



Noise

FACT SHEET
APRIL 2018

Assessing noise is an important part of planning approvals for North East Link.

At the moment, our specialists are recording existing noise levels across the project area.

Later this year we'll model the likely changes to these conditions and determine what kind of noise management measures, such as new or upgraded noise walls, will be required.

How do you measure existing noise conditions?

We use electronic monitors to record noise levels.

Some of these monitors are left for at least one week in sensitive areas around homes, schools or aged care facilities so we can record noise levels over a period of time.

We also use hand-held devices to record noise levels in public open space for shorter periods of time.

Noise will be monitored at more than 60 locations along the North East Link project corridor, including along the M80 Ring Road and Eastern Freeway, to get a good understanding of existing noise levels.

How do you model changes to noise conditions?

Noise modelling for North East Link will be comprehensive and consider a range of factors. These include:

- Number of vehicles and speed
- Types of vehicles (cars or trucks)
- Gradient (steepness) of the road and engine strain

- Road surface
- Road height (such as lowered trench, surface or ramp)
- The distance between the road and people likely to hear traffic noise
- Existing noise walls and other structures (like buildings) that could shield noise
- Surrounding terrain, like hills or valleys that could act as natural sound barriers or influence how sound travels
- Other surrounding conditions such as whether there is soft ground or hard pavement between the road and people likely to hear traffic noise.

Image: noise walls on the Eastern Freeway.

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How will noise from North East Link be managed?

Right now we're investigating existing noise conditions. Later this year, we will assess the future traffic noise impacts from North East Link. This will allow us to determine what noise management approaches will be required and where.

Noise management measures typically used for projects like North East Link include low noise road surface pavement, noise walls, and, where there is enough space, earth mounds and plantings.

Where new noise walls are required, they would be built. Where existing noise walls are found to be insufficient, they would be upgraded or replaced.

What will the noise walls for North East Link look like?

Our urban design team is considering how noise walls for this project will fit in with the local area. From talking with communities so far we've heard that you like the natural look and feel of Melbourne's north-east and the Eastern Freeway.

We're interested to hear more from you, [jointheconversation.northeastlink.vic.gov.au](https://www.northeastlink.vic.gov.au/jointheconversation)

Measuring noise

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 dB(A).

dB(A) scale

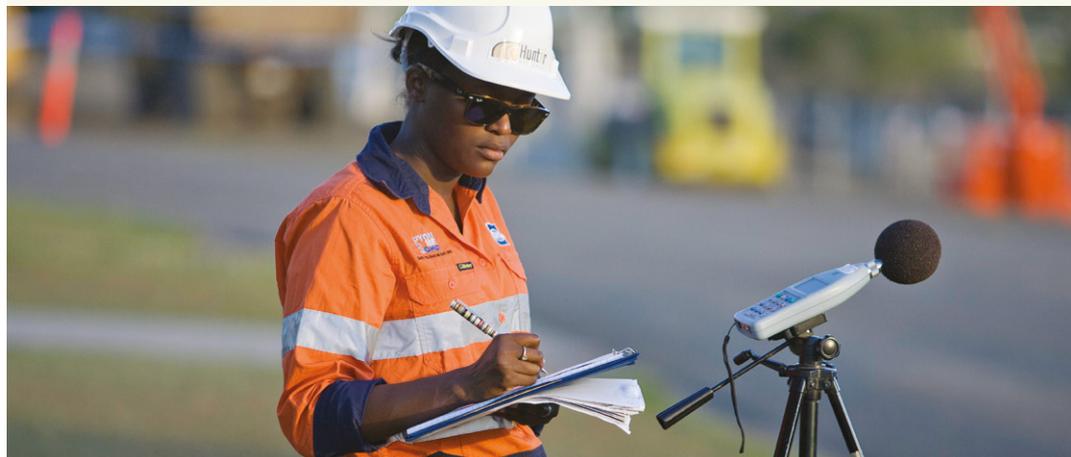


Did you know?

Doubling the amount of traffic (eg, from 100,000 vehicles a day to 200,000) increases the noise level by about 3dB(A).

An increase in noise level of 3dB(A) is only just audible to the human ear.

A decrease of 10dB(A) halves the perceived loudness of noise.



CONTACT US

community@northeastlink.vic.gov.au
1800 105 105
North East Link Authority
GPO Box 4509, Melbourne VIC 3001

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