



Australian Government

BUILDING AUSTRALIA



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WESTERN AUSTRALIA

Fact sheet
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Reid Highway Interchanges Project

Noise wall design and construction

The Reid Highway Interchanges Project will construct additional noise walls to help manage traffic noise impacts for nearby residential properties.

Noise walls will be constructed throughout the project area including key sections of Reid Highway, Altone Road, Drumpellier Drive and Daviot Road as shown on the enclosed map.

The walls will provide a physical barrier to manage noise impacts by blocking or reflecting soundwaves, reducing the noise reaching nearby properties.

Wall heights will range from approximately 1.8 to 4.8 metres, depending on local conditions and noise mitigation requirements.

In addition to noise walls, the project will incorporate other noise mitigation measures including new asphalt surfacing, which will provide a quieter road surface compared to the existing surface.

Improved traffic flow through the new interchanges is also expected to reduce noise associated with stop-start conditions and heavy vehicle braking. Overall, significant increases in noise levels are not expected as a result of these upgrades.

Design & noise modelling

The project team has undertaken an extensive design process in line with the *State Planning Policy 5.4 (SPP5.4) Road and Rail Noise*, which applies to major freight and traffic routes including Reid Highway and Drumpellier Drive.

In mid-2025, acoustic specialists carried out baseline noise monitoring across the project area, with modelling then used to predict current and future traffic noise levels (to 2041). The model considers road geometry, topography, existing noise barriers, future traffic volumes and speeds, vehicle types, road surface and the distance to nearby properties.

This process identifies where noise mitigation is required and informs the location and height of noise walls.

Additional monitoring will be carried out once construction is complete to confirm performance and determine if any further action is needed.

Noise wall construction

The majority of noise walls along the roadways will be made of concrete panels and steel posts. Works will include construction of the noise wall footing, installation of the steel posts and placement of precast concrete panels using a crane.

Walls located on structures (such as bridges) will be constructed from metal. In some areas, blockwork walls will also be used.

Timeline and staging

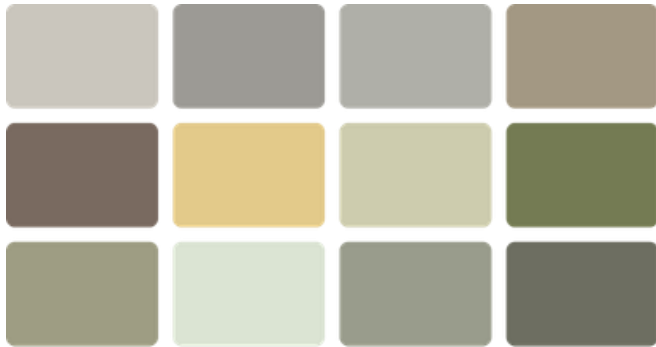
Noise wall construction is planned to commence from June 2026 and run through to mid-2027.

Works will be delivered in stages, aligned with the broader construction program. In some locations, walls will be built in multiple stages due to access constraints.

Wall appearance and finishes

The concrete panel walls along the roadway will be finished with a painted, anti-graffiti coating on both sides of the wall. Colours are drawn from a project palette of greys, greens and yellow to align with the surrounding landscape and nearby road infrastructure.

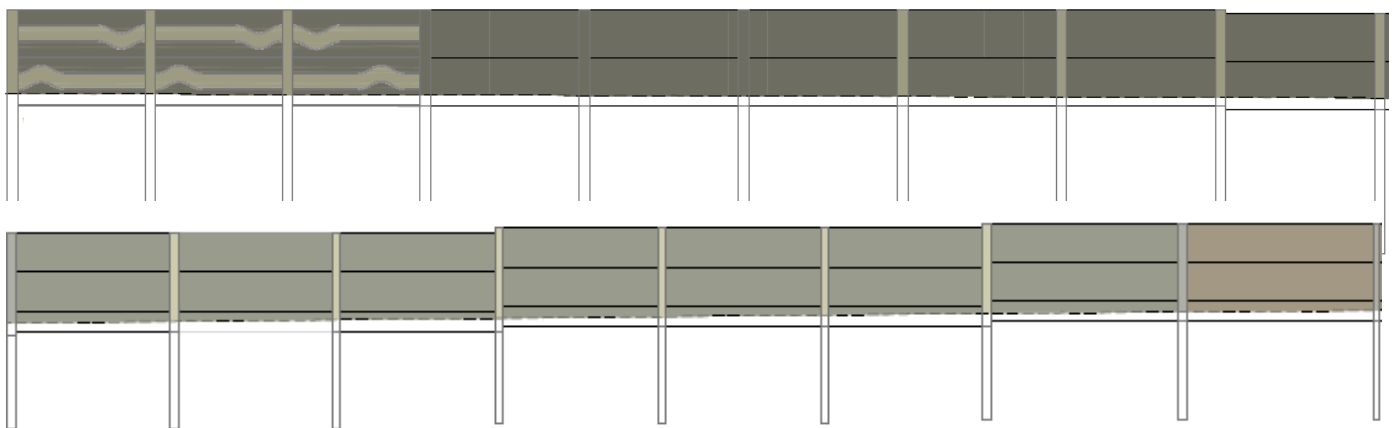
Colour scheme



Indicative colour scheme – Noise walls

The wall ends will feature panels with an organic wave pattern on the road-facing side; colours will vary by location to reflect the local surrounds, including darker green tones near Bennett Brook and blue tones on the Arthur Street Bridge.

Sample wall design



Screen walls

Screen walls will also be installed in some locations along Reid Highway and the Principal Shared Path, where the new road layout could otherwise increase visibility into adjacent properties.

Further information

For more information about noise walls or treatments in your area, please get in touch with the project team on **138 138** or **enquiries@mainroads.wa.gov.au**.

To stay up to date with the latest project information and subscribe to updates, visit: **mainroads.wa.gov.au/reid-hwy-interchanges**

Map – Noise wall alignments (Reid Highway & Altone Road)



Map – Noise wall alignments (Reid Highway & Drumpellier Drive / Daviot Road)

