

BOOK REVIEW

Zoltán ZOLTÁN: *Az infrastruktúra térbeli rendszerei és területi hatásmechanizmusa* (Spatial Infrastructure Systems and Mechanism of Regional Efficiency). Akadémiai Kiadó, Budapest, 1979. 188 pp, 11 tables, 11 figures. (In Hungarian)

The concept of infrastructure has been used in the Hungarian regional planning system for about twenty years. Although several books, collections and papers have been published in this scope, the interpretation of the concept "infrastructure" cannot be considered as unambiguous.

Based on earlier Hungarian and foreign publications in this scope, Zoltán ZOLTÁN gives in his book a more general and flexible interpretation of the concept of infrastructure, making it useful in the theory and practice of regional planning necessarily involving different aspects and goals.

The volume surveys the development of the concept "infrastructure", its diverse interpretations, correlation with economic development both under capitalist and socialist conditions — referring also to attitudes to this subject found in the Hungarian literature. Within the infrastructure theory, the book deals with the general and actual interpretation of infrastructure, its organizing principles, effects, functional and spatial hierarchy.

The Hungarian macro-infrastructure systems are extensively treated, showing the process of historical development in dependence on economic influences, illustrated also by maps. The regularities to be deduced from the development of macro-infrastructure systems, their spatial and environmental effects and also risks of danger are discussed.

A separate chapter has been spent on the evolution of local infrastructures in Hungary, in close interaction with macro-systems: the organizing principles of functional systems, the fundamentals of development and the main characteristics of functions according to local infrastructure supply of towns. Finally, main particular regularities and lessons to be drawn from the development of local infrastructures are recapitulated, with a view on future possibilities.

This book by Zoltán Zoltán is a useful completion to the available literature on infrastructures. It helps orientation of economists, engineers and other specialists in the complex and diversely interpreted theoretical and practical questions of the concept "infrastructure". A special merit of the book is to handle the infrastructure concept as an open system into which, beside economists, also physical planners and urbanologists can fit their particular demands.

Dr. Sándor DEÁK

Imre PERÉNYI: *Városépítéstan* (Urbanology)
Tankönyvkiadó, Budapest, 1978. 622 pp., 1208 figures.

This recent, fundamental work by Prof. Imre Perényi, Dr. Techn. Sci., recapitulates decades of rich professional and educational activity by its author. This volume consists of two main parts, the first part is a comprehensive discussion of the history of town planning, while the second part is concerned with problems of settlement planning. It relies on earlier works by the same author on these subjects; it is their revised, substantially completed reedition containing latest research results.

One cannot but agree with the Author: "... It was considered that the assumed task could be shouldered by constructing the subject with due consideration of historical development, since we are mostly developing our pre-existing towns that had been formed for centuries, even our new towns evolved in this environment. This is why town planners have to be imprinted with an approach to historical continuity. This is only thereafter that planning problems relevant to the establishment, development, reconstruction of towns, or better, settlements can be tackled ..."

The first part comprises four chapters. The first chapter on town planning in slave societies is divided into three subchapters on ancient East, ancient Greek and ancient Roman town planning. The second chapter deals with town planning in feudal societies. Its subchapters present European town planning in early, developed and late feudalism; a special subchapter is spent on town planning outside Europe in the age of feudalism. The third chapter, entitled "Town Planning in Capitalist and Socialist Societies" comprises three subchapters, namely town planning in the age of capitalist development; inter-war polarization of town planning trends; and theoretical tendencies and practice of post-war town planning. A special chapter is spent on presenting and evaluating the past of town planning in Hungary.

The first part imparts a manifold, comprehensive knowledge in the history of town planning. Acquaintance with town planning ideas and conceptions is facilitated by a profusion of photographic and graphic illustration. Perhaps the most valuable subchapter is that on post-war town planning. Its objective statements may be of help in the correct appreciation of, or at least, a correct approach to, values of the recent past and of our days.

Seven chapters in the second part recapitulate problems of the theory of town planning. The term "recapitulate" points out that space limitations prevented a detailed examination of all relevant questions. Nevertheless, all essential problems of the theory of town planning are discussed with an illustrative conciseness, with no harm to its inherent values, all these in a clear-cut, easy to understand manner. Also here, as in the previous part, a well composed matter of photos and drawings complete the text.

Chapters in the second part are: I. Population and Settlement; II. Town Fabric; III. Urban Traffic; IV. Urban Residential Area; V. Industrial Premises in Urban Areas; VI. Town Centres; VII. Urban Green Areas.

One may wonder if problems of regional planning would merit a prominent treatment in a special chapter justified by significance and actuality of this subject.

The reader may feel a want concerning two items. One is a separate chapter on environment protection and engineering related to settlement and town development. The other remark refers to the latest methods of town planning. Recently, town and settlement planning methods have got into the foreground of interest, involving computer methods in town planning, application possibilities and limitations, latest cartographic methods, modelling, and in particular, prognostication problems of urban and regional development. A chapter (or, at least, a subchapter) on all these would be rather instructive.

This new book by Prof. Imre Perényi is of much help — in addition to students in architecture studying town planning, and to lecturers on this subject — also to those interested

in town planning: designers, research workers, administrative and executive officers. Just as others of his substantial works, also this book is an important contribution to the theoretical fundamentals of an up-to-date approach to settlements and their environment (origins, development, function, townscape, technical-economic problems). This highly valuable work would merit a better printing paper and higher technical skill.

Dr. György KŐSZEGFALVI