

30 March 2026

## **Draft Port Development Strategy 2055**

Port of Hastings Corporation

*Submission prepared by: Committee for Frankston & Mornington Peninsula*

The Committee for Frankston & Mornington Peninsula (CFMP) welcomes the opportunity to make a submission on the *Port Development Strategy 2025 (PDS)*.

The Committee is the peak advocacy body for the Frankston and Mornington Peninsula.

We provide strategic leadership, advocacy and influence to help attract government support and investment in Frankston and the Mornington Peninsula.

The Committee is an independent, non-partisan, member-based organisation which works beyond electoral cycles and partisan politics to enhance the social, economic, and environmental sustainability of our region.

Our Strategic Plan outlines the bold vision the Committee has for the region, and it includes five key priority pillars:

- Homes and livelihoods
- Better infrastructure; better connectivity
- Sustainable development
- Smarter people; healthy communities
- A thriving local economy and world class destination

As the region's peak advocacy body, we seek to collaborate with key stakeholders like the Port of Hastings in achieving positive outcomes for the Mornington Peninsula and wider region.

One of the key pillars of the Committee's Strategic Plan, *Sustainable Development*, includes advocacy for the proposed Victorian Renewable Energy Terminal at the Port of Hastings. We value the opportunity to partner and collaborate with the Port of Hastings on supporting this project and making a meaningful contribution.

Another important objective identified by the Committee back in 2018 is the rezoning of surplus SUZ-1 land for broader commercial and industrial use.

In the draft PDS, there is little focus on this initiative, and no acknowledgement of the precise amount of hectares identified as surplus.

In 2018, 585 of more than 3,000 hectares were deemed surplus to the Port's requirements.

The draft does not identify any surplus SUZ-1 land for rezoning to alternative uses, including industrial land use and appropriate residential land.

The draft does not align either with the Victorian Government's Economic Statement from 9 December 2024, where the Victorian Government identified a '10 Year Plan for Industrial Land'. In this statement, Altona North and Hastings were singled out as sites where SUZ land would be reviewed to enable new and growing businesses.

The draft ignores the crucial need for new dwellings and residential zones for Western Port to assist the Victorian Government's ambitious housing targets. With more people expected to be living in Western Port, and the creation of new jobs in our region; the capacity for new dwellings throughout Hastings and surrounds has not been referred to in the PDS.

The draft presents an ambitious future for the Port of Hastings, underpinned by its critical role in offshore wind assembly for the Gippsland Offshore Wind Zone. The Committee supports initiatives that work to cultivate this industry in Western Port.

However, the absence of identified surplus SUZ land for more useful purposes is a misstep in this draft, and the Committee encourages the Port to include it in the final version, along with certainty around the total amount of land to be deemed surplus.

There is a critical need to re-zone surplus SUZ land appropriate to for industrial, commercial and residential purposes to meet local demand and deliver tangible benefits to the Mornington Peninsula.

Identifying surplus land to help the region meet the economic, industry and residential needs of its people should be front and centre of this document.

Yours sincerely,



**Josh Sinclair**  
CEO  
Committee for Frankston & Mornington Peninsula