

Harness Racing Victoria (HRV) commissioned the Melton Harness Racing and Entertainment Complex to be a state-of-the-art racing and entertainment centre that would enhance the status of the industry, create additional revenue streams and improve the HRV balance sheet.

When fully developed, it will feature a world-class 1040-metre harness racing track, a 43 room four star motel, a conference centre, function rooms, bistro, bars, TAB and gaming room. Separate buildings house horse stalls and facilities for race course operations. The complex occupies just 20 hectares of the 107 hectare site, with the remainder to be developed commercially later as an additional revenue stream, in line with the Shire of Melton's "Toolem Master Plan" for the area.

Kane Constructions was awarded the \$32 million fixed price contract following a competitive tender process. Kane Constructions is a leading commercial and institutional building contractor and construction manager operating throughout urban and regional Australia from offices in Melbourne, Sydney and Brisbane. The company is privately owned, employs over 210 staff and has an annual turnover in excess of \$300m.

In 2008 Kane Constructions celebrated its thirty-five year anniversary since commencing operations in 1973. During this period the company has developed a well deserved reputation for expertise and building excellence across all sectors of the industry including health, education, defence, residential, retail, sports & recreation, industrial and science & technology.

The company has a large estimating department with the capacity to price the most complex jobs. It is an invaluable resource that allows the consultant team to test their designs against the client's budgetary constraints. The depth of their knowledge of building costs, available building technology and construction programming has been gained over many years from the daily flow of projects of every description, scale and complexity. Kane Constructions knows what buildings cost, and stands by its estimates.

For all parties to a project to work together towards a common goal requires thorough planning, a clear understanding of everyone's expectations and an acceptance of responsibility for agreed tasks and outcomes. To ensure this commitment is maintained, a working director is continuously involvement throughout the delivery process, in addition to the dedicated job team allocated to the particular project. This provides all parties with ready access to "buildability" knowledge and a wealth of practical experience. The Kane Constructions OH&S, QA and Environmental management systems have been fully accredited to AS/NZS 4801:2001, AS/NZS ISO9001:2001 and AS/NZS ISO14001:2004. Furthermore the company is compliant with the National Code of Practice and was one of the first construction companies to be registered under the Australian Government Building & Construction OH&S Accreditation Scheme. This ensures that all stages of the construction process are carefully inspected and signed off to guarantee the required levels of quality are delivered.

A feature of the Melton project was the unusually large proportion of civil works in the total contract. For the race track itself, most of the 20 hectare site had to be levelled and carefully attention paid to drainage. There was no major excavation for foundations. Rather, the main complex has been built on a two meter high earth pad, giving enough elevation to enhance the overview of the race track.

Very high standards of finish were specified for the bars and motel rooms in particular, which meant that contracts had to be let early in



KANE CONSTRUCTIONS
MELTON VIC

MELTON HARNESS RACING FACILITY

the process to manage extensive lead times for stone and cladding products sourced from overseas.

An innovative approach was taken to building the judges box, mounted 15 meters above the ground on three steel CHS columns. To minimise the need for people to work at heights, the entire box was pre-fabricated on the ground and then hoisted into position as a single unit.

Work commenced on April 2007, and proceeded ahead of schedule, with the entertainment complex officially opened late in 2008, and the first race meet scheduled for July 2009.

Kane Constructions is experienced in all forms of project procurement including Lump Sum, Design & Construct, Managing Contractor, GMP and Construction Management. More recently the company has been active in the Public Private Partnership sector with a role in the Biosciences Research Centre project. Kane Constructions has the financial and human resources to provide certainty, accountability and quality in a highly competitive environment.

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For Davis Langdon, project managing the new home for harness racing in Victoria has certainly been a winning experience professionally.

We were engaged when the project had the classic characteristics of an important new community development. Harness Racing Victoria had a strong vision and brief and the land to create it. The design team was proposing an iconic aesthetic development, with a complex mix of gaming, entertainment, accommodation and race-track facilities. But everyone's enthusiasm had carried the project way beyond original budget ideas and well over time.

Our task therefore was to lead the project team so that the approved budget was achieved without compromise to the core equine requirements or to an exciting new entertainment precinct. We had to pull the project back onto program.

Our solution was to recommend a fairly complex contractual structure, with one contract in two separable portions for the heart of the project: Australia's best new harness track; the second for the buildings to accommodate and entertain patrons to the highest standard – not to forget providing the very best for horses, trainers, jockeys and attendants.

At the end of the race, our thoroughbred is a beauty. Congratulations to Harness Racing Victoria, WHAT Architects and all the Consultant Team!

For more information please contact Jonathan Scherer on 03 9933 8800.

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Powercor Network Services designed, supplied and installed a 750kVA kiosk substation for the track lighting and a 1500kVA kiosk substation for the main racing and entertainment complex.

This particular job required Powercor Network Services to supply and install 1.3km of 22kV high voltage underground cable from the existing 22kV high voltage overhead line in Ferris Rd, into the complex itself.

As part of the works, Powercor Network Services carried out line relocation works in Ferris Rd, allowing for the new entrance into the

Melton Harness Racing complex. This involved the relocation of three 22kV high voltage poles, erection of two public lighting slip base poles and retirement of one public lighting slip base pole. Powercor Network Services utilised P&R Mitchell and Daly's Construction during the pole relocation and underground installation works.

The project was completed within the customer's expectations, and serves as a testament to Powercor Network Services range of capabilities and commitment to quality outcomes



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QUANTITY AND QUALITY

SMOOTH FINISH

The expansive interiors of the Melton Harness Racing complex required more than 10,000 sq m of sheet plaster for walls and suspended ceilings. Much of it is in unusually large single expanses, where the slightest inaccuracy in continuity of levels or roughness of joints can stand out as glaring errors.

“It takes a really professional trade team to get it right,” said Ivan Didulica of DIDYA Group. “The detailed finish quality of our work is all on the surface. It’s right up front, and it makes or breaks what people see as the quality of the whole interior.”

For the main ceiling area of the largest public space, a continuous run of plasterboard frames the margins around Armstrong Ultima Vector drop-in suspended tiles. Ivan Didulica believes that this was the first time that such a system had been used on such a large scale.

A team of up to 25 worked on the project for nearly 11 months, framing up ready for other trades to rough-in, then coming back to sheet and plaster for the final finish.

DIDYA devoted a separate crew of commercial carpentry specialists to handle many of the finishing touches, including the skirtings and architraves, and installation of sanitary fittings such as towel rails in bathrooms and toilets. They also installed more than 250 doors, many of them not pre-hung, such as the large centre-pivot doors used as architectural features in some of the public areas.

“We specialise in commercial carpentry, including staircases, timber frames and roof trusses, as well as dry and wet plastering, suspended ceilings, external cladding and rendering,” said Ivan. “The larger the development, the better. That’s where our quality control really shows. Our work is always double-checked to make sure it conforms in detail to the specification and codes.”



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Quantity surveyors and construction cost consultants Simon Wragg and Associates Pty Ltd helped to make sure that the Melton Harness Racing complex was initiated, planned, and executed as a financially viable project.

The range and scale of projects to which Simon Wragg and Associates has contributed includes residential, commercial, educational, industrial and sporting facility construction, costing from less than \$1 million to more than \$40 million.

Irrespective of the scale of the project, the scope of the tasks involved and the firm’s approach is fairly constant, depending largely on the extent of the client’s requirements for professional service. If engaged on a “whole of project” basis, the consultant can be involved from the very earliest architectural concept drawing stage, preparing a preliminary cost estimate, allowing the client to set a budget. The budget can be refined as the drawings and specifications develop, and potential cost overruns, or savings, identified early in the process, avoiding nasty and costly surprises as the project develops.

This gives realistic estimates with which to approach lending institutions or investors for preliminary, in-principle agreement for project funding. Lenders may also rely on the consultant’s valuations of work completed to assess loan draw-down amounts at various stages throughout the project.

Pre-tender cost estimates can also be prepared, setting the scope of work for each element, and providing a basis on which to assess tender submissions. Once tenders are let, the construction cost consultant can continue to provide valuable service by checking progress claims from contractors and reviewing variation claims.

Allan Bauman of Simon Wragg and Associates said that broad experience on a large range of project types was important to the company’s ability to provide first class service. The company has been operating for more than twelve years, but its principal, Simon Wragg, has more than 34 years’ experience as a quantity surveyor and construction cost consultant.

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"GREEN" TRACK LIGHTING SYSTEM

The new track lighting system at the Melton Harness Racing Complex is a "green" system incorporating dimming of efficient metal halide lamps controlled by electronic ballasts. The switching and dimming is controlled via a C-Bus system and the ballasts are Active Reactor ballasts.

The 280 floodlights are 2kW metal halide type mounted on 25 masts, varying from 18m to 30m in height. A cluster of floodlights is also mounted on top of the Judges Tower for lighting of the finish line. As a fail safe backup against sudden black-out, a 165kVA diesel generator runs in parallel with the grid to provide 20% lighting of the track if the grid fails.

The design lighting level for the track is 1500 lux (initial) towards the main camera with a minimum of 900 lux (initial) horizontal on the track. The lighting level across the finish line is 2000 lux to the photo finish camera. The lighting is designed to be dimmed in between races and before and after the races, resulting in substantial energy savings in the order of 33%.

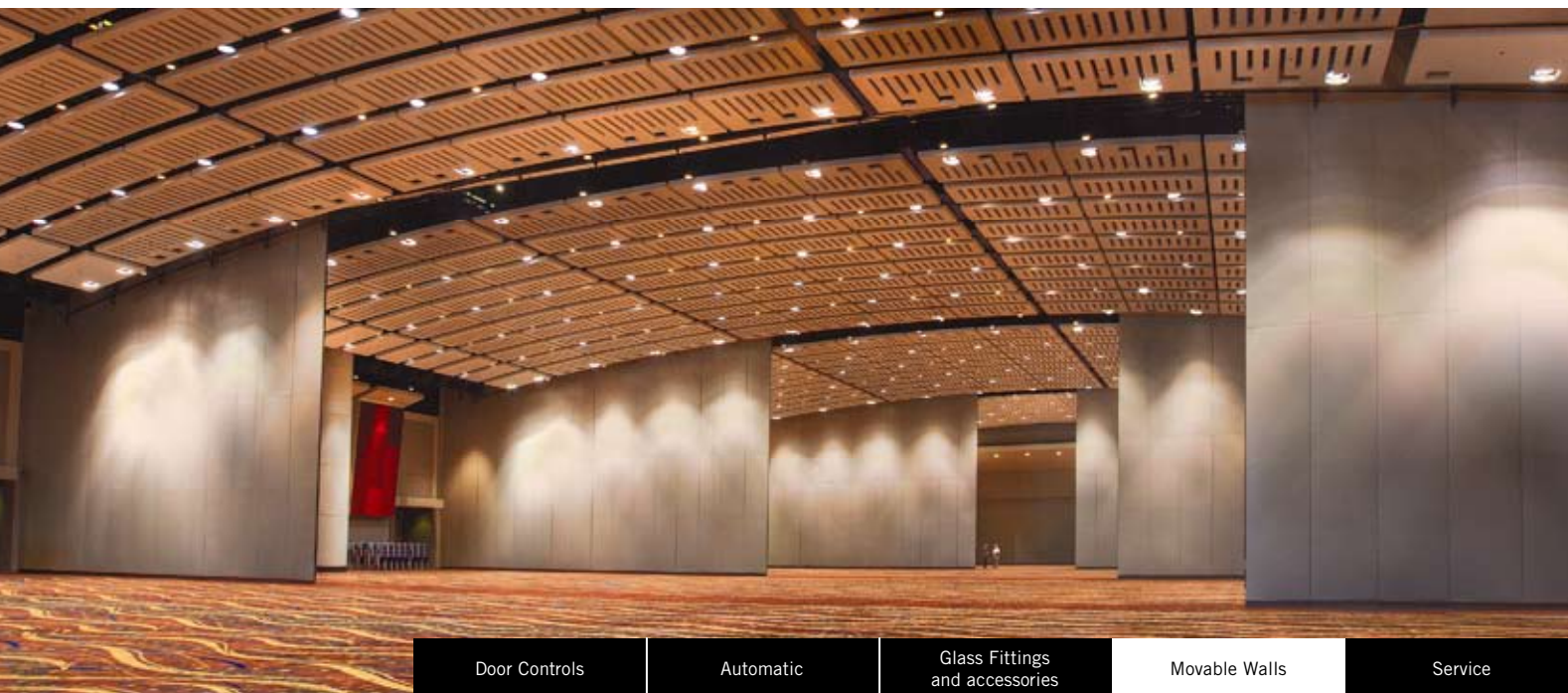
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Tormax Automatic Doors supplied the Melton Harness Racing Club with revolving and sliding door operators.

The Universal Drive revolving doors selected for the busy main entrance are a mixture of Swiss quality and Australian workmanship. They provide a clear view of the opening, while maintaining a positive air pressure which balances the load on the air conditioning system.

Other entrances use automatic sliding doors that showpiece the Tormax low profile unit, the Win Drive. This 100mm unit boasts full functionality and the capacity to operate with any building management or fire alarm system. Its uncluttered finish meets the demands of modern architecture.

Tormax operates a fully-owned subsidiary based in Melbourne and supports a network of partners throughout Australia and New Zealand. A full, professional service is offered, from site survey, selection of the most appropriate automatic door system, design and programming for the specific installation, through to manufacture, installation, service and maintenance. For example, the systems for the Melton Harness Racing Club take into account predicted traffic patterns, while incorporating stringent technical and safety advances.

The range of door types, profiles and operating systems is extensive. The familiar sliding door system is compact and especially quick and easy

to install. Their wide choice of automatic swing door drives allows for mounting on lintels, door leaves and even invisible in-ground methods, meaning that unusual ideas can become reality. For very busy entrances and where air conditioning load is high, revolving doors can be supplied in either classic, light frame or full glass finish, is often the choice.

Ken O'Meara of Tormax said, "We constantly research and develop new ideas to enable us to meet the ever-changing needs of our customers and the architectural demands of modern buildings."



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