
PUCK LED LOOKBOOK²⁰¹⁸

JETTY BOARDWALK⁰²

NATURAL HISTORY MUSEUM⁰⁷

TIFFT STREET PIER¹³

SÖLVESBORG BRIDGE¹⁶

UMEA STATION²⁰

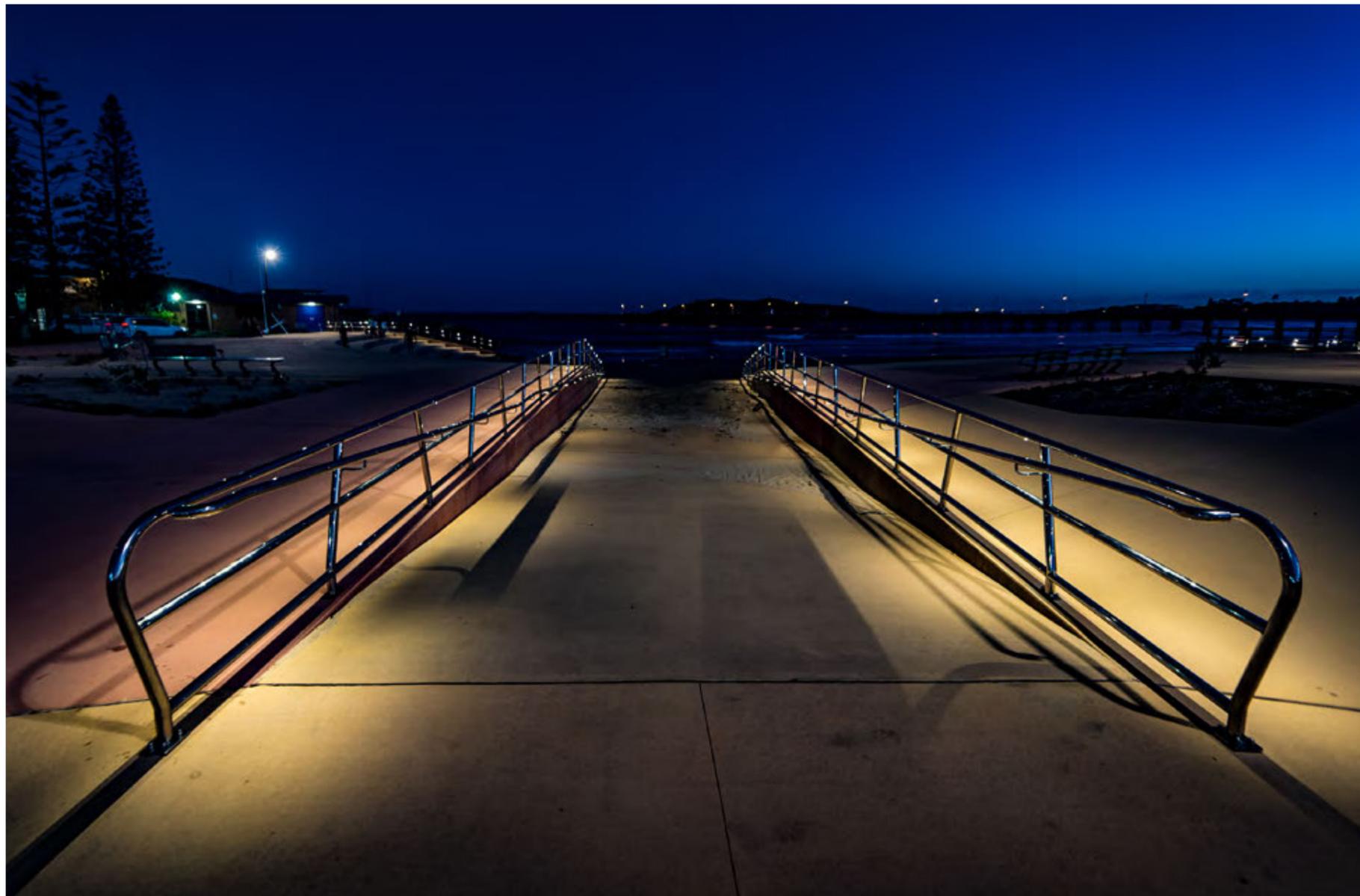
JUBILEE BRIDGE²²

JETTY BOARDWALK

DESIGN
LOCATION
YEAR

FISHER DESIGN + ARCHITECTURE
COFFS HARBOUR, NSW, AUSTRALIA
2017





Fisher Design + Architecture in association with Mackenzie Pronk Architects were engaged to create design solutions in consultation with Coffs Harbour City Council for the Jetty4Shores Stage 2 project - namely new picnic shelters, a new stage, and an existing amenity block extension with Changing Places facility. Key objectives were to address the usage and environmental impact issues, communicate the cultural and environmental significance of the site, and enhance the precinct's sense of 'special place'. The project integrates landscape, creative elements and built form, reflecting the cultural meanings of the site, and creating continuity and connection between neighbouring foreshore public spaces - Muttonbird Island, the Jetty Walkway, and the southern Jetty shelters. **LED Puck modules** are integrated into stainless steel handrails connecting boardwalks to the main central beach promenade.







SWEDISH MUSEUM OF NATURAL HISTORY

DESIGN
LOCATION
YEAR

AHRBOM & PARTNER AB
STOCKHOLM, SWEDEN
2016













TIFFT STREET PIER

DESIGN
LOCATION
YEAR

TWM LANDSCAPE ARCHITECTURE
BUFFALO, NEW YORK, USA
2014





Tiff St Pier is a special destination that reintroduces the public to the unique beauty of the historic Buffalo, NY waterfront. The pier is one of five access sites TWMLA assisted in designing as part of the Buffalo Outer Harbour Parkway project. The prominent pedestrian pier is a popular destination for fishing and for viewing the massive grain elevators that are reminders of the city's industrial heritage and wind mills that nod to the future.

The design team from TWM Landscape Architecture consulted extensively with environmental regulators including the Army Corps of Engineers, U.S. Fish and Wildlife Service, the NYS Department of Environmental Conservation and the U.S. Coast Guard who emphasised the need for minimal shading to preserve aquatic habitat. This led to the design for an elevated walk incorporating steel grating to provide light penetration for fish habitat and shoreline vegetation. Sustainably harvested Ipe decking also is integrated into the platform deck for a comfortable walking surface. A tensile shade structure located at the terminus of the elevated walk soars above the water as a focal point from shore. Floating ramps provide access from the elevated pier to a floating fishing dock at water level. The dramatic lighting was carefully considered to maintain safety while minimising light pollution. **Puck LED modules** with standard distribution are integrated into the handrails, spanning the width of the pier.



SÖLVESBORG BRIDGE

DESIGN
LOCATION
YEAR

LJUS ARCHITECTURE
SÖLVESBORG, SWEDEN
2012





Sölvesborgsbron, Europe's longest pedestrian bridge, reaches across the bay of Sölvesborg towards the new housing area called Ljungaviken. This is a nature environment with a rich bird life. The bridge consists of a higher part made out of three characteristic vaults and a long wooden bridge for pedestrians. Due to the length of the bridge, at intervals along the way parts of the nature have been accentuated with light, for example trees and reeds are lit. Lighting is integrated in the railing on one side along the whole bridge.

The impressive vaults are lit with coloured light and a subtle light underneath the bridge gives reflections in the water. **LED Puck ST** has been used with consideration for the bird life and is inspired by the migration of the birds during the whole year. In this way the character of the bridge changes over the year and the night. In addition to this there are a number of scenarios to be used for different events in the city.





UMEÅ STATION

DESIGN
LOCATION
YEAR

LENNART SJOGREN
UMEÅ, SWEDEN
2010



Umea train station was designed by architect Lennart Sjögren (White Arkitekter) and opened in August, 2010. The building is located in the main tourist centre of the city. It is a harmonious combination of wood and glass with the point fixed support structure that creates a unique façade aesthetic. The construction of a station is made in a minimalistic way, although large format glasses and complicated triple glazed units were used for façade glazing. The outer pane of insulated glass unit was laminated glass with a multifunctional solar control coating and fixed by a spider system through the inner laminated glass. Umea Ostra train station can be named as a great example of the local development taking place with the shared objective of applying wooden construction technique and glass in a larger buildings. **LED Puck modules** illuminate subterranean circulation areas and stairwells leading into the station from the adjacent plaza.



JUBILEE BRIDGE

DESIGN
LOCATION
YEAR

COX ARCHITECTURE
SINGAPORE
2015





This new pedestrian bridge completes a fully accessible link from the Merlion Park, to the Esplanade Bridge and the Esplanade Plaza. The design gesture is a simple one which uses an understated double curvilinear geometry to counterpoise the complex double helix bridge on the opposite side of the bay. This solution positively completes the important public domain access way around the Marina Bay. It enters the bay from the north as a sweeping glistening white ribbon. This long span bridge is formed as an arched shape bridge supported on two pylons and landing on the two shore abutments forming a gateway to the Singapore River beyond the bay into the heart of the city. The bridge form is a simple curvilinear pathway symbolic of the water spray from the face of the Merlion.

The bridge soffit structure section was formed in pre-cast concrete and is simply rendered and painted white. It also acts as a reflector for the night lighting reflecting the lights concealed along its edges projected to express the sectional profile and shine as two ribbons off the water of the bay. The total impact of the bridge is minimised by the introduction of a lightweight cabled stainless steel balustrade which understates its design requirement to withstand crowd loads of occupants in the bridge admiring any array of public activity hosted in the bay. Also included in the bridge design are the separation barriers along the walkway of the bridge to ensure that the circulation space is protected during these large gatherings. **LED Puck Asymmetric modules** are integrated into handrails, delivering illumination for circulation across the structure.

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