

LOGISTICS PARK & BUILDING

物流园与物流建筑

高迪国际出版有限公司 编

曹亮 译



大连理工大学出版社

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PREFACE

序言

1

The quality of logistic centers frequently suffers from a stepmotherly treatment: the property is often developed with low budgets, erected in disconsolate locations and receives little design attention. However, logistic premises with a distinctive design, materialization, detailing and liveability do not necessarily need to cost more. The challenge lies in applying the available resources as smartly as possible. A rational, modular construction layout and a suitable industrial design and construction method increase the efficiency of the process and the final result. They limit the realization time and the costs, so that there is budgetary scope for more quality. A comprehensive analysis of the user process can lead to a building concept that is considerably more functional. A rational ordering of functions can often help in day-to-day company operations.

Whereas the liveability of logistic estates and premises is normally at a minimum level, more attention to this domain also pays off. The people on the workplace floor must be able to work in a comfortable climate with a good incidence of daylight, as much natural

ventilation as possible and a good view of the surroundings. Inner gardens, patios or roof gardens offer a pleasant view and make it possible to stay outside without having to mingle directly with long rows of cars. Spatial differentiation also forms an important aspect of the liveability and workability of a location.

In addition, a modular set-up and implementation guarantee a large degree of sustainability and flexibility. Because there is seldom a budget for any over-dimensioning, it is always wise to anticipate on how the premises could be extended at a later date, and how any extra floor space can be realized either internally or externally if required. Moreover, the modular layout also leads to a completely open floor surface that can be freely arranged. This allows the possibility of diverse interior configurations and variable use, by one or several users, which has a favourable effect upon the lifespan of a building. Besides, industrial construction techniques can stimulate sustainability in the field of construction technique and operations, especially when they are combined with smart engineering and progressive climate concepts.



Jan Pesman & Ronald Schleurholts, Partners
cepezed architects

扬·裴思曼 & 罗纳德·斯柯勒霍尔茨
cepezed 建筑事务所合伙人

物流中心的品质总是得不到重视，房产开发的预算很低，位置偏僻，外观设计得不到关注。然而，要想实现物流建筑的设计独道化、具体细节化、满足宜居性的要求，并不需要花费很多钱，问题的关键在于如何尽可能巧妙地运用可利用的资源。理性的、模块化的建筑布局，实用的工业设计和施工方法，这些都可以提高整体进程的效率，影响最终的结果。由于这些因素可以限定工程的完成时间和成本，因此就可以有更多的预算来保证质量。用户进程的综合分析可以使建筑设计理念更具功能性，合理的功能定制通常可以使公司的日常管理更加轻松便捷。

物流建筑要满足宜居性这一前提往往都被忽略，然而在这方面加大投入将会带来更大的回报。在厂区工作的人一定要处在一个舒适宜人的环境中，要有良好的采光、尽可能多的自然通风方式，以及厂区周围宜人的景观。建筑内部花园、天井或是屋顶的花园，这些都可以成为工人们欣赏美景的去处，而这些美景是不需要开着车、排着长队就能够欣赏得到的。空间分布的差异性对于厂区的宜居性和适宜工作性起到了重要作用。

此外，模块式设计方案的实现很大程度地保障了建筑的可持续性和灵活性。因为预算根本不会考虑任何建筑设计外的扩建计划，所以能够为未来的改变提前做出打算是很明智的，这些考虑包括在未来的某一天，该建筑可以怎样扩展，如果需要的话，无论是外部或是内部都应有可以扩建的空间。另外，模块式的布局可以使用户自由安排任何一处完全开放的楼层空间，这就使得内部配置多样化和用途多样化成为可能。另一方面，工业建设技术，尤其是当综合考虑了智能工程技术和渐进式气候发展等因素的时候，可以促进建筑领域技术性和操作性的可持续发展。

PREFACE 序言 2

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 centers 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 color, 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.

Julian Weyer, Partner, Architect maa.
C.F. Møller Architects

朱利安·魏尔
C.F. Møller 建筑事务所建筑师、合伙人



观察几乎每个城市的入口，都不难发现这一变化：那些曾经位于河道旁、铁路附近或是市中心的工业、商业集散地现如今已经占据了新的领地——郊区路边的“通道”。

每一家公司都想在主要交通道路旁边获取一个位置，以此来赢得最大的关注度。然而，当得到了这块最想要的显眼之地后，又要建造些什么建筑让所有人都能看到它呢？令人咋舌的是，大多数的设计都是运用老套的盒式结构——有时候会运用一些特殊的颜色，有时候会应用一些“建筑”手法，然后总会再配上一个巨大的标志牌。

这些建筑对我们的城市景观设计和环境带来的影响是显而易见的，但是它们代表了怎样的建筑设计呢？这是一种理想的都市生活形态么？还是曾经的绿色郊区理念已经过时而被淘汰了呢？

一座建筑设计何时可以被称为建筑艺术，何时仅仅就只能被称为一栋楼，这些并不是单纯的外部形态问题，真正理解这一区别是很重要的。问题并不在于这一设计有多漂亮，关键在于建筑的功用性如何，这一设计是用来做什么的，对于其使用者来说它有什么特质。秉承这一理念，即便是路边的工业建筑也应该根据它的功用性来评判，而不是单看它的外观。

在处理大规模工业建筑设计的时候，最大的魅力之处就在于它庞大的规模，它的活力以及它众多的组合建筑。对于这种复杂的庞然大物的设计，能想到的最好的方案就是：与其竭力地否认每部分的影响，倒不如综合考虑每个复杂个体的规模和性质，这一认知将成为设计的强大动力。

除了输送机、卡车、吊车这些庞然大物以外，要把人这一因素放在同样重要的位置来考虑。成功设计该类建筑群的关键就在权衡这两方面的利益——要始终明确建造这些建筑的初衷并不是为了那些机器，而是为了工作在里面的人。无论自动化设备和机器人的应用多么广泛，工业建筑始终都是人们的工作场所，因此没有理由使工厂的工作环境比其他任何一种工作环境差。

该类型建筑同样存在大规模节能和生态反思的潜力，因为它们占地广、建筑面积大、能源需求大、材料使用多、基础设施需求大，因而在工业建筑领域，良好的设计理念和逻辑思考将发挥重要的作用，能将原本可能是平庸的建筑变成振奋人心的建筑艺术设计。

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福瑞兹 2

FRITZ 2

Architect

Auerbach Halevy Architects &
Engineers Ltd

Area

7,000 m²

Project Team

Daniela Darvasi Halevy,
Daphna Biran,
Armand Brukenstein

Photographer

Uzi Porat

Location

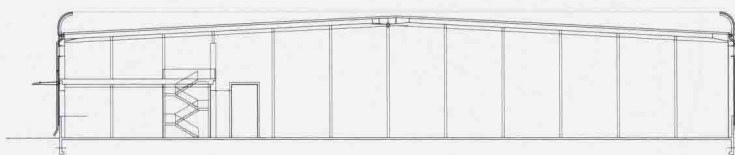
Caesarea, Israel



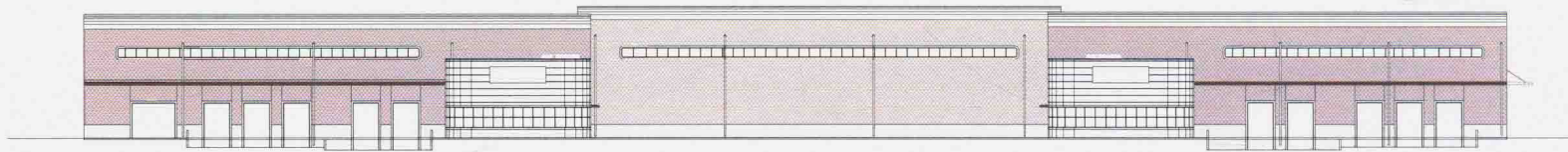
This is the second logistic building of the international shipping company Fritz in Caesarea business park. Our inspiration for this logistics center was a closed package, one of many delivered by Fritz worldwide, with horizontal strips of windows that add continuity like ribbons. To incorporate the dynamic nature of the company we rounded all the edges and used high gloss cutting edge materials that reflect the movement of elements around the building.

该建筑是国际航运公司福瑞兹位于凯撒利亚商业园区的第二座物流建筑。该物流中心的设计灵感是一个封闭的包裹，是福瑞兹全球速递的众多包裹中的一个，纵向设计的窗户连在一起从远处看如同丝带一般。为了体现公司的动态特性，我们将所有边缘做磨圆处理，并且使用高光泽前沿材料反射建筑周围环境的变化。

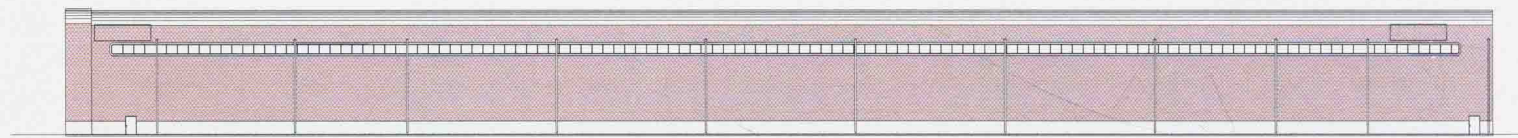




SECTION 剖面



EAST ELEVATION 东立面



WEST ELEVATION 西立面



SOUTH ELEVATION 南立面



NORTH ELEVATION 北立面