



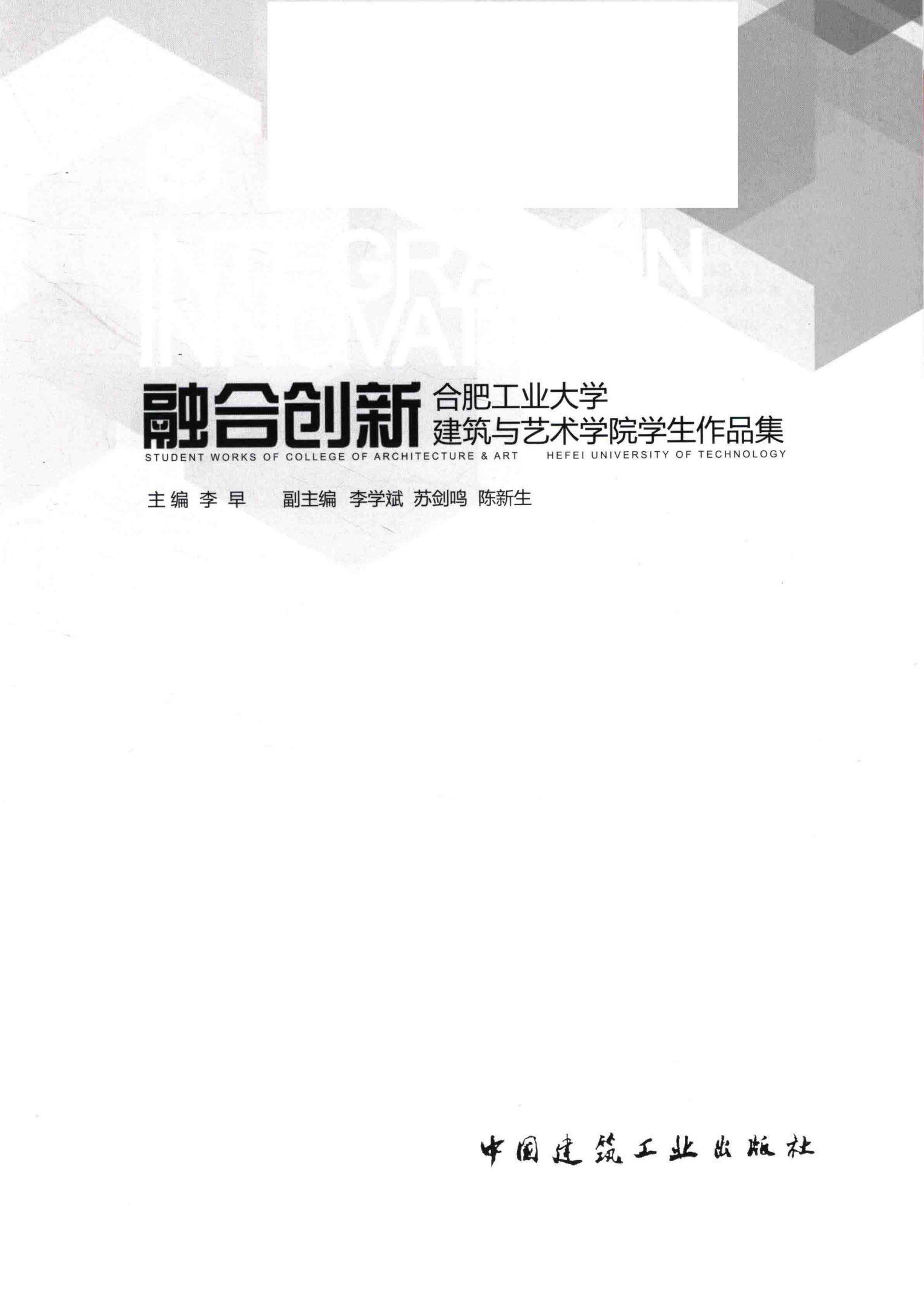
INTEGRATION INNOVATION

融合创新 合肥工业大学 建筑与艺术学院学生作品集

STUDENT WORKS OF COLLEGE OF ARCHITECTURE & ART HEFEI UNIVERSITY OF TECHNOLOGY

主编 李 早 副主编 李学斌 苏剑鸣 陈新生

中国建筑工业出版社



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图书在版编目 (CIP) 数据

融合创新 : 合肥工业大学建筑与艺术学院学生作品集 / 李早主编. -- 北京 : 中国建筑工业出版社, 2016. 10

ISBN 978-7-112-19928-0

I. ①融… II. ①李… III. ①建筑设计—作品集—中国—现代 IV. ①TU206

中国版本图书馆 CIP 数据核字 (2016) 第 225826 号

责任编辑: 陈 桦 王 惠
责任校对: 焦 乐 姜小莲
书籍设计: 陈新生

融合创新

合肥工业大学建筑与艺术学院学生作品集

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中国建筑工业出版社出版、发行 (北京西郊百万庄)
各地新华书店、建筑书店经销

北京方嘉彩色印刷有限责任公司印刷

*

开本: 880×1230 毫米 1/16 印张: 21 字数: 520 千字
2016 年 10 月第一版 2016 年 10 月第一次印刷
定价: 158.00 元

ISBN 978-7-112-19928-0

(29427)

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(邮政编码 100037)

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P R E F A C E

序

我的面前，放着一本沉甸甸的书稿——《融合创新 合肥工业大学建筑与艺术学院学生作品集》。作为合肥工业大学的老校友，离开母校三十多年，虽然一直关注学校学院的发展，但翻开作品集的刹那还是被深深震撼了。这不仅仅是一本作品集，而更像是一部专业发展史，从中可以看到几代建筑学师生艰辛而富有成效的探索，凝聚着建筑与艺术学院悠久的办学历史和多元化的办学理念。

作品集一方面回顾了建筑与艺术学院自 1979 年恢复招生以来，建筑学专业收藏的历届优秀作业以及近几年学生参加国内外竞赛的获奖作品，也涵盖了学院城乡规划、环境设计、视觉传达设计、风景园林、工业设计和广告学专业的优秀作业。其中体现出的多元创新的特色以及交叉融合的办学模式，正逐渐成为建艺学院优秀教学传统的一部分，是值得嘉许和学习的。多年来，建筑与艺术学院一如既往地保持着创办之初的办学理念，由当初的一个单一专业逐步发展为一个涵盖多学科多专业的学院。培养的毕业生遍及全国各地，在全国各地的建筑与艺术领域做出了积极的贡献，在设计行业和教育界都赢得了广泛和良好的声誉。作品集也追溯了建筑与艺术学院长达半个多世纪的专业探索，尤其是在建筑学这个版块，作品集以宝贵的史料展现了完整的教学谱系，可以说是我国建筑学教育历程的一个小小缩影。我所就读的建筑系建筑学专业早于 1958 年就已经成立，合肥工业大学也由此成为全国较早设立建筑学专业的大学之一。虽然起步早，起点高，但她一直紧跟时代脚步，未曾有半刻懈怠。进入 21 世纪以来，建筑与艺术学院又有了新的发展，目前学院已具有“建筑学”等 5 个一级学科硕士学位授权点，以及“可持续建筑工程”二级博士授权点。在多学科齐头并进共发展的前提下，建筑学仍然是该院专业教育的重中之重，是国家级特色专业和安徽省重点学科。2008 年、2015 年，建筑学本科教育和硕士教育两次以优秀等级通过了有效期为七年的全国高等学校建筑学专业教育双评估，建筑学师生们的专业素质得到了同行专家们的高度认可。

我于 1979 年考入合肥工业大学建筑工程系建筑学专业，在此度过了人生中极为宝贵的青年时光，并由此和建筑学结下了不解之缘。作为建筑与艺术学院的校友，我一直默默地关心着她的发展，并为她取得的每一个成就而自豪。当我接到写序的邀请时，老同学们的音容笑貌逐渐浮现，老师们的不倦教诲也犹在耳旁，一时百感交集，往事纷至沓来……还好手中还有这一页页多彩画卷，反复欣赏之余，多少也能慰藉一些我对母校的思念之情。当年的习作居然还被学院精心保存着，和后起之秀的清新构思放在一起，一种血脉般的联系油然而生，使我倍感亲切。

作序之时，欣闻在今年的金秋时节，2016 建筑教育国际学术研讨会暨全国高等学校建筑学专业院长系主任大会，以及全国高等学校建筑学学科专业指导委员会年会将在合肥工业大学举办，藉此我也衷心祝愿合肥工业大学建筑与艺术学院能百尺竿头更进一步，走向更加灿烂的明天。



中国中元国际工程公司董事长 总裁 丁建
2016 年 8 月 22 日于北京

前言

P R E F A C E

横跨数十年、涵盖 7 个专业的合肥工业大学建筑与艺术学院学生作品集即将出版面世，接受全国同行专家的检阅，我的心情无比激动和喜悦。

入选成果水平的高下直接决定着作品集的成败，遴选作品自然是所有工作的重中之重。许多早年校友的成果，由于年代久远，存在着图纸信息不全、翻印图片质量不高、扫描工作量繁重等困难；而近年的优秀学生作品，也有着图纸量多需精简，可编辑电子版缺失、旧版式难以重新编排等诸多问题。作品集的编辑工作可谓千头万绪，繁琐劳神。在这个炎热的夏季里，为了前辈和历届学子的心血能够完美呈现，建筑与艺术学院的师生们放弃休息，加班加点。在梳理大量院藏老作业的同时，联系海内外校友提供资料，重新编辑完善作品排版效果。在暑期即将结束之际，我们终于卓有成效地完成了这项浩大的工程。

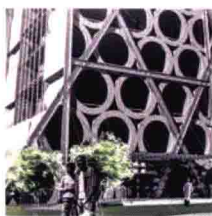
这部 300 多页的作品集，是我院 1979 年恢复招生以来教学成果的集中展示，其中精选了建筑学、城乡规划、风景园林、环境设计、视觉传达设计、工业设计以及广告学 7 个专业的国内外竞赛获奖作品和优秀课程作业。这部作品集如同一部发展史，记录着建筑与艺术学院几十年来紧跟时代，秉承创新思维的办学思想和专业领域的拓展过程。她更像是一部家族史，记录着建筑与艺术类 5 个一级学科近年来水乳交融、多元创新的学科理念和教学模式的提升之路。令人欣慰的是，作品集中的部分作者，目前已经成为业界知名的设计大师或是高等教育工作者，更有众多校友活跃在国内外设计前沿，展现着合工大建艺人的风采。相信这 30 多年来院藏作品的首次集中展示，会传达给学子们无限的正能量。从大门到茶室、陈列馆、宾馆……再到城市设计；从墨线条到彩铅、水彩、水粉……更有喷绘表达；从建筑单体到城乡规划、景观环境……乃至产品设计和广告策划。图板上的梦想，笔尖上的灵动，创意灵感的火花，跃然呈现于眼前。从零开始，从专业启蒙教育起步，成才与否取决于各届毕业生的努力，成功的大门等待着一代代学子们去叩响。

1958 年，在毕业于“天南海北”老四所高校的前辈们的努力下，我校建筑学专业诞生了。他们的辛勤耕耘，换来了今天我们学院的蓬勃发展。谨以此作品集作为对创业者们以及建筑与艺术学院建院 60 周年华诞的献礼。衷心希望以这本作品集为契机，更加激发起建艺学子们的自信心和荣誉感，千岩竞秀，万壑争流，在不平凡的起点上营造宏伟的人生大厦，创造更加辉煌灿烂的明天！



合肥工业大学建筑与艺术学院院长 李 早
2016 年 8 月 26 日于合肥翡翠湖畔

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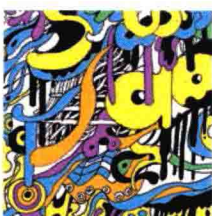
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A R C H I T E C T U R E

建筑学

建筑学专业创建于1958年，是全国较早设立建筑学专业的院系之一。1986年开始招收“建筑设计及其理论”硕士研究生，该硕士学科点2001年获批为安徽省重点学科，2010年取得建筑学硕士学位一级学科授权点。同年，建筑学专业获批国家级特色专业建设项目。建筑学本科及研究生培养于1996年首次通过全国专业教育评估，并于2008年和2015年在评估中取得本硕双“优秀”等级。在人才培养中着重训练学生的设计创新思维与动手能力，重视科学素质的同时加强艺术素质的养成，促进具有高品质建筑创作实践能力人才的培育。经过多年的教学实践，取得多项专业教学成果，曾获国家级教学成果二等奖1项、安徽省教学成果奖7项。本专业学生在包括UIA世界大学生建筑设计竞赛、亚洲建筑新人战在内的国际、国内重要竞赛中取得了优异成绩。



作品名称: ANYWHERE

国际建筑师协会 (UIA) 世界大学生建筑设计竞赛 全球前15名

中国院校境外交流优秀作业 优秀作业奖

完成时间:

2014

1

BACKGROUND



AFRICA



SOUTH AFRICA



DURBAN



RACIAL MAKEUP



FIRST LANGUAGES

Durban is the largest city in the South African province of KwaZulu-Natal. Durban is ethnically diverse, with a cultural richness of mixed beliefs and traditions although a growing "new Apartheid" has been felt especially in South Durban where a great number of black people live.



LACK OF PUBLIC SPACE

OTHERWHERE



2014
THE COVER
MODULATE MICRO-CLIMATE



2020
THE CHAIN
CONNECTION/INTERACTION

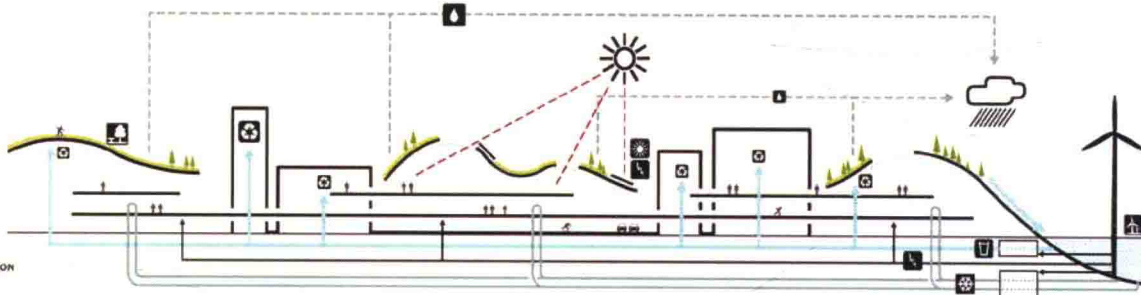


2046
THE CIRCLE
WHOLE ECOSYSTEM

Large scale intervention is derived from medium term. We treat THE COVER as a catalytic, which can play a very important role in activating area by gathering crowds. In other areas of the city, through the analysis of road traffic, functional components, etc., we look for the similar "catalytic point". THE COVER provides a platform for different religions, classes and cultural groups, where they can talk freely, come up with new ideas, and get equal treatment. In the long-term perspective, these connected growing buildings are not only adjusting the local microenvironment, but also forming a city in the whole ecosystem level. Through the water cycle, waste water treatment, solar power and other sectors, there will be an optimistic view on achieving long-term goals of ecological Durban!

ECOLOGY

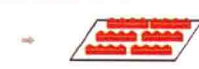
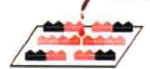
- TRANSPORTATION
- PUBLIC SPACE
- SUSTAINABLE CIRCLE
- AVAILABLE WATER
- WIND ENERGY
- SOLAR ENERGY
- POWER SYSTEM
- RAINWATER COLLECTION



RESILIENCE



CATALYSIS
Adding catalyst in the dull community, gathering crowds, to activate the whole area.



VALUES



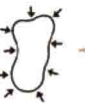
WESTERN COUNTRIES

ASIAN COUNTRIES

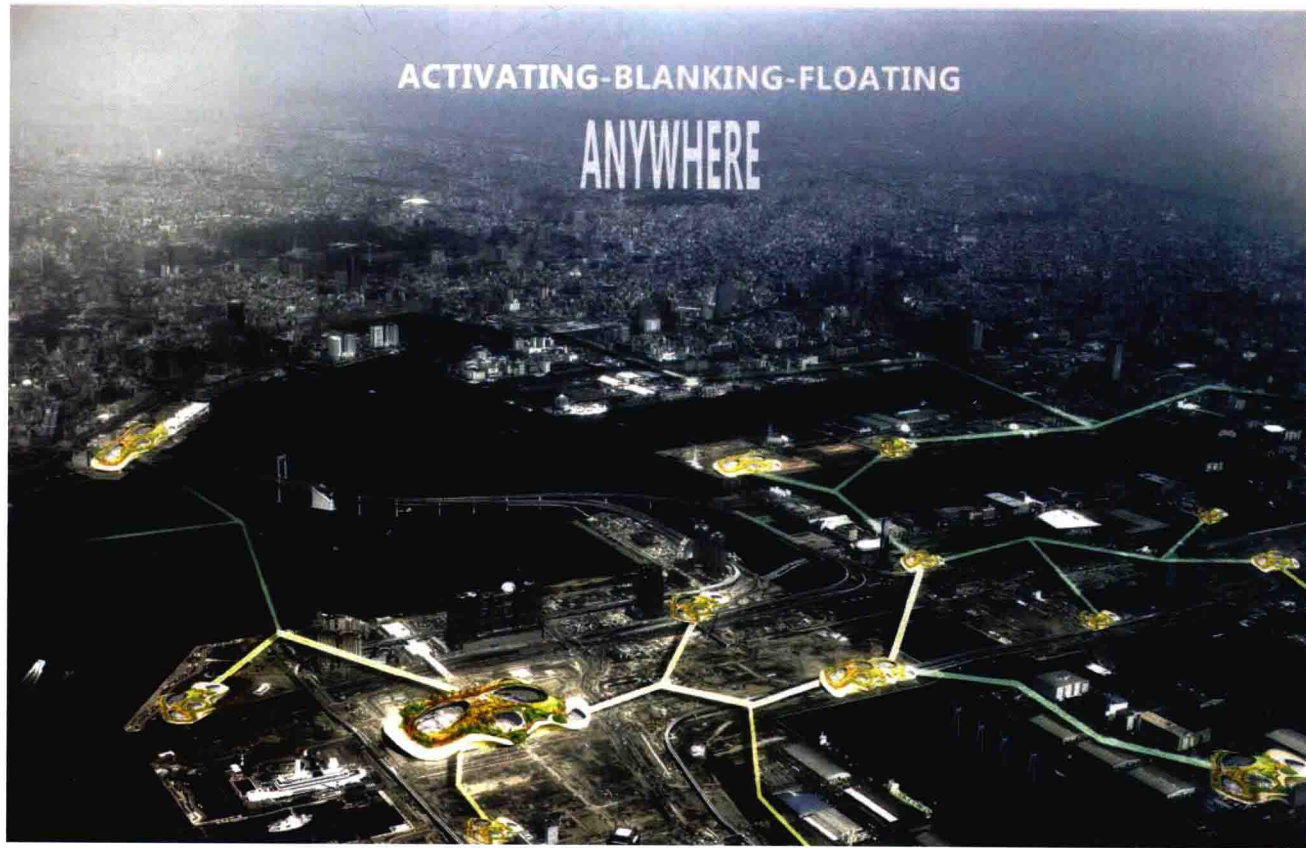
AFRICAN COUNTRIES

COMMUNICATION

People in different country with distinct belief and various languages are sharing one public space in harmony.



ACTIVATING-BLANKING-FLOATING ANYWHERE



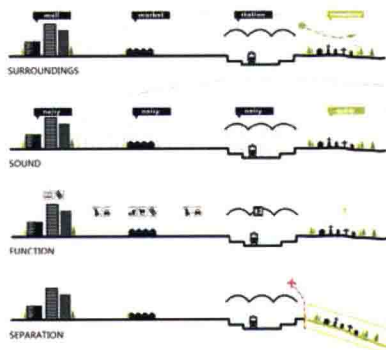
2

ACTIVATING-BLANKING-FLOATING

ANYWHERE



BOUNDARY PROBLEM



LOGICAL PROGRESS

WARWICK JUNCTION

CEMETERY
NINE MARKETS
RAILWAY STATION
BUS/TRANSIT STOP

PRESENT SITUATION

CITY ISLAND
INFORMAL COMMERCIAL
BOUNDARY PROBLEM
CHAOTIC TRAFFIC
LACK OF PUBLIC SPACE
FTW GREEN BELT

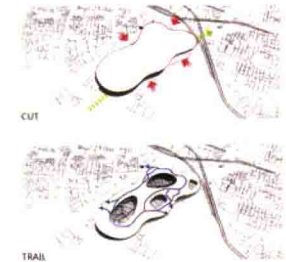
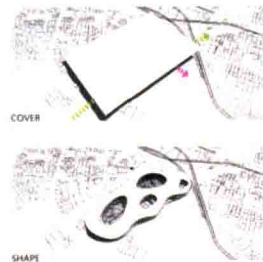
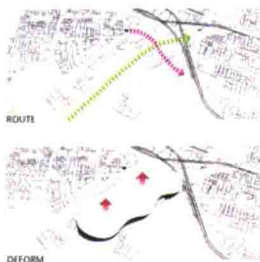
STRATEGY

INTEGRATION
BLANKING
ROOF SPACE

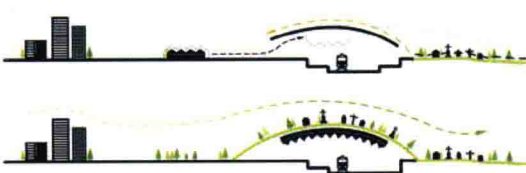
FUTURE IMAGE

THE COVER

GENERATION



BLANKING



OTHERWHERE

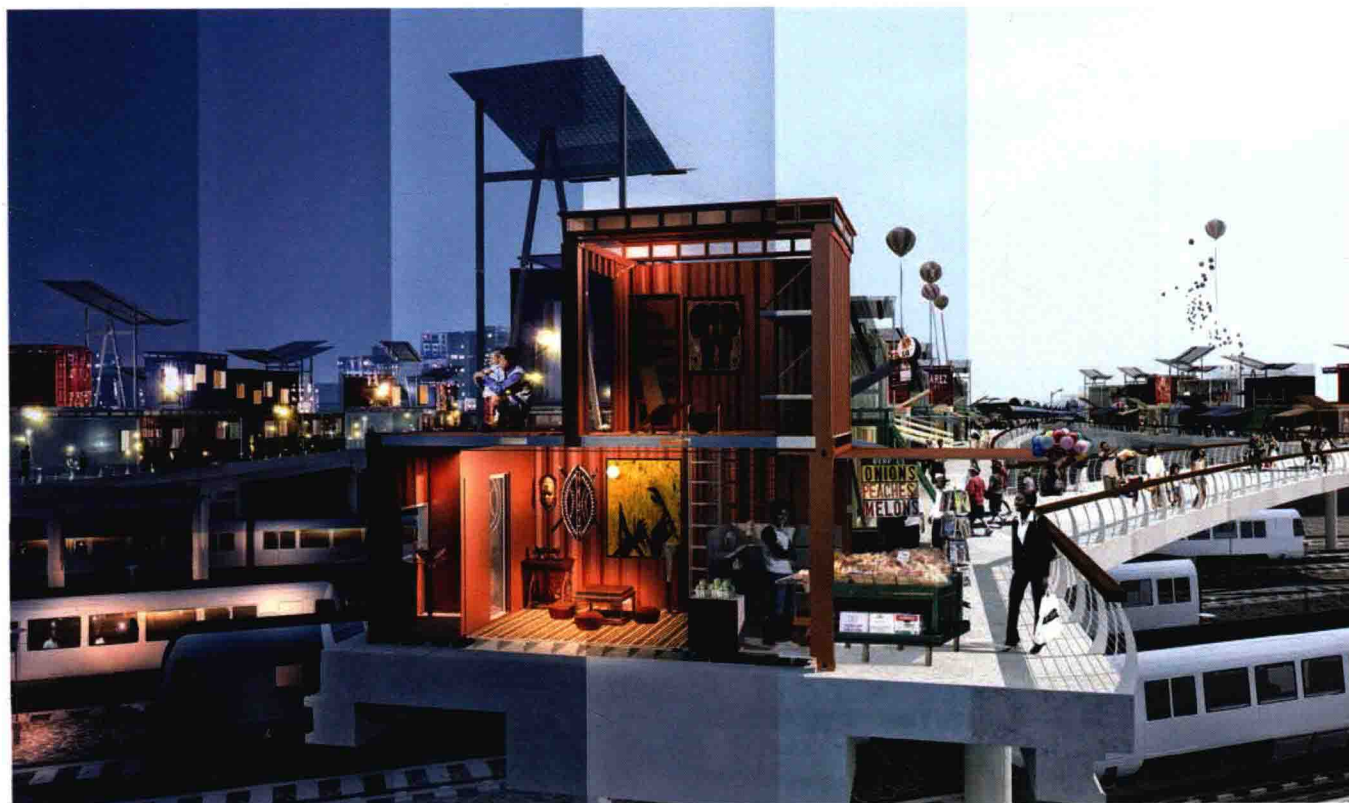


Due to many reasons such as separation by tracks and discussion of commercial activity, the cemetery has been completely isolated to an island within the city. Each boundary, cutting off the cemetery itself by rail fence, was surrounded by informal commercial area and filled with temporary on street parking. We decide to "blank" the boundary through extending the cemetery, making an organic integration as a whole between cemetery and the city. We call the product "The COVER".

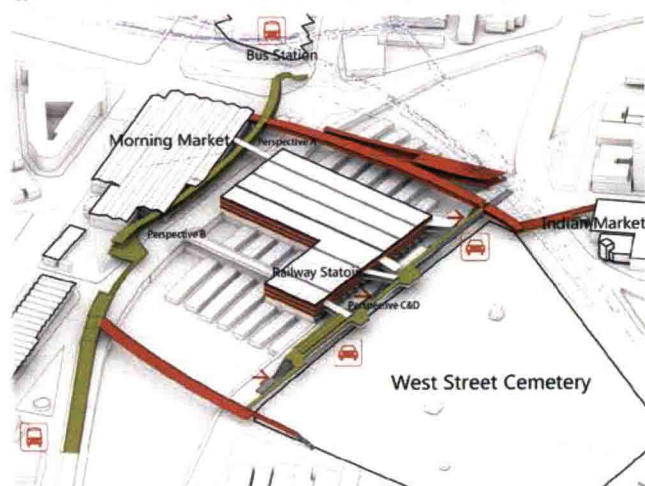
links these rigid walls and roofs everywhere. The COVER is more like a soft and smooth blanket with gentle flow and waves of the sea. On the function of the building, we can have a new quality of informal business practices, meanwhile re-organizing the traffic and parking issues. By integrating these businesses, of real people, and economic condition and urban planning under our architectural forms. At the same time, we are innovatively liberating the cemetery out to the city life while letting cemetery grow above the COVER. By doing so, The COVER will provide more public space for entertainment. And also, planting different plants on top of the buildings to regulate the microclimate of WARWICK JUNCTION area. Through footpaths, people can walk to experience various urban activities during leisure.



3



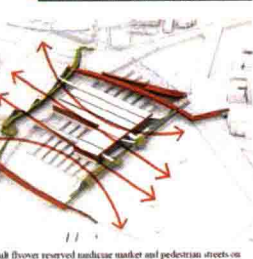
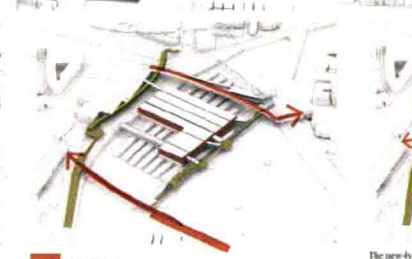
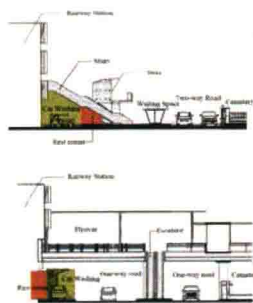
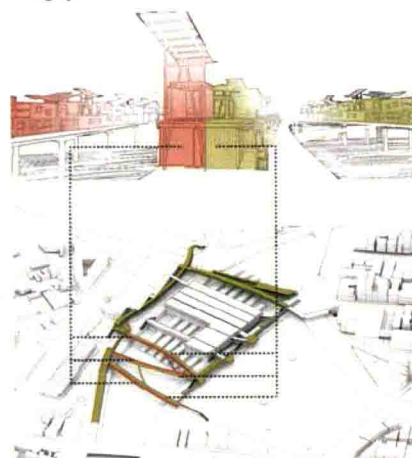
CITY FIBER OF DURBAN ACCOMMODATION



living space

commercial space

"Front shop and back to live" is the living style we create for vendors. Separated from a "wall", there appears two living conditions at the same flyover in day and night. And people in one condition can't see the other, which makes no disturbance, which is our definition to the concept "otherwhere".



We extend the pedestrian street we transformed in short term and connect it with the abandoned flyover in the west part. We increase the communications between the two parts of the city and provide industrial traders more commercial opportunities.

The newly built flyover reserved industrial market and pedestrian streets on both sides of the station formate a closed-loop as well as a connection with traffic and commerce mixed together which interact with each other. The connection is vital as the pedestrian junction connecting two parts of the city and then extends to the city.



作品名称：BABEL 2050

国际建筑师协会（UIA）世界大学生建筑设计竞赛 优秀奖

完成时间：

2011

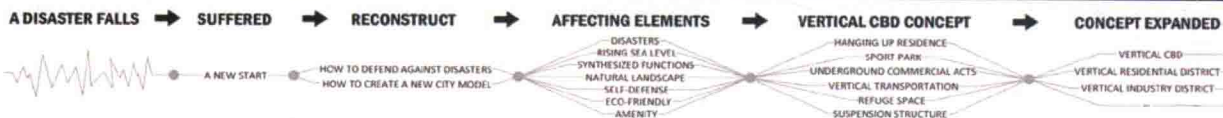


BABEL 2050

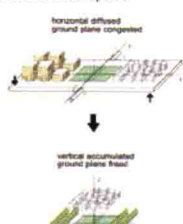
Introduction of Background

What changes would take in our life in two decades? What about the world? And what the Tupy city? Resources are being abused, eco-system is being damaged and series of problems shall rise, the rising of sea level, frequent occurrence of earthquake, strike of tsunami and the like. We assume that Tupy city were suffered from an unprecedented tsunami in 20XX. To rebuild the city we would consider how to apply the disaster-preventing design to the new city, especially the strategy dealing with the possible earthquake and tsunami.

LOGICAL PROGRESS



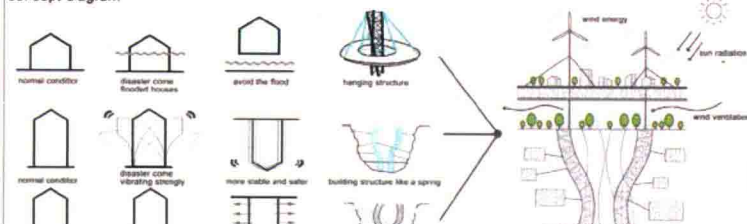
sufficient used space



future CBD just like a microcity

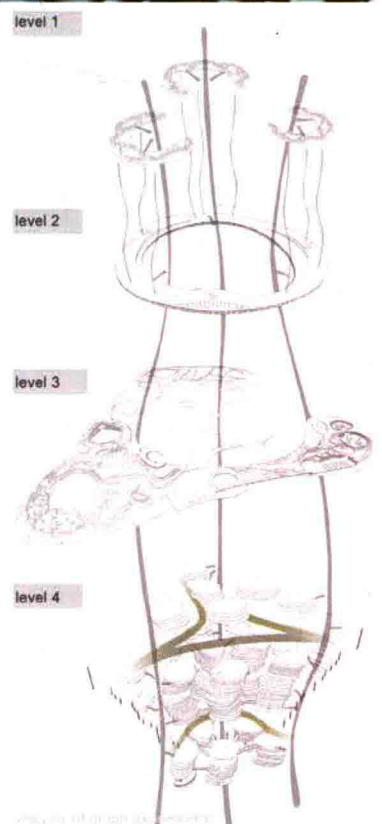
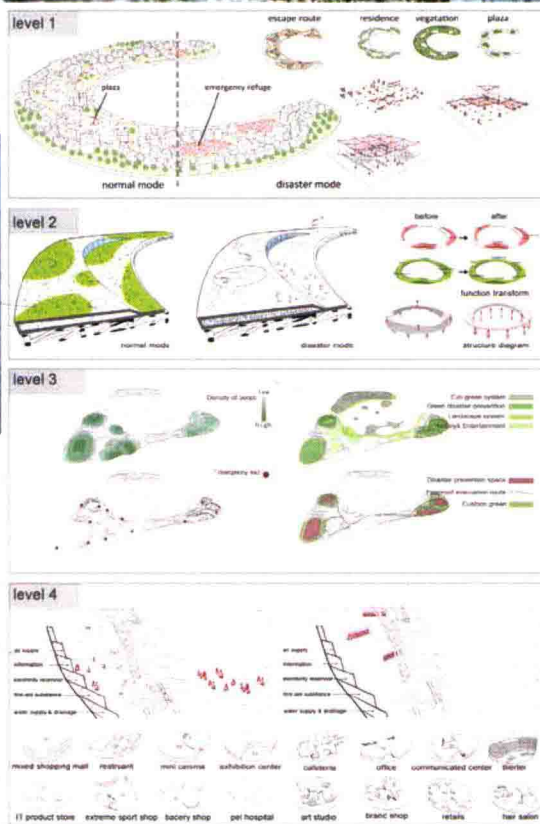
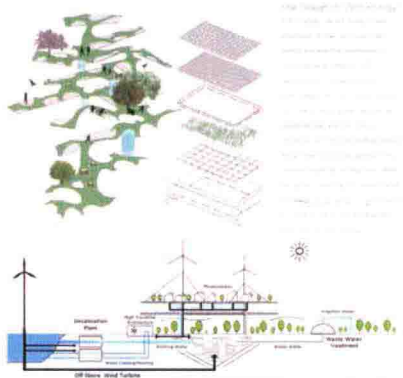
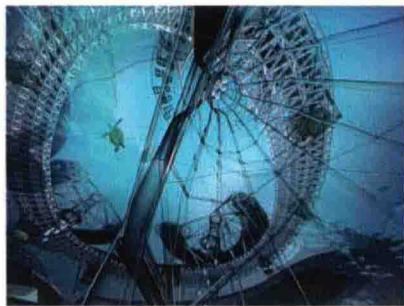


concept diagram





Design & Experiment was... (text describing the design process and goals, partially obscured by the image)

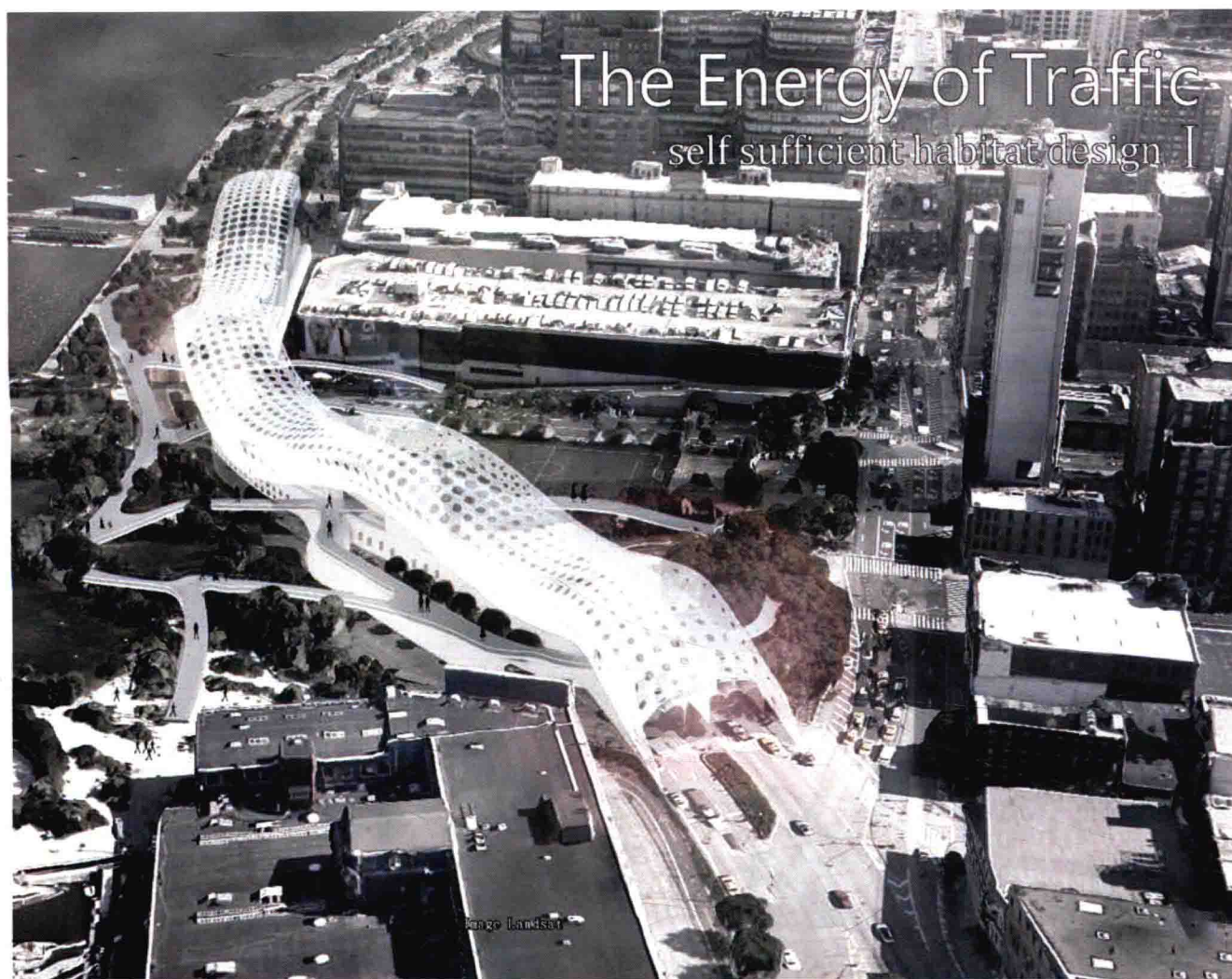


作品名称: The Energy of Traffic

第五届高等建筑国际学生竞赛(西班牙) 荣誉奖

中国建筑业院校境外交流学生优秀作业 优秀作业奖

完成时间: 2014



The Energy of Traffic

self sufficient habitat design I

Description of Design :

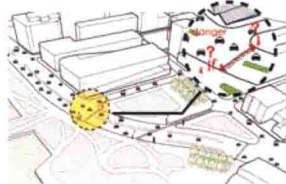
We find the core of self-sufficient building design is energy strategy, which means it is the way we deal with energy that matters most in a project. In our project, we try to find certain powers which are always around but momentary. In some ways we collect them then we use them to make our building "Self-Sufficient".

The topic of our project is "Traffic Energy recycling". As everyone knows, high-speed vehicles can produce strong wind, and the gravity of moving cars and people can also cause pressure on the road. So we apply this two kind of momentary energy to our design. Our project is located on Lincoln Highway and 12th Avenue in Manhattan, New York City, where there run fast vehicles and people find it difficult to get across the road. We adopt specific technology to make use of the "Vehicle Wind" and "Pressure" as the source of energy, which can produce electricity. As a result, what's supposed to be "Wastes" becomes what we use to support our building.

1.Site Analysis



Proposal locates in high-speed road with large vehicle flowrate, facing the sea. It's always affected by the strong wind.



Lacking of flyover and underpass, it is dangerous to cross the road when cars are in high speed.

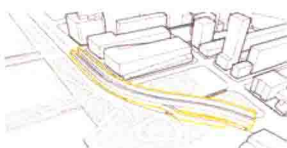


Pressure caused by passersby is collected and transformed into extra electricity.

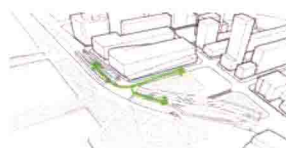


Wind and pressure caused by fast cars are collected and transformed into extra electricity.

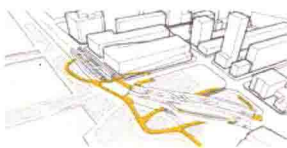
2.Logic of Generation



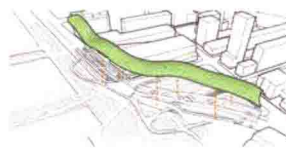
step I -- cover the highway with tubes



step II -- penetrate tubes considering the traffic flow and reconstruct the 2nd floor

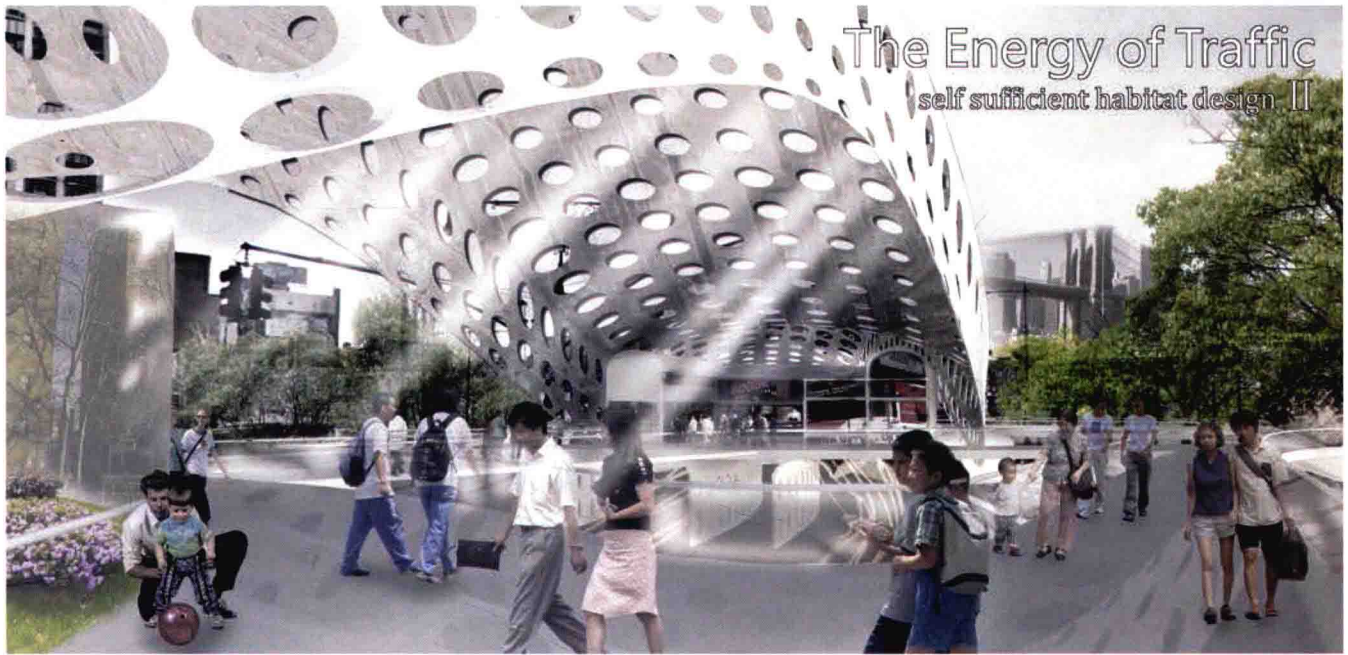


step III -- add overfly across refined tubes

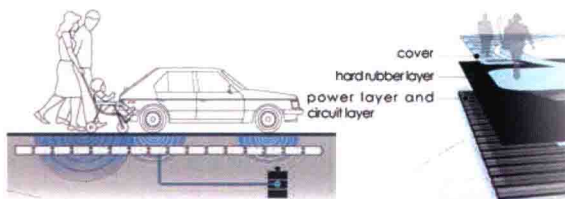


step IV -- pack tubes with the skin collecting energy

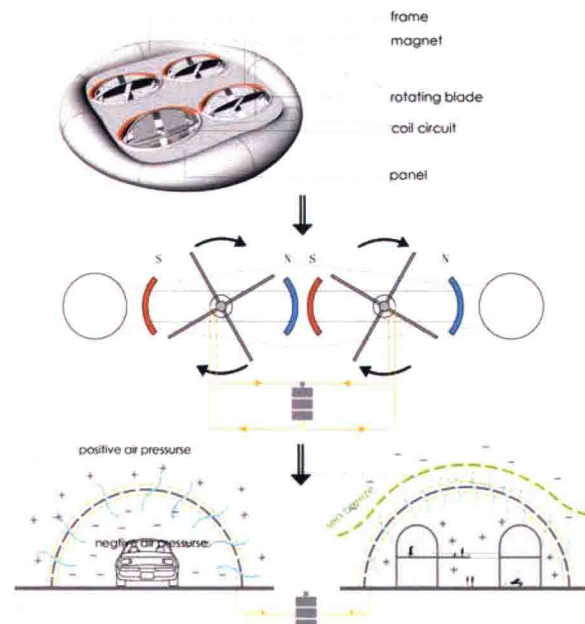




3. Pressure Energy Analysis



4. Wind Energy Analysis

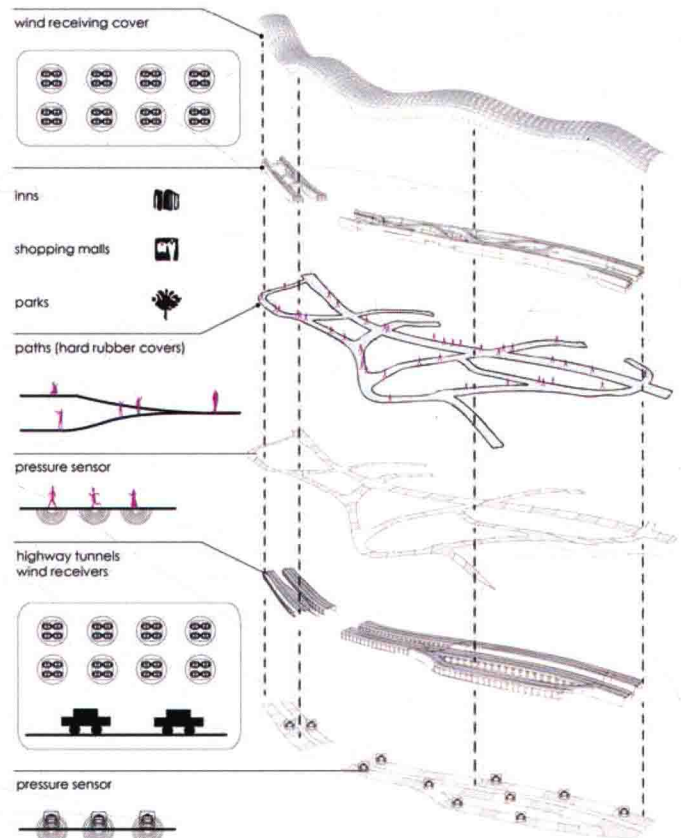


Running car and sea wind will lead the difference of air pressure between inside and outside, which leads the wind cross the holes of the skin and revolvment of the blades. the the coil of blades cut magnetic induction line, producing electricity.

6. Future Development



This proposal is kind of experiment in the city revival. Besides the energy use, we also take advantages of micro-environment and improves the unfavourable factors in our proposal. Also we can call it prototype, and apply to the loop highway of Mahattan in the future.



5. Energy Circulation

