STATE DEVELOPMENT AREAS

INVESTED IN QUEENSLAND

Queensland
Government

STATE DEVELOPMENT AREAS

State development areas (SDAs) provide unique industrial development opportunities throughout Queensland.

SDAs provide dedicated land to facilitate economic development such as:

- industrial hubs for development requiring larger footprints, strategically located close to transport networks
- infrastructure corridors for the co-location of infrastructure such as rail lines, water and gas pipelines, and electricity transmission lines
- major development sites, including public works.

Managed by the Queensland Government, SDAs offers project proponents, industry stakeholders and Queensland communities, planning and development certainty and a streamlined development assessment process.

THE COORDINATOR-GENERAL

Queensland's Coordinator-General is responsible for the planning, establishment and ongoing management of SDAs throughout Queensland.

In an SDA, the Coordinator-General:

- coordinates land use, infrastructure, economic and environmental planning
- implements a development scheme for each SDA
- assesses and decides SDA applications and requests that can be made under the development scheme
- has compulsory land acquisition powers.

SDAs are declared under section 77 of the *State Development and Public Works Organisation Act 1971*.

DEVELOPMENT SCHEMES

Each SDA is subject to a development scheme that controls planning and development in an SDA. Prepared by the Coordinator-General, the development scheme:

provides guidance to developers, local government, state agencies and the wider community about the type of development that can occur in an SDA

details the development assessment framework and the processes and procedures for the assessment of SDA applications and requests

recognises existing industry needs while catering to future demand

ensures development avoids, mitigates or manages impacts on the environment, cultural heritage and the broader community

prevails over local and state government planning instruments for development that is regulated within the SDA.

BENEFITS OF SDAs

GREATER DEVELOPMENT CERTAINTY

STRATEGIC LOCATIONS – CLOSE TO PORTS, ROAD AND/ OR RAIL NETWORK

MAXIMISE INDUSTRIAL DEVELOPMENT OPPORTUNITIES

STREAMLINED ASSESSMENT OF DEVELOPMENT APPLICATIONS

CO-LOCATION OF INDUSTRIES AND INFRASTRUCTURE

BEST PRACTICE LAND USE AND INFRASTRUCTURE PLANNING

PRESERVE LAND FOR FUTURE GROWTH OPPORTUNITIES

DEFINED PROCESS FOR LAND ACQUISITION

STATE DEVELOPMENT AREAS

Industrial hubs for large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities

State development area	Area	Purpose and benefits
Abbot Point SDA	6 885 ha	• Easy access to the Port of Abbot Point, national road network and rail services and located a considerable distance from urban areas
Bromelton SDA	15 610 ha	• Suitable for freight and logistics operations with direct access to the dual-gauge rail network (standard and narrow gauge), providing connections to other states and territories and areas of Queensland
Bundaberg SDA	6076 ha	• Easy access to the Port of Bundaberg and proximity to other key infrastructure networks
Cairns South SDA	1159 ha	• Suitable for intermodal, freight and logistics operations with easy access to the national road and rail networks • Supports the Mulgrave Mill's future diversification plans, including industrial development opportunities that value-add to the sugar industry
Gladstone SDA	27 194 ha	• Easy access to the Port of Gladstone, national road network and rail services • Competitively priced, reliable power and a large and highly skilled workforce
Townsville SDA	4915 ha	• Easy access to the Port of Townsville and road and rail networks running north, south and west, including to the North West Minerals Province • Large and highly skilled workforce

Infrastructure corridors to facilitate linear infrastructure

State development area	Area/length	Purpose and benefits
Callide Infrastructure Corridor SDA	1440 ha/44 km	• Co-location of underground pipelines to transport coal seam gas from Callide to the liquefied natural gas plants within the Gladstone SDA
Galilee Basin SDA	105 996 ha	• Development of two multi-user rail corridors and mining services precincts to enable the transportation of coal from the Galilee Basin to the Port of Abbot Point
Stanwell-Gladstone Infrastructure Corridor SDA	999 ha/90 km	• Co-location of up to seven underground pipelines—for water, gas, mineral slurry, etc.—between Stanwell/Rockhampton and the Gladstone SDA
Surat Basin Infrastructure Corridor SDA	8855 ha/214 km	• Development of a railway to connect the existing Western Railway and Moura Railway systems in southern and central Queensland, thereby enabling the transport of coal from the Surat Basin to the Port of Gladstone

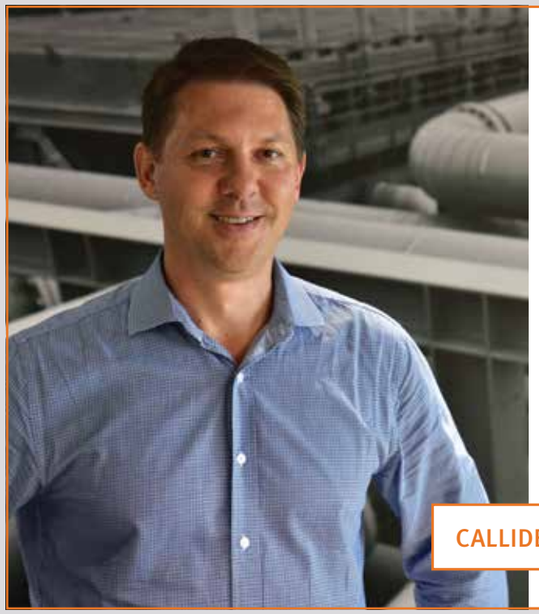
Major development sites, including public works

State development area	Area	Purpose and benefits
Queensland Children's Hospital SDA	15.6 ha	• Development of the Queensland Children's Hospital, the Centre for Children's Health and Research and associated infrastructure
Tropical North SDA	14 ha	• Support the timely delivery of the Tropical North Global Tourism Hub including new public spaces and recreational opportunities in the Cairns CBD

TESTIMONIALS

‘The establishment of the Bromelton State Development Area has meant we have room to grow and can plan to do so with confidence, as we will not be encroached upon by non-compatible development. The State Development Area opens the door for future manufacturing projects, further investment and employment within this Bromelton industrial precinct. This will then create more opportunity for service industries and skilled trades training.’

David Kassulke, A. J. Bush & Sons



‘Without the coordination and development of a common corridor facilitated by the Coordinator-General’s team, it would have been left to gas proponents to individually negotiate easements with respective landholders. This would have caused considerable and unnecessary stress on individual landholders.’

‘The certainty of access for construction within the State Development Area also meant that construction methods, materials and design could be managed more effectively in a common corridor, with less impact on landholders.’

David Johnson, Origin

‘In Queensland we were able to get land, which Trade & Investment Queensland helped us source, and we were able to buy in a State Development Area through the Queensland Government.’

‘The State Development Area made it a lot easier in terms of getting the approvals and getting physically going and building the plant.’

‘It saved us about 18 months on a normal approval process that we would have had to go through in the other states.’

Tim Rose, Southern Oil

‘The Coordinator-General’s State Development Area team worked with Aurizon to ensure the assessment of potential impacts to the Townsville State Development Area and the surrounding community were pragmatic and targeted, resulting in overall savings in terms of time and cost.’

‘Aurizon’s experience with the Stuart Intermodal Facility demonstrated that the Townsville State Development Area offered definite economic benefits to business, industry and the North Queensland community.’

Paul Hoffmann, Aurizon

For further information contact State Development Areas Division:

1800 001 048 or 13 QGOV | sdainfo@coordinatorgeneral.qld.gov.au | www.dsdmip.qld.gov.au/sda

State Development Areas
Office of the Coordinator-General
Department of State Development, Manufacturing, Infrastructure and Planning
PO Box 15517 City East Qld 4002 Australia