



## State development areas

State development areas (SDAs) provide ideal locations for business and industry seeking to invest in Queensland.

Established by the Queensland Government, SDAs provide many benefits including:

- maximising industrial development opportunities
- greater development certainty for industry
- locational advantages – including proximity to ports, rail and/or major road networks
- clustering opportunities for both vertically and horizontally integrated industries
- streamlined efficient processing of development applications, including a coordinated referrals process
- best practice land-use and infrastructure planning and management – ensuring land and infrastructure assets in SDAs are, and remain, attractive to existing occupants and potential investors
- a defined process for compulsorily acquiring land within an SDA if necessary, including on behalf of proponents

- efficient use of land through the concentration of industrial development in selected areas and the creation of multi-user infrastructure corridors, thereby minimising or avoiding:
  - environmental impacts
  - loss of amenity
  - infrastructure duplications
  - transport conflicts.

Currently there are 10 SDAs across Queensland including:

- **five industrial hubs** which provide land for heavy industry and other industrial development that requires a large footprint and complementary industrial and infrastructure facilities. Four hubs are located on the coast of Queensland, with access to ports, rail and/or major road networks and one hub is located in South East Queensland with access to the dual gauge rail network with connections to other states and territories
- **four multi-user infrastructure corridors** that have been created for the co-location of linear infrastructure such as rail and underground pipelines
- **a major public development**, the Lady Cilento Children's Hospital.

# State development areas





## Queensland's Coordinator-General

The 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
- identifies the development regulated by the development scheme
- establishes the development assessment process for regulated development
- assesses and decides 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. This is a regulatory document that controls planning and development in an SDA.

Prepared and implemented by the Coordinator-General, a development scheme:

- ensures that an SDA remains current to the needs of industry and government alike
- optimises development within an SDA by articulating a well-planned framework that recognises existing industry needs while catering to future demand
- provides guidance to developers, local government, state agencies and the wider community about the type and form of development that can occur in the SDA
- ensures development avoids, mitigates or offsets impacts on the environment, cultural heritage and the broader community
- articulates the regulatory framework for development within the SDA and sets out the processes and procedures for the assessment of applications and requests
- overrides local and state government planning instruments for development that is regulated within the SDA.



‘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 SDA 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**



‘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**

State development area	Year declared	Area*/length	Purpose and benefits
<b>SDAs for industrial hubs</b>			
<b>Abbot Point SDA</b>	2008	16 885 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities</li> <li>• Easy access to the Port of Abbot Point, national road network and rail services</li> <li>• Considerable distance from urban areas</li> </ul>
<b>Bromelton SDA</b>	2008	15 610 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development (particularly freight and logistics operations)</li> <li>• Direct access to the dual-gauge rail network (standard and narrow gauge), providing connections to other states and territories and areas of Queensland</li> </ul>
<b>Bundaberg SDA</b>	2017	6076 ha	<ul style="list-style-type: none"> <li>• Port-related development and complementary large-scale industrial and infrastructure facilities</li> <li>• Easy access to the Port of Bundaberg and proximity to other key infrastructure networks</li> </ul>
<b>Gladstone SDA</b>	1993	27 194 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities</li> <li>• Easy access to the Port of Gladstone, national road network and rail services</li> <li>• Competitively priced, reliable power</li> <li>• Large and highly skilled workforce</li> </ul>
<b>Townsville SDA</b>	2003	4915 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities</li> <li>• Easy access to the Port of Townsville and road and rail networks running north, south and west, including to the North West Minerals Province</li> <li>• Large and highly skilled workforce</li> </ul>
<b>SDAs for multi-user infrastructure corridors</b>			
<b>Callide Infrastructure Corridor SDA</b>	2009	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
<b>Galilee Basin SDA</b>	2014	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
<b>Stanwell to Gladstone Infrastructure Corridor SDA</b>	2008	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
<b>Surat Basin Infrastructure Corridor SDA</b>	2011	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
<b>SDA for major public works</b>			
<b>Queensland Children's Hospital SDA</b>	2008	15.6 ha	Development of the Lady Cilento Children's Hospital, the Centre for Children's Health and Research and associated infrastructure

\*the developable area may be smaller than the total area shown in this column.

### For further information contact State Development Areas division:

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