriate to locate in an urban area because of the effect it may have on existing or proposed urban areas or the effect that existing or proposed urban areas may have on the proposed use or development.
 - The need to minimise adverse impacts on the character and appearance of the area or features of architectural, scientific or cultural heritage significance, or of natural scenic beauty.
 - The potential for accommodation to be adversely affected by vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work

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authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.

- Rural issues
 - The maintenance of agricultural production and the impact on the rural economy.
 - The environmental capacity of the site to sustain the rural enterprise.
 - The need to prepare an integrated land management plan.
 - The impact on the existing and proposed rural infrastructure.
 - The potential for the future expansion of the use or development and the impact of this on adjoining and nearby agriculture and other land uses.
 - The protection and retention of land for future sustainable agricultural activities.
- Environmental issues
 - The impact of the use or development on the flora and fauna on the site and its surrounds.
 - The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.
 - How the use or development relates to sustainable land management and the need to prepare an integrated land management plan.
 - The location of on site effluent disposal areas to minimise impact of nutrient loads on waterways and native vegetation.
 - Design and siting issues
 - The need to minimise any adverse impacts of siting, design, height, bulk, and colours and materials to be used, on landscape features, major roads and vistas.

- The location and design of existing and proposed infrastructure services which minimises the visual impact on the landscape.
- The need to minimise adverse impacts on the character and appearance of the area or features of archaeological, historic or scientific significance or of natural scenic beauty or importance.
- The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.

A.2 Overlays

Clause 44.06 – Bushfire Management Overlay

The eastern side of the site is within the Bushfire Management Overlay (BMO).

The stated purposes of Clause 44.06 include:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

Pursuant to this Clause:

The following permit triggers apply:

- Clause 44.06-2, a permit is required to construct a building or construct or carry out works associated with a Place of worship.

Application Requirements

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Unless a schedule to this overlay specifies different requirements, an application must be accompanied by:

- A bushfire hazard site assessment including a plan that describes the bushfire hazard within 150 metres of the proposed development. The description of the hazard must be prepared in accordance with Sections 2.2.3 to 2.2.5 of AS3959:2018 Construction of buildings in bushfire prone areas (Standards Australia) excluding paragraph (a) of section 2.2.3.2. Photographs or other techniques may be used to assist in describing the bushfire hazard.
- A bushfire hazard landscape assessment including a plan that describes the bushfire hazard of the general locality more than 150 metres from the site. Photographs or other techniques may be used to assist in describing the bushfire hazard. This requirement does not apply to a dwelling that includes all of the approved measures specified in Clause 53.02-3.
- A bushfire management statement describing how the proposed development responds to the requirements in this clause and Clause 53.02. If the application proposes an alternative measure, the bushfire management statement must explain how the alternative measure meets the relevant objective.

If in the opinion of the responsible authority any part of these requirements is not relevant to the assessment of an application, the responsible authority may waive, vary or reduce the requirement.

Requirements of Clause 53.02

An application must meet the requirements of Clause 53.02 unless the application meets all of the requirements specified in a schedule to this overlay.

A schedule to this overlay may specify substitute approved measures, additional alternative measures and additional or substitute decision guidelines for the purposes of Clause 53.02.

Mandatory condition – Buildings and works

A permit to construct a building or construct or carry out works must include the following condition:

“The bushfire protection measures forming part of this permit or shown on the endorsed plans, including those relating to construction standards, defensible space, water supply and access, must be maintained to the satisfaction of the responsible authority on a continuing basis. This condition continues to have force and effect after the development authorised by this permit has been completed.”

Referral of applications

- An application must be referred under Section 55 of the Act to the person or body specified as the referral authority in Clause 66.03, unless a schedule to this overlay specifies otherwise.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 53.02 and Clause 65, the responsible authority must consider, as appropriate:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Any other matters specified in a schedule to this overlay.

Clause 42.01 – Environmental Significance Overlay – Schedule 4 (Cranbourne South Conservation Area)

The site is affected by the Environmental Significance Overlay – Schedule 4 (ESO4).

The stated purposes of Clause 42.01 include:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas where the development of land may be affected by environmental constraints.
- To ensure that development is compatible with identified environmental values.

Pursuant to this Clause:

- Clause 42.01-2, a permit is required to construct a building or construct or carry out works.

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- Clause 42.01-2, a permit is required to remove, destroy or lop any vegetation, other than:
 - Planted vegetation
 - Noxious weeds, including Sweet Pittosporum (*Pittosporum undulatum*), Sallow Wattle (*Acacia longifolia* subsp. *Longifolia*) and Coast Wattle (*Acacia longifolia* subsp. *Sophorae*)
 - Exotic vegetation

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Municipal Planning Strategy and Planning Policy Framework.
- The statement of environmental significance and the environmental objective contained in a schedule to this overlay.
- The need to remove, destroy or lop vegetation to create a defensible space to reduce the risk of bushfire to life and property.
- Any other matters specified in a schedule to this overlay.

Schedule 4 to Clause 42.01 relates to 'Cranbourne South Conservation Area

Statement of environmental significance

Cranbourne South is noted for its undulating landscape and its remnant woodland vegetation that provides a natural vegetation link and wildlife corridor extending from the urban areas of Cranbourne, particularly the Cranbourne Gardens to Western Port Bay.

The woodlands' sandy soil supports a variety of indigenous flora species including a range of eucalyptus and banksias as well as numerous grass species. The area also supports a number of fauna species, including the New Holland Mouse and the Grey-crowned Babbler which are considered endangered in Victoria. A number of other species found in the area are also regarded as rare.

Environmental objective to be achieved

- To conserve, enhance and extend the ecological values of environmentally sensitive land in Cranbourne South.
- To maintain and enhance the rural character of the area.

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 42.01, in addition to those specified in Clause 42.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The impact of the use or development on any environmentally sensitive areas.
- The capacity of the soil and water to absorb wastes and the design of the effluent disposal system.
- The impact on plant life, animal habitats and the landscape.
- Whether the use, buildings or works will be detrimental to the natural environment or resources of the area.
- The design, location and colour of proposed buildings and works and their impact on the landscape.
- The extent of any vegetation removal proposed, in particular:
 - The desirability of retaining or establishing a buffer of native vegetation adjoining watercourses and natural drainage lines and any existing vegetation along ridges, road and property boundaries.
 - Whether the vegetation has been identified as being of environmental significance.
- The location, dimensions, and levels of any excavations or alterations to the natural surface including details or works to stabilise buffers in areas of fill or excavation. The works to control drainage and stormwater run-off from all buildings, access roads and driveways.
- Whether the location of buildings and works take advantage of the topography and landscaping of the area to provide screening from adjoining properties and surrounding areas.

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- The views, if any, of the Department of Energy, Environment and Climate Action.

A.3 General and Particular Provisions

The following General and Particular Provisions of the Casey Planning Scheme are relevant to the proposal and are summarised below:

- **Clause 51.02 Metropolitan Green Wedge Land:** Core Planning Provisions
Seeks to protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape, natural resource or recreation values. The clause seeks to ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land and to encourage the location of urban activities in urban areas. Place of worship is not a prohibited use under this clause and may be considered subject to the granting of a permit.
- **Clause 52.02 Easements, Restrictions and Reserves**
Provides for the removal or variation of easements or restrictions to enable a use or development that complies with the Planning Scheme, having regard to the interests of affected parties. Pursuant to Clause 52.02, a planning permit is required to vary or remove an easement or restriction. The application triggers this clause to allow for the removal and/or variation of existing easements that are no longer required following development.
- **Clause 52.06 Car Parking**
Seeks to ensure the provision of an appropriate number of car parking spaces having regard to the likely demand, the activities to be undertaken on the land, the context of the locality, and the Municipal Planning Strategy and Planning Policy Framework. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required under Clause 52.06-5 or to provide the required spaces on another site.
- **Clause 52.17 Native Vegetation**
Seeks to ensure there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation, through the application of an avoid, minimise and offset framework. A planning permit is required to remove, destroy or lop native vegetation, except where specific exemptions apply.
- **Clause 52.29 Land Adjacent to the Principal Road Network**
Seeks to ensure that appropriate access is provided to the Principal Road Network and that the function, safety and efficiency of arterial roads are protected. Western Port Highway is within a Transport Zone 2, and pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2.
- **Clause 52.34 Bicycle Facilities**
Encourages cycling as a mode of transport by requiring the provision of secure, accessible and convenient bicycle parking and end-of-trip facilities. Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive the bicycle facility requirements set out in Clause 52.34-5, having regard to site context and demand.
- **Clause 53.02 Bushfire Planning**
Applies to land affected by the Bushfire Management Overlay and seeks to ensure that development prioritises the protection of human life and appropriately responds to bushfire risk through siting, design, defensible space, access and water supply measures. The clause requires development to demonstrate that bushfire risk can be reduced to an acceptable level.
- **Clause 53.22 Significant Economic Development**
Seeks to prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit. The clause applies to a Place of Worship in Metropolitan Melbourne where the estimated development cost exceeds \$10 million. The Responsible Authority may waive or vary application requirements, building height or setback requirements, and applications under this pathway are exempt from notice, decision and review requirements under the Planning and Environment Act 1987.

A.4 State and Local Policy

The State Planning Policy Framework (SPPF) seeks to develop objectives for planning in Victoria to foster land use and development planning and policy which integrates relevant environmental, social and economic factors.

The sections of the SPPF and the key direction of these policies relevant to this application are summarised as follows

Clause 02.02 Vision outlines the vision for the municipality to guide land use and development toward achieving a more connected, resilient community by delivering sustainable infrastructure, activating places for community use, supporting economic growth, and promoting environmentally sustainable and climate-ready development outcomes.

Clause 02.03 Strategic Directions

Clause 02.03-1 Settlement seeks to manage Casey's ongoing growth in a way that protects its suburban character, distinctive landscapes and natural features by directing development in accordance with area-specific strategic framework plans and maintaining urban breaks between settlements. It also aims to protect green wedge areas outside the Urban Growth Boundary by limiting urban development to uses that support agriculture, biodiversity, rural character and tourism, while avoiding adverse impacts on productive land, landscape quality and environmental values.

Clause 02.03-2 Environmental and landscape values aims to protect and restore Casey's biodiversity by safeguarding areas of ecological significance, improving habitat connectivity, and encouraging development to enhance indigenous vegetation and wildlife habitats, particularly within green wedge areas. It also aims to protect internationally significant coastal environments, improve the health of waterways, and conserve Casey's distinctive landscapes and natural features to support environmental resilience and community wellbeing.

Clause 02.03-3 Environmental risks and amenity seeks to manage environmental risks and protect community amenity by ensuring development responds appropriately to climate change impacts, including urban heat, sea level rise, bushfire and flooding, with a strong emphasis on protecting life,

property and environmental values. It also sets out to ensure land use compatibility by carefully siting non-residential uses, maintaining buffers between sensitive and incompatible uses, and protecting waste and resource recovery facilities from encroachment while preserving residential amenity.

Clause 02.03-4 Natural resource management seeks to protect and support Casey's agricultural base by ensuring the ongoing and sustainable use of productive rural land, particularly for horticulture and animal-based industries. It also aims to safeguard identified natural resources by protecting future opportunities for sand and stone extraction within designated Extractive Industry Interest Areas.

Clause 02.03-5 Built environment and heritage seeks to promote good and environmentally sustainable design that supports community wellbeing by maintaining Casey's distinctive suburban and township character, reinforcing its green and treed landscape, and protecting Aboriginal, cultural and built heritage as development and growth occur.

Clause 02.03-7 Economic development aims to strengthen Casey's economic resilience by increasing local employment, diversifying industry sectors, and supporting tourism, technology, health and education uses through the provision of well-located employment land.

Clause 02.03-8 Transport sets out to address unsustainable transport patterns by reducing car dependence and supporting a shift to walking, cycling and public transport through the delivery of a connected multi-mode transport network that improves access to key destinations, growth areas and the wider region.

Clause 02.03-9 Infrastructure seeks to manage growth in a sustainable way by reducing stormwater impacts, improving water efficiency and protecting waterways, while ensuring the provision of well-connected, high-quality open space and recreational trail networks that support community wellbeing, access and liveability.

Clause 02.04 Strategic Framework Plan

Clause 02.04-5 Areas with significant biodiversity values plan identifies the subject site as being within an area with significant biodiversity having regard to the Southern Brown Bandicoot

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Clause 11 Settlement

- **Clause 11.01-1R Settlement – Metropolitan Melbourne** seeks to guide metropolitan settlement by containing urban growth within a permanent Urban Growth Boundary and directing investment, jobs and housing to well-located activity centres, employment and innovation areas, and priority precincts that are supported by public transport, health, education and essential services.
- **Clause 11.01-1R Green wedges – Metropolitan Melbourne** aims to protect Metropolitan Melbourne's green wedges from inappropriate development by encouraging only those uses that respect environmental, agricultural, landscape and resource values, while supporting carefully located development that delivers environmental, economic and social benefits and is consolidated in serviced settlements.
- **Clause 11.01-1L-01 Non-agricultural uses in green wedge areas** seeks to ensure that non-agricultural uses in green wedge areas are limited, appropriately located and designed so that agricultural land, environmental, landscape and scenic values are protected, amenity impacts are minimised, and development is consolidated near existing urban or township areas with suitable road access and services.
- **Clause 11.01-1L-02 Western Port Green Wedge** seeks to protect the Western Port Green Wedge's agricultural, environmental, cultural and scenic values by requiring development to be appropriately serviced, environmentally responsible and respectful of rural character, while directing non-rural uses such as places of worship to suitable locations near the Urban Growth Boundary.
- **Clause 11.02-1S Development capacity**
Seeks to ensure that sufficient development opportunities are available to meet the needs of current and future Victorians, including the provision of land and facilities to support community, cultural and institutional uses. The clause encourages development to be appropriately located having regard to land capability, environmental constraints, infrastructure capacity and the efficient use of existing services.

- **Clause 11.03-3S Peri-urban areas**

Seeks to manage growth in peri-urban areas in a manner that protects and enhances their identified environmental, landscape, agricultural and cultural attributes. The clause discourages dispersed settlement and promotes development that is consolidated, appropriately serviced and respectful of non-urban character, particularly at the urban-rural interface.

Clause 12 Environmental and Landscape Values

- **Clause 12.01-1S Protection of biodiversity** seeks to protect and enhance Victoria's biodiversity by ensuring land use and development are planned and assessed to avoid impacts on important habitats and environmentally significant sites, manage cumulative and fragmentation effects, and support the protection, connectivity and enhancement of biodiversity values, including within urban areas.
- **Clause 12.01-1L Protection of biodiversity** aims to protect and enhance biodiversity across Casey by strengthening habitat links, retaining and expanding indigenous vegetation, avoiding fragmentation of significant coastal and wetland environments, and improving ecological connectivity for threatened species and regionally significant ecosystems.
- **Clause 12.01-2S Native vegetation management** seeks to ensure there is no net loss of biodiversity by requiring land use and development to avoid, minimise and offset the removal of native vegetation in accordance with State guidelines, informed by current biodiversity data.
- **Clause 12.01-2L Native vegetation offset planting** aims to ensure offset planting is undertaken on sites with the same or similar vegetation type and within Casey wherever possible.
- **Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs**
Seeks to protect and enhance waterway systems and their environmental, cultural and landscape values. The clause requires development to be sensitively sited and designed to maintain natural hydrological systems, protect riparian vegetation, manage stormwater

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impacts and avoid adverse effects on water quality, flooding and downstream environments.

- **Clause 12.05-1S Environmentally sensitive areas** seeks to protect and conserve environmentally sensitive areas by preventing development that would diminish their environmental, recreational or heritage values, including significant coastal, riverine, landscape and conservation areas across Victoria.

Clause 13 Environmental Risks and Amenity

- **Clause 13.01-1S Natural hazards and climate change** seeks to minimise the impacts of natural hazards and climate change by directing development to lower-risk locations and requiring risk-based planning, design and mitigation measures that protect life, property, the environment and community infrastructure over time.
- **Clause 13.02-1S Bushfire planning** aims to strengthen community and settlement resilience to bushfire by prioritising the protection of human life through risk-based planning, directing development that accommodates large numbers of people to lower-risk locations, and requiring thorough bushfire risk assessment and protection measures to be integrated into land use and development decisions.
- **Clause 13.07-1S Land use capability** seeks to protect community amenity, health and safety by ensuring land uses are compatible and appropriately separated, with development designed and located to minimise off-site impacts while allowing commercial, industrial and other uses to operate safely and effectively.

Clause 14 Natural Resource Management

- **Clause 14.01-1S Protection of agricultural land** aims to protect Victoria's agricultural base by preserving productive farmland and preventing incompatible or dispersed non-agricultural uses, requiring careful consideration of land capability, surrounding agricultural activities and long-term impacts when assessing proposals to use or develop agricultural land.

- **Clause 14.01-1R Protection of agricultural land – Metropolitan Melbourne** seeks to protect agricultural land in Metropolitan Melbourne's green wedges and peri-urban areas to avoid the permanent loss of agricultural land in those locations.

Clause 15 Built Environment and Heritage

- **Clause 15.01-2S Building design** seeks to ensure building design and siting, including for community uses such as a Hindu temple, positively respond to local and cultural context, minimise impacts on neighbours and the environment, enhance the public realm, and incorporate environmentally sustainable design, landscape integration, safety, access and resource efficiency measures.
- **Clause 15.01-6S Design for rural areas** aims to ensure development respects and enhances valued rural character by requiring buildings and works to be sensitively sited and designed to protect visual amenity and minimise impacts on rural landscapes, scenic routes and natural features.

Clause 17 Economic Development

- **Clause 17.04-1L Facilitating tourism in Casey** seeks to support tourism and eco-tourism in non-urban areas by encouraging uses and development that align with rural, scenic and environmental values, strengthen cultural and recreational destinations, and ensure tourism-related activities are compatible with surrounding land uses and existing rural industries.

Clause 18 Transport

- **Clause 18.01-1S Land use and transport integration** aims to integrate land use and transport planning to improve access to social, cultural and economic opportunities by supporting well-located development, protecting and coordinating transport infrastructure, and promoting public transport, walking and cycling to enhance community inclusion, accessibility and amenity.

Clause 19 Infrastructure

- **Clause 19.02-3S Cultural facilities** seeks to strengthen the cultural environment by supporting the development of cultural and community facilities in well-located centres and precincts, with good public transport access, to increase participation in arts, recreation and cultural activities.
- **Clause 19.02-3R Cultural facilities – Metropolitan Melbourne** aims to maintain and strengthen Melbourne’s distinctiveness as a leading cultural and sporting city with world-class facilities.
- **Clause 19.02-4S Social and cultural** infrastructure seeks to ensure equitable access to social and cultural infrastructure by addressing service gaps, encouraging well-located and accessible facilities, and supporting adaptable community buildings that respond to population change and evolving community needs.
- **Clause 19.03-3S Integrated water management**
Seeks to sustainably manage water supply, wastewater, drainage and stormwater through an integrated water management approach. The clause encourages development to minimise stormwater impacts, protect waterways, promote water efficiency and reuse, and integrate water management infrastructure with landscape and urban design outcomes to improve environmental resilience.

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