



Industrial Buildings Design

工业建筑设计

深圳市艺力文化发展有限公司 编

大连理工大学出版社

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图书在版编目 (CIP) 数据

工业建筑设计: 英汉对照 / 深圳市艺力文化发展有限公司编; 肖彦译. — 大连: 大连理工大学出版社, 2013.6

ISBN 978-7-5611-7786-0

I. ①工… II. ①深… ②肖… III. ①工业建筑 - 建筑设计 - 世界 - 图集 IV. ① TU27-64

中国版本图书馆 CIP 数据核字 (2013) 第 082950 号

出版发行: 大连理工大学出版社

(地址: 大连市甘井子区软件园路 80 号 邮编: 116023)

印刷: 上海锦良印刷厂

幅面尺寸: 240mm × 320mm

印 张: 20

插 页: 4

出版时间: 2013 年 6 月第 1 版

印刷时间: 2013 年 6 月第 1 次印刷

责任编辑: 初 蕾

责任校对: 仲 仁

装帧设计: 陈 婷

ISBN 978-7-5611-7786-0

定 价: 318.00 元

电 话: 0411-84708842

传 真: 0411-84701466

邮 购: 0411-84703636

E-mail: designbook@yahoo.cn

URL: <http://www.dutp.cn>

如有质量问题请联系出版中心: (0411) 84709246 84709043

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Preface

Industrial Buildings Design

序言

Looking at the gateways to almost any city, it is evident that something has changed: Industry, commerce and distribution, which used to be located near waterways, urban centres or railroads have taken over a new territory – the suburban roadside “corridors”.

Every single company is striving for maximum exposure, by competing for a location next to the main traffic arteries. But when the desired high-visibility location is secured, what is it that gets built there for all to see? Surprisingly, most often it is a quite banal big-box structure – sometimes in an unusual colour, sometimes with the addition of an “architectural” gimmick, and invariably equipped with a huge sign.

These constructions are making a visible impact on the landscape and the surroundings of our cities, but what kind of architecture do they represent? Is this a desirable form of urbanism, or are the formerly green outskirts becoming littered with second-rate developments?

Perhaps it is important to point out that the distinction between when a structure may be called architecture, and when it is mere building, is not a question of form: It is not about how good a design looks, but rather how it works, what it sets out to do, and in what way it gives quality to its users. In this light, even roadside industrial architecture should be judged upon its performance, and not solely its appearance.

It is also a factor that when working with industrially scaled building designs, it is easy to become fascinated by their dimensions, their dynamics and their more unusual components. The best examples of industrial architecture that come to mind were indeed created by embracing the scale and nature of the large complexes, rather than trying to deny their impact – this fascination can become a powerful design driver.

Behind the impressiveness of the conveyors, the trucks, the cranes etc. there is however always the equally important level of human scale, and designing successful structures like these becomes a question of balancing these two scales – and keeping in mind that these buildings are not primarily made for machines, but for humans. However much automatics and robotics prevail, industrial buildings are still workplaces for people, and there is no reason why these workplaces should be of lesser quality than any other working environment.

Combined with the fact that these types of buildings also offer the potential for large-scale energy savings and ecological rethinking, because of their land-consumption, construction size, energy demand, use of materials and need for infrastructure, it is apparent that good design ethos and logic in the industrial sector can make a real difference – and turn what might have been banal into exciting architecture.

放眼任何一座门户城市，我们可以看出这样的变化：以往工业、商业和物流建筑通常布置在水道、城市中心或铁路附近，如今，这些建筑的选址范围拓宽到了郊区路边的“廊道”上。

每个公司为了获得尽可能多的关注，都争相选址在主要交通干道的旁边。但是，当获得了理想中的拥有绝佳能见度的位置之后，这些公司又以什么样的建筑示人呢？令人惊讶的是，最常见的就是那种单调的巨大立方体的建筑结构——有时使用了不同寻常的颜色，有时以“建筑学”的名义，挂着巨大的标识。

这些建筑对我们的城市景观和周围环境产生了视觉上的影响，但它们代表的是什么样的建筑形式呢？是一种城市化的理想形式？还是将原有的绿色郊区转变成了满眼的二流建筑？

或许十分有必要指出，一个结构被称为建筑和仅被称为架构之间的区别，这并不只是一个形式的问题：重要的不是设计看起来有多好，而是建筑的流线、功能，以及它用哪种方式向用户展现性能。在这一点上，即使是路边的工业建筑也都应该根据功能来对其进行评判，而不仅仅是它的外立面。

同样，当设计具有工业尺度的建筑时，我们容易被其规模、动态和与众不同的部件所吸引。在我们的脑海中浮现的最完美的工业建筑实例，并非是那些试图减弱自己影响力的建筑，而往往是那些采用大尺度的综合建筑体——这种吸引力可以转化为一种强大的设计驱动力。

在这些令人印象深刻的输送机、卡车、起重机等器械的背后，人性化尺度也一直具有同样重要的地位，一个成功的工业建筑设计就是要在这两个尺度之间实现平衡。切记，这些建筑物的主体不是机器，而是人。即使在大量自动化装置和机器人盛行的今天，工业建筑仍然是人类的工作场所，所以我们应当让工业建筑内部的工作环境同其他类型的建筑具有同样的品质。

考虑到这样一个事实，由于工业建筑的土地消耗、建设规模、能源需求、材料的使用和基础设施的需要，这种类型的建筑在大规模能源节约和生态反思上具有潜能。显然，工业类建筑优秀的设计风格 and 逻辑是如此与众不同——可以将那些平庸的建筑转变为令人兴奋的建筑。

Julian Weyer
C.F. Møller Architects

朱利安·韦耶
C·F·穆勒建筑事务所

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Altdorf near Nuremberg, Germany

Sipos Aktorik GmbH



The new building of the Sipos Aktorik GmbH is designed as a compact volume, embedded into the hilly landscape at Altdorf, which in its spatial effect is more similar to a large mansion than a factory.

The building is divided into three parts: the assembly hall with attached automated store-room, in front of this we added the two-storeyed administrative tract and afterwards to both ranges a storage hall with goods receipt and goods issue. The proximity of the individual operating ranges is to make possible a maximum of internal communication. The roof of the production hall is occupied with skylights shaped as a bar, the lighting of the work stations reaches thereby daylight quality. On two sides, high window fronts with integrated glass doors enable contact to the external space.

The functional separation between assembly area and the two-storeyed office area is abrogated by space-high glass walls. This conveys internal communication between these different working environments. Partly two-storeyed areas are incised into the management area, those are accessible by large glass sliding doors from the office space, outside and inside become interwoven with one another.

As front material shingles of stainless steel were selected, which support the clearness of the shape of the building, by being able to be led around the corner. With those also the under-faces of the supernatant construction units could be covered.









西博思公司的新大楼设计是一个紧凑的体量，融入阿尔特多夫丘陵景观之中，在空间效果上更类似于一个大的豪宅而不是工厂。

建筑分为三个部分：连接自动化储藏室的大厅，位于大厅前面的两层高的行政管理区，以及位于前面两个部分之后的收货区和发货区。独立营运的区域相互接近可以实现内部沟通的最大化。生产大厅的屋顶设计了采光的天窗，形状是一长条，可以让工作站的照明达到日照的最高质量。两侧的高窗和集成的玻璃门可以保持与外部空间的联系。

组装区和两层高的办公区之间的功能划分被通高的玻璃墙打破，增强了不同工作环境之间的内部交流。部分两层高的区域穿插到管理区，它们都可以从办公空间通过大玻璃推拉门进入，内部和外部相互交织，相互联系。

建筑外立面选用了不锈钢板材，其在拐角处有延展作用，可以使建筑外形清晰可辨，并且可以覆盖到下面的每个结构单元。



