

TOWN TYPES IN EUROPEAN COMPARISON BASED ON THE TOWNS ATLASES

(2017 September 16, Krakow)

Introduction

The challenge of comparative urban history **ANNGRET SIMMS (Dublin)**

Comparison as a scientific method was part of the initial idea behind our European Historic Towns Atlas (EHTA) project. Comparative studies promotes a better understanding of common European roots with the ultimate aim of establishing a typology of European towns. We shall mention five practical problems to be addressed: conceptual differences in the production of the different national historic town atlases, the compatibility of scales in the different national atlases, the uneven presentation of historical data in the different national atlases, the language barrier for many national atlases and the difficulties of accessing national atlases.

When Heinz Stoob and M.D. Lobel had succeeded in setting up the EHTA project in 1955 their energy went primarily into producing atlases. Over the last few decades, with *c.* 500 towns having been published as part of our project, the call for comparative studies has become more insistent within the town atlas community. We will face up to the criticism that our atlas work lacks a theoretical framework. We shall explore criteria for a comparative methodology as those are essential prerequisites. We shall look at comparative studies done under the auspices of the Commission during the last decades, following different conceptual approaches. These include the comparison of large medieval towns located on rivers (Cologne and Vienna or London and Dublin), the comparison of the location of public institutions in early and high-medieval towns in the core and in the periphery of Europe, the comparison of place-names on cadastral maps from different European towns or the study of the grid-plan in East-Central European towns as the expression of a specific form of governance in a specific region at a particular time. We shall demonstrate how the cadastral maps that constitute the core maps of the national atlases provide a reliable topographical base for this type of research but we shall stress that further historical data is necessary for any meaningful analysis. In the mid-twentieth century Edith Ennen spoke at a Commission meeting of the need for urban studies at an international level so that a typology of European towns might be established. The Cracow conference is our wholehearted response.

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Creating Town Typologies: a Target or a Tool? KATALIN SZENDE and MAGDOLNA SZILÁGYI (Budapest)

The difficulty of defining “the city” is proverbial among urban historians. This challenge, however, can be turned into a strength. Instead of insisting on finding a “one-size-fits-all” general definition, it might be more useful to acknowledge the enormous variety of cities and towns, to identify common functional features, and classify the cities accordingly. Groups such as cathedral cities, royal and princely seats (*Residenzstädte*), fortress towns (*Festungsstädte*), industrial and harbor cities, and so forth, share many common features that allow us to develop a research agenda concerning their emergence, development, transformations, or eventual decline.

Our paper will survey the Historic Towns Atlases published so far and attempts a classification according to the main functional types, offering an overview of the work accomplished so far, with its strengths and eventual shortcomings or gaps. We shall present the criteria that we employ when classifying the towns into the various categories, and the difficulties that we encounter during the process. The aim of this experiment will be to help the editors of the atlas series address the imbalances in the choice of towns to be included in the series and, more importantly, to offer the users of the atlases information for planning comparative projects on a European scale. In brief, it will hold us a mirror that shows how representative the HTA series is of European urbanization and invite for a better exploitation of the resources hidden in the fascicles published over almost 50 years.

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Cathedral, Episcopal and Monastic Towns

Cathedral, Episcopal and Monastery Towns in Italy – Summary

MARCO CADINU (Cagliari)

In Italy, in different geopolitical areas (Longobard, Roman, Byzantine, Norman), the towns and the bishops are related during the Middle Ages. Gregorio Magno intervenes in this dynamics with his letters at the end of the sixth century. His intention was to improve the ethics of bishops, their autonomy in face of the local governments, but also to protect those parts of civil society to whom the Foundation of monasteries and hospitals was often due. The monasteries, but above all the Bishops were active in the development of Italian cities: in general we can consider some aspects:

(1) Bishops were the guarantors of the values of *civilitas* and *liberalitas*, were legitimized by the pope and had great economic power. This derived from the rents on the most important resources of their territory (e.g. bridges, major communication routes, harbors, salt basins, ponds).

Their original residence site was next to the cathedral, often inside the area of the ancient roman town, where they were obliged to remain in the custody of the saints (*reliquia*) and cemeteries (*lex canonica*). The *Civitas* was the site of their territorial competence and it was inhabited by one or more separate urban group.

Bishops established new villages, often related to roads and market places; they assigned them to groups of families and promulgate rules. Some of them, upon Pope's permission privilege (*privilegium pontificalis*), could be established as new suffragan Sees with a new bishop.

The displacement of the bishop's seat was an act of great importance and involved the translation of the holy bodies (Genova, 1121). The bishop followed the displacement of the *burgus* or the considerable growth of a new communal town. Among the causes: military or Arab invasions; The construction or reconstruction of the cathedral, episcopal residence and baptistery; The foundation of a new city, such as Cencelle, established by pope Leone IV.

(2) From the 11th to 12th century, the bishopric power declined in the face of the increase of feudal and communal towns. The bishop loses part of the annuity but the town recognized him a strong income and a high civic representation role. In addition, it should be noted that the main squares often became the place of the harmony of civil and bishopric powers. Their palaces stood close. In other cases the bishop had his own square, separately from communal's one and merchant's square.

(3) Monasteries, especially until the twelfth century, support urban development, with functions of assistance and hospitality, with the presence in places of particular production significance.

a. The Cistercians build their small monastic towns in the territory, separate from main town. Their considerable growth attracts skilled craftsmen and architects, whose work can be found in monuments and towns projects.

(4) From the thirteenth century Mendicant Orders convents, a new institution other than monasteries, and intermediate between bishops and communes, promote new urban balance. In agreement with the Pope and the commune, they limit bishopric power, manage entire urban areas or districts, promote parceling of their urban land. Increasing communal towns included them in the new town wall.

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Cathedral, Episcopal and Monastery towns

SARAH GEARTY (Dublin)

When thinking about types of town in Ireland, the story begins with monastic settlements that were widely distributed across the county in the Early Middle Ages. Many of these centres survive as part of the present day urban network but the question of when they became towns proper has been an enduring one. Clarke and Simms applied the term proto-town to such cult settlements that displayed urban attributes but whose emphasis was predominantly religious. In the twelfth century, monastic organisation was replaced by a diocesan structure, which shifted the pattern to a more secular one. Cathedrals were established on former monastic sites and bishops replaced abbots in the associated hierarchy. The arrival of the Anglo-Normans to Ireland in 1169 introduced a new structure, one that was essentially urban but that incorporated elements of the old, underlying monastic world. Eight examples of Irish towns that evolved from monasteries have been published in the Irish Historic Towns Atlas (IHTA) series. As a consequence, there is an emerging literature on the comparative aspects of what has been termed the so-called ‘monastic town’. This paper will use the evidence from the Atlas and associated publications to discuss topographical elements of the formation of this most original type of Irish town.

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Residential Towns / Residenzstädte

Krakau und Buda als Residenzstädte – ein Vergleich

ZDZISŁAW NOGA (Kraków)

Die beiden Residenzstädte Krakau und Buda in Polen und in Ungarn haben sich ähnlich in der vorindustriellen Zeit entwickelt. In beiden Fällen war eine der wichtigsten Entwicklungsfaktoren war die optimale Situierung an einer Kreuzung von Handelswegen und die Präsenz der Königshöfe. Seit dem frühen Mittelalter waren diese Städte „sedes regni principales“ („sedes regia“). Seit dem 14. und 15. Jahrhundert wurden diese Städte zu ständigen Residenzstädten mit einem königlichen Palast/einer Burg, die zwar von der Stadt getrennt war, aber großen Einfluss auf das Leben der Städte hatte.

Im Referat werden die topographische Lage beider Städte und die Anfänge der Kommunen vorgestellt, die nach dem Mongoleneinfall 1241/42 nach dem Magdeburger Recht gegründet wurden. Damals wurde Buda und Krakau vermessen, aber Stadtraum war nicht ideal rechteckig, weil beide Städte auf schon früher besiedelten Terrain entstanden sind. Sie hatten die Form eines verlängerten Dreiecks, was von den topographischen Bedingungen abhängig war.

Ähnlich irregulär war die Lage der Pfarrkirchen. In beiden Städten begann der Bau der Kirche vor der Lokation und wurde nach der Gründung der Gemeinden beendet. Die Marienkirche in Buda war Krönungsort der ungarischen Monarchen, aber die Pfarrkirche in Krakau (auch Marienkirche) dagegen nicht. Die Krönungen der polnischen Könige fanden in der Kathedrale auf dem Wawel-Hügel statt.

Charakteristisch war die Multiethnizität der Städte, die relativ große Rolle der Deutschen in den Anfängen von Krakau und Buda und die wachsende Bedeutung der Ungarn und der Polen in den späteren Jahren. Ähnliche Funktionen in beiden Städten spielten die Italiener und die jüdischen Gemeinden, die allerdings, ähnlich wie in Buda, auch in Krakau am Ende des 15. Jahrhunderts zu einem neuen Stadtviertel verschoben worden sind.

Krakau und Buda waren Agglomerationsstädte, mit den Nachbarstädten Kleparz und Óbuda und mit der am anderen Ufer der Weichsel gelegenen Stadt Kazimierz und Peszt am anderen Ufer der Donau. Beide Städte hatten zahlreiche Ähnlichkeiten mit Prag. Am Ende der vorindustriellen Epoche hatten Buda und Krakau ihre Rolle verloren, Buda vorübergehend, Krakau auf immer.

Cracow and Buda as Residential Towns – a comparison

Cracow and Buda, the Polish and Hungarian royal seats, have developed in a similar way. For both cities one of the most important factors of their development was the favourable location on the trade routes crossroads and the presence of the royal court. Since the early Middle Ages, both cities have been considered as *sedes regni principales* (*sedes regia*).

Since the 14th – 15th century they became the permanent royal seats. In time, the royal residences have been separated from the town itself.

This paper presents the topographic location of both cities and the beginnings of their autonomous communities, which were founded after the Mongol invasion (1241–1242), basing on the Magdeburg Law. At that time, both Buda and Krakow were measured but the city space was not ideally regular because both cities have developed on a previously inhabited terrain and had the form of the extended triangle, what depended strongly on the topographical conditions.

The location of the parish churches was similarly irregular. In both cities the construction of the church began before the city's foundation and was finished after the creation of the local community. St Mary's Church in Buda was the crowning place of the Hungarian Monarchs, but the parish church in Cracow (also St Mary's Church) not. The coronations of the Polish kings took place in the Cathedral on Wawel Hill.

The characteristic features for both cities were also their multiethnicity, a relatively important role played by the Germans in the beginnings of Cracow and Buda's history and ever-growing importance of Hungarian and Polish in the later years. Similar functions in both cities have had the Italian and Jewish communities, which, both in Buda and in Cracow, have been moved to the new city districts at the end of the 15th century.

Cracow and Buda were agglomerations, along with their neighbour cities – Kleparz and Óbuda, the city of Kazimierz on the other side of the Vistula river and Peszt on the other side of the Danube river. Both had many similarities with Prague. At the end of the pre-industrial era, both cities had lost their role, Buda for the short time, Cracow forever.

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Residential Towns of Romanian Princes LAURENȚIU RĂDVAN (Iași, Romania)

Towns have had the most diverse of functions, ever since their first days. Of all of these, it is their economic role which is the most obvious, since it often contributed to their advance or decline, but there are other functions to consider as well: social, cultural or religious. We must also not overlook the special connection between some towns and the political authority of the day, since rulers often chose towns as mainstays of their power. This dates back to Antiquity, with relationships between towns and the central authority varying

significantly. In most cases, when said authority was located in a settlement, it markedly influenced that settlement's development and its status within the hierarchy of local urban centres. This process is encountered all over Europe, but the early Middle Ages display a specific feature, that of the mobility of the ruling power. Unique seats of power will appear only later, even in Western and Central Europe, as royal power begins to consolidate. The Romanian Principalities of Wallachia and Moldavia display a similar evolution, with the main difference stemming from a significant delay on their timeline. The mobility of the ruling power, which involved princes temporarily settling in one seat or the other, is a feature of the Principalities between the 14th and mid-16th century. There were, nevertheless, a series of main seats (*curți* in Rom.), which were gradually displaced from the borders of the region towards its centre: Argeș-Târgoviște-București, in Wallachia; Siret-Suceava-Iași, in Moldavia. This relocation reveals a desire by the rulers to find a position where the countries they led could be better managed, judged or even taxed. In Wallachia's case, the growing Ottoman influence interfered with the evolution of the main seat of power, since Ottomans sought to bring rulers into a position where they could be more easily overseen. Under these conditions, the centrally-located seat at Târgoviște was gradually abandoned in favour of the one in Bucharest, only 60 km away from Giurgiu, a fortress under Turkish control. As for the relationship between princely seats and the towns hosting them, it is of a complementary nature. The seat served several purposes: 1. a symbolic one, as seat of power for the main institution in the country; 2. a legal one, as a place where trials were held; 3. a residential one, since it hosted the ruler; 4. a military one, for protecting him. As a conclusion, the residences in the towns of the Romanian Principalities were similar to the *curia* or *sedes regiaie* in Central and Western Europe, in that they were centres of internal and external policies; at the same time, they were also simple *domus*, palaces for the rulers and their families, along with a large retinue and a garrison. Instead, the town provided the required products to the court, as well as people specializing in various crafts. The towns where the main seats were located thrived thanks to the ruler and his retinue, who were major clients for local or foreign traders. It was no accident that, when the court was located for a longer period of time in a town, it became the largest and most important of the country. Where topography is concerned, the seat of the prince was physically separated from the city in the 14th–16th centuries by a moat and walls (stone or palisade). After ca. 1600, this separation would gradually disappear, the moat being covered, and walls surviving as a demarcation line for another two centuries, with the seat being also integrated in the town. From the mid-17th century on, there are capital-towns, with the rulers taking up permanent residence in București (Wallachia) and Iași (Moldavia); the symbolic indication of this change being the fact that Metropolitan bishops moved here.

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Fortress Towns / Festungsstädte

Festungsstädte in Österreich FERDINAND OPLL (Wien/Vienna)

Bei Festungsstädten handelt es sich um einen außerordentlich präzise fassenden Städtetyp der frühen Neuzeit, dessen maßgebliche Charakteristika klar zu definieren sind, ohne dass dies bereits ausreichend getan worden wäre. Österreichische Festungsstädte bleiben daher bislang eher ausgeblendet, während das Aufkommen dieses Städtetyps sowohl im Ursprungsland der neuen Festungstechnik selbst, in Italien, als auch im Mittelmeerraum, in den Niederlanden, Frankreich und England oder auch in Polen großes Interesse auf sich zieht.

Die großen militärischen Auseinandersetzungen der Epoche boten den Anlass, die vorhandenen mittelalterlichen Stadtbefestigungen umzugestalten. Daneben spielt auch Streben nach Repräsentation eine Rolle, sich des modernen Festungsbaus zu bedienen. In Österreich ist der Typus Festungsstadt stark auf die östlichen Gebiete beschränkt. Für den Westen des Landes lässt sich dagegen – mit Ausnahme von Salzburg – dieser so markante Städtetyp praktisch nicht belegen. Vor allem für Wien und Graz sind weitere Elemente zu fassen, die den Städtetyp „Festungsstadt“ noch bereichern: zum einen militärische Zweckbauten (Wiener Arsenal), zum anderen die Gründung militärischer Institutionen (Hofkriegsrat in Wien und dessen innerösterreichisches Pendant in Graz). Für Wien liegen zudem Belege vor, in welcher Weise städtisches Selbstverständnis vom Charakter der „Festungsstadt“, des „Bollwerks der Christenheit“ geprägt wurde. Schließlich ist auf den „italienischen Faktor“ des gesamten Geschehens hinzuweisen. Im Raum der italienischen Signorien und Stadtstaaten mit ihren vielfachen Kämpfen wurzelte das unter Rückgriff auf antikes Wissen entwickelte Modell des Bastionärssystems. Ab der ersten Hälfte des 16. Jahrhunderts breitete sich diese neue Befestigungsmanier über weite Teile des Kontinents aus, wurde bald zum ganz selbstverständlichen Standard der Beschaffenheit von Festungen. Festungstheoretiker und deren Werke, Planer und Bauleute selbst waren vielfach Italiener. Von Ferdinand I. angeworben, kamen sie nach Österreich, zunächst in Sonderheit nach Wien, das damit zur ersten Stadt nördlich der Alpen wurde, die den später so weit verbreiteten Typus der Festungsstadt verkörpert.

Fortress Towns in Austria

Fortress towns are a very precise and widely spread town type of the Early Modern Era in the European context. The main features of this town type can be defined in a very clear manner although until now this has not been done in a sufficient manner. Strangely, Austrian fortress towns have been mostly disregarded so far, although their development on

the other hand has been widely discussed in the framework of its country of origin, Italy, as well as in the Mediterranean area, the Netherlands, in France, England, but also in Poland and Lithuania.

The background for all these innovations and meliorations with regard to existing medieval town walls were the great military conflicts of this era. Intentions of representation could also play an important role in this matter. To have such a modern fortress town at his disposal was a great attraction for any regent of a princely state of this time. In Austria the town type fortress town is predominantly restricted to the eastern part. For the western regions this ever so characteristic town type – with the exception of Salzburg – cannot be found. Especially for Vienna and Graz there are also other elements which add to the town type of the fortress town: military functional buildings (the Ship's Arsenal in Vienna), on the one hand but also the founding of military institutions (the Aulic War Council in Vienna and its counterpart responsible for Inner Austria in Graz). With regard to Vienna there is also evidence that the urban self-conception was formed by the character of the fortress town as "Bulwark of Christendom" ("Bollwerk der Christenheit" [coeval expression]). Finally, it is the "Italian factor" which has to be stressed with regard to all these far-reaching and dramatic events. The new model of the bastionary system originated in the sphere of the Italian *Signorie* and City States, as a consequence of the manifold enmities amongst them as well as the result of the renaissance of antique knowledge with regard to architectural theory, of surveying and mapping. From the first half of the 16th Century this new manner of fortification-building spread over wide parts of the Continent. The great contribution of Italians is one of the main features with regard to fortification-theorists as well as planners, architects and workers. Ferdinand I intentionally recruited Italian specialists and had them brought to Austria, especially to Vienna which became the first town north of the Alps to incarnate the town type of the fortress town that was to spread so widely over many countries of Europe.

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Fortified Towns in East Middle Europe

RAFAŁ EYSYMONTT (Wrocław)

Fortifications is the immanent part of the city. Their shape was more the result of external treatments, than the initiative of the local power. A comparative study of this phenomenon must take into account mainly political conditions changing the various urban centers. The technical elements of the town's fortress are merely the result of these determinants.

We can distinguish three main stages development of the fortified settlements in East Middle Europe:

- a. Gród (Castle) IX–XIII c.
- b. Walled medieval towns XIII–XV c.
- c. Fortified new modern and modern cities XVI–XIX c.

Generally Towns are fortified with one of the types of fortifications:

- a. Towns reinforced by the fortifications of the castle
- b. Towns with independent citadel
- c. Town's fortresses

Urban fortification is characterized also by the technical system, fortification school. As for the early modern epoch, these schools are repeated in both western and eastern Europe:

Late medieval and early modern bastion system – XV–XVI c. (masonry structures)

Bastion fortifications old and new Italian School, Daniel Specklin XV c. – second half XVI c. (masonry and earth structures)

Bastion fortifications old dutch and new dutch school, XVII c. (earth and wooden structures)

French Vauban's school (bastion, mainly earth structure)

Prussian school as a continuation of the french school of Montalbert's system, XVIII c. (bastion, earth and wooden structure)

New prussian school 1815–1860 (masonry structures)

Modern city fortresses at the times of the end of XIX c. and the first and second World War (linear defense system with earth and masonry structures)

All of these fortification models were found in Central and Eastern Europe, though the patterns for them were often created in the Mediterranean, west and northern Europe. As examples models of the development of the fortified cities, they are the towns already included in the program of the Historic Towns Atlas (Wrocław, Świdnica, Legnica, Oława, Namysłów, Cracow, Lwów, Toruń, Gdansk). The other fortified towns like Petrovaradin (Serbia) Teresin (Czech Republic), Josefov (Czech Republic), Nysa (Silesia), Zamość, Przemyśl (Poland) are not covered by the atlas program yet. Indication of these particularly interesting examples is perhaps a stimulus for their choice for HTA programm.

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Industrial and Harbour Towns / Industriestädte und Hafenstädte

Europäische Hafenstädte

ZOFIA MACIAKOWSKA (Danzig)

Eine Analyse der in den historischen Atlanten europäischer Städte publizierten Materialien über die Hafenstädte Europas verleitet uns zum Versuch, eine Antwort auf die Frage zu finden, ob man in ihren Stadtplänen gemeinsame Merkmale eruieren kann, die sich aus ihrem Hafencharakter ergeben würden. Als wichtigste Faktoren, welche die Form einer Stadt beeinflussen, kann man ihre Topographie und die Ansiedlungsbedingungen in der ihrer Entstehung vorausgehenden Periode nennen – also die Struktur des Geländes, den Verlauf früherer Handelsrouten, sowie auch strategische Funktionen, die ihrem Entstehungsort zugeschrieben wurden. Die Raumaufteilung in den Städten, die im Gebiet früherer Flussübergänge an den Flussmündungen gegründet wurden, unterscheidet sich von denjenigen, in denen der Hafen an einer Flussmündung oder direkt am Meer entstand. Der Hafen und seine Kais sowie auch die Lagergelände erforderten nämlich einen bequemen Zugang. Die Entwicklung einer Stadt und ihres Hafens hing vor allem von der wirtschaftlichen Konjunktur und den Produktions- bzw. Exportmöglichkeiten des Hinterlandes ab, das er bediente. Nicht ohne Bedeutung waren auch die Naturbedingungen, die für eine räumliche Expansion der Stadt notwendig waren und für die Möglichkeit, eine entsprechende Wasserstraße und auch die Hafenbecken für Schiffe von immer größeren Ausmaßen und größerem Tiefgang zu erhalten. Die Stadtentwicklung im 19. Jahrhundert war auch durch die Entwicklung des Eisenbahnwesens bedingt.

Bei den Überlegungen über die Form der Hafenstädte muss man auch ihre Entstehungszeit mitberücksichtigen. Anders verlief die Entwicklung in Städten, die auf der Basis früher existierender Ansiedlungsstrukturen entstanden, anders in solchen, die „auf roher Wurzel“ neu erbaut und von Anfang an als Hafenstädte geplant wurden. Die Entwicklungsprinzipien der ersteren wichen nicht von denjenigen ab, die wir von den Siedlungszentren im Binnenland kennen, wobei ihr Charakteristikum die Ausrichtung auf den Hafen und den Kai, also auf erwartete Quellen der Prosperität ist. In Städten, die eine Antwort auf die politischen Veränderungen und die wirtschaftliche Entwicklung der jew-

eiligen Region bildeten, verwendete man in der Regel schon erprobte Modelle der urbanen Raumaufteilung.

Einen interessanten Punkt bildeten die Standorte von Objekten, die typisch für Hafenstädte sind, wie etwa Werften, Lagerplätze, Speicher, Lager oder Fischverkaufsstellen, sowie auch die soziale Topographie einer Stadt in Bezug auf Menschen, die auf See arbeiteten, am Schiffsbau bzw. an Schiffsrenovierungen oder an der Hafenbedienung beteiligt waren.

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Industrial towns in Ireland

STEVE ROYLE (Belfast)

One affect of industrialisation was the decline of localism regarding manufacturing, as small towns serving local hinterlands proved unable to compete in the production of manufactured goods for their local areas against the outputs of growing industrial cities, supported by increasingly dense and sophisticated transport networks and incipient globalisation. This transformation impacted the urban hierarchy in Ireland as most other European countries, although, as always in Ireland regarding developments encompassing the 19th century, the famine of the 1840s and its lasting impacts complicate matters. The growing number of fascicles published by the Royal Irish Academy under its *Irish Historic Towns Atlas* series enable the impacts of the growth of industry to be studied on the ground. This paper takes Fethard and Bandon as two regional centres where industry and the towns themselves decline. It then focuses on the development of the major beneficiary from the patchy and partial industrialization of Ireland, the city of Belfast where the population rose from 71,000 in 1841 to 350,000 by 1901. The city was transformed particularly through the development of linen manufacture and shipbuilding. Much wealth was created, civic aggrandisement was evident, but there was hardship and poverty for some and the troubled experience of Belfast in the 20th century can be rooted partly to this industrializing period. The local poet, Thomas Cairnduff starts his 1924 poem on Belfast, *Songs from the shipyard*, positively:

Oh, city of sound and motion/Oh, city of endless stir

but ends in more somber tones:

The sheen of her glory will vanish/And the faith of her sons shall fade

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Industrial towns in the Rhineland and in Westphalia

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The paper examines the uses of Stoob model Historic Towns Atlases for the study of industrial towns in the Northwest German regions of Westphalia and Rhineland. Starting off with an introduction to the characteristics of Germany as a diversified Historic Towns Atlas landscape, and the variations of HTA projects there, it contextualises the Stoob model and takes a closer look at the cartographic contents of these atlases.

The lead question pertaining to the ways in which characteristic topographical features of industrial towns are depicted is answered using case studies from the series *Rheinischer Städteatlas*, *Westfälischer Städteatlas/Historischer Atlas westfälischer Städte* and *Deutscher Historischer Städteatlas*. The paper presents and analyses the HTA content with special focus on the historic maps and their cartographic conventions as well as attempts made by the atlas projects at illustrating industrial development in thematic maps. The methodologies of thematic mappings for the heavily industrialised towns of Gelsenkirchen and Dortmund are contrasted in detail. The discussion focuses on the problem of periodisation and the dynamics of urban development in an industrial setting. Based on the findings the conceptualisation of 'the industrial town' as an ideal type is reviewed.

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Ministerstwo Nauki
i Szkolnictwa Wyższego

Organizacja konferencji „Political functions of urban spaces through the ages” –
zadanie finansowane w ramach umowy 589/P-DUN/2017
ze środków Ministra Nauki i Szkolnictwa Wyższego
przeznaczonych na działalność upowszechniającą naukę

Conference of the International Commission for the History of Towns in cooperation with the Pedagogical University of Krakow



International Commission for the History of Towns



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