

Hartmann Road Factsheet

EASTERN SEWER TRUNK MAIN PROJECT

PROJECT Q&A

Reference: DOC/26/76335

June 2026

The Eastern Sewer Trunk Main (ESTM) project is delivering an important upgrade to Mount Barker's sewer network, strengthening the infrastructure that supports homes, businesses and growing community.

What's in this factsheet (Click to follow link to section)

Why now?

Why are you installing in the road?

Why open trenching?

Why day works and not night works?

What steps have you taken to reduce disruption?

Road closures and detours

Why now?

Mount Barker is one of the fastest-growing communities in South Australia, and the infrastructure needed to support that growth takes time and careful planning. We understand that residents are dealing with disruption on multiple fronts, and we do not take that lightly.

The ESTM is not something we have suddenly decided to do. The routes for the installation of three new sewer trunk mains through Mount Barker was first identified and assessed in 2012.

Following a collaborative planning and design process, construction of the first trunk main, from the Homemaker Centre to Cornerstone College, began in 2023. This was followed by the Central segment from the Homemaker Centre to Heysen Boulevard along the rail corridor.

A long-planned project reaching its final stage

The ESTM is the final segment for this program of works, and travels from behind the Wastewater Treatment Plant to Emerald Way. The Hartmann Road section is the final section for this segment.

By the time this segment is complete, the full trunk main program will have taken almost four years to build and will service the community for generations.

This factsheet explains the three key decisions we made for this section of the works and why, and what changes we've made to reduce disruption.

Why are you installing in the road?

Many of the trees lining Hartmann Road are native and/or significant trees. They cannot be removed, and we cannot dig anywhere near their roots.

If we tried to dig along the verge, we would be cutting through the root systems. That raises the risk of trees dying or falling onto the road or people. Tree removal is not an option because of their heritage and value and the important screening they provide between residents and the golf course.

Similarly, digging or drilling along the golf course side requires the removal of trees or risks potential damage to the root system of trees.

Because of this, the road is where we have to work. This is not our preferred outcome, and we know closing the road causes inconvenience, but it is the only safe and practical option.

Why open trenching?

The pipe must follow a very precise slope

This is a gravity sewer, which means wastewater flows downhill through the pipe without pumps. To work properly, the pipe must be laid at a very specific depth and angle. Even a small error means the pipe will not drain correctly and sewage could pool and back up underground.

The ground conditions make drilling unreliable

Underneath Hartmann Road, there are layers of rock and clay sitting close to where the pipe needs to go. When a drill bit hits rock, it naturally follows the

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easier path through the softer clay beside it. This means the drill can veer off course, making it impossible to guarantee the pipe is at the right depth and angle.

With an open trench, our engineers can see exactly where the pipe is going and adjust as they go. It is the only method that guarantees the pipe will be installed correctly and will work as it should for decades to come.

In short: drilling was considered and ruled out

Horizontal directional drilling (HDD) was assessed during the design phase but was not suitable for Hartmann Road. Open trenching is the only construction method that can deliver a gravity sewer at the required depth and grade in these ground conditions.

Why day works and not night works?

We understand that Mount Barker has a lot of roadworks happening right now. For that reason, we revisited our planned approach for Hartmann Road to review all available options. Of the three decisions covered in this factsheet, the question of day versus night works with daily reopening is the one we spent the most time on — and we want to explain our reasoning clearly.

Homes are very close to the road

Along Hartmann Road, most homes sit just 5-10m from where we will be digging. With no road, fence, trees, or distance to absorb the noise, construction sound can travel almost directly to the front door — and that matters a lot, especially at night.

Night works would be very disruptive

If we worked at night with daytime reopening, we would need to close the road each evening, dig through the night, then lay temporary asphalt to reopen the road every morning before peak hour. The noisiest part of that process is compacting the backfill with rollers and vibrating plates, which would happen between about 1:00am and 5:00am. That is the deepest part of most people's sleep.

At 5-10m, that noise would wake people up almost every night for the duration of the works. The health impacts of that kind of ongoing sleep disturbance are real and well-documented.

The difference in construction time

Night works with the road reopening each morning would take up to 18 weeks. That's because every shift requires digging, laying pipe, backfilling, and laying

temporary asphalt before morning peak hour — leaving very little time for actual pipe installation.

Daytime works with a full road closure, however, removes those steps. The crew can dig, lay, and move forward continuously without stopping to backfill and reopen each shift.

Night works would therefore take more than twice as long — and cause traffic impacts and sleep disruptions every night for that entire period.

What steps have you taken to reduce disruption?

We know closing the road is inconvenient. Everything in this section reflects decisions we made specifically to reduce disruption.

Sequencing the program

These works were originally planned to run at the same time as works on Bald Hills Road. We made the decision to finish Bald Hills Road first, so residents and commuters only have to deal with one major disruption at a time.

It also means the Bald Hills Road crew can join the Hartman Road crews, allowing us to start work at each end and get the job done faster.

That decision alone is part of why we've been able to bring the closure down to approximately seven weeks (subject to weather and ground conditions).

Extending working hours

Rather than standard day shifts, we extended working hours to 7am–7pm, Monday to Friday. Longer shifts each day means fewer days on site overall.

Choosing day works over night works

Working during the day — rather than overnight with daily road reopening — removes the need to backfill and re-lay temporary asphalt every shift. That saved weeks off the overall timeline and avoids sleep disruption for nearby residents every night for months.

Road closures and detours

Hartmann Road will be closed to through traffic from Dean Street to Belmont Crescent for approximately seven (7) weeks. Footpath and local traffic access (residents and businesses within the work zone, and their visitors) will be maintained at all times.

Light vehicles (plus waste collection trucks) will be directed through Dean Street, Douglas Drive and Belmont Crescent. Heavy vehicles, including trucks, will follow a separate route that keeps them away from these residential streets entirely.

Traffic controls to stop unauthorised accesses

We will have traffic management controls in place throughout the works to stop heavy vehicles from using the light vehicle detour, and to prevent drivers from cutting through streets they are not supposed to use. Traffic controllers will also be on site to help keep things moving safely.

Parking and speed restrictions

Parking and speed restrictions will also be in place along the detour streets to keep traffic moving safely. We understand this is an inconvenience for residents on these streets — it's not a decision we made lightly.

The restrictions are needed to manage the increased number of vehicles safely passing through to always make sure there's enough room for two-way traffic.

The speed limit along the detour route will also be reduced to 40km/h to help keep commuters and residents safe as traffic volumes increase. These measures are temporary and will be removed as soon as works on Hartmann Road are complete.

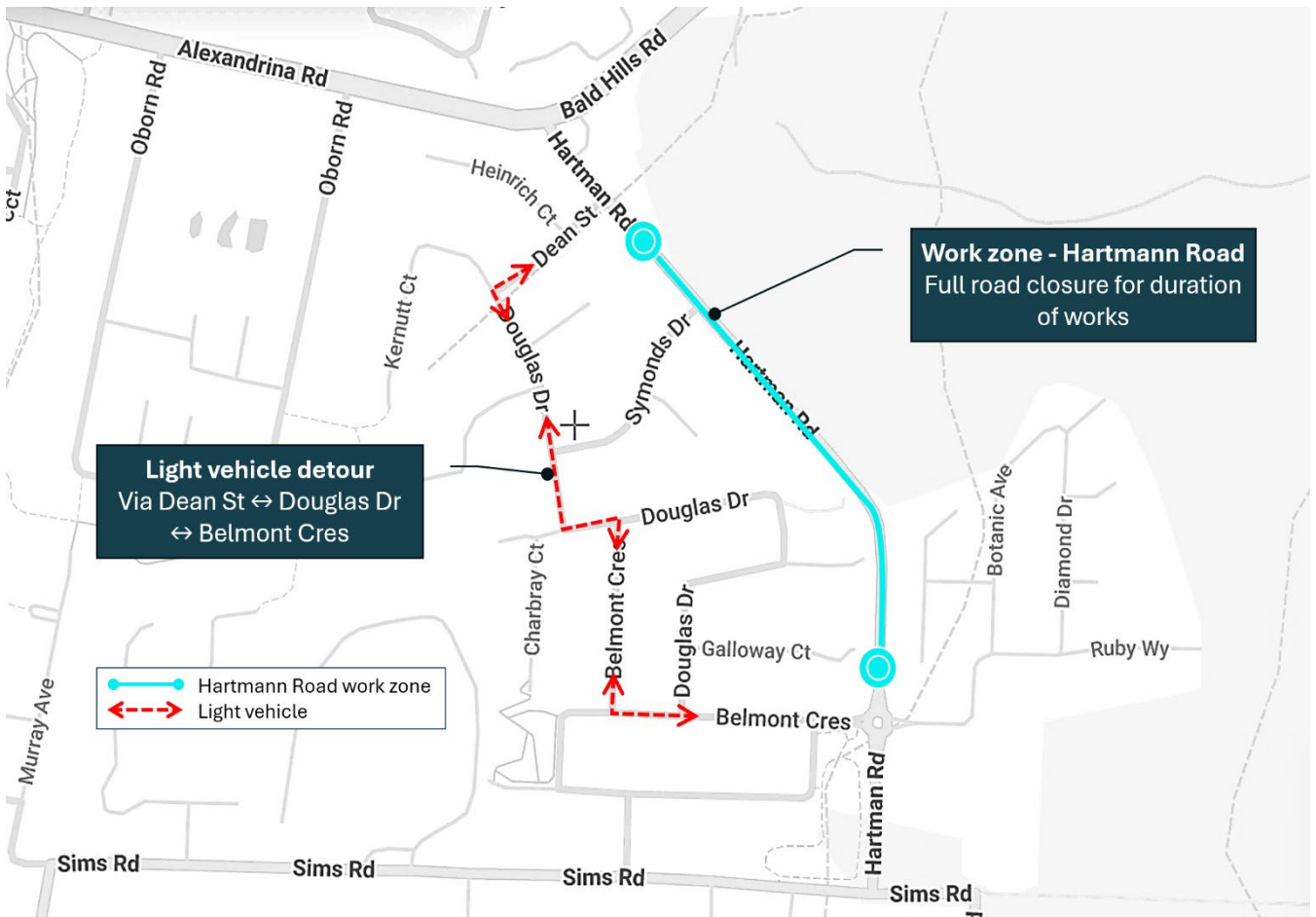


Figure 1: Hartmann Road closure and detour map

We don't underestimate the impact these works have on daily life in Hartman Road and the surrounding area. We are committed to keeping you informed, responding to your concerns, and doing everything we can to get this work done as safely and as quickly as possible.

Thank you for your patience and understanding as we deliver these important upgrades for our community.

More information

To subscribe to project updates, scan the QR code or visit: gmbwater.au/projects-and-works/eastern-sector-sewer-trunk-main-upgrades

