

Certain areas of Brasília are explored to show how spontaneous occupation has rendered a different status to originally segregated spaces. The following chapter, by Maurício Couto Polidori and Otávio Martins Peres, draws on cellular automata, modelled on CityCell, to simulate the urban expansion of the city of Pelotas, representing spatial dynamics and exploring processes of change. Their study predicts the effect of different urban growth speeds, influence of attraction poles, special zoning for natural preservation, and the appropriate relationship between nature and urban form. Finally in this theme, in chapter 6 Alessandra Gobbi Santos and Bruna Cristina Lermen present the transect model known as SmartCode as a normative alternative to the traditional, abstract, elementary land use zoning, common in most Brazilian cities.

Portrayed as complementary tools, the six morphological approaches considered together in this book – ranging from qualitative and cognitive to quantitative and normative – are certainly inspirational, particularly in Brazil where historical urban studies are common. Such historical views help to explain why the city is the way it is or has the form it has, but in historical urban studies a further step to design and planning practice is not usually taken – and this book contributes to taking the step towards design and planning practice. The book does have recognized limitations, namely the lack of a comparative meta-study that helps planners to decide which approaches should be applied in a given case and how to integrate them – an urgent task to be undertaken. All in all, it is commendable for offering to the Lusophone world a panoramic view of innovative possibilities for analysing the present urban form and designing its future.

References

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Városok az Osztrák-Magyar Monarchiában: városzövet- és várostípológia 1867–1978

by Éva Lovra, TERC Kft, Budapest, Hungary, 2019, 240 pp. ISBN 978–6–155445–65–1.

Éva Lovra's book *Towns in Austria-Hungary: urban tissue typology and urban typology 1867–1918* represents a pioneering endeavour in researching the history of urbanism and architecture on the territory of the Austro-Hungarian monarchy since she observes both phenomena in mutual interaction and places them in a broader, historical and social context. Hence the book is a genuine example of an interdisciplinary research approach, in which the city and its architecture are considered as a common organism, subject to different influences. In addition to tangible dimensions, the author also reveals the urban identity of cities.

The spatial framework of the research is bounded by the borders of the historic Austro-Hungarian monarchy. The cities of that huge territory have been developed in a common socio-historical context, framed by the duration of the Monarchy. This began with its creation by the Austro-Hungarian agreement in 1867 and ended with its disappearance after the end of the First World War in 1918. This was the last period when Hungarian cities sought to achieve the development of those in Western Europe. A comparison with the medieval condition of the selected cities emphasizes the importance of the period (1867–1918) being examined, in terms of significant expansion and transformation. The forms of Central European cities formed at that time are still recognizable today.

Lovra considers the formation of a modern Central European city through specific elements of urban typology: industrial development; the development of means of transport, primarily railways; the relationship between the city centre and its other parts; and the influence of nature, considered in terms of attitudes towards the natural environment and green areas within the city structure. In addition to the urban and architectural development, she also provides an overview of legislation related to these activities as a special and very important factor in the origin and development of urban form and the architectural framework of cities in the Austro-Hungarian monarchy.

Lovra presents an urban typology matrix, combining the typologies of urban fabric types and urban planning types. Based on this integrated method, a total of 41 Austro-Hungarian urban types were identified, defined and divided into

11 main types and their subtypes. The following inputs are used to determine the types: the structure of the street; the relationship of plots and buildings to the street structure; the relationship of blocks and groups of plots with free, green areas and street network. English (M. R. G. Conzen) and Italian (S. Muratori and G. F. Caniggia) theories and integrated methodology of urban morphology served as starting points in the formation of this typology. Furthermore, theories of contemporary urban planners such as Josef Stübben, Camillo Sitte and Otto Wagner, are used in the analysis and explanation as well as the works of important architects such as Ferdinand Fellner and Hermann Helmer, Hauszmann Alajos, Lechner Ödön and Pfaff Ferenc.

The book presents different types of cities through the analyses of 80 cities of the Austro-Hungarian monarchy, which had a common concept of development in terms of urban fabric and structure. The large majority of these cities (70) were located in the Kingdom of Hungary and are compared with 10 cities that were located in the Austrian part of the Monarchy. That comparative analysis identified the existence of a general concept in the development of cities within the entire Monarchy. The book shows the diversity as well as the common characteristics of these settlements where common economic and cultural roots are, even today, recognizable in most cities of Central Europe.

The research demonstrates that it is possible to form a typology of cities in the Austro-Hungarian monarchy, despite their diversity in urban forms. Further, this typology and the criteria used to develop it are also applicable in the analysis of cities in other contexts. This integrated methodology of studying the urban structure and urban forms in dialogue with architecture – created during the research – is the greatest contribution of this work. The author defines this interaction as ‘micro-urbanism’ and highlights the possibility of further development of research in this field. The significance of the book is also in the comprehensive approach to the research, which resulted in the unique typology and complex correlations. The book is richly illustrated, especially with primary sources, maps and postcards, and can serve as a database for further research, which represents the third contribution of this publication. The systematic catalogue of urban structures and matrices of 70 cities, given at the end of the publication, could be particularly important for other researchers.

Lovre’s book will undoubtedly become a kind of manual for the analysis and comparison of Central

European cities at the turn of the century. Apart from its practical educational value, its scientific contribution should not be neglected, because this is not only an important monograph on Austro-Hungarian cities but also an exceptional scientific contribution to urban history.

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Master planning for change – designing the resilient city by *Ombretta Romice, Sergio Porta and Alessandra Feliciotti*, RIBA Publishing, London, UK, 2020, 192 pp. ISBN 9781859469262.

This is an important book. It addresses the challenges facing the field of urban design at a time when it can make a difference in the necessary redirection of our cities, and in extension our societies, into greater sustainability. It does so by fully taking on the task of reconceptualizing ‘the problem a city is’, as Jane Jacobs demanded 60 years ago (Jacobs 1961). It does so by following her, at the time, exceptionally prescient conclusion that ‘cities are problems of organized complexity’. Whereas this truth has been evident since Jacobs first stated it, we have seen little development in its direction despite the widespread canonization of Jacobs. One reason is obviously that complexity is difficult, especially organized complexity, which concerns systems whose variables tend to engage and influence each other so that they give rise to life-like behaviours. There is no better example of such organised complexity than cities, which Jacobs was the first to point out.

In a narrower sense, the problem is perhaps that the distinction between the built city and the lived city – between urban form and urban life – proves difficult to make for many, including practitioners in urban design. This turns the city into a virtually incomprehensible multitude of problems to solve. The separation of urban form from urban life, and the realisation that the former constitutes the primary medium for urban design to influence the latter, immediately simplifies the task. In the end, the