



State of Australian Cities 2012

Gold Coast-Tweed



Population and Settlement

- The Gold Coast-Tweed metropolitan area population increased from 438,136 in 2001 to 576,747 in 2011. This represents a growth rate of 2.8 per cent, Australia's highest and nearly twice that of Australia's average of 1.5 per cent.
- With this high growth rate Gold Coast-Tweed has overtaken Newcastle to become Australia's sixth largest metropolitan area, and home to 2.6 per cent of Australians.
- Over the five years 2006-11, Gold Coast-Tweed's stock of private dwellings increased by 10,476.
- With a population increase of 27,109 over the same period, there were 2.59 additional people for each new dwelling constructed. Gold Coast-Tweed's 2011 household occupancy rate was 2.69 people per dwelling, just below the 2011 average major city occupancy rate of 2.73.
- Of Gold Coast-Tweed's total stock of 234,421 private dwellings in 2011, 12.04 per cent were unoccupied, the second highest rate of any major city behind the Sunshine Coast in 2011 and well above the major city average of 9.16 per cent. As a popular holiday destination, the proportion of unoccupied dwellings in the Gold Coast may be explained by a relatively high number of holiday houses.
- The Gold Coast is the major city with the highest proportion of attached dwellings (which include semi-detached dwellings, terrace/row/townhouses, flats, units and apartments). In 2011, they comprised almost 40 per cent of dwellings.
- The Gold Coast is the only city to have experienced a decline in the proportion of its population aged 65 and over between 1996 and 2011. The proportion of those aged 65 and over dropped from 17.5 to 15.7 per cent.
- In the year to March 2012, Gold Coast-Tweed hosted 13.7 million domestic visitor nights, down notably from 16.4 million in 2008. As one of Australia's beach holiday destinations popular with domestic tourists, it is increasingly competing with international short-haul destinations, such as Thailand, Fiji and Bali. International visitor nights for Gold Coast-Tweed are up slightly from 2008, rising from eight million to 8.2 million.

Productivity

- In 2011, 4.6 million domestic passengers and 725,004 international passengers passed through Gold Coast Airport. This represented 4.2 per cent of Australia's 110 million total domestic passenger movements over the same period. Gold Coast was one of only two major city airports, along with Cairns, to experience a decrease in international passenger movements.
- Between 2000 and 2008, the Gold Coast's labour force participation rate increased by more than two per cent but has since declined slightly to 65.8 per cent. This rate is still higher than the national average of 65.1 per cent.
- Since 2000, the Gold Coast's male labour force participation rate is up by almost one per cent to 72.7 per cent. Its female participation rate has increased more than three per cent to 58.7 per cent.
- The Gold Coast has the highest labour force participation rate of the surveyed major cities for males and females aged 65 and over. The participation rate of this age category has also increased markedly since 2008, doubling for males to 21.4 per cent and increasing by 50 per cent for females to 9.2 per cent. Female participation in this age category has increased almost twelvefold since 2000, when the rate was just 0.8 per cent.

Sustainability

- Between 1952 and 2011 the Gold Coast's temperatures trended gradually upwards.
- The Gold Coast's average annual rainfall trended markedly downwards between 1952 and 2011.

Liveability

- A greater proportion of children across all socio-economic groups were reported to be developmentally vulnerable in Metropolitan Queensland (comprising Brisbane, Gold Coast-Tweed and Townsville-Thuringowa) than in other metropolitan areas across Australia in 2009.

Governance

- The Gold Coast-Tweed urban area straddles the Queensland-New South Wales border, and is subject to strategic planning by both jurisdictions.
- The key planning strategy for Tweed is the NSW Government's *Far North Coast Regional Strategy*, scheduled for review every five years. A systematic review is currently underway.
- Following completion of the NSW Government's *Long Term Transport Master Plan*, a Regional Transport Plan will be developed and linked to the existing regional strategy.
- The key planning strategy for the Gold Coast is the *South East Queensland Regional Plan 2009-2031*, which also encompasses the greater Brisbane area, the Sunshine Coast, Ipswich, Logan and Toowoomba. It is reviewed periodically, with the most recent review occurring in 2009 and the next one scheduled for 2013.