



Artist's impression of new noise walls at Chandler Highway exit, Kew

A better noise standard for the Eastern Freeway

October 2025

BIG BUILD
EASTERN FREEWAY

We're upgrading the Eastern Freeway to improve transport in Melbourne's east.

New lanes, ramp upgrades and smart traffic technology will ease congestion, and a seamless connection with the new North East Link will cut travel times to the M80 Ring Road by up to 35 minutes.

The upgraded Eastern Freeway, North East Link and connecting M80 Ring Road upgrades will be designed and built to meet a daytime noise standard of 63 decibels. This is in line with the highest level of traffic noise protection in Victoria.

In response to community feedback, we'll also deliver a quieter 58 decibel standard at night – a first for a road project in Victoria.



63 decibel
protection during the day



58 decibel
protection at night

Did you know?

The 63 decibel level for the noise standard is measured outside. This means inside levels will be quieter than this.

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New road surfaces and noise walls

The upgraded Eastern Freeway will have 6 kilometres of quieter road surfaces, 1.9 kilometres of new noise walls, and existing noise walls, all working together to meet the new noise standard.

Noise reducing asphalt, also known as open-graded asphalt, will be laid to better manage noise. Open-graded asphalt works by using small air pockets in the surface of the road to absorb noise at the source.

Using open-graded asphalt will help keep many of the existing noise walls, keep more existing trees and reduce construction impacts for residents.

New noise walls will be built in locations where existing noise walls need to be higher to meet the stringent noise standard and in other locations where noise modelling shows they are needed.

Where possible, we'll be working to install new noise walls or temporary noise walls before the existing walls are removed.

Where existing noise walls can be kept, they will be repaired where needed and painted to remove graffiti and improve their appearance.

Noise wall designs

In response to community feedback, new noise walls use colours and designs that reflect the character of the local area.

New noise walls will be built using recycled plastic panels moulded into textures and patterns inspired by the surrounding natural environment including existing rock escarpments. Colours will use a palette of earthy soil, rock and stone, with new trees and plants to help filter views.

Heights are expected to be between three and eight metres and will be kept as low as possible to achieve a good visual outcome while still meeting the project's stringent noise standard. Detailed noise modelling will be used to help determine the final heights for the walls.

Recycled plastic is a highly dense material with excellent sound absorption qualities and makes the project more sustainable. It also means new noise walls are lighter, so they can be installed more easily, with less heavy machinery and less disruption. These robust panels require minimal maintenance and are integrated with anti-graffiti qualities.

Monitoring to ensure compliance

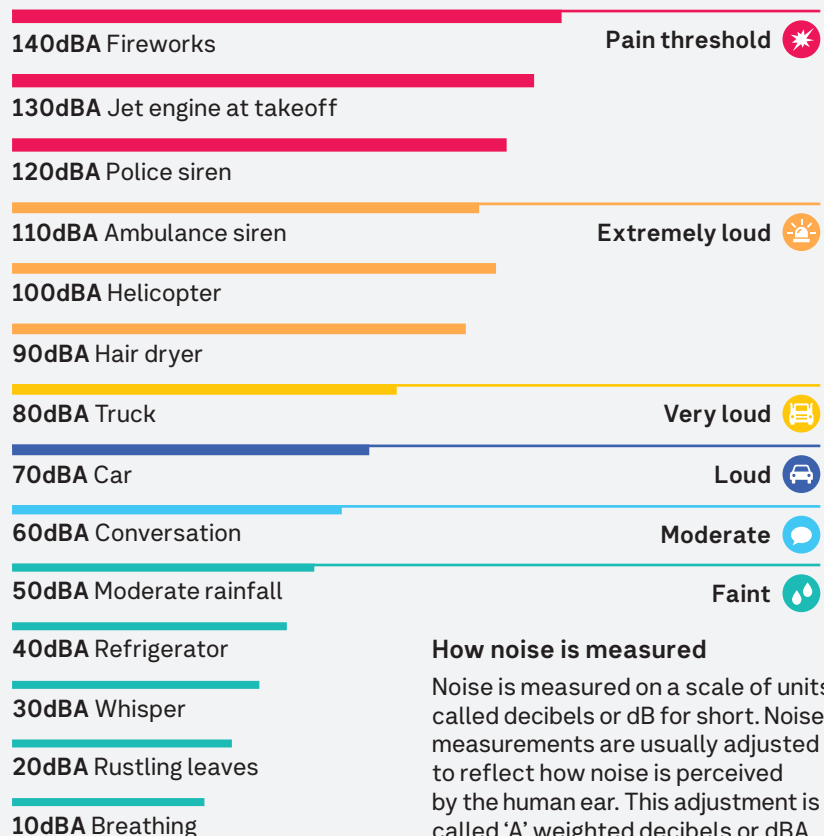
As part of developing the road design, noise monitoring and assessments in the local area will ensure the new noise standard will be met.

Traffic noise will also be monitored once the Eastern Freeway Upgrades are complete. If noise is higher than the required level, we will take action to reduce noise at the affected properties.

In response to community feedback, we've extended the amount of time noise will be monitored from 10 years after the project opens to 20 years, with results made available to the community online.

Find out more at northeastlink.vic.gov.au/environment-effects-statement

Decibel noise scale



How noise is measured

Noise is measured on a scale of units called decibels or dB for short. Noise measurements are usually adjusted to reflect how noise is perceived by the human ear. This adjustment is called 'A' weighted decibels or dBA.

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