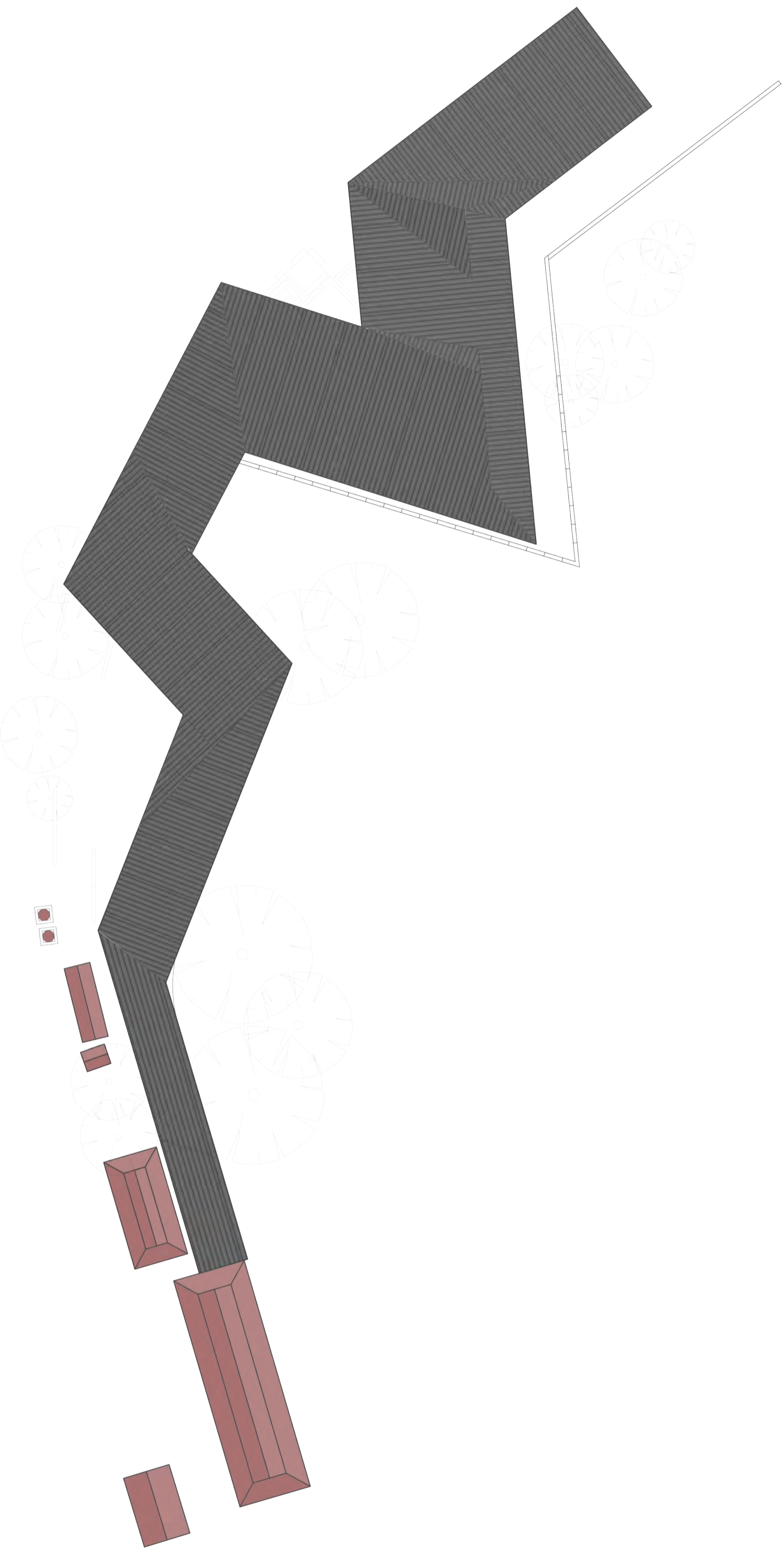
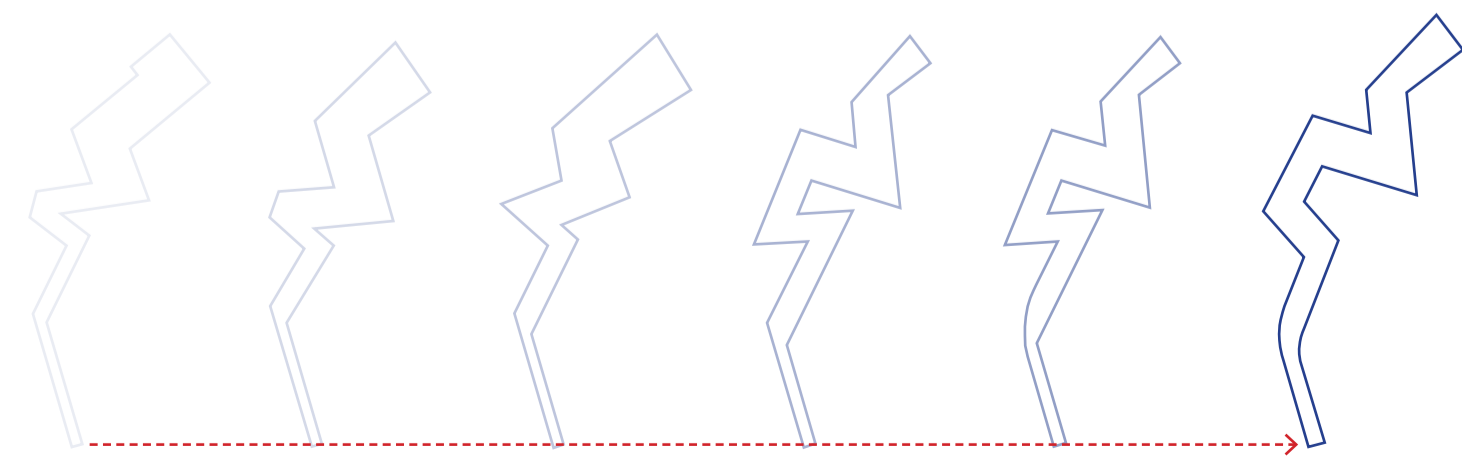


Floor Plan 1:500



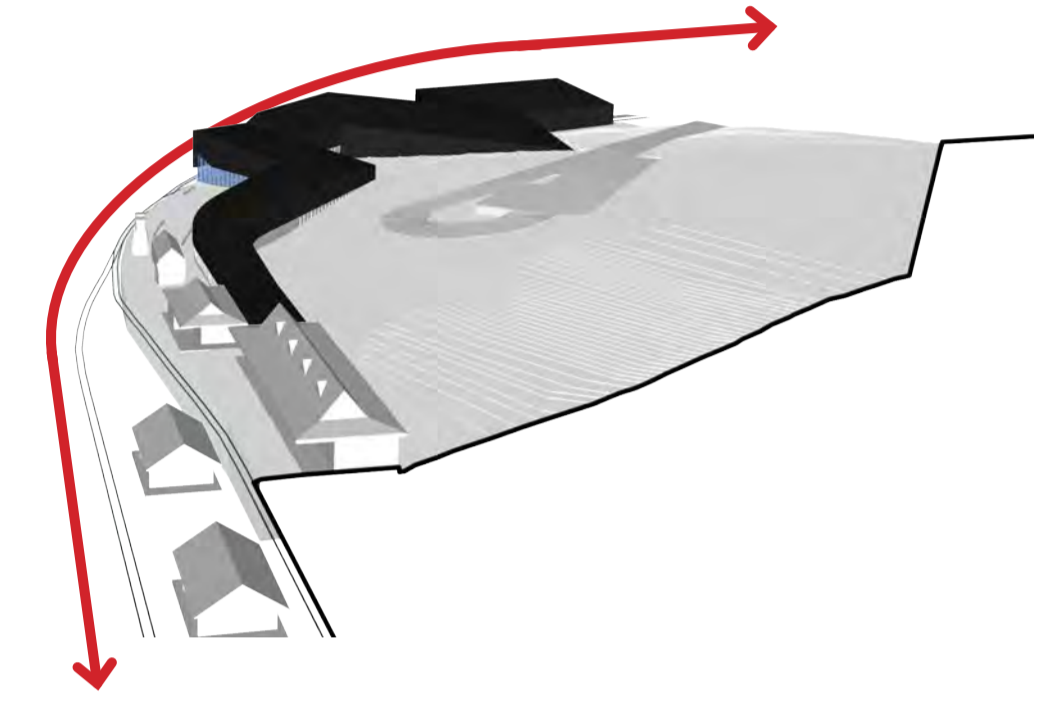
Roof Plan 1:500

- |                       |                |                               |
|-----------------------|----------------|-------------------------------|
| 1 NEW PLATFORM        | 6 KITCHEN      | 11 EXISTING LEVEL CROSSING    |
| 2 MAIN CIRCULATION    | 7 WC'S         | 12 COVERED WALKWAY            |
| 3 STEPPED EVENT SPACE | 8 OFFICE       | 13 EXISTING STATION BUILDINGS |
| 4 FUNCTION ROOM       | 9 RETAIL       | 14 EXISTING PLATFORM          |
| 5 CAFE                | 10 INFORMATION | 15 VEHICLE DROP OFF & TURNING |



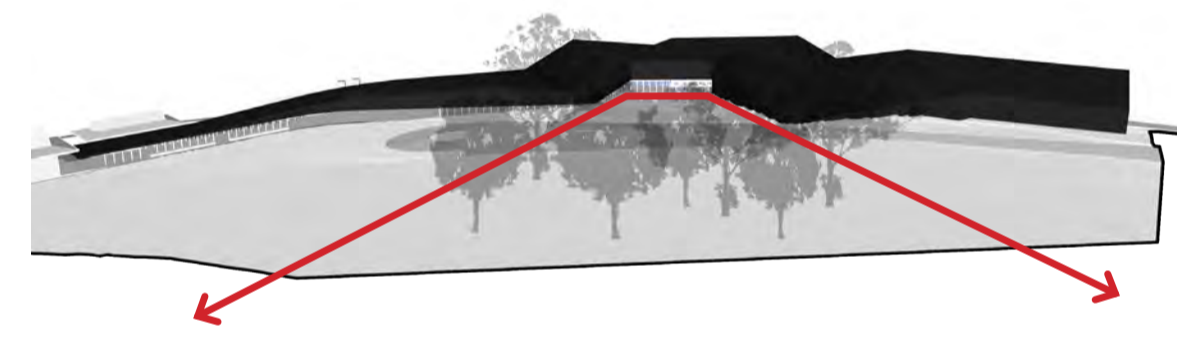
Progression from Terroir's competition winning entry to the current design

The building and surrounds should enable visitors to experience the distinctive features of the place such as: the smell of the landscape; the feel of protection indoors and exposure outdoors; moisture and smells of the forest; temperature; the experience of the proximity to the train - including steam, soot and industrial engineering.

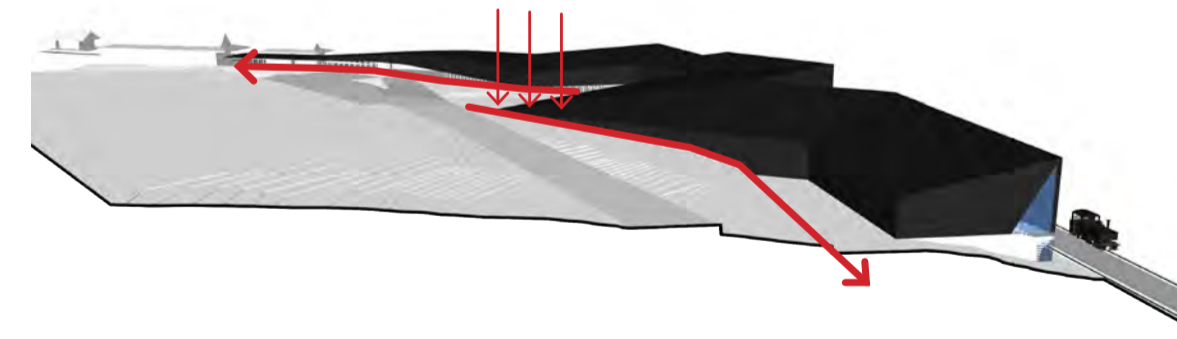


The building form and its siting, is born from a strong recognition of the complexities, advantages, and challenges, that the site provides.

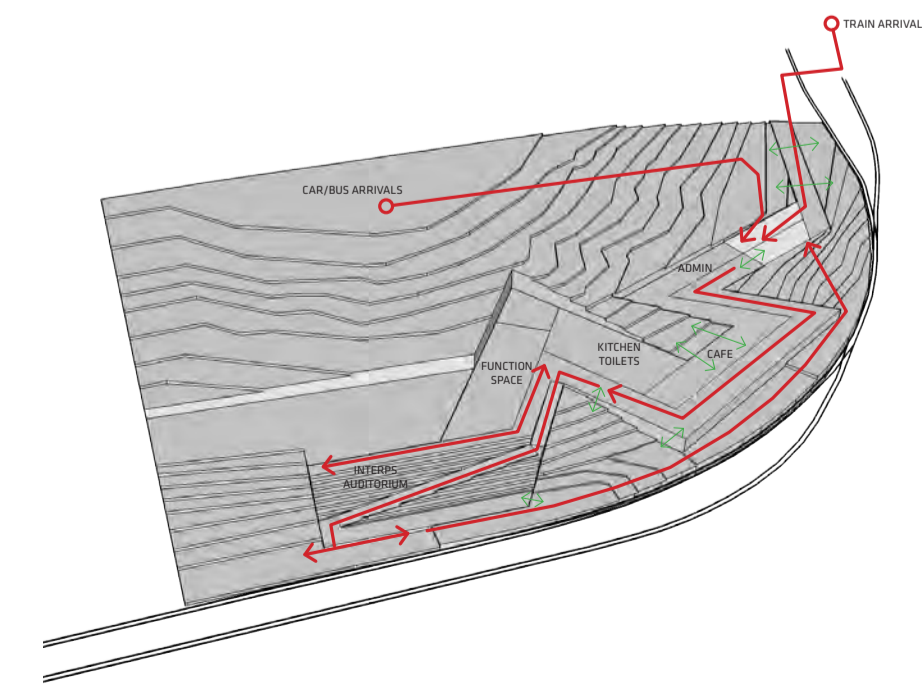
Following the sweep of the railway line, the glazed and open western face ensures there is always a strong visual connection to the Emerald Lake Park as well as the railway line. The building sits as close as possible to the rail in key areas, allowing visitors to maintain their sensory connection to the Puffing Billy Railway through the sound of the trains, and smell of the engines, whilst they explore the interpretive galleries or dine in the tea rooms.



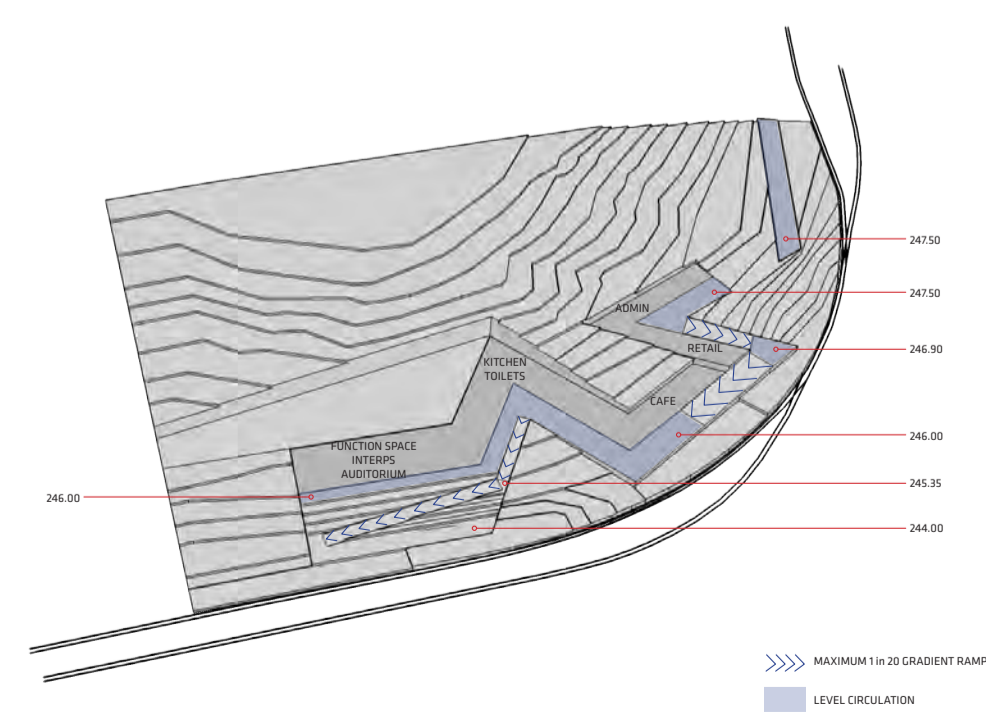
The natural bushland to the east of the building is embraced by the building's relationship to the natural terrain, opening up to visitors dining in the tea rooms by way of a glazed wall between the administration/retail wing and kitchen, also allowing natural daylight to fully penetrate the cafe seating area.



The eastern face of the building is nestled into the hillside, therefore not dominating the landscape for visitors arriving by car or bus. This strategy also maintains a height datum in keeping with the existing station buildings.



Flexible circulation with multiple entry/exit points



The floor of the building steps down with the existing ground levels to meet the rail platform