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Medieval streets in cities of Lower Silesia on the background of european towns studies.

The aim of the doctoral dissertation is to focus on the problem of streets in medieval cities. What makes one interested in the issue, is the fact that a street is one of the main and constitutive elements crystalizing the city space, which, together with a square, creates the backbone of each human settlement. The main function of a street is to enable transport; however, the most significant urban arteries have numerous different functions that move the matter of moving around a city to the background. Even in the Middle Ages, representative routes acquired features of a particular city, posing as market squares, fora or any other significant city squares, becoming a material, three-dimensional realizations of Habermass' public sphere.

In this dissertation, my goal is to specify and enumerate the rules of the composing and functioning of a street as one of the fundamental elements of a medieval city. A dynamically developing city, which wanted to meet the challenge of fulfilling the economical, political and cultural requirements, had to abandon the “pre-locational” linear development and develop in a centralized manner typical since the second half 13th century for Silesian towns, with a rectangular market square and perpendicularly intersecting streets; however, usually in its prime stage of development, due getting filled with new buildings, cities adopted the vector solution that lead to creation of multi-functional streets. This period in the history of city planning is very important especially in the Middle-Eastern Europe, because the 13th and 14th century urbanistic elements constitute the first multi-dimensional models for the modern cities of our part of Europe.

As it is illustrated in the description above, streets are an urbanistic element, thus, a multi- dimensional construct. Therefore, it is necessary to use a broad method to describe

each way of its functioning. In order to do so, one must focus on the spacial shape of streets - the most important materials for that are the historic cartographic sources that are the basis of analyzing the changes in the manners the streets were planned and in their width. Another element of the dissertation is the legal situation of streets. I primarily researched this matter depending on the analyzis of city statutes - it is indispensable to determine the ownership structure of the transport routes and to answer the question if the space of streets was only a public property or it was also set on private land. If it was, how was it conducted? The crucial issue for the dissertation is also the attempt to describe different ways of shaping the buildings along streets and the influence it had on the way the main arteries of a medieval city functioned. According to my research on the 13th century city statutes of the North Italian cities, one of the crucial element was the obligation to turn the facades of the buildings towards streets and to bulid them on the edges of the street space.

It also appears, according to my study on the 13th century North Italian cities, that the creation of city law in the forms of statues was a very significant expression of the need to control the urban space by the already independent *Communitas*, as well as way of expressing the need to consciously build the urban structure. The fact of the existance of the *statuti* (which, less precisely,

but still quite accurately regualted the rules of the city development in the Central European cities, in Poland known as *wilkierze*) is a significant analogy to the Italian legal system that inspired the shapes of the regular and well-thought functionally and estetically cities of Lower Silesia for example. The image created by the research on the streets in the cities of the most important European regions constitutes the reference material for the work on the cities of Lower Silesia.

The doctoral dissertation is written under guidance of PhD Rafał Eysymontt, a professor at the University of Wrocław. Apart from studying, I work for the Provincial Heritage Monuments Protection Office where I am responsible for the conservational issues in the urban planinng processes in Wrocław. My professional occupation is, in a sense, a practical use of my study as in the most of the cases the main conservational issue is to introduce modern architecture into the medieval urbanistic pattern of Wrocław.