



Summary

Elvira Petroncelli, <i>Recovering Landscape</i>	p.	4
Francesco Domenico Moccia, <i>River Landscape in Urban Settings</i>	»	9
Juan Manuel Palerm Salazar, <i>Imagination Versus Landscape Project</i>	»	15
Carolina González, <i>Vives Fluid Urbanism and Hydrophilic Architecture: Reconsidering the Flow of Water Through Urban Environments</i>	»	23
Session A: Conservation and Transformations of Dynamic Landscapes	»	36
Bianca Gioia Marino, <i>Dynamic Landscapes: an Approach for the Conservation and Valorization of the River Landscapes</i>	»	36
Aldo Aveta, <i>Conservation and Enhancement of Riverscapes and Historical Bridges in Campania: Site Transformations and Permanence of Significance</i>	»	40
Renato Bocchi, <i>A Recycling Attitude for the Landscape Design?</i>	»	47
Marco Carpiceci, Fabio Colonnese, <i>Gaspar Van Wittel and the Visual Model of Rome by the Tiber</i>	»	50
Fabrizio De Cesaris, <i>The "Ponte dell'arcobaleno" in Vulci: its History, Restoration and Current Problematic Issues</i>	»	56
Luca Renato Fauzia, Antonella Versaci, <i>Ancient Watermills in Central Sicily. Musealization Hypothesis for the Recovery and the Conservation</i>	»	63
Bianca Gioia Marino, Amanda Piezzo, <i>Sarno River Landscape: Traces, Memories and Identity</i>	»	71
Emanuele Morezzi, <i>The Landscape of the Ganges River in Varanasi. The Asymmetric Contradiction of Non-Restoration</i>	»	77
Renata Picone, Luigi Veronese, <i>Built Heritage and Water Resources in the Historical Tanneries of Solofra. Restoration and Enhancement</i>	»	83
Maria Chiara Rapalo, <i>Dendermonde, a City on Two Rivers: Reflections About the Projects d'aménagement After the First World War</i>	»	88
Emanuele Romeo, <i>Historical Value of the Po River: Preservation of Memory and Development of Potential Use</i>	»	93
Riccardo Rudiero, <i>The Water System of Pinerolo: Reading an Industrial Landscape Through Unpublished Documents</i>	»	99
Valentina Russo, Stefania Pollone, <i>A Cistercian Landscape to Safeguard: the Abbey of Santa Maria di Realvalle in Sarno Plain</i>	»	105
Catherine Szántó, Yann Nussaume, <i>Between Natural and Artificial: Development and Maintenance of the Kamo River in Kyoto</i>	»	113
Session B: Resilient Spaces of River Fruition	»	119
Gilda Berruti, <i>Bringing River Landscapes Back to Life. Notes From a Survey on the Sarno River</i>	»	119
Giulia Boller, <i>Landscape as Infrastructure. The Adige Park in Trento</i>	»	127
Emanuela Brai, <i>EcoWebRiver Pescara: Environmental-Landscape Regeneration of the River Area in Chieti, in Prospect of the Design of Urban Auto-Balanced Eco-Districts</i>	»	134
Francesca Bruni, <i>The River and the City. Resilience and Resistance of the River Landscape in One Territory Section in the Sarno Valley</i>	»	140
Francesca Fasanino, Nicoletta Fasanino, <i>Recycle: an Innovative Approach for a Sustainable and Resilient Design of River Parks</i>	»	147
Vincenzo Gioffrè, Natalie De Giacomo, <i>Between Identity and New Tracks: the Project of the River Landscape</i>	»	152
Mariya Komarova, <i>The Simbirka River as the Protagonist in the Reconstruction Project of the Historic City Center of Ulyanovsk in Russia</i>	»	158
Ou Yapeng, <i>Restoration or Destruction: Landscape Crises and Restoration of Suburban Rivers, a Case Study on the Meixian County Section of the Wei River</i>	»	164
Anna Laura Palazzo, Biancamaria Rizzo, <i>Resilient Landscapes: the Case of the Aniene River Between Roma and Tivoli</i>	»	171
Laura Pellegrino, <i>The Recovery of the Natural Capital of the River Irno Fluvial Landscape Through the Payment for Eco-Systemic Services</i>	»	177
Andrea Santarelli, Donato di Ludovico, <i>A New Resilient Mobility for the City of L'aquila. The Case Study of the Aterno River</i>	»	184
Alessandro Sgobbo, Francesco Abbamonte, <i>Planning With Water: From End of Pipe Investment to Operating on Needs</i>	»	191
Jincheng Weng, Yiwan Li, <i>Ecological Renovation and Landscapes Recovery of Futian River in Shenzhen China</i>	»	197
Session C: Geographical Approaches and Visual Interactive Strategies for River Landscapes	»	202
Pierpaolo D'Agostino, <i>Digital Tools to Visualize Landscapes. Scenarios and Considerations</i>	»	202
Caterina Anastasia, <i>Habitability Through Historical Canals as a Resource: the Lower Course of the Ter River in Catalonia – Spain</i>	»	209
Giuseppe Antuono, <i>The Waterways. The (Re) Design of River Isclero's Landscape</i>	»	216



Giovanni Maria Bagordo, <i>A Forgotten Resource for the Campania: the Aqueduct Carolino</i>	» 223
Anna Rosa Candura, Emanuele Poli, <i>River Secchia Valley: Areas and Activities Continuously Evolving</i>	» 228
Maria Cerreta, Pasquale Inglese, Maria Luigia Manzi, <i>Shared Values in Practice: a Multi-Methodological Approach for River Landscapes</i>	» 238
Emanuela Chiavoni, Francesca Porfiri, <i>Drawing and Urban Transformations. The Music Bridge Over the Tiber in Rome</i>	» 245
Emanuela Coppola, Alessandro Sgobbo, <i>The Tourist Development of Pompeii: Resilient Solutions to Rebuild a Dialogue Between Fluvial Landscape and Urban Spaces</i>	» 252
Barbara Delle Donne, Stefania Palmentieri, Maria Ronza, <i>River Landscape Transformation in Campania Region: Representative Cases of the Sarno and the Volturno Rivers</i>	» 259
Francesca Nocca, Antonia Gravagnuolo, <i>Making Society an Active Participant in Water Management Strategies: ICT and Participative / Collaborative Mapping Tools</i>	» 266
Anna Terracciano, Emanuela De Marco, <i>Recycling Network. Experiences and Perspectives for Sarno Plain Territories</i>	» 272
Session D: Water and Land in the Landscape Project	» 279
Francesco Viola, Dora Francese, <i>River Landscape and Their Enhancement: Study Approaches</i>	» 279
Giulia Cavallari, Cecilia Furlan, Paola Viganò, <i>“Vuoti a Perdere”? The river Sile Natural Park, Guardian of Refused Landscapes</i>	» 281
Tullia V. Di Giacomo, <i>Tools and Methods to Reclaim the Value of Water Resources in Peripheral Areas</i>	» 289
Angela Esposito, <i>River-City System: Configurational Measures to Assess the Urban Structure</i>	» 294
Fatima Melis, <i>The Stream of Quirra: Criticalities and Opportunities</i>	» 302
Rita Occhiuto, <i>River Talks Behind the Urban Wall</i>	» 306
Andrea Oldani, <i>River Recycling: an Urban and Landscape Opportunity</i>	» 313
Claudia Parenti, <i>A New Role for a “Hidden” River</i>	» 319
Andrea Santacroce, <i>From Borbonic Royal Gunpowder to Mouth of the River Sarno: a Redevelopment Project Architectural and Landscape</i>	» 327
Giovanni Zucchi, <i>Through New Urban Riverscapes: the Study Cases in Madrid and Lisbon</i>	» 334
Annex I: Poster Presentation	» 341
Guglielmo Avallone, <i>From Shape to Image. From Structure to Form. Landscaping as a Re-Design Issue</i>	» 353
Sabrina Coppola, <i>A Particular River Landscape: Castelnuovo di Porto Between Enhancement and Conservation</i>	» 358
R. Gerundo, I. Fasolino, M. Grimaldi, C. Eboli, I. Lodato, D. Signorelli, <i>Land Use Suitability Approach for Design of Green Infrastructure. The Case of Irno Basin</i>	» 361
Claudio Grimellini, Giuseppina Crisci, <i>City of Sannicandro: Landscape Reconfiguration of Vallone Creek’s Water Course</i>	» 365
Francesco Domenico Moccia, Alessandro Sgobbo, Antonio Nigro, <i>Fruition and Landscape Promotion Strategies on Dragon’s Plain</i>	» 369
Maria Chiara Rapalo, <i>Waterways and Historical Fabric: Transformation Projects of Termonde Urban Landscape in the First Postwar Period</i>	» 373
Call for Papers	» 382

Scientific Committee: Elvira Petroncelli (Università di Napoli Federico II), Francesco Domenico Moccia (Università di Napoli Federico II), Jordi Bellmunt (B2B Arquitectes), Vito Capiello (Università di Napoli Federico II), Eduardo Costa Pinto (PROAP), Pierpaolo D’Agostino (Università di Napoli Federico II), Barbara Delle Donne (Università di Napoli Federico II), Dora Francese (Università di Napoli Federico II), Carolina González Vives (Ojo de Pez Arquitectura), Carlos Llop (Polytechnic University of Catalonia), Bianca Gioia Marino (Università di Napoli Federico II), Juan Manuel Palerm (UNISCAPE), Stefania Palmentieri (Università di Napoli Federico II), Marialuce Stanganelli (Università di Napoli Federico II), Rossana Valenti (Università di Napoli Federico II), Francesco Viola (Università di Napoli Federico II)

With the participation of: Università di Napoli Federico II, DICEA, DiARC, Autorità di Bacino Campania Centrale, Autorità di Bacino Campania Sud, Sustainable Mediterranean Construction

Organisation: Tommaso Zanaica (UNISCAPE) en-route@uniscap.eu, Marina d’Ambrosio (Università di Napoli Federico II) infouniscap@unina.it

Edited by: Elvira Petroncelli and Francesco Domenico Moccia

- No editing on English was done, language accuracy is up to authors.

Dendermonde, a City on Two Rivers: Reflections About the *Projects d'aménagement* After the First World War

Maria Chiara Rapalo

✉ Department of Architecture, University of Naples Federico II, Italy - mcrapalo@libero.it, mariachiara.rapalo@unina.it

✓ KEYWORDS: Dender and Schelt rivers, historical urban fabric, transformation, identity, Belgium

➡ ABSTRACT

The First World War as well as being cause of destruction, was also an occasion of renewal for many residential areas, which exploited post-war reconstruction to change their urban layout.

It was the time when in Europe new approaches to architecture and urban planning were being discussed, based on aesthetics. Meanwhile, in Belgian context the debate on *Art de Bâtir* by C. Sitte began to consolidate, and, simultaneously, the first institutions of sites protection were born.

Termonde, a settlement dating from the eleventh century, occupies a geographically strategic place in Belgian territory: located north of the country, not far from the Dutch border and perfectly in the center of Ghent-Antwerp-Brussels triangle, the city has always been one of the economy hubs in the nation.

Termonde's industry has historically implanted in the urban area - crossed by the two rivers Escaut and Dender - exploiting all the resources for industrial production. Despite the war ravages and the many floods, thanks to government targeted actions, the city still managed to occupy a place of first importance in Flanders intensive industrialization, representing a crucial point of the 'water railway' which, starting from French Flanders and passing through Ghent and Antwerp, comes up to Germany.

The objective of the study is to examine Termonde situation in the thirties of the twentieth century, especially by analyzing - on the basis of historical iconography of the twentieth century early decades and some local *projects d'aménagement* presented soon after the First World War up to the *Concours pour l'urbanization de Termonde* (1935) - measures, suggestions and reflections on the theme of conservation and redevelopment of river landscape, in compliance with the historical archaeological persistence, geo-natural and landscape features of the town.

In particular, we are going to examine the proposed interventions on the two streams of Termonde which aimed primarily at enhancing the ancient center. The projects related to the two rivers involved diversion, interception or slowdown operations. These transformations brought some changes to the urban features and to the urban historical landscape, thus altering the identity of places, and by deleting certain environmental values, or historical and aesthetic, by subtracting its typical industrial feature, otherwise picturesque of the Middle Europe ancient city.

Rivers have always characterized history, politics, economy and especially the architecture of a place, its landscape and its inhabitants nature, culture and traditions. The passing of time involves new necessities, that often oblige the towns to change some of their architectural and landscape characteristics, which sometimes can partially or totally alter the city and its landscape identity. This is the case of Termonde, a city situated in the Flanders region, in the north of Belgium. Termonde region occupies a privileged position because of the confluence,



in its territories, of two rivers: the biggest, the Scheldt, that springs from northern France and crosses the western regions of Belgium and southwestern part of Netherlands, and the Dender, a long Belgian river, right tributary of the Scheldt.

Therefore, from the earliest time this region has been a sought center, place of several settlements that, still today, have left many traces of their ethnic organization, in certain customs and traditions of the region and even in the aspects of its landscape.

In the Middle Ages, Termonde already was a commercial city, protected by ditches and slopes. It stood on the Dender, limited outside the city by moats that remained there until the first half of the twentieth century.

In the seventeenth century, it was incorporated into the general plan of fortification of southern Netherlands for its strategic location.

Until the first half of the twentieth century, several industries - especially mills and ropes industries - that were a source of economic prosperity of the site, were implanted in the region. So Termonde became a strategic point of primary importance for import and export, mostly because it was served by waterways and an efficient railway, which linked France to Germany and the Netherlands, going across Belgium.

Good economic conditions were due even to the fact that Termonde was located in the center of Brussels-Antwerp-Ghent triangle, and between two major ports of increasing importance, Ghent and Antwerp one, near a river - the Schelde - accessible to large tonnage boats and served by a railway network to all directions.

The French writer André Baillon handed down a description of Termonde before the first World War, useful to understand some important features of the urban landscapes and of the architectural landscape peculiarities of the city. Baillon had «le mérite de situer l'atmosphère de la petite ville dont l'urbaniste doit tenir compte» (Baillon, 1930).

According to Baillon description, Termonde was a very little and quite city. His attention moved to bridges to enter the town - because of the remparts and river channels that entirely surrounded the city -, to a wooden station and wooden houses and hotels and to an ancient Convent of Benedictines. He described the ancient *Grand Place* and the houses grouped around the circus, the City Hall and the tower with its *carillon*. In the meantime, he paid his attention to the quaint Dender noise, audible almost in all parts of the city, because the river crossed entirely the small city and then it jumped in cascade between its dams.

The presence of the river, characterized even the course of the roads: they were mostly non-linear roads that went through the garden of old houses. His attention was shifted even on a barge, perhaps directed to the industries of the town: oil mills, soap factories, spinning mills, or to a brewery, or the famous Termonde mustard factories.

At the end he described Termonde inhabitants: working people which revived the town just to go to Mass or to the market (Heyman, 1933).

Termonde is a town mentioned several times in historical Belgian books because it was strongly hit by the war. In 1914 the town was completely razed by the first World War. Buildings were systematically burned and sacked; industries were destroyed, the population was dispersed, so Termonde has lived four years of complete lethargy; some inhabitants continued to live there,

occupying the rare still standing buildings, while someone else created some makeshift shelters, also in ruins. Fortunately destructions didn't erase roads and houses tracks. Even the rivers were left in a deplorable state: lack of maintenance of dykes, destruction of the sluices, towpaths deforestation and whereas there were some disruptions, floods threatened the area.

After the war, several *plans d'aménagement* were proposed for the city rebirth. It was the period when, in Middle Europe, new aesthetic ideals applied to architecture and urbanism were increasingly discussed, and when the first considerations about the *Stadte Bau* by Camillo Sitte began to take place in Belgian context and the first institutions on protection of sites were born. Architects were deployed in two sides: a first faction that belonged to the emerging Modern Movement, following Heyman's thought - he claimed «we should take advantage of similar events, because they create the opportunity to make a clean sweep of the ruins and rebuild all parts of the new bases, a city adapted to our age» (Heyman, 1933) - and a second faction that was more conservative, perhaps influenced by the new movements that meanwhile were developing in Belgium, about the protection of natural sites and historical urban fabrics. At the end, the second faction way of thinking took over, because of loss of money, but even for the inhabitants attention towards the memory of their city and to the symbols of their community. So all the architects worked on projects that would respect as much as possible the ancient urban fabric and road alignments.

Therefore the *plans d'aménagement* between 1915 and 1931 aimed at the reconstruction of the city as a whole, from the old buildings to the ancient road course, integrating the fortified walls, Dender and Scheldt rivers and their basins, in their relationship between navigation and floodings. Some road rectifications, amendment and deletion of little streets, blind alleys and slums in the center of the town also were planned.

In fact, in 1933 slums and barracks, built after the war still existed both in the city center and on the remparts of the town in unsanitary conditions; as a consequence there was a remarkable emigration of the population towards Ghent and Brussels. Moreover water ditches around the ramparts had become stinking sewers, also due to noxious emanations of public spillways, so most of the attention was paid to the problems of the rivers pollution, caused by the fast rebirth of new industries that made the air unbreathable in summer, to the issue of drinking water, of sewers and decantation and purification of factories waste.

These aims prevailed over the true reflections on reconstruction of damaged buildings. Attention was paid only to the monuments of the city, symbols of the ancient prosperity (the *Grand Place*, the city hall, the cathedral, Brussel Gate etc.) that were rebuilt à l'identique. Worker housing was planned to be built no more inside but outside the town in a completely modern way, by deleting part of the ancient remparts.

The city took long time to accept these interventions that were realized in the second half of the twentieth century. In fact all the competitions advertised in those years provided for the conservations of the ancient remparts, by planning a conversion of their use. But each plan was only partially performed.

In the practise, in those years, remparts were left to self-destruction, despite the protests of Louis Van der Swaelemen and of all 'sincere friends of nature and monuments of historical



interest' (Verwilghen, 1933). Most of the attention was paid to Dender drainage works and to the channel around the city. Different solutions were planned to solve unsanitary conditions problems, as the closure of a river channel, the creations of spillways, the coverage of open air streams and the shifting of all the industries out of the city. Moreover, to facilitate trading, the Escaut rectification was planned in corrispondence of Termonde, together with the creation of a big port that would change most of the natural landscape around the town and the strengthening of dams. But at the end these works weren't realized because too much expensive.

So, to fullfil all Termonde needs, the urbanization of the city was forgotten between the period of the two World Wars and the problem remained unsolved.

Today Termonde shows the results of the certainties and the incertanties of the first post-war period. Most of the attention paid to the problems of enviroment and the management of rivers has resulted in the preservation of natural landscape around the city, expecially near the rivers. Nowadays some of the historical remparts have been converted in a park and others have been destroyed to clean some space to the expansion of the city outside the walls. At present, industries are situated outside the city, in a completely new district.

Instead, about the situation of historical urban fabric, we assist to a rectification of roads and the reconstruction of most of the city 'as it was and where it was', even if the reconstruction of several buildings - even located in the city center -, without any attention to the context and its instances, has altered a part of its original urban fabric.

Reconstructions should have to consider more esthetic and historical values of the historical landscape, expecially the urban one. More attention to the comprehension of the 'preexistences' would be necessary not to delete memory instances of some ancient peculiarities of the area. Currently some traditions and customs are still the same, even if, some of them have changed because of the alteration of the material context, starting from its historical urban fabric. Instead the natural landscape has been conserved because during the time, it has been its inhabitants focus of attention.

In conclusion, sometimes Termonde area modifications have been cause of destruction and annihilation of environmental values and of historical and aesthetic meanings, between the two World Wars and in recent decades. Sometimes government transformation and conservation interventions haven't taken account of an integrated perspective of several disciplinary issues, to save both physical and immaterial values. In particular, these transformations have led to substantial changes of the image and of historical and sometimes even natural landscapes, that together connoted and signified the reality of the river landscape.

References

Ch. Schellekens O., 1919, *L'Aménagement des Villes. Termonde Renaissance*, Gand: Impr. W. Siffer.

Baillon A., 1930, *Le Neveu de Mademoiselle Autorité*, Paris: Rieder.

Heyman M.C., *Étude general sur Termonde et sa region*, in «La Cité: architecture, urbanisme, art publique, et Tekhné, information technique», 11, 12, dicembre 1933, pp. 226-230.

- Verwilghen R., *Notes sur deux Concours récents: Quelques réflexions au sujet du Concours pour l'Urbanisation de Termonde*, in «La Cité: architecture, urbanisme, art publique, et Tekhné, information technique», 11, 12, décembre 1933, pp. 238-239.
- Smetz M., 1977, *L'avènement de la cité-jardin en Belgique. Histoire de l'Habitat social en Belgique de 1890 à 1930*, Liege: Pierre Mardaga éditeur.
- ICOMOS, *Le reconstruction des monuments et des sites en Belgique après la première guerre mondiale*, ICOMOS centre de documentation, Monumentum 1982.
- Bullock N., Verpoest L., 2011, *Living with History 1914-1964*, Leuven: Leuven University Press.
- TIXHON A., DEREZ M., 2014, *Villes martyres: Visé, Aerschot, Andenne, Tamines, Dinant, Louvain, Termonde, Belgique, août-septembre 1914 Broché – 15 mai 2014*, Namur: Presses Universitaire de Namur.



Waterways and Historical Fabric: Transformation Projects of Termonde Urban Landscape in the First Postwar Period

Maria Chiara Rapalo

 Department of Architecture, University of Naples Federico II, Italy - mcrapalo@libero.it; mariachiara.rapalo@unina.it

Rivers have always characterized history, politics, economy and especially the architecture of a place, its landscape and its inhabitants nature, culture and traditions. The passing of time involves new necessities, that often oblige the towns to change some of their architectural and landscape characteristics, which sometimes can partially or totally alter the city and its landscape identity. This is the case of Termonde, a city situated in the Flanders region, in the north of Belgium. Termonde region occupies a privileged position because of the confluence, in its territories, of two rivers: the biggest, the Scheldt, that springs from northern France and crosses the western regions of Belgium and southwestern part of Netherlands, and the Dender, a long Belgian river, right tributary of the Scheldt.

Therefore, from the earliest time this region has been a sought center, place of several settlements that, still today, have left many traces of their ethnic organization, in certain customs and traditions of the region and even in the aspects of its landscape.

Until the first half of the twentieth century, several industries - especially mills and ropes industries - that were a source of economic prosperity of the site, were implanted in the region. So Termonde became a strategic point of primary importance for import and export, mostly because it was served by waterways and an efficient railway, which linked France to Germany and the Netherlands, going across Belgium.

In the XIXth century, Termonde was a very little and quite city surrounded by remparts and river channels and crossed by the Dender. The city center was characterized by the ancient *Grand Place* and houses grouped around the circus, the City Hall and the tower with its *carillon*. The presence of the river, characterized even the course of the roads: they were mainly non-linear roads that went through the garden of old houses.

In 1914 the town was completely razed by the first World War. Buildings were systematically burned and sacked; industries were destroyed, the population was dispersed, so Termonde has lived four years of complete lethargy; some inhabitants continued to live there, occupying the rare still standing buildings, while someone else created some makeshift shelters, also in ruins. Fortunately destructions didn't erase roads and houses tracks. Even the rivers were left in a deplorable state: lack of maintenance of dykes, destruction of the sluices, towpaths deforestation and whereas there were some disruptions, floods threatened the area.

After the war, from 1915 to 1931, several *plans d'aménagement* were proposed for a rebirth of the city. They aimed at the reconstruction of the city as a whole, from the old buildings to the ancient road course, integrating the fortified walls, Dender and Scheldt rivers and their basins, in the relationship between navigation and floodings. Some road rectifications, amendment and

deletion of little streets, blind alleys and slums in the center of the town also were planned. In fact, in 1933 slums and barracks, built after the war still existed both in the city center and on the ramparts of the town in unsanitary conditions; as a consequence there was a remarkable emigration of the population towards Ghent and Brussels. Moreover water ditches around the ramparts had become stinking sewers, also due to noxious emanations of public spillways, so most of the attention was paid to the problems of the rivers pollution, caused by the fast rebirth of new industries that made the air unbreathable in summer, to the issue of drinking water, of sewers and decantation and purification of factories waste.

These aims prevailed over the true reflections on reconstruction of damaged buildings. Attention was paid only to the monuments of the city, symbols of the ancient prosperity (the *Grand Place*, the city hall, the cathedral, Brussel Gate etc.) that were rebuilt à l'identique. Worker housing was planned to be built no more inside but outside the town in a completely modern way, by deleting part of the ancient ramparts.

The city took long time to accept these interventions that were realized in the second half of the twentieth century. In fact all the competitions advertised in those years provided for the conservations of the ancient ramparts, by planning a conversion of their use. But each plan was only partially performed. Most of the attention was paid to Dender drainage works and to the channel around the city. Different solutions were planned to solve unsanitary conditions problems, as the closure of a river channel, the creations of spillways, the coverage of open air streams and the shifting of all the industries out of the city. Moreover, to facilitate trading, the Escaut rectification was planned in corresponsence of Termonde, together with the creation of a big port that would change most of the natural landscape around the town and the strengthening of dams. But at the end, these works weren't realized because too much expensive.

So, to fullfil all Termonde needs, the urbanization of the city was forgotten between the period of the two World Wars and the problem remained unsolved.

Today Termonde shows the results of the certainties and the incertainties of the first post-war period. Most of the attention paid to the problems of the enviroment and the management of rivers has resulted in the preservation of natural landscape around the city, expecially near the rivers. Nowadays some of the historical ramparts have been converted in a park and others have been destroyed to make space to the expansion of the city outside the walls. At present, industries are situated outside the city, in a completely new district. Instead, about the situation of historical urban fabric, we assist to a rectification of roads and the reconstruction of most of the city 'as it was and where it was', even if the reconstruction of several buildings - even located in the city center -, without any attention to the context and its instances, has altered a part of its original urban fabric. In conclusion, sometimes Termonde area modifications have been cause of destruction and annihilation of environmental values and of historical and aesthetic meanings, between the two World Wars and in recent decades. Sometimes government transformation and conservation interventions haven't take account of an integrated perspective of several disciplinary issues, to save both physical and immaterial values. In particular, these transformations have led to substantial changes of the urban image and of historical and sometimes even natural landscapes, that together connoted and signified the reality of the river landscape.