



Margaret River Wine Association Objects to Wyadup Road Sand Extraction - 12 June 2026

DA26/0209 - Industry - Extractive (Sand) - Lot 4 Diagram 67745 No. 2774 Caves Road Yallingup WA

Overview

Margaret River Wine Association (MRWA) is the peak body representing Margaret River grape growers and winemakers. Margaret River is an internationally recognised premium wine region where viticulture, tourism, rural amenity and landscape character are closely integrated.

MRWA objects to DA/26/0209 for the proposed extractive industry at Lot 4, 2774 Caves Road, Yallingup. While extractive industries play an important role in supplying raw materials, this proposal would introduce an intensive industrial use into one of the region's most sensitive wine, tourism and rural-residential landscapes.

The affected locality is not simply a rural road corridor. It is a functioning wine, tourism and rural-residential landscape in which vineyards, cellar doors, accommodation providers, rural residences, visitor routes and scenic values operate together as part of the Margaret River Region's identity and economy. The proposal must therefore be assessed for its cumulative effect on that integrated landscape, rather than as isolated traffic, dust, noise or amenity impacts.

MRWA objects because the applicant has not demonstrated that dust, noise, heavy vehicle movements and visual or amenity impacts can be contained or managed to avoid unacceptable impacts on nearby vineyards, wine tourism businesses, residents and visitors using the Caves Road corridor. The proposal therefore raises unresolved land use conflict and is inconsistent with the relevant local and regional planning framework.

Viticulture and Wine Tourism Impacts

For MRWA members, the issue extends beyond general tourism amenity to direct consequences for viticulture, wine production and wine tourism operations.

Vineyards and wine businesses in this locality depend on a clean, stable and high-amenity environment to protect vine health, fruit quality, cellar door visitation and the region's premium wine reputation. Member concerns relate to silica sand dust, heavy vehicle movements, noise and associated industrial activity affecting nearby vineyards and visitor-facing enterprises.

The applicant has not demonstrated, through site-specific assessment, that dust from extraction, stockpiling, internal haulage or truck movements can be reliably contained within the site boundary or prevented from affecting vines, fruit, irrigation systems, vineyard infrastructure, cellar door presentation, outdoor visitor areas or accommodation premises. This is particularly significant during sensitive viticultural periods including flowering, fruit set, ripening and harvest.

Traffic and Transport Impacts

The proposal contemplates up to 200 truck movements per day, with haulage via Wyadup Road and, as stated in section 4.1 of Appendix H – Traffic Impact Statement, in both directions along Caves Road. The applicant has not demonstrated that this level of heavy vehicle activity can be accommodated without unacceptable safety, amenity and operational impacts.

Appendix H does not adequately demonstrate the broader network effect of frequent heavy haulage along the Caves Road corridor. It appears to estimate traffic volumes near the site by averaging counts at two separate locations, rather than assessing the practical consequences for the wider corridor, including winery access, accommodation traffic, local residents, cyclists and visitors unfamiliar with local conditions.

The issue is amplified by the narrow, undulating and scenic nature of Caves Road, where heavy vehicles have a disproportionate effect on traffic performance, platooning, overtaking opportunities and driver behaviour. On the City's rural road standards in LPP2.3, the proposed 200 truck movements per day on rolling terrain are effectively equivalent to 800 passenger car equivalents, materially altering the practical traffic impact of the proposal.

MRWA is also concerned that section 6 of Appendix H notes a crash history between Whittle Road and Spencer Road, but concludes there is no major safety issue because recorded crashes are attributed to speed, driver behaviour or animals. That reasoning does not resolve the concern. It indicates an already constrained road environment where regular additional truck movements would intensify conflict with tourist traffic, winery access, wildlife, local residents and slow-moving vineyard or farm machinery.

Inadequacy of the Applicant's Assessment Material

The application material does not provide a sufficiently robust evidentiary basis for approval. The public proposal material confirms a 9.14ha extraction area, five stages, approximately 453,000m³ of sand extraction over five years, 0.25ha of native vegetation clearing, haulage via Wyadup Road to Caves Road, and up to 200 truck haulage movements per day. In that context, the applicant must demonstrate not only that extraction can occur on the site, but that the combined operational, traffic, dust, noise, amenity and land use compatibility impacts can be managed in this particular wine, tourism and rural-residential setting. The application material does not adequately do so.

In particular, the material does not provide a sufficient site-specific and cumulative assessment of traffic impacts during peak tourism periods, when visitor traffic, winery access, accommodation changeovers, cyclists, local residents and heavy vehicles would share the same constrained road environment. Average traffic assumptions are insufficient in a locality where seasonal and event-driven peaks are central to the wine and tourism economy.

The material also does not provide a clear evidentiary basis for concluding that dust, noise and haulage impacts would be avoided or reduced to acceptable levels for nearby vineyards, cellar doors, accommodation providers and rural residences. The adequacy of proposed buffers, staging, screening, dust controls, noise controls and haulage management has not been demonstrated for dry, windy, high-traffic or peak visitor conditions.

Nor does the material adequately address the proposal's conflict with strategic tourism, landscape and agricultural planning objectives for the Leeuwin-Naturaliste area. The proposal is presented principally as a resource extraction and haulage operation, but the planning question is whether that industrial use is compatible with a premium wine, tourism and landscape setting where amenity, road experience, rural character and land use compatibility are central.

Finally, the proposal relies on mitigation and management controls that would need to be certain, enforceable and effective over the life of the operation. General management plans, complaint response processes or operational commitments do not, of themselves, demonstrate that unacceptable impacts can be avoided.

Avoiding or materially reducing the identified impacts would require substantial reductions in truck movements, no operations on weekends, public holidays or peak tourism periods, tightly controlled operating hours, robust and enforceable dust and noise controls, strictly controlled haulage routes and specific road safety measures for heavy vehicle interaction with the Caves Road corridor. The application material does not demonstrate that those controls have been fully assessed, could be imposed with sufficient certainty, or would be effective in protecting the surrounding wine, tourism and rural-residential landscape.

Planning Context and Land Use Compatibility

The proposal raises a clear land use compatibility issue under the applicable planning framework. City of Busselton Local Planning Policy 2.3 recognises that extractive industries can be incompatible with sensitive land uses, including dwellings, tourist accommodation and tourist-oriented uses concentrated in the City's western sector, west of Bussell Highway. It also recognises that extractive industry trucking can adversely affect road safety, amenity and rural-based attractions reliant on a quiet food, wine and tourism environment. The applicant has not demonstrated that a 9.14ha extractive operation with substantial daily haulage in the Caves Road corridor can avoid the land use incompatibility risks identified by the policy.

State Planning Policy 6.1 seeks to protect agricultural land for its economic, landscape and tourism values, encourage compatible land uses and separate conflicting uses across the Leeuwin-Naturaliste area. The applicant has not demonstrated that those objectives can be reconciled with a proposal that would introduce dust, noise, visual disturbance and frequent heavy haulage into a premium viticultural and tourism corridor. The issue is not whether extractive activity is inherently unsuitable in the South West, but whether this location is appropriate. MRWA submits it is not.

Requested Outcome

For these reasons, MRWA submits that DA/26/0209 should be refused. The applicant has not provided sufficient assessment material to demonstrate that the proposal is acceptable in this location, and the unresolved impacts should not be left to post-approval management plans or general operating conditions.

MRWA's position is that the proposal is fundamentally incompatible with the viticultural, tourism, rural-residential and landscape values that define this part of the Margaret River Region.