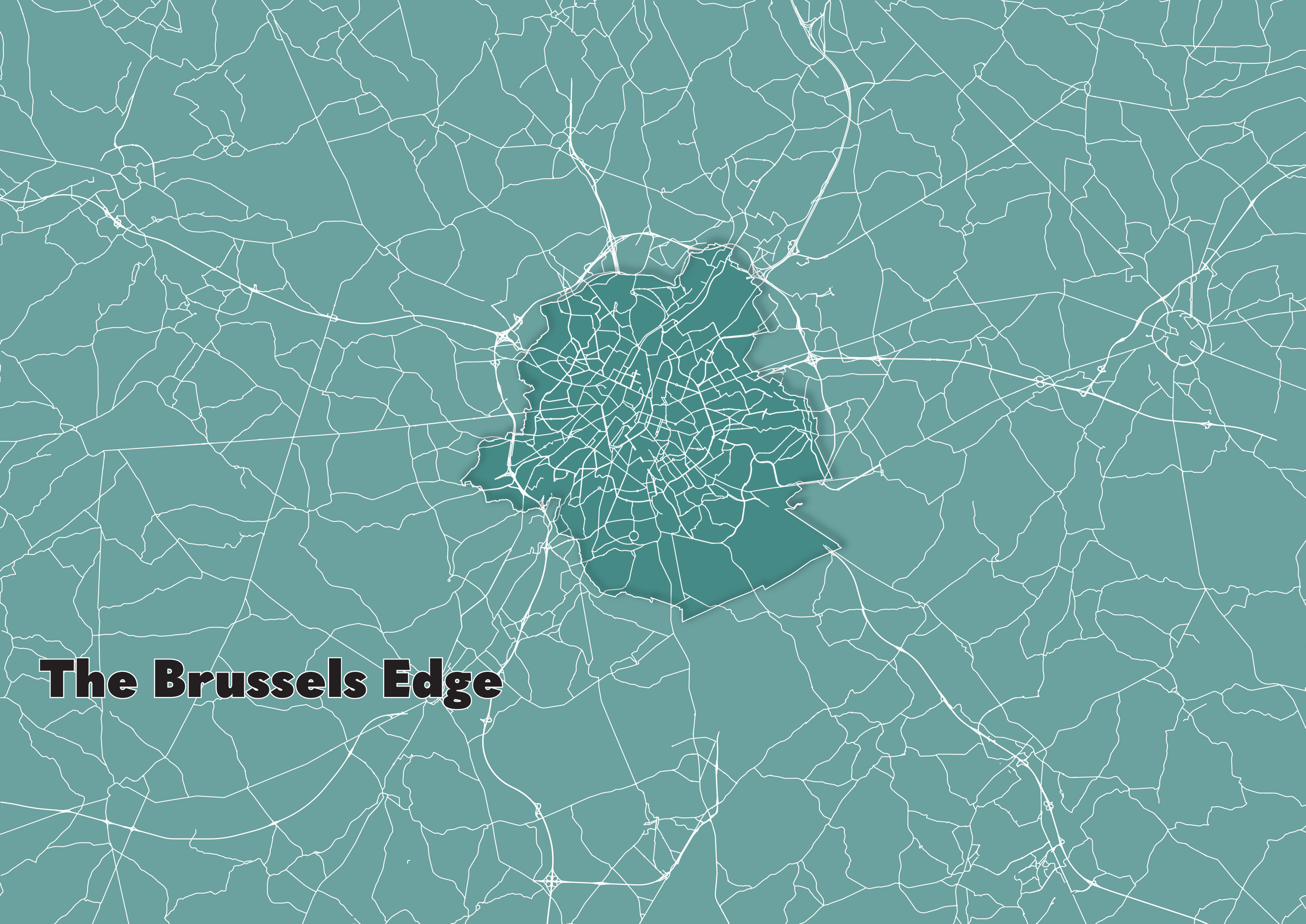




The Brussels Edge

Region Flemish Brabant

€5 million to tackle urban sprawl in Flemish periphery



Minister president Matthias Diependaele has announced an annual allocation of €5 million for three municipalities in the Flemish periphery around Brussels: Dilbeek, Halle and Vilvoorde. The mayors have been requesting additional funding for 10 years to tackle the challenges posed by migration from the capital.

© Thu 25 Sep. 2025 10:15

Region Flemish Brabant

€5 million to tackle urban sprawl in Flemish periphery

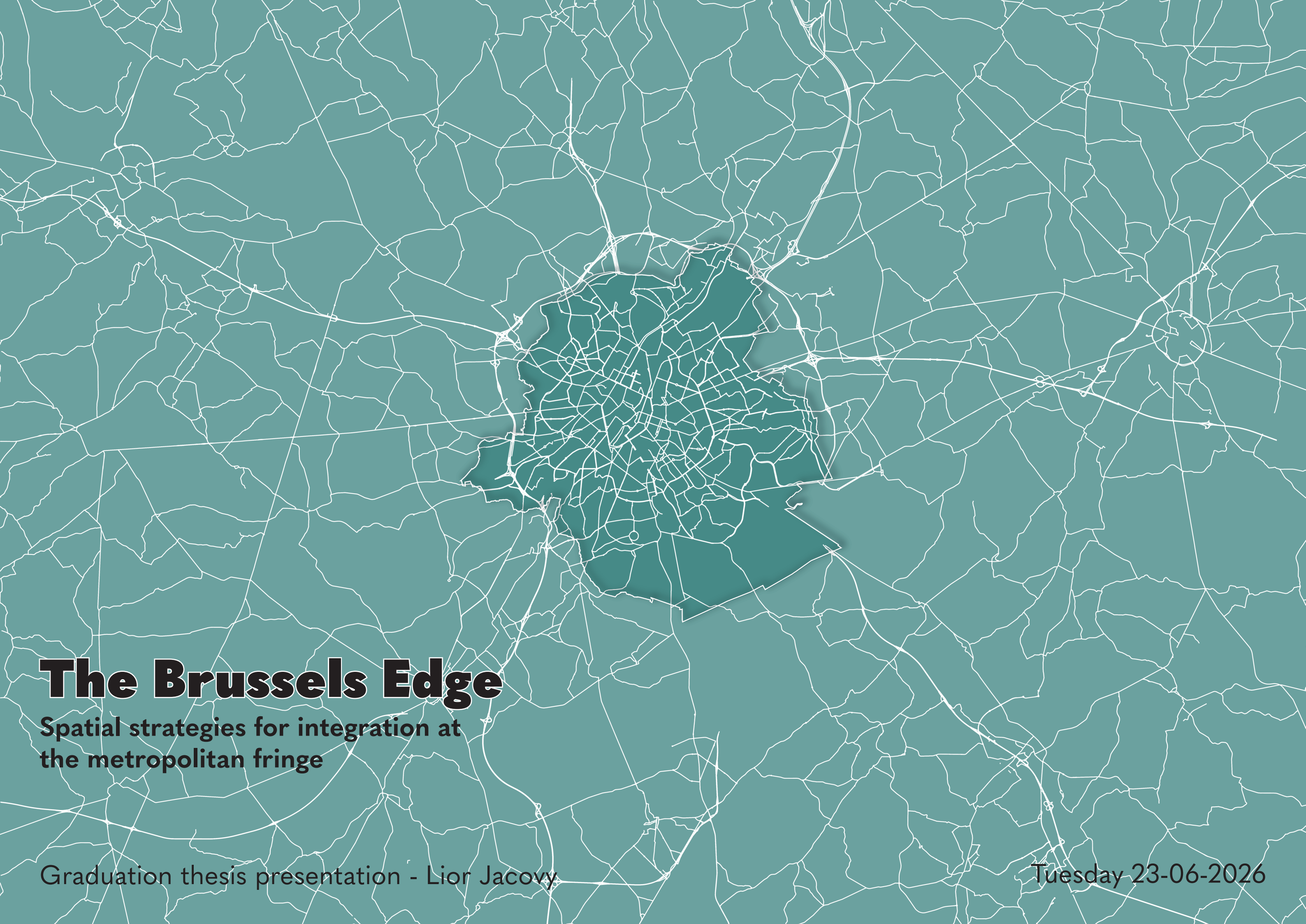


Minister president Matthias Diependaele has announced an annual allocation of €5 million for three municipalities in the Flemish periphery around Brussels: Dilbeek, Halle and Vilvoorde. The mayors have been requesting additional funding for 10 years to tackle the challenges posed by migration from the capital.

© Thu 25 Sep. 2025 10:15

“ Many people are fleeing the capital and moving to our city. This means some of the problems of the metropolis are being transferred here

The funding is based on four objective criteria: population density, the number of people receiving social security, the number of people moving from Brussels and the number of non-EU citizens in the municipality.



The Brussels Edge

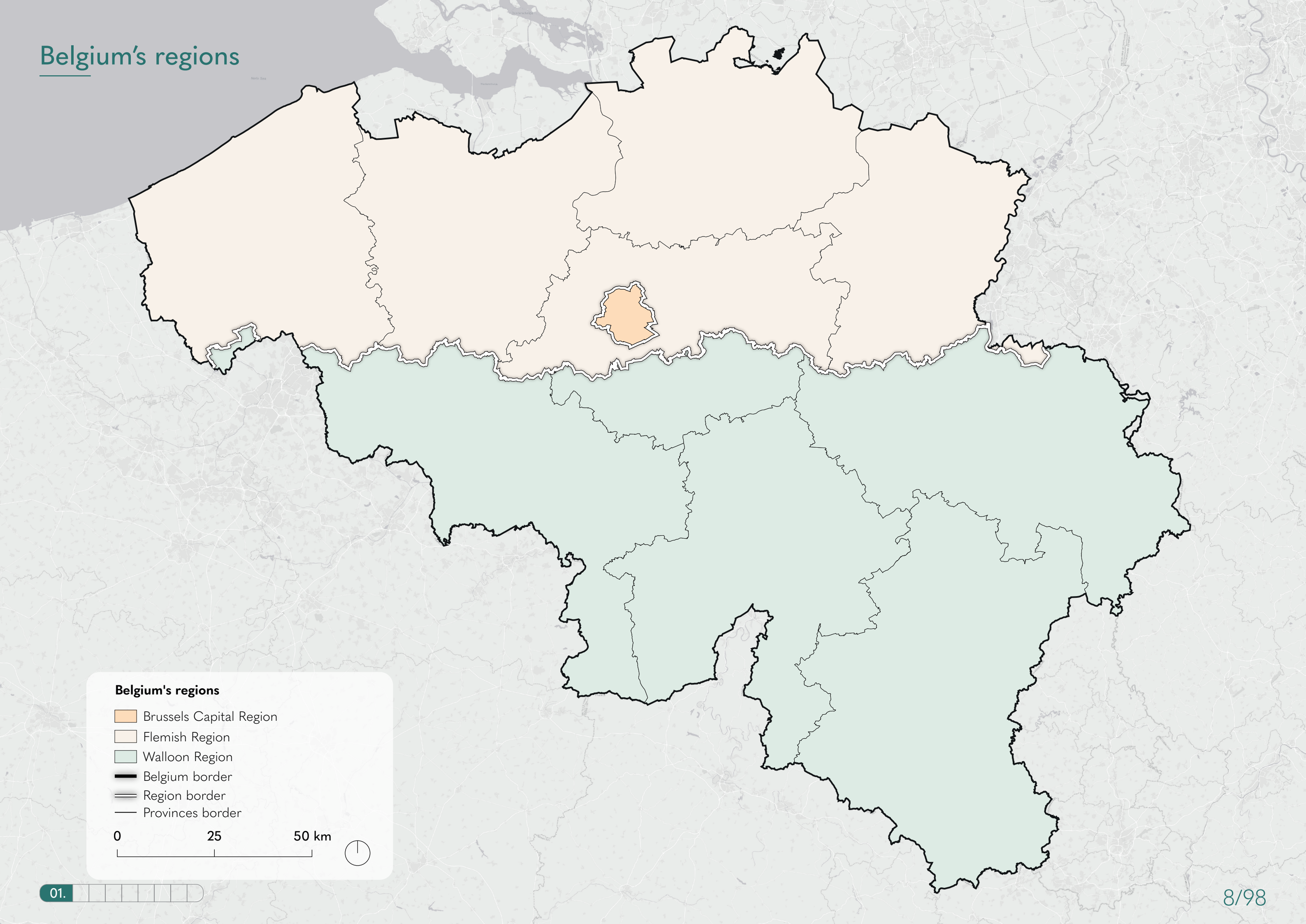
**Spatial strategies for integration at
the metropolitan fringe**

PRESENTATION STRUCTURE

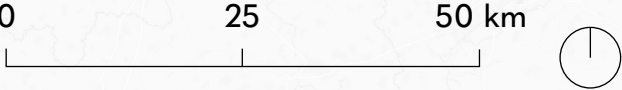
- 01 INTRODUCTION: SOME CONTEXT**
- 02 INSTITUTIONS & GOVERNANCE**
- 03 RESEARCH QUESTIONS & OBJECTIVES**
- 04 REGIONAL MEANING**
- 05 MUNICIPALITY - CASE STUDIES**
- 06 PATTERN LANGUAGE**
- 07 INSTITUTIONAL SHIFT(S)**
- 08 SPATIAL STRATEGIES**
- 09 CONCLUSION**

01. INTRODUCTION: SOME CONTEXT

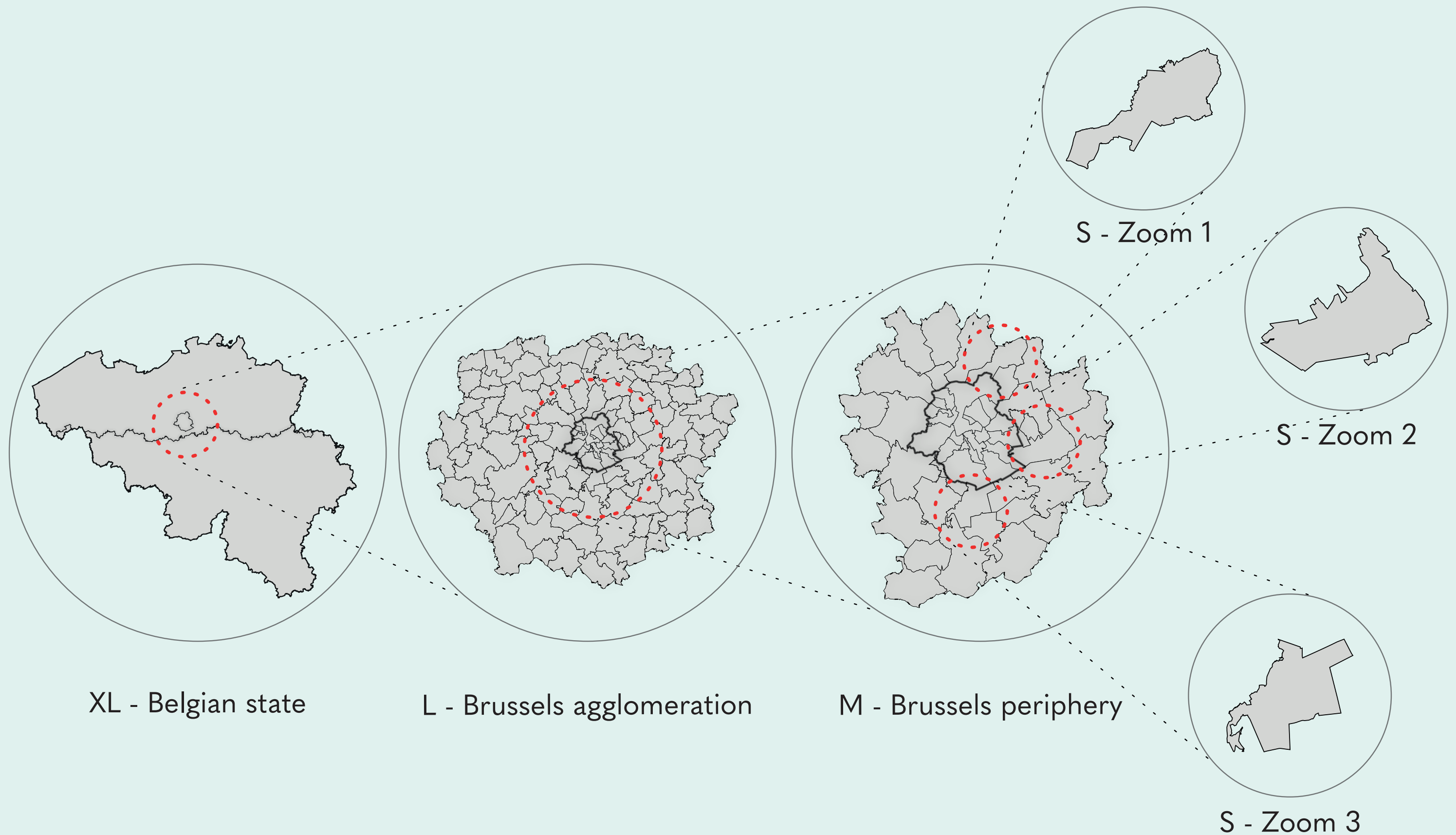
Belgium's regions



- Belgium's regions**
- Brussels Capital Region
 - Flemish Region
 - Walloon Region
 - Belgium border
 - Region border
 - Provinces border

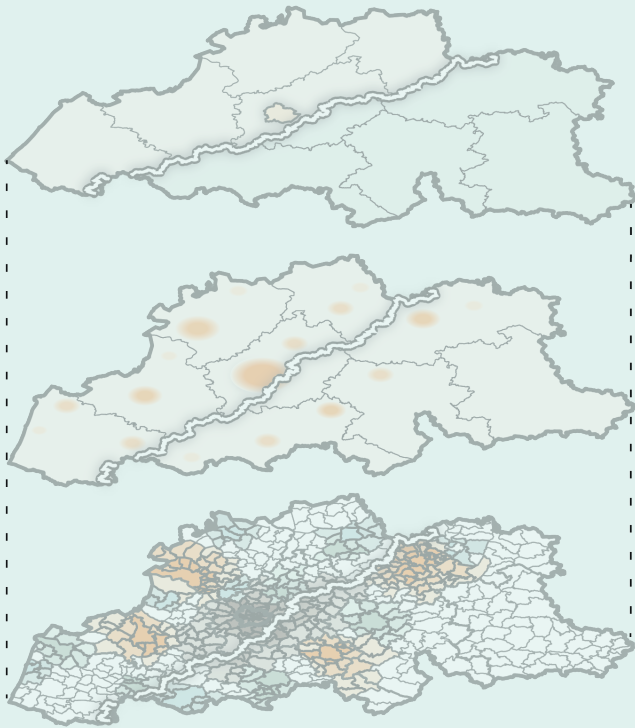


Scope & focus area's

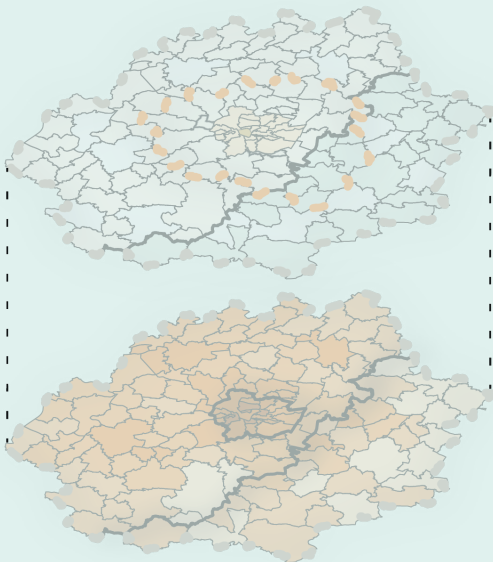


Analysed layers

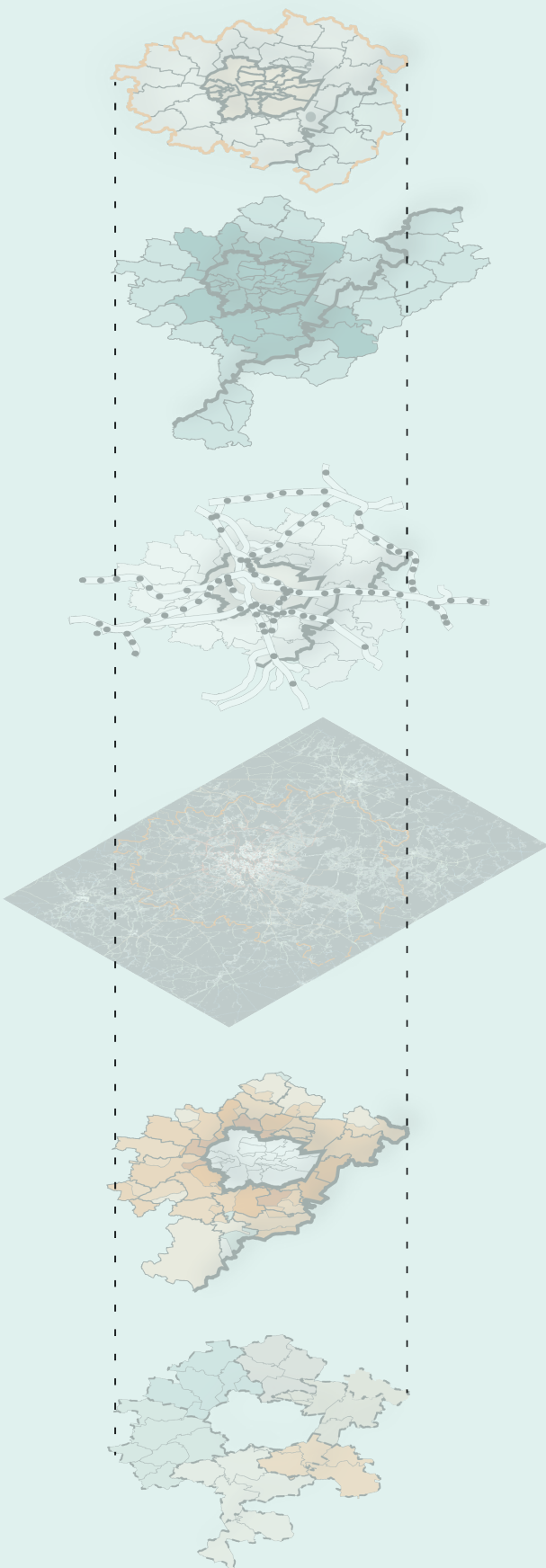
Belgium



Agglomeration

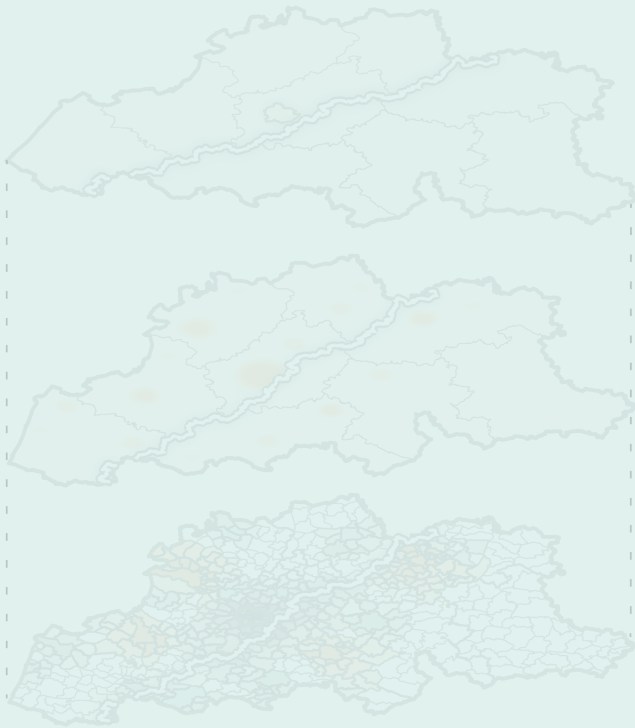


Periphery

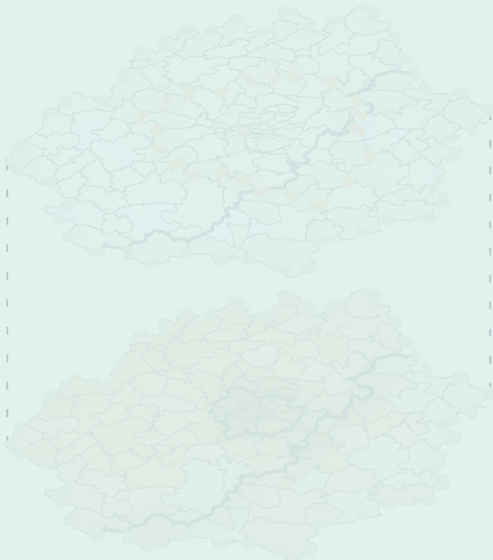


Analysed layers

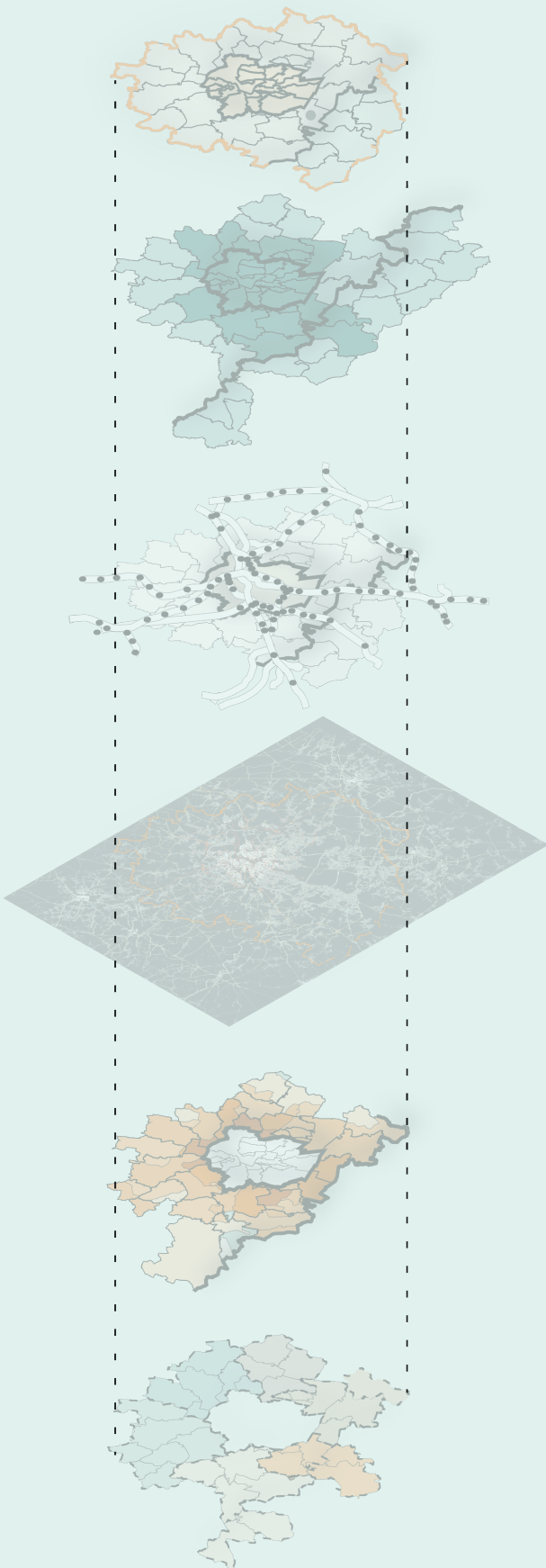
Belgium



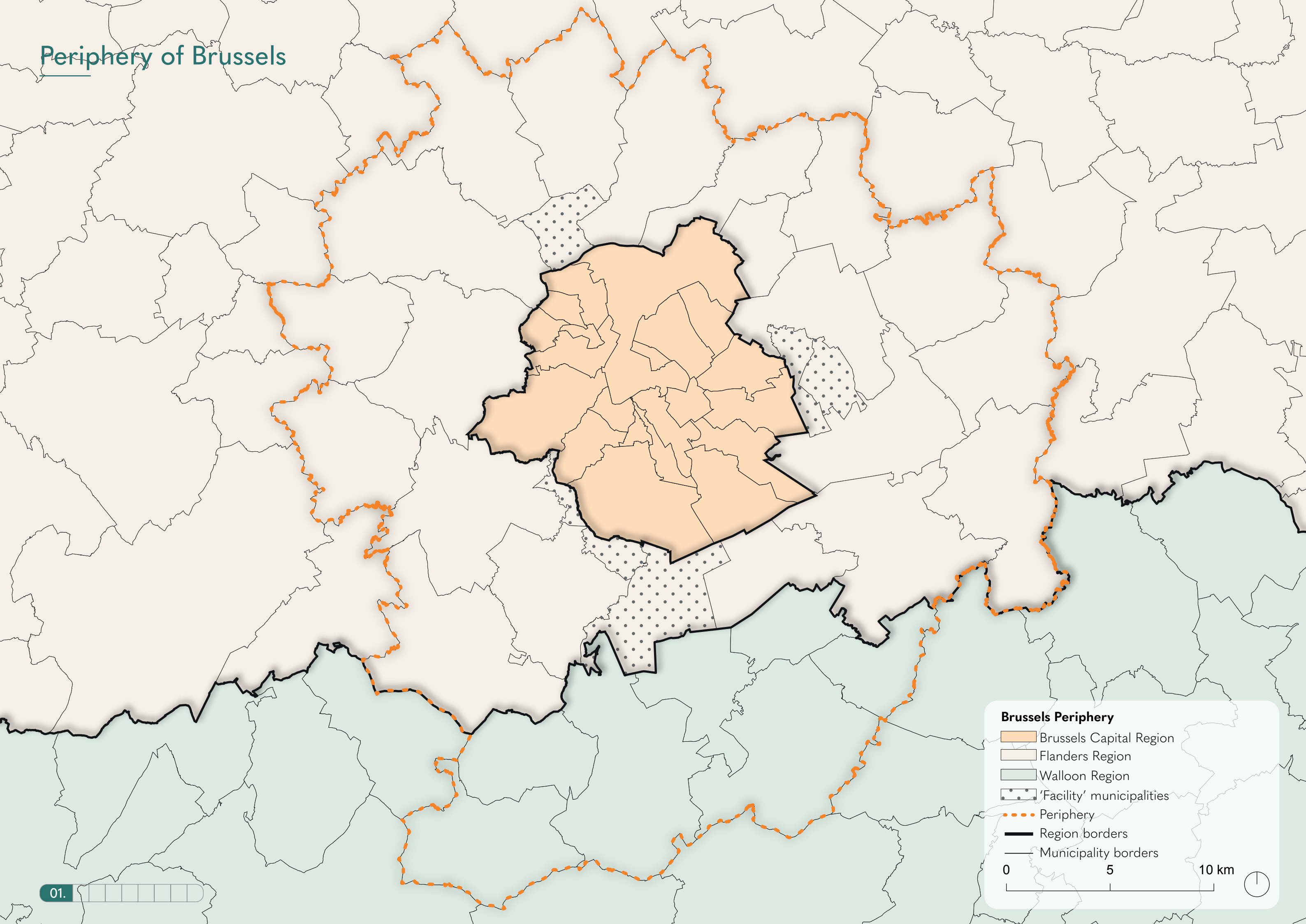
Agglomeration



Periphery



Periphery of Brussels



Brussels Periphery

Brussels Capital Region

Flanders Region

Walloon Region

'Facility' municipalities

Periphery

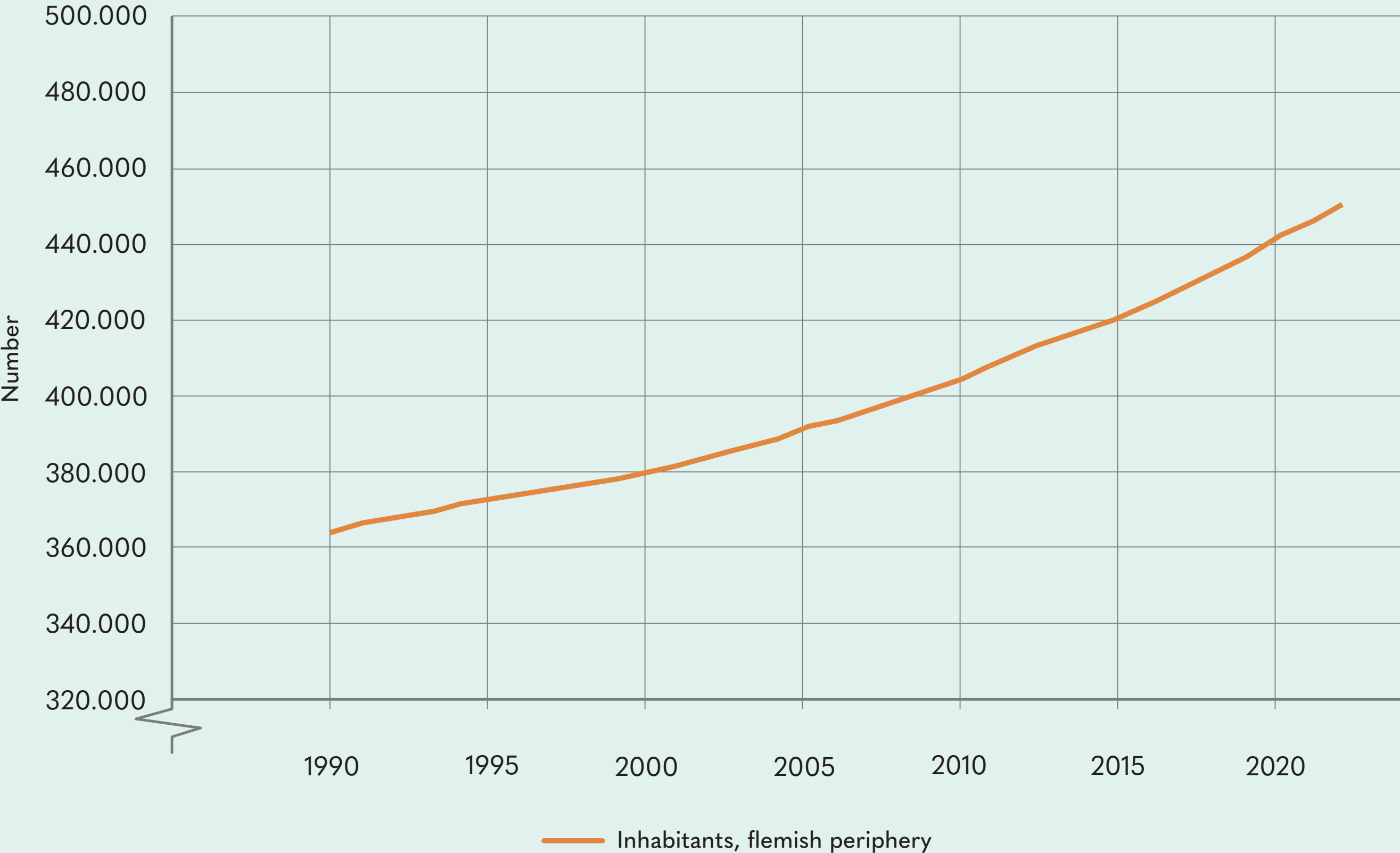
Region borders

Municipality borders

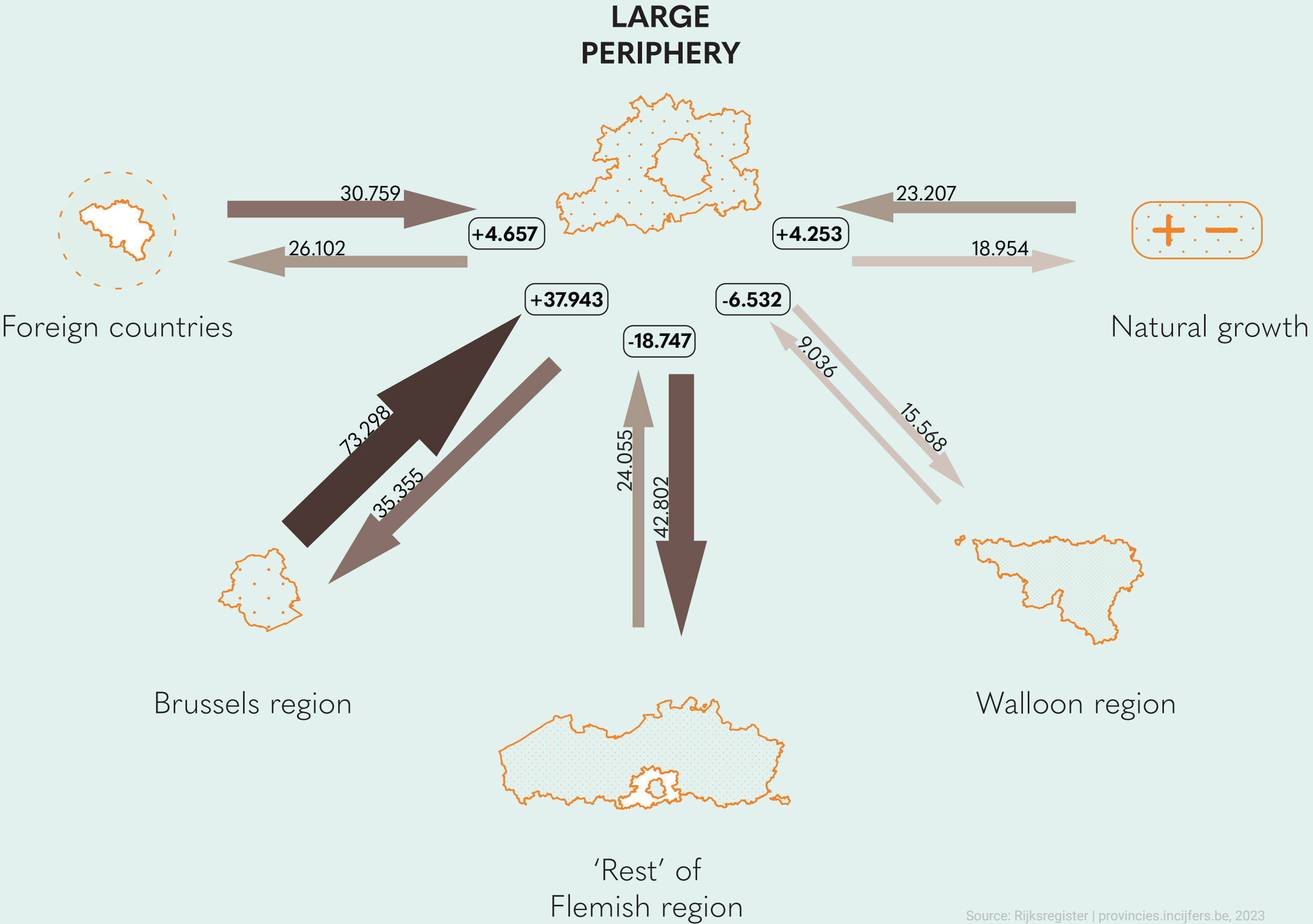
0 5 10 km



Population: Numbers

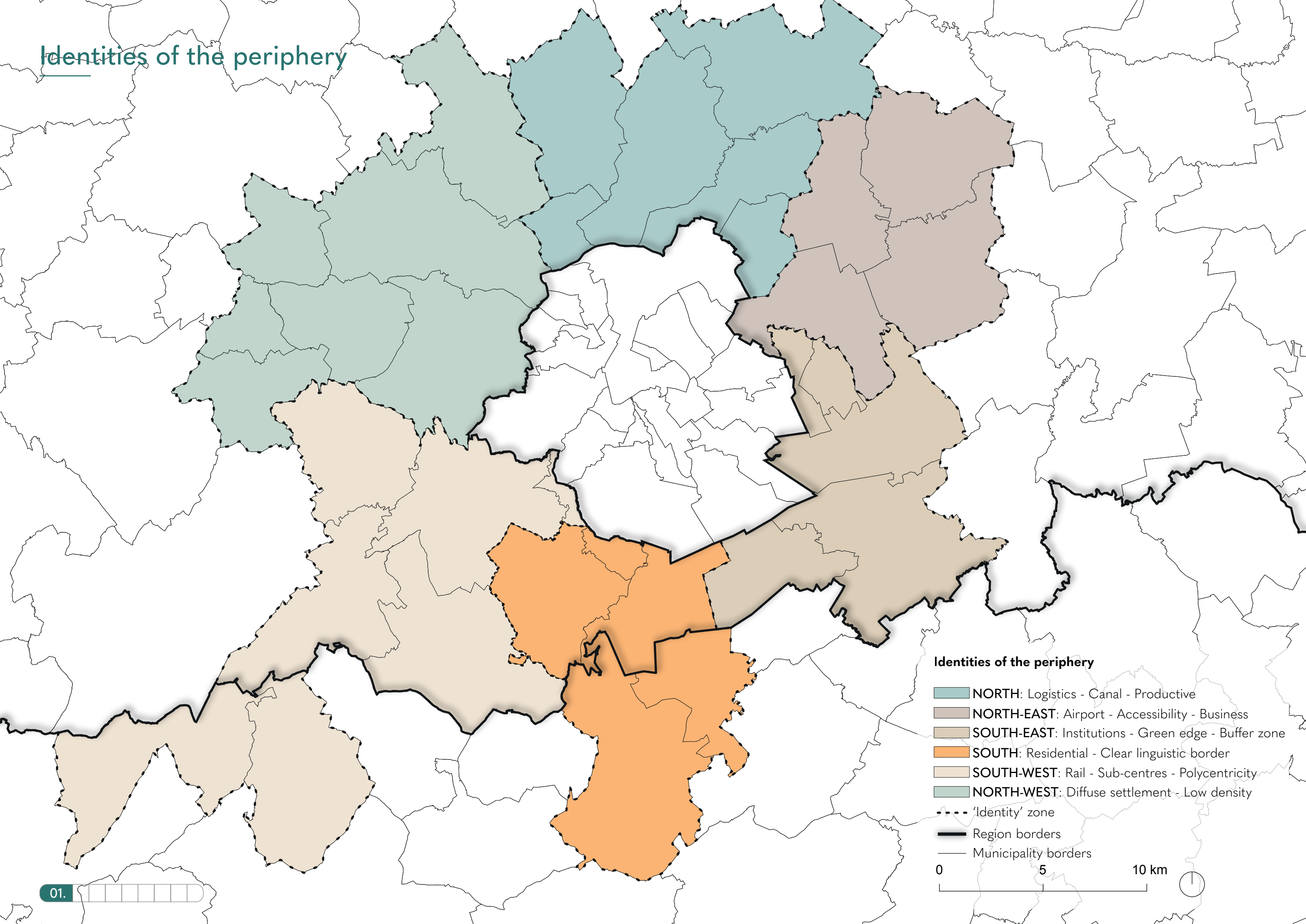


Source: Rijksregister | provincies.incijfers.be, 2023

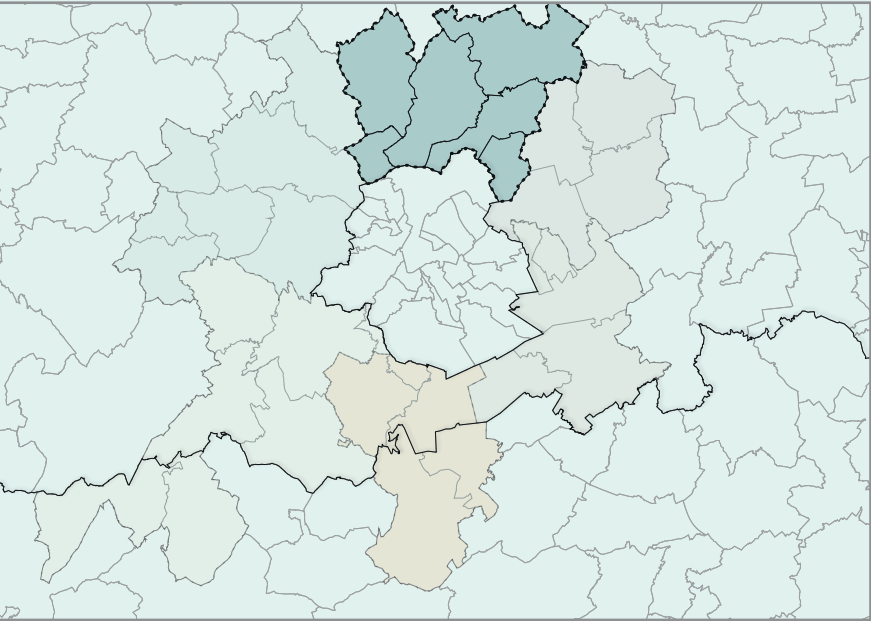


Source: Rijksregister | provincies.incijfers.be, 2023

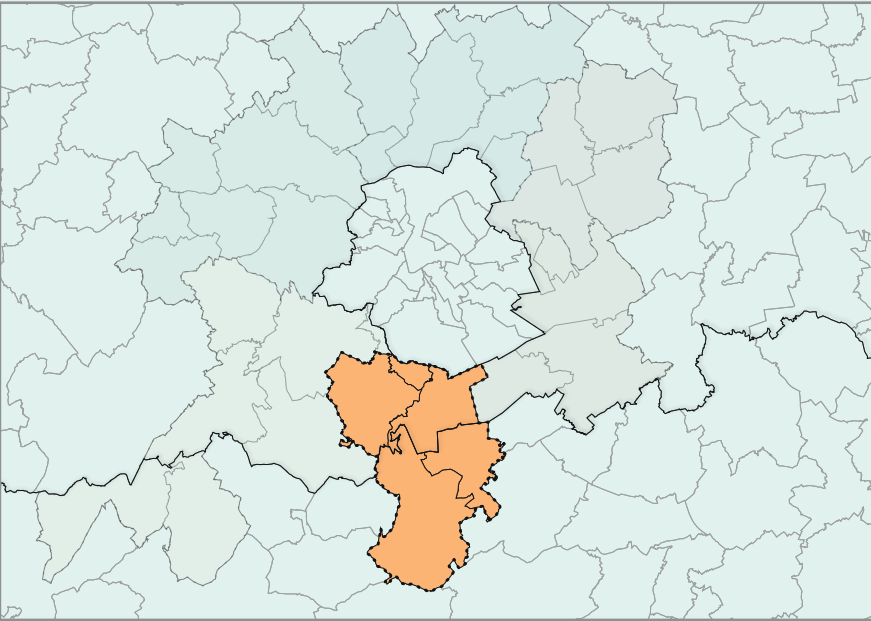
Identities of the periphery



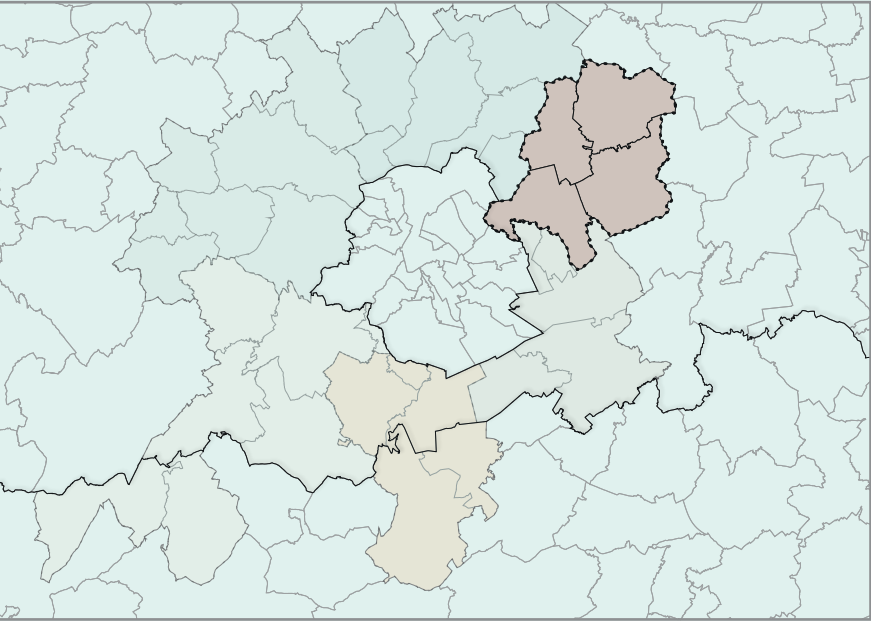
Identities of the periphery



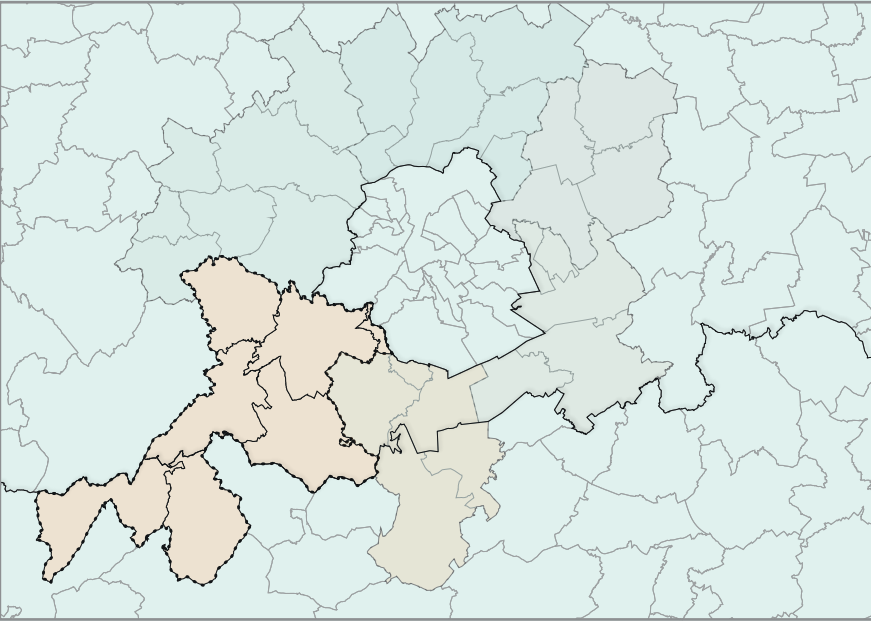
North -
Canal/Logistics/Port



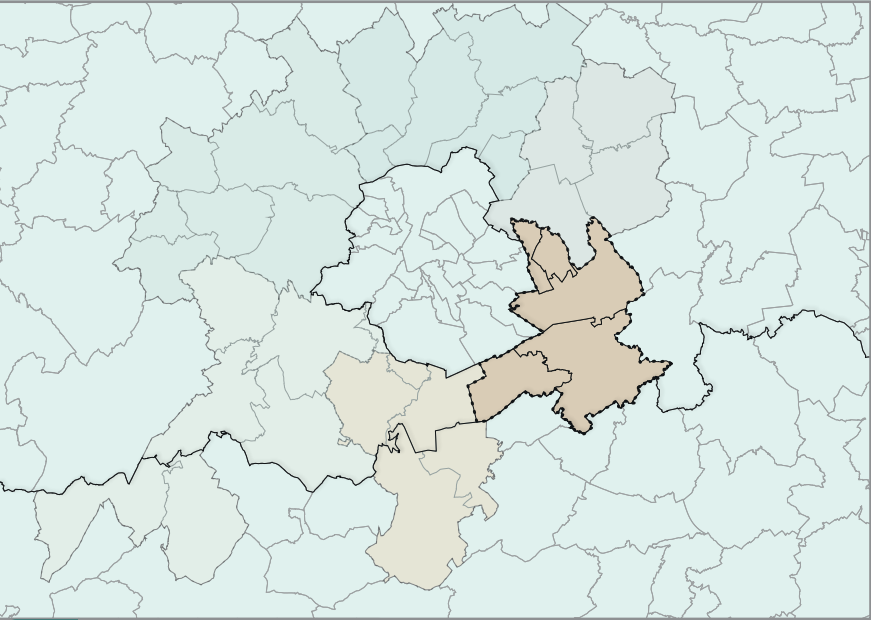
South -
Green & residential edge



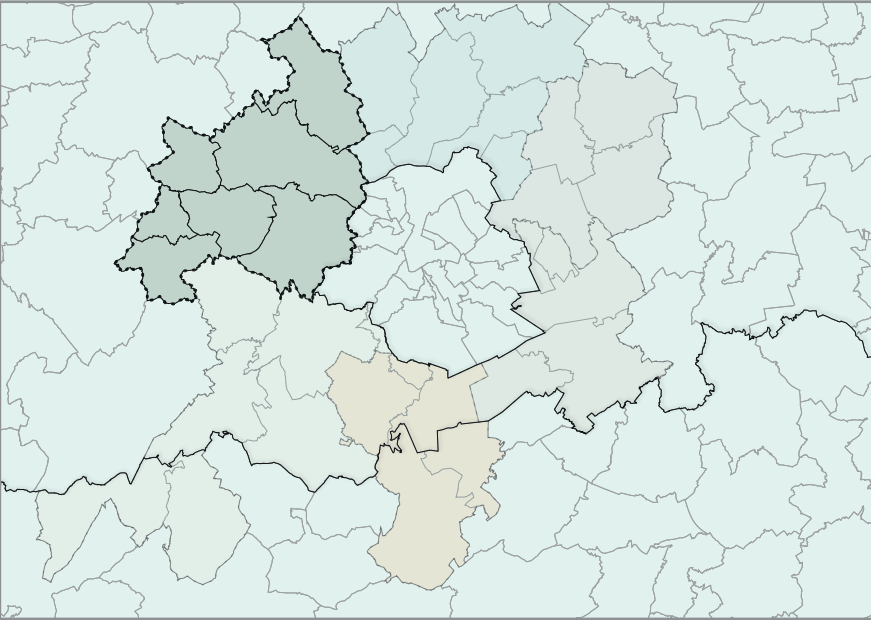
North East -
Airport/Business/Infrastructure



South West -
Secondary centre(s)

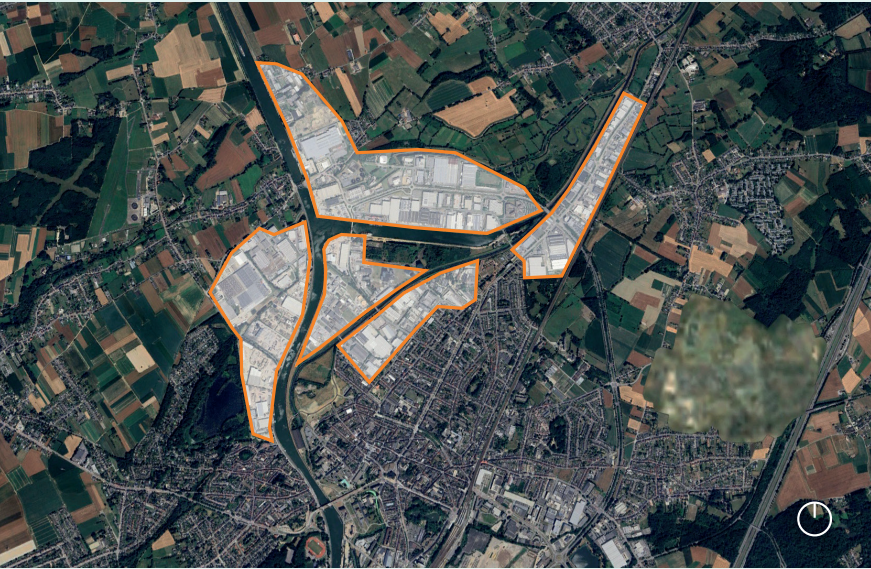


South East -
Forested residential belt



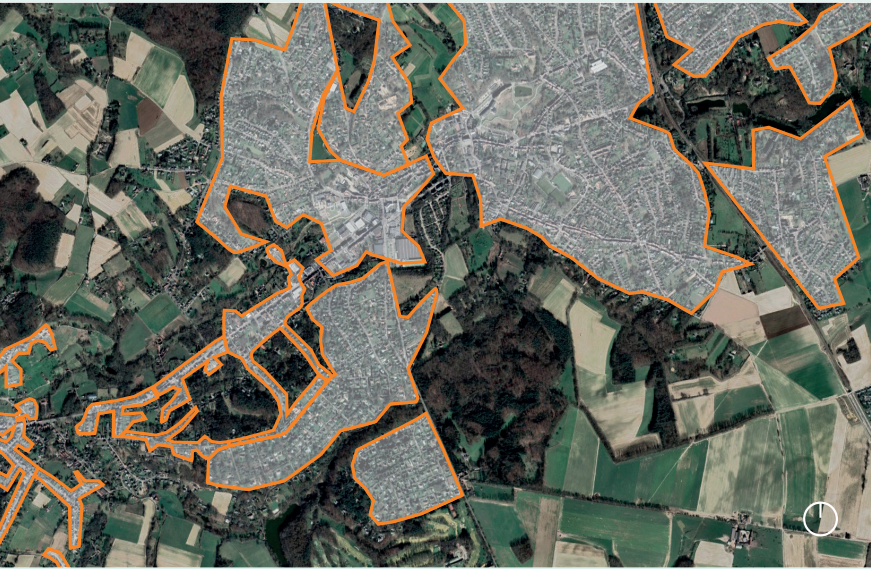
North West -
Rural/Suburban gradient

Identities of the periphery



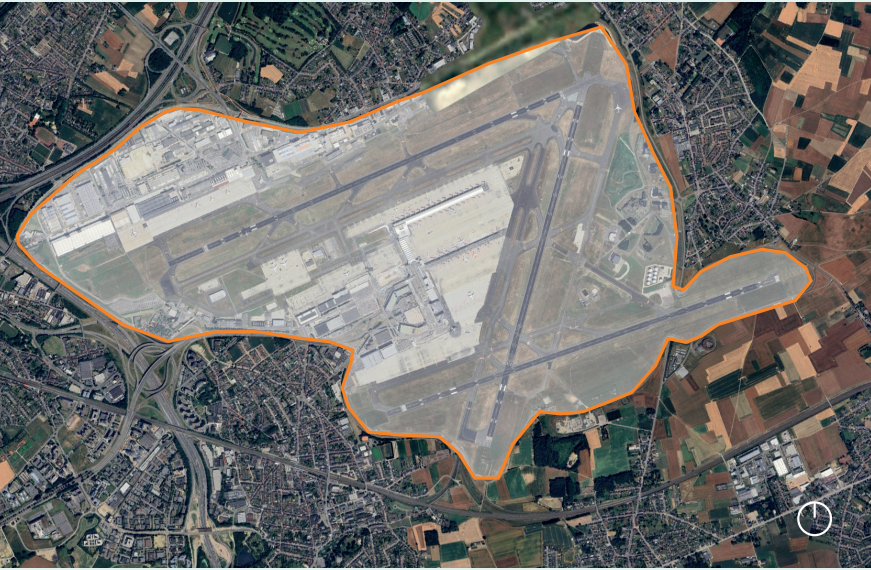
North -
Canal/Logistics/Port

Industrial blocks



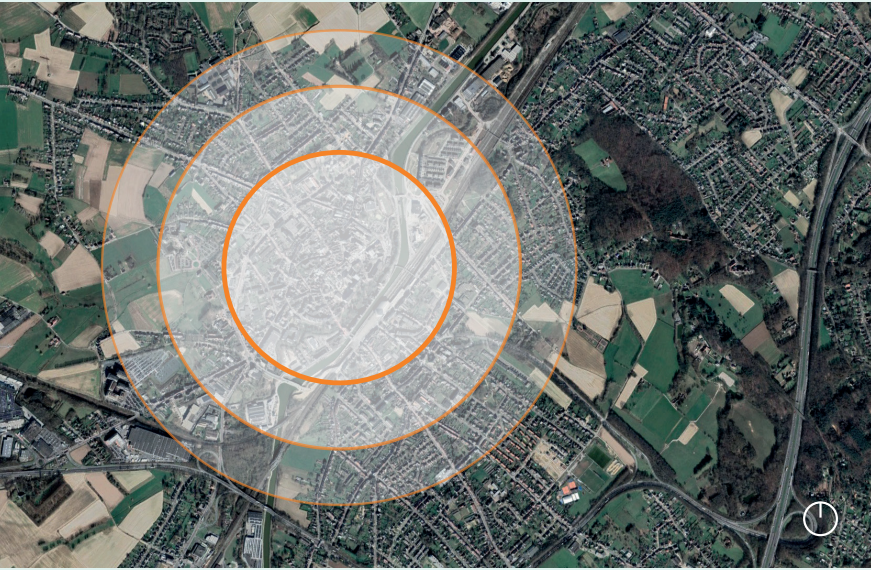
South -
Green & residential edge

Residential blocks



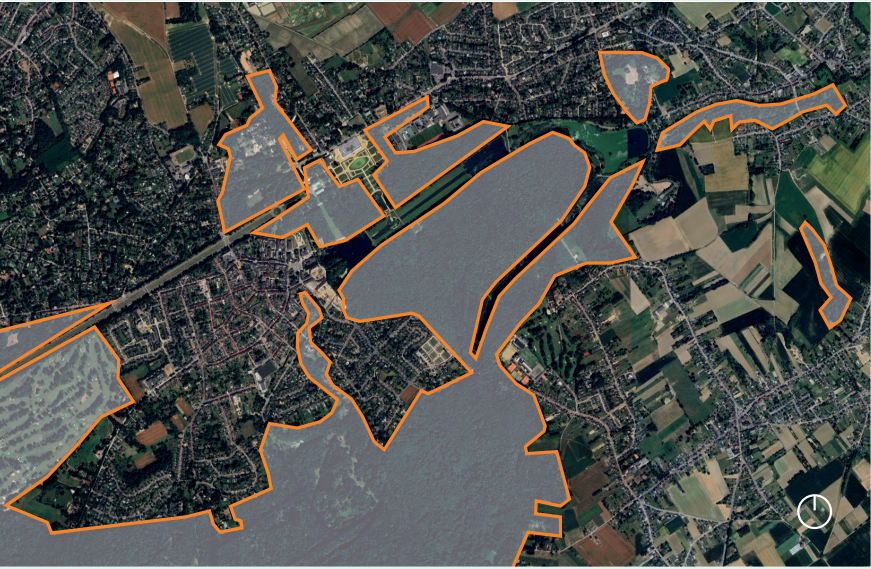
North East -
Airport/Business/Infrastructure

Brussels international airport (Zaventem)



South West -
Secondary centre(s)

Polycentric (secondary) hub



South East -
Forested residential belt

Green main structure

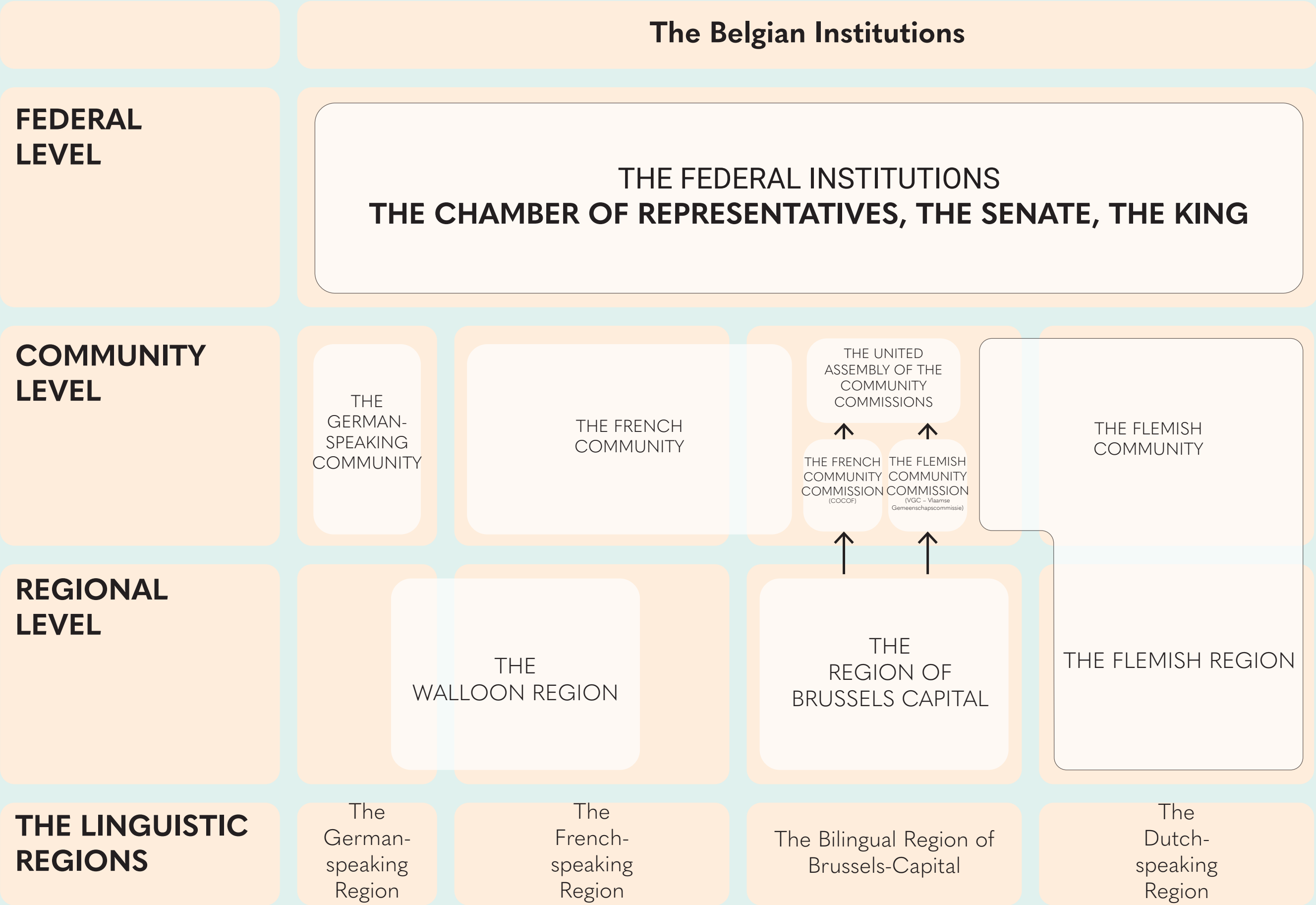


North West -
Rural/Suburban gradient

Discontinued residential blocks

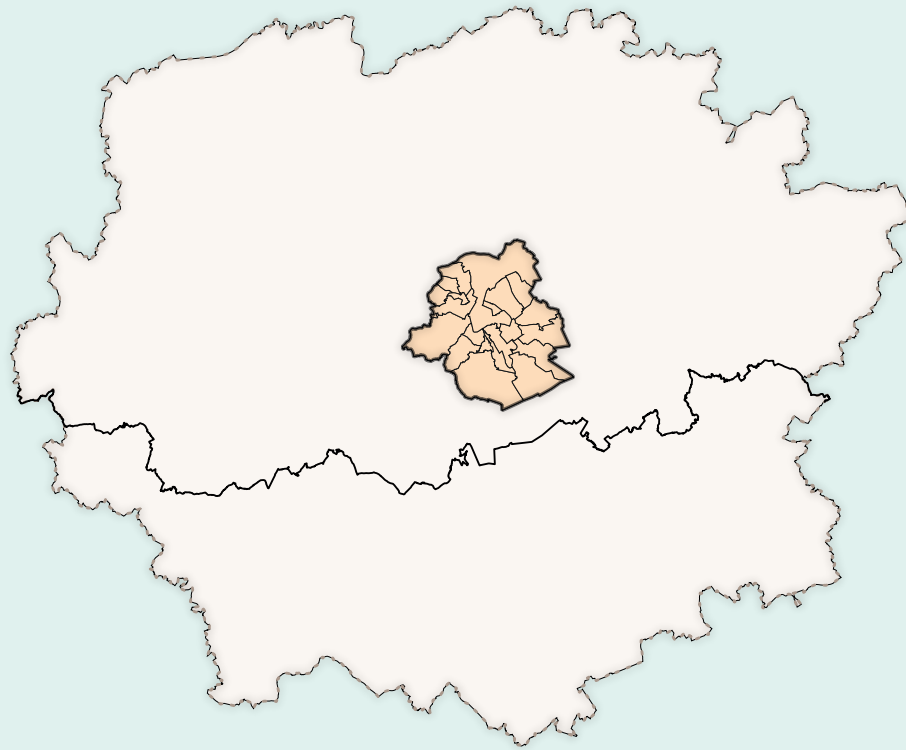
02. INSTITUTIONS & GOVERNANCE

The Belgian institutions



Istaz, D. (2000). Belgium and the Belgian State. BELGEO, 1-2-3-4, 5-8. <https://doi.org/10.4000/belgeo.13869>

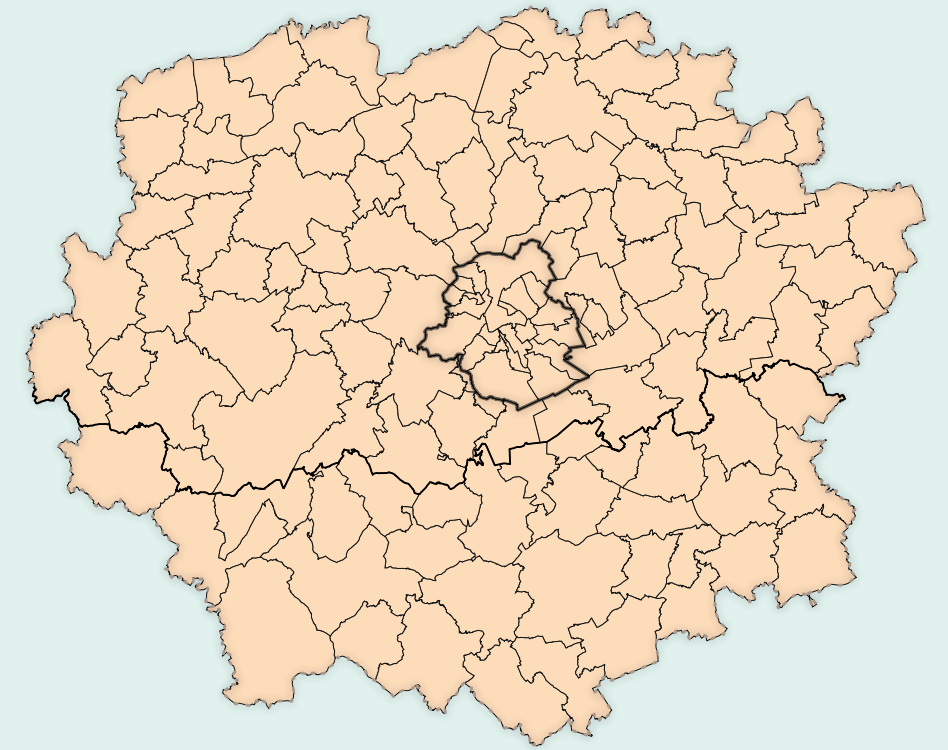
Fragmented metropolitan governance



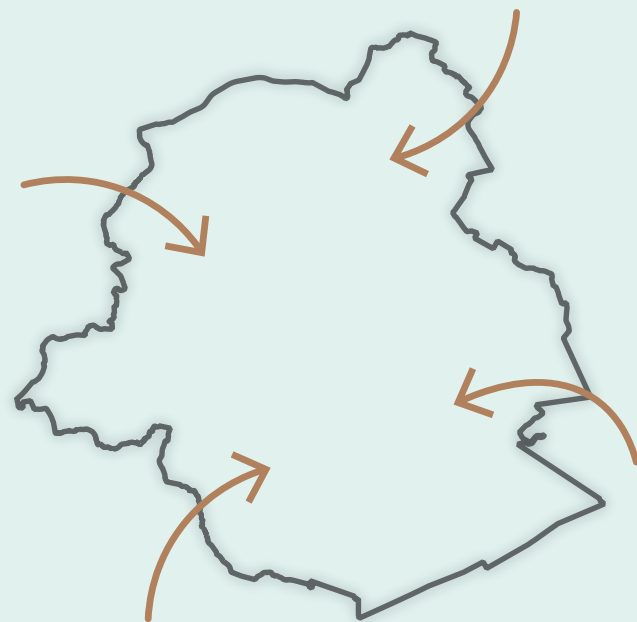
Brussels Capital Region (BCR):
1.2 Million people



Agglomeration:
1.5 Million people



Functional Urban Area (FUA)
2.7 Million people



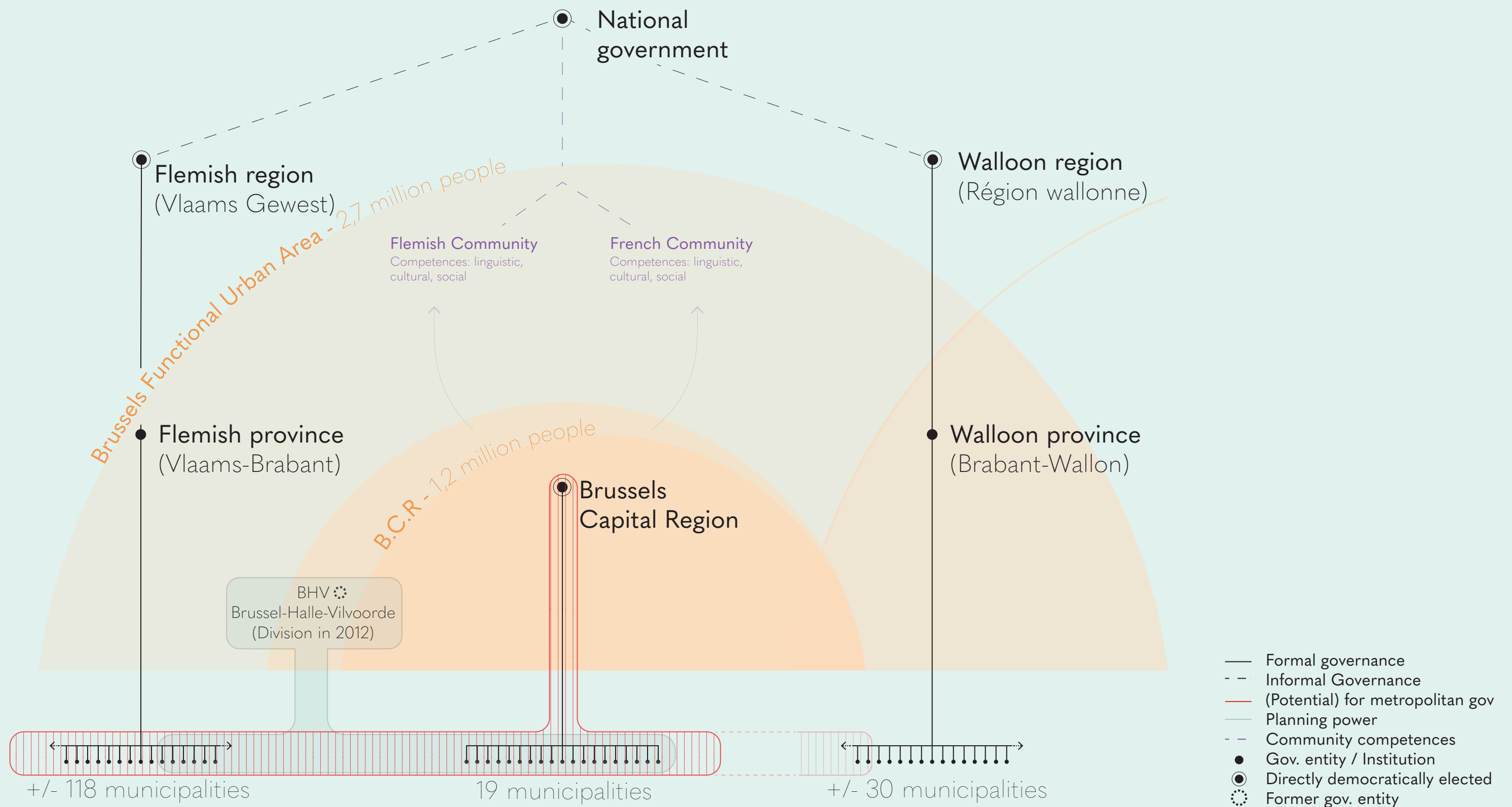
380.000 commuters everyday into Brussels
Main challenges of the metropolitan region:

- Social inequity
- Housing crisis
- Commuting-based mobility
- Congestion
- Pollution
- Dealing issues at B.C.R. scale alone instead of FUA (metropolitan) scale

Challenges beyond admin. bound.

Metropolitan reality: ✓
Metropolitan gov. system: ✗

Governance flows



03. RESEARCH QUESTIONS & OBJECTIVES

How can spatial design and institutional strategies mediate the integration of the Flemish periphery into the Brussels metropolitan system?

Sub research questions & objectives

Research questions

Objectives

Research Question 1

How can mobility systems and infrastructural connections between Brussels and the Flemish periphery be improved to provide credible alternatives to car dependency and support daily cross-border flows?

Research Question 2

How can planning interventions & urban design foster greater social and cultural inclusion between French- and Flemish-speaking communities in the suburban interface?

Research Question 3

What governance mechanisms or collaborations (top-down and bottom-up) could help harmonize planning approaches across regional and municipal boundaries in order to reduce fragmentation?



Network Gaps:

- Cross-border flows
- Discontinuities
- Accessibility

Spatial Leverage:

- Nodes & Corridors
- Spatial integration
- Design/Infrastructure opportunities

Socio-Spatial Divide

- Linguistic boundaries
- Suburban interface
- Everyday practices

Shared/Rearranged spaces

- Public space
- Co-presence
- Encounter

Institutional fragmentation

- Governance layers
- Policy alignments
- Decision-making

Coordination frameworks

- Multi-level coordination
- Governance principles
- Cross-border collaboration

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Institutional fragmentation

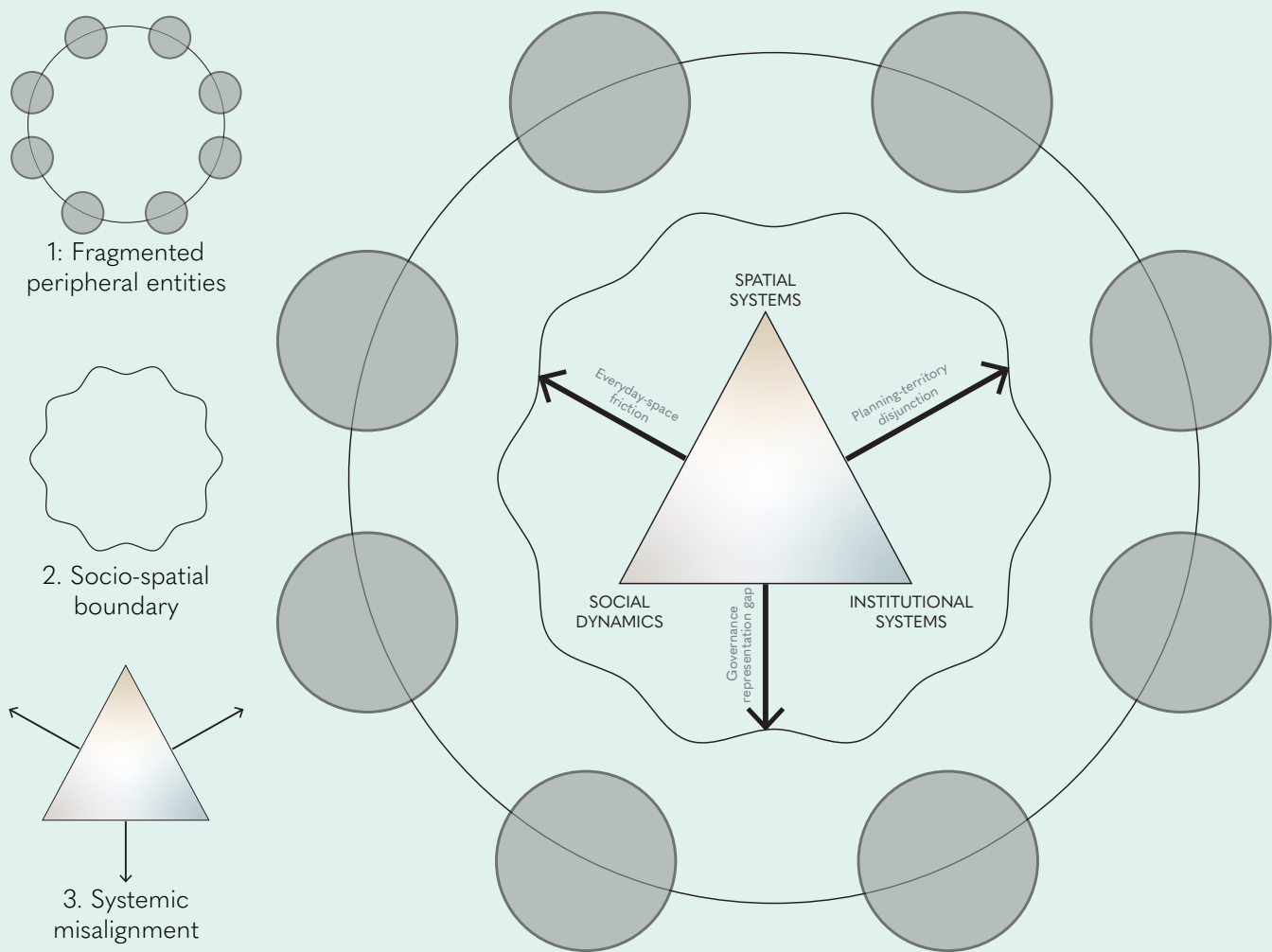
- Governance layers
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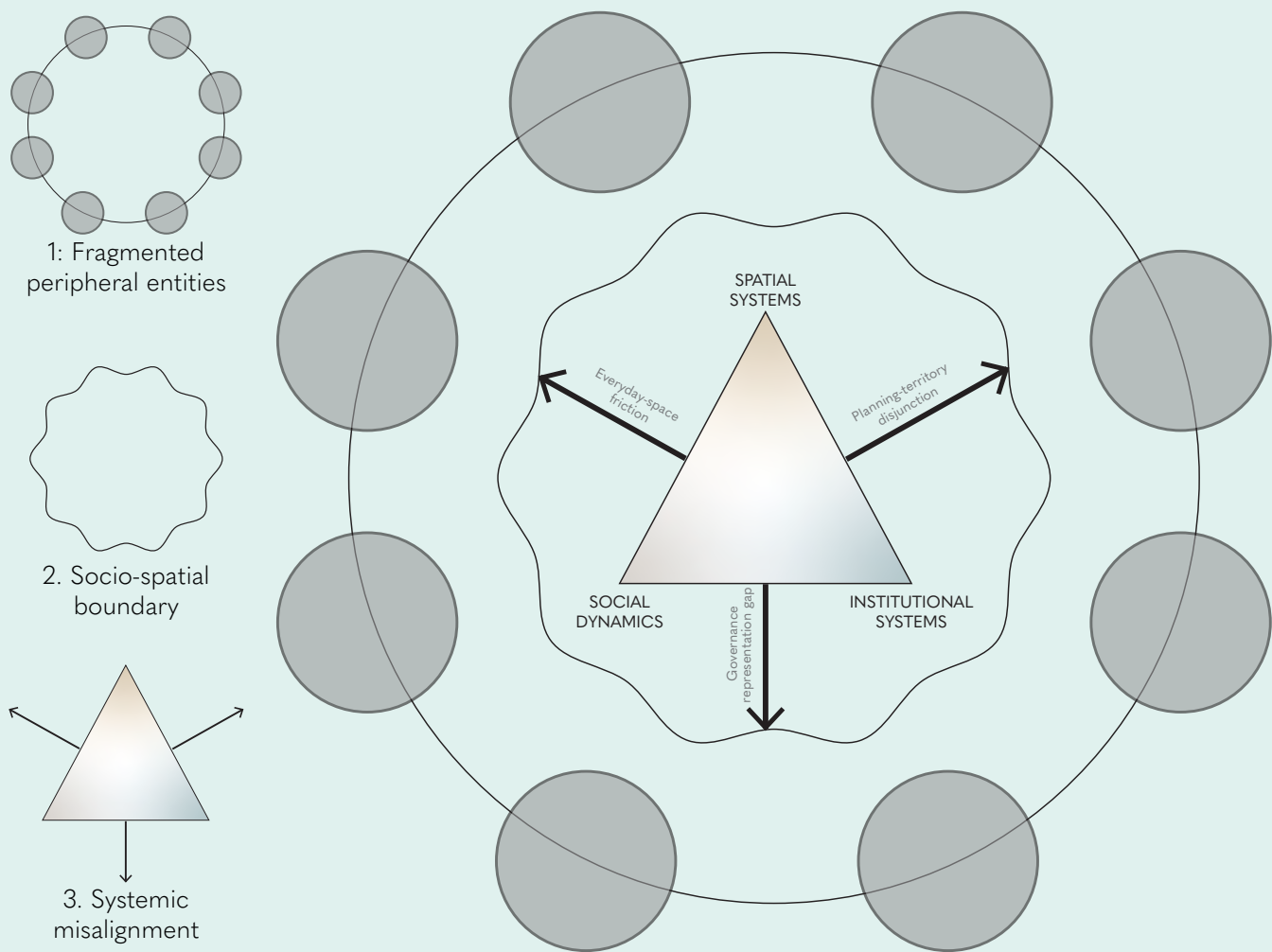
Conceptual Framework

Current conditions

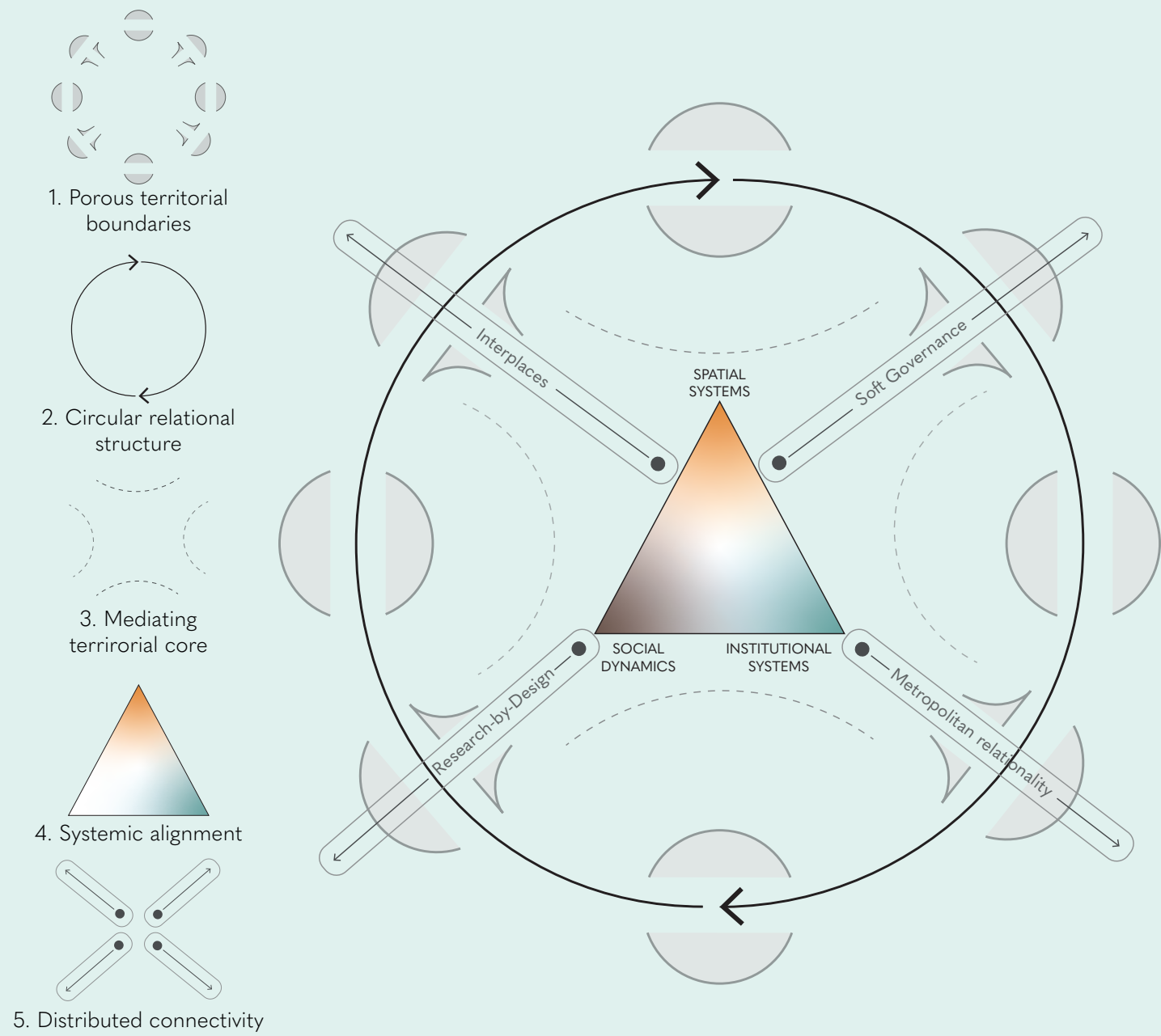


Conceptual Framework

Current conditions

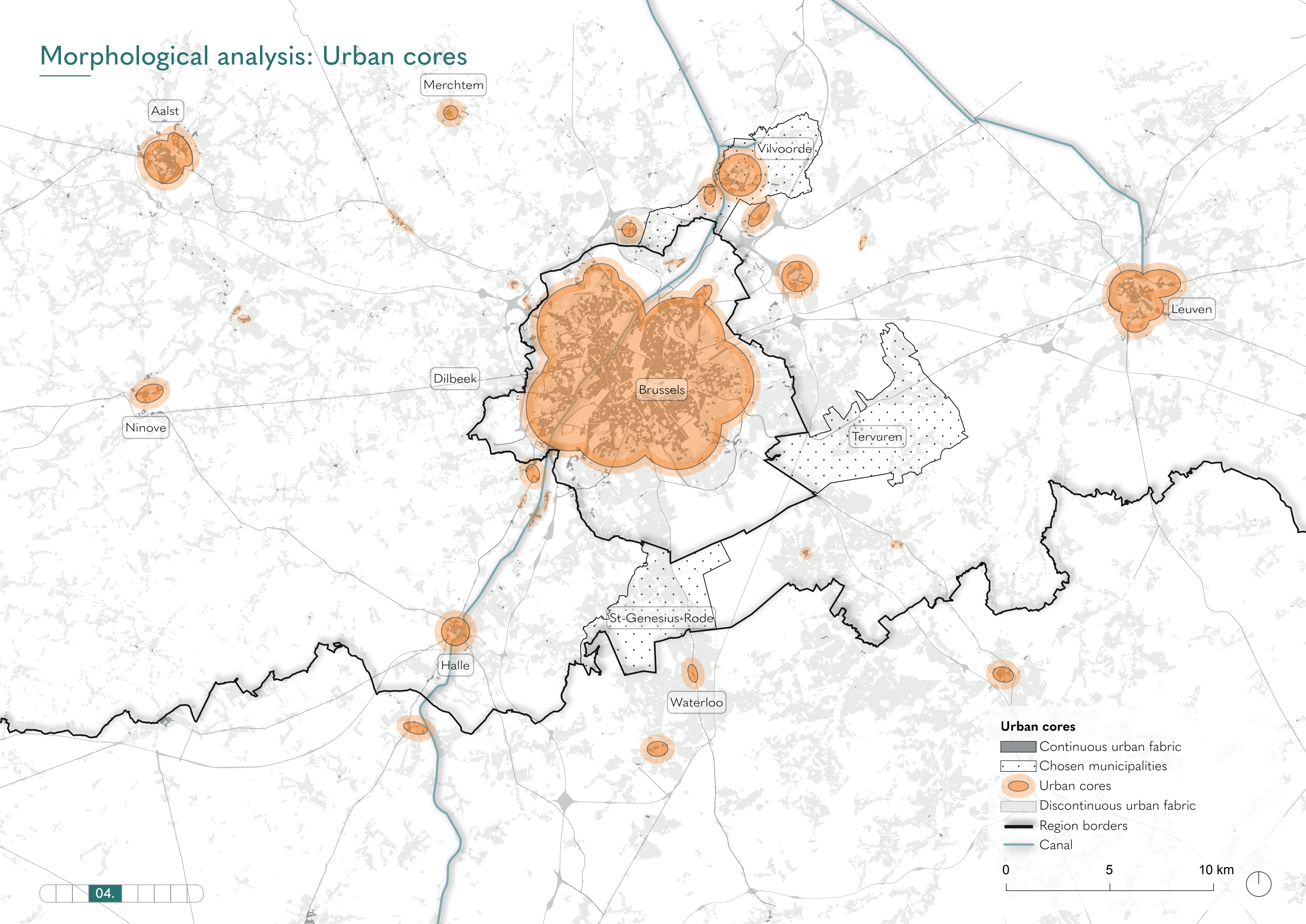


Future conditions

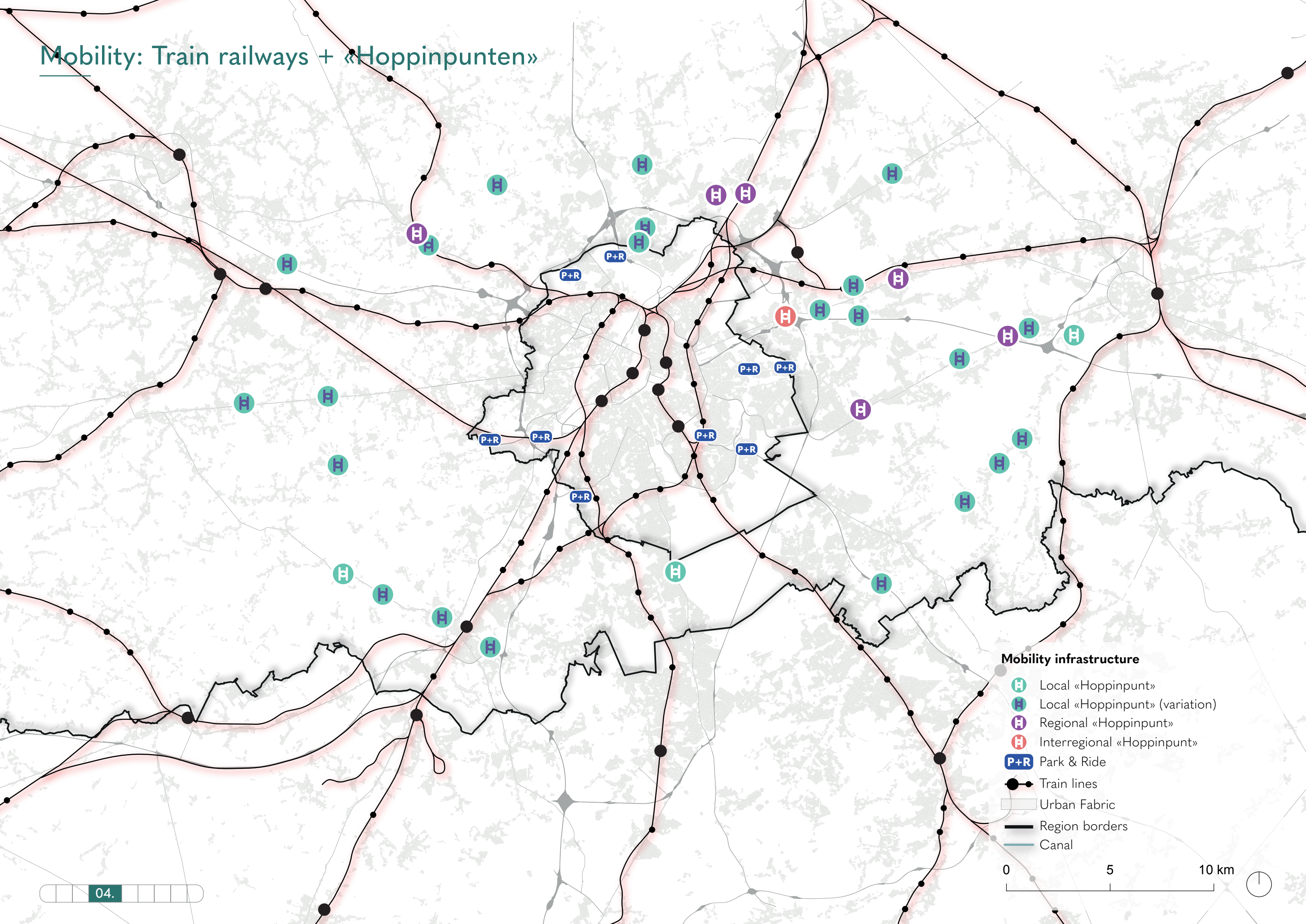


04. REGIONAL MEANING

Morphological analysis: Urban cores



Mobility: Train railways + «Hoppinpunten»



Mobility: Commute examples

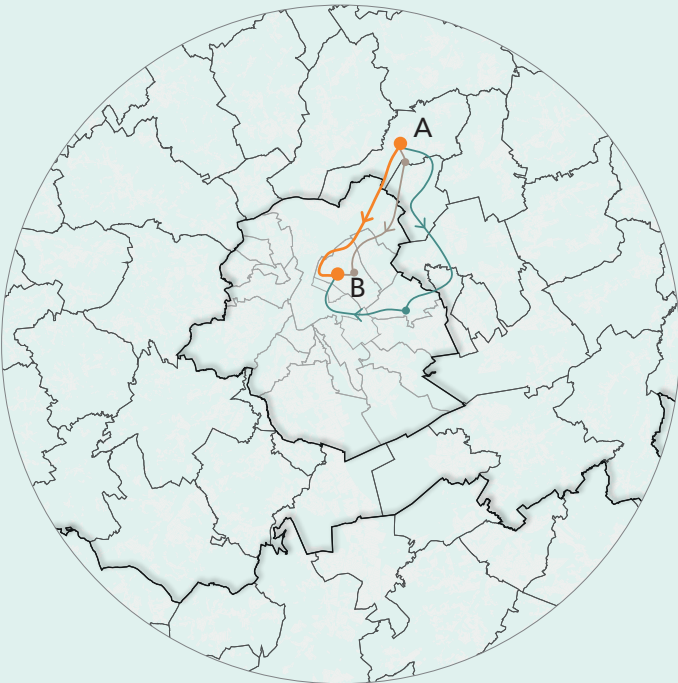
Periphery to Brussels: Example 1



Vilvoorde (A) → Brussels North (B)

Profile: Office employee
Lives in: Vilvoorde
Works in: Brussels (north)
Commutes: Every (week) day

Mode:	Description	Time:
Car only	Via 'Ring' Highway	15-25min
Car + 'P+R'	Car/Park + Train (+ Tram)	30-45min
Public Transp.	Bus + Train (+Tram)	35-50min



Periphery to Brussels: Example 2



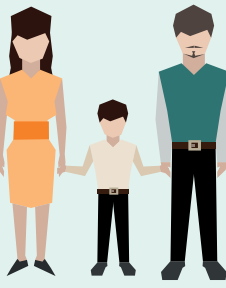
Sint-Genesius-Rode (A) → Brussels University (B)

Profile: Student
Lives in: St-Gen.-Rode
Studies in: Brussels (Ixelles)
Commutes: Every (week) day

Mode:	Description	Time:
Car only	Via main Brussels axis	25-35min
Car + 'P+R'	Car/Park + Train or Bus	40-55min
Public Transp.	Bus + Tram	50-70min



Periphery to Periphery: Example 3



Vilvoorde (A) → Tervuren (B)

Profile: Family
Lives in: Vilvoorde
Leisure/green: Tervuren
Commutes: Every weekend

Mode:	Description	Time:
Car only	Via 'Ring' Highway	20-30min
Car + 'P+R'	Car/Park + Tram	45-60min
Public Transp.	Bus + Tram (via Brussels)	70-90min



Periphery to Periphery: Example 4

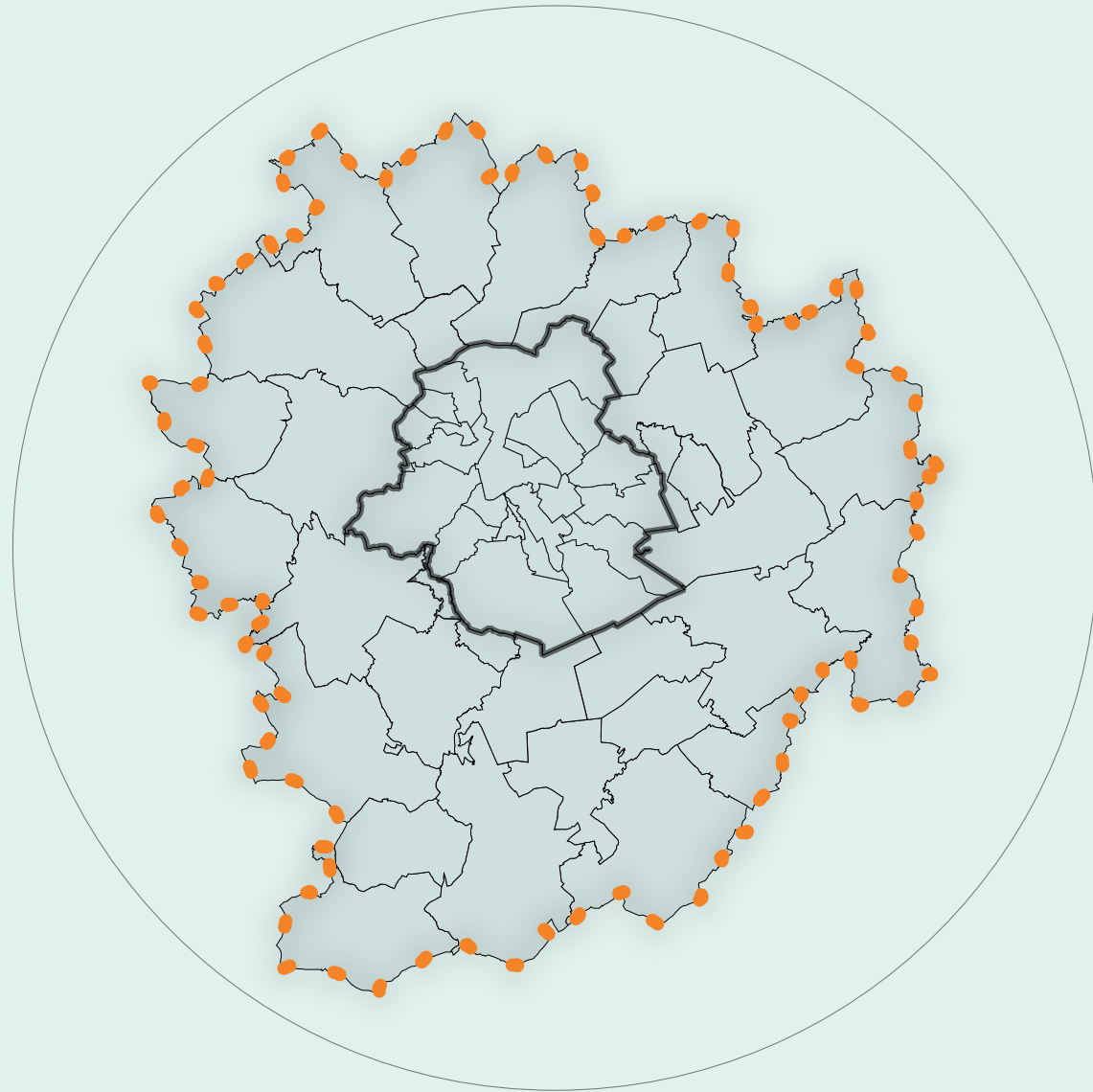


Dilbeek (A) → Zaventem (B)

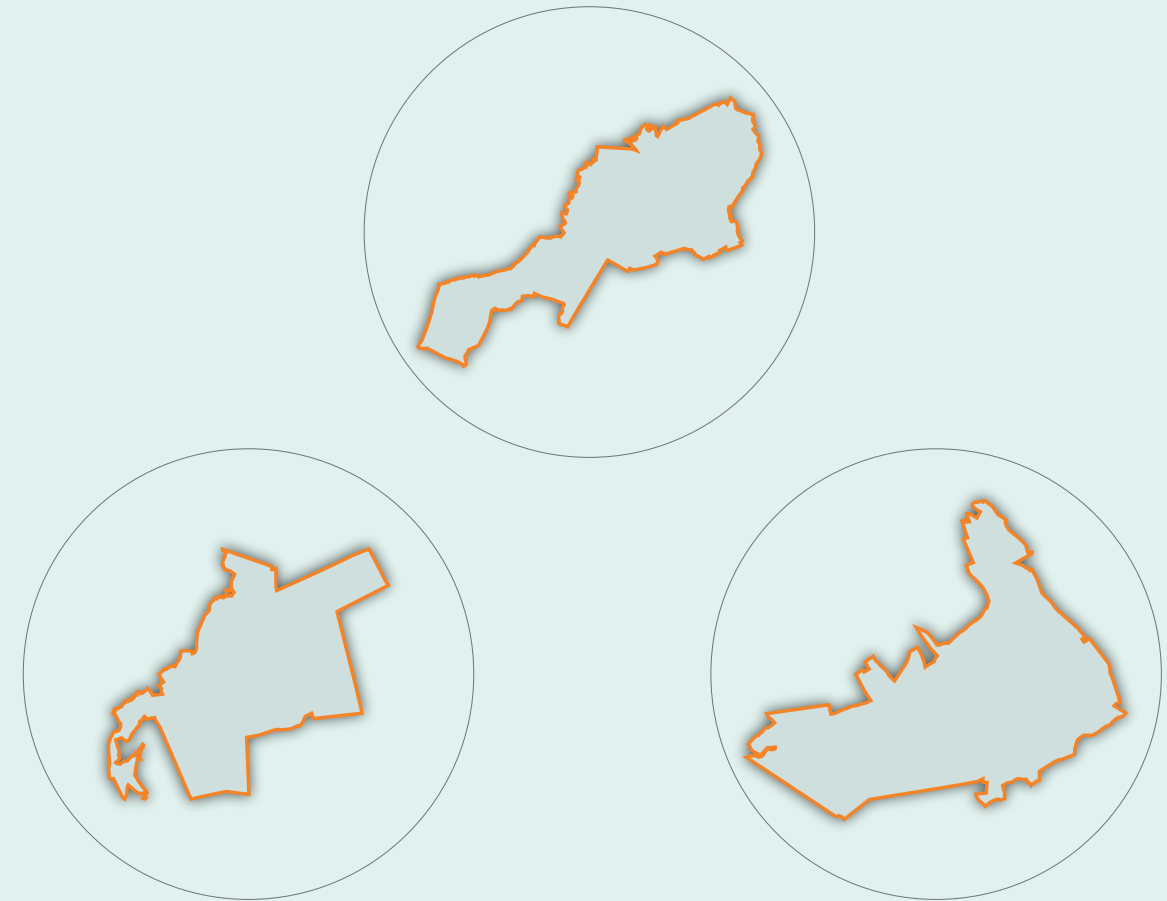
Profile: Office employee
Lives in: Dilbeek
Works in: Zaventem (airport area)
Commutes: Every (week) day

Mode:	Description	Time:
Car only	Via 'Ring' Highway	25-40min
Car + 'P+R'	Car/Park + Train	50-65min
Public Transp.	Bus + Train (via Brussels)	60-90min



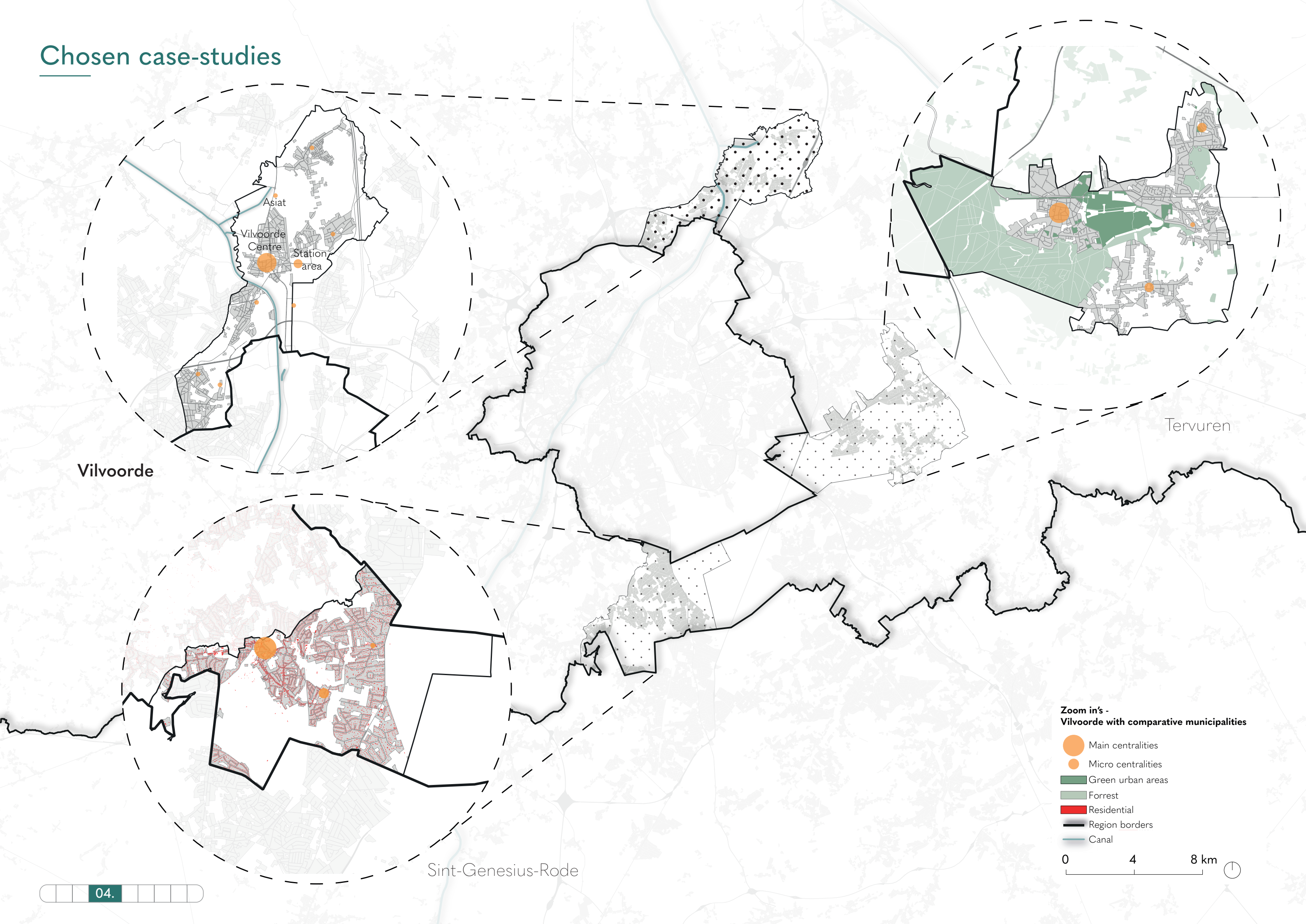


Regional scale



Municipal scale

Chosen case-studies



Vilvoorde

Tervuren

Sint-Genesius-Rode

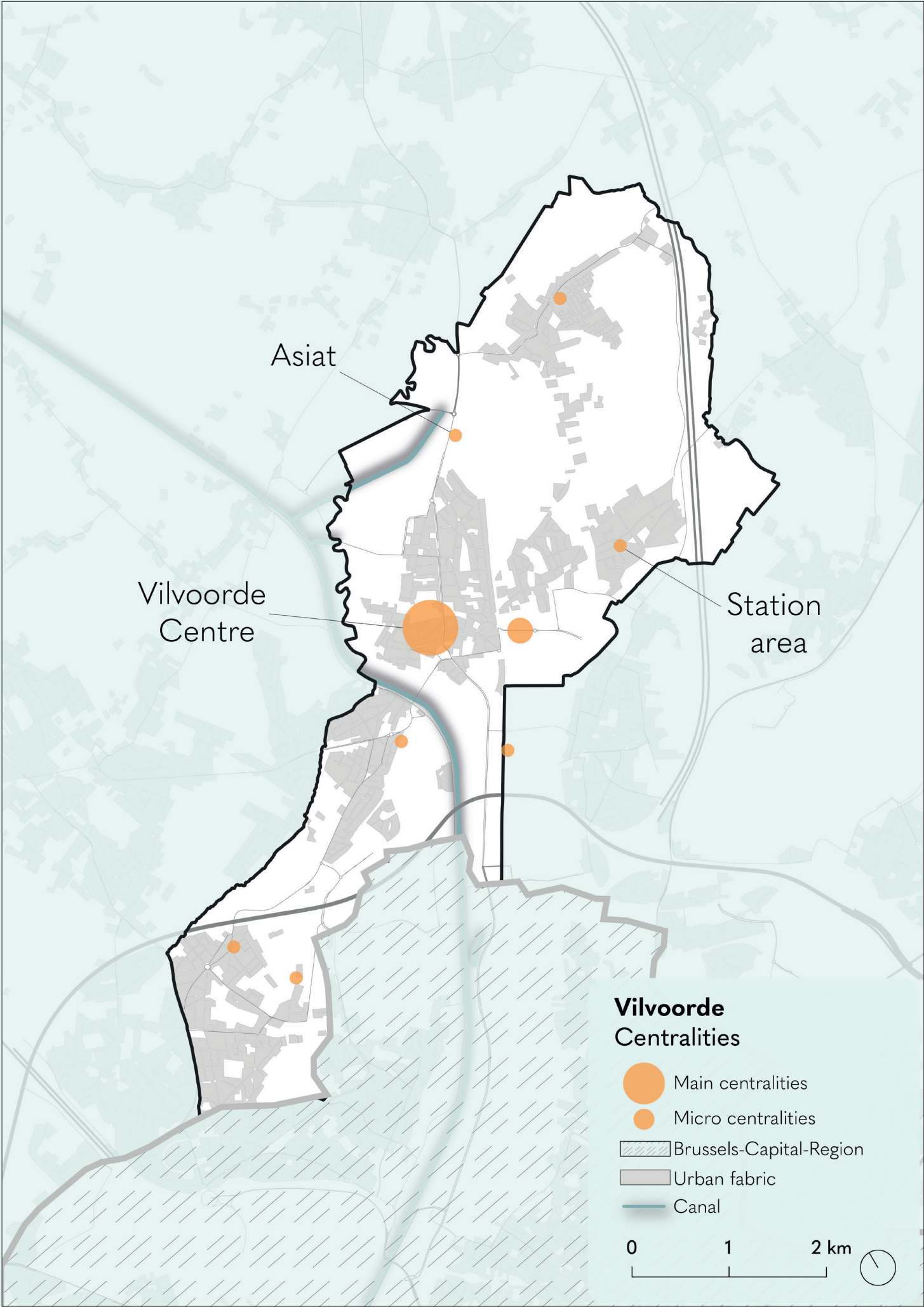
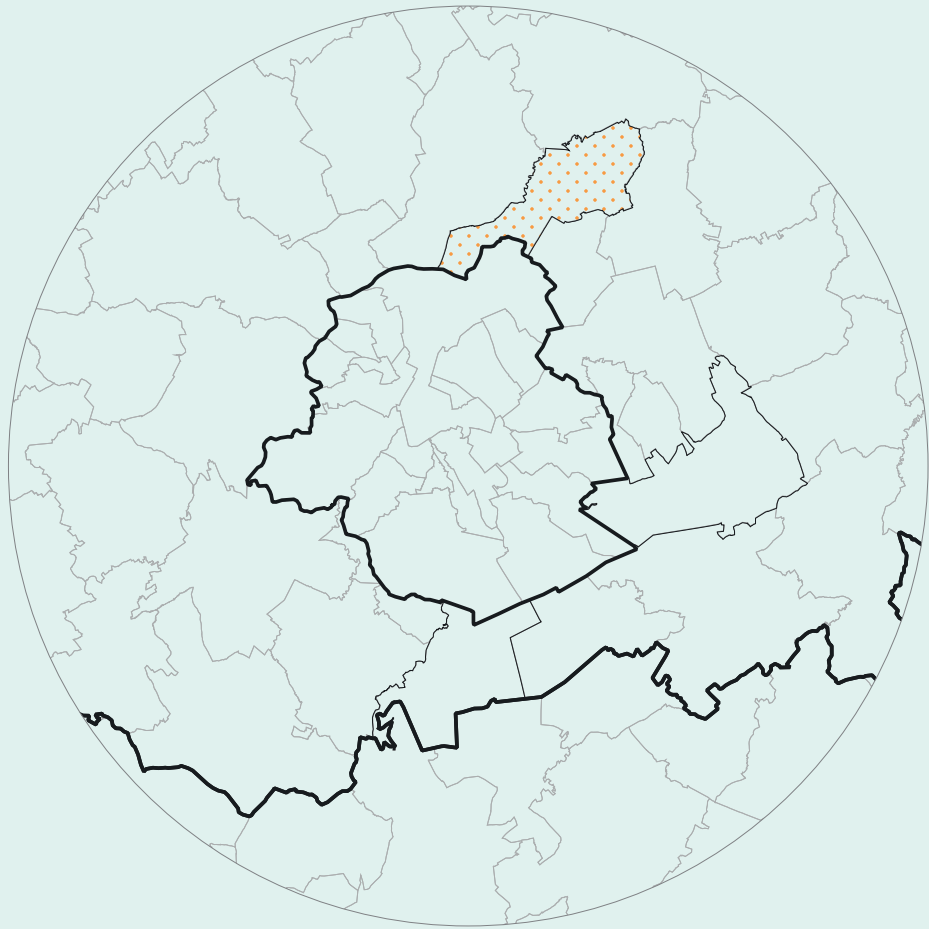
Zoom in's -
Vilvoorde with comparative municipalities

- Main centralities
- Micro centralities
- Green urban areas
- Forrest
- Residential
- Region borders
- Canal

0 4 8 km

05. MUNICIPALITY - CASE STUDIES

Case study: Vilvoorde



Diversity of Built environment

COMPACT CITY



HYBRID CITY



GARDEN CITY/SUBURBS



WORK CITY



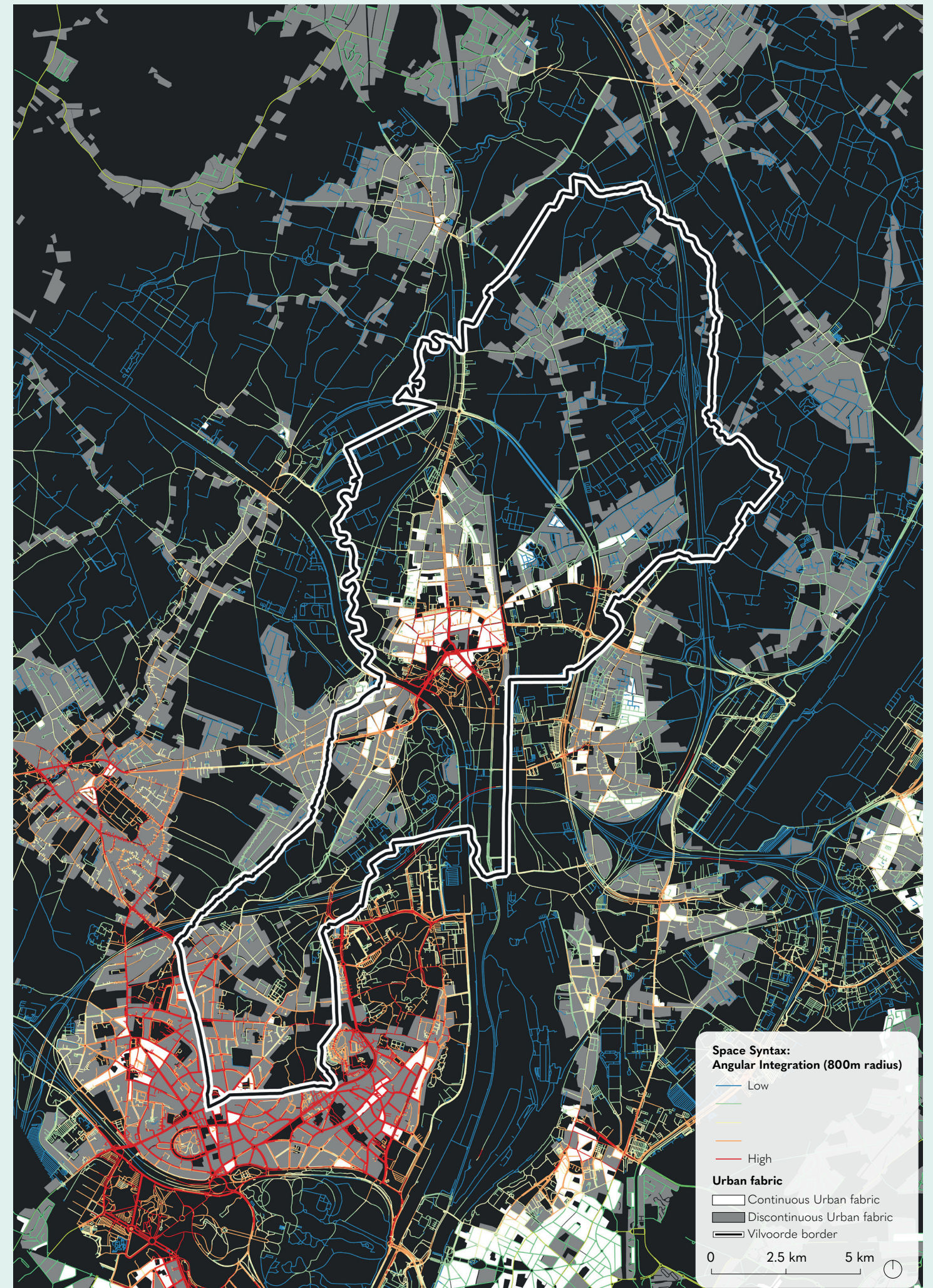
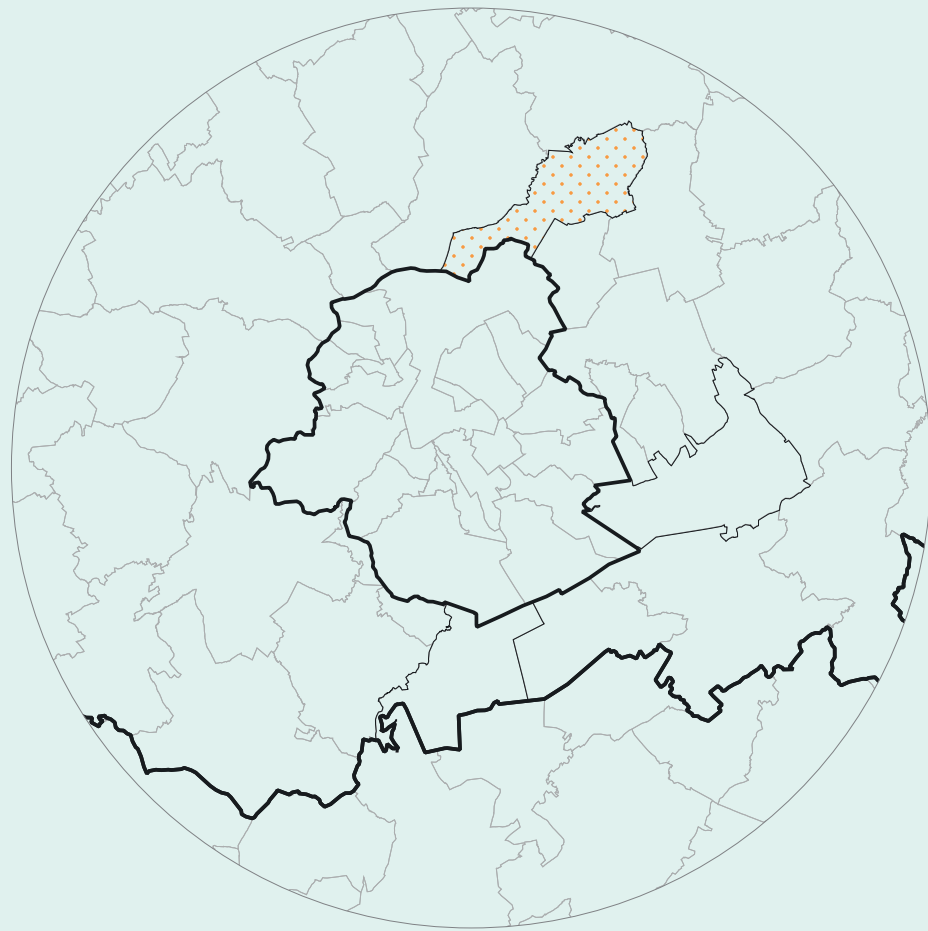
VILLAGE TYPE



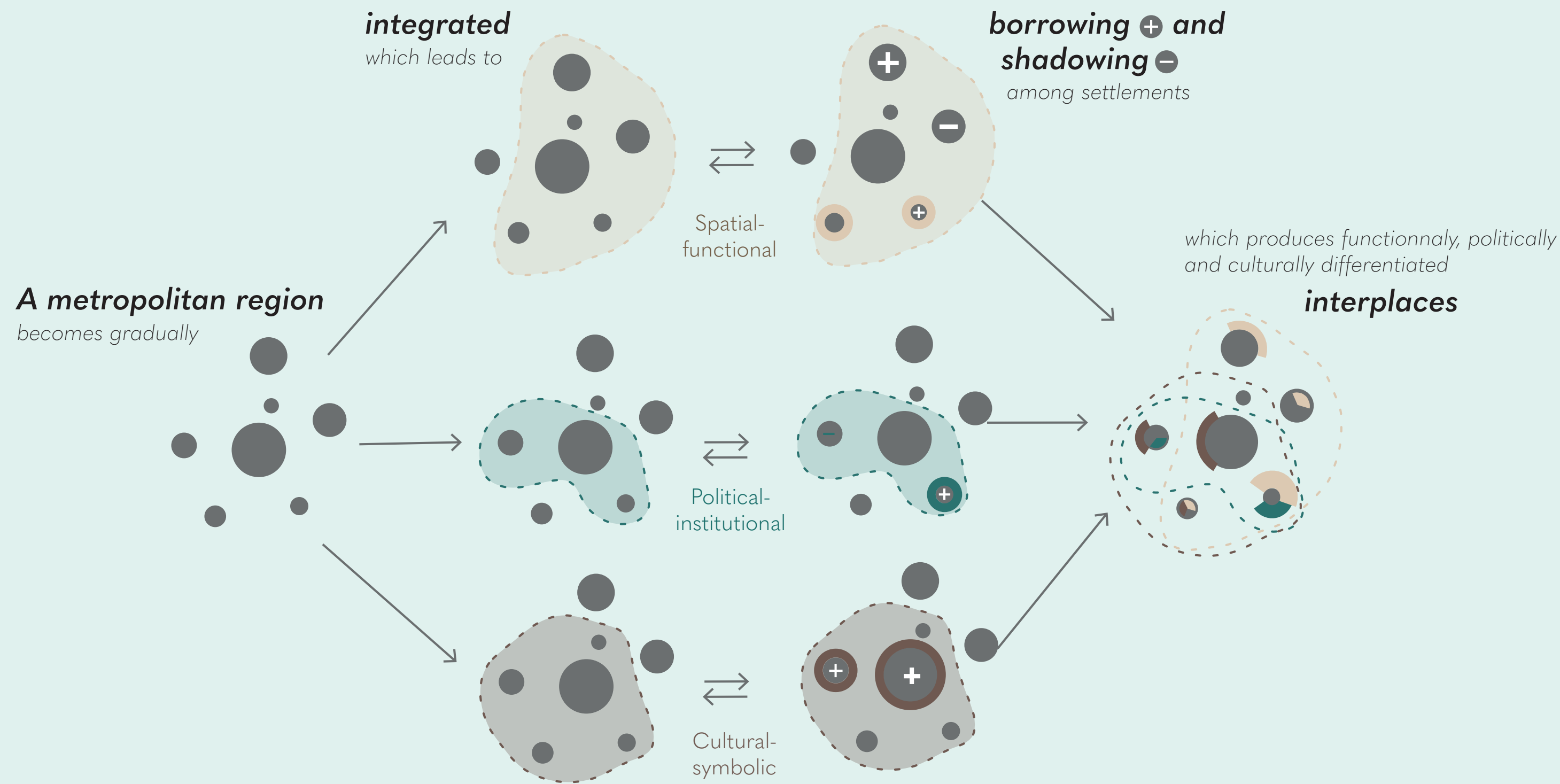
LANDSCAPES



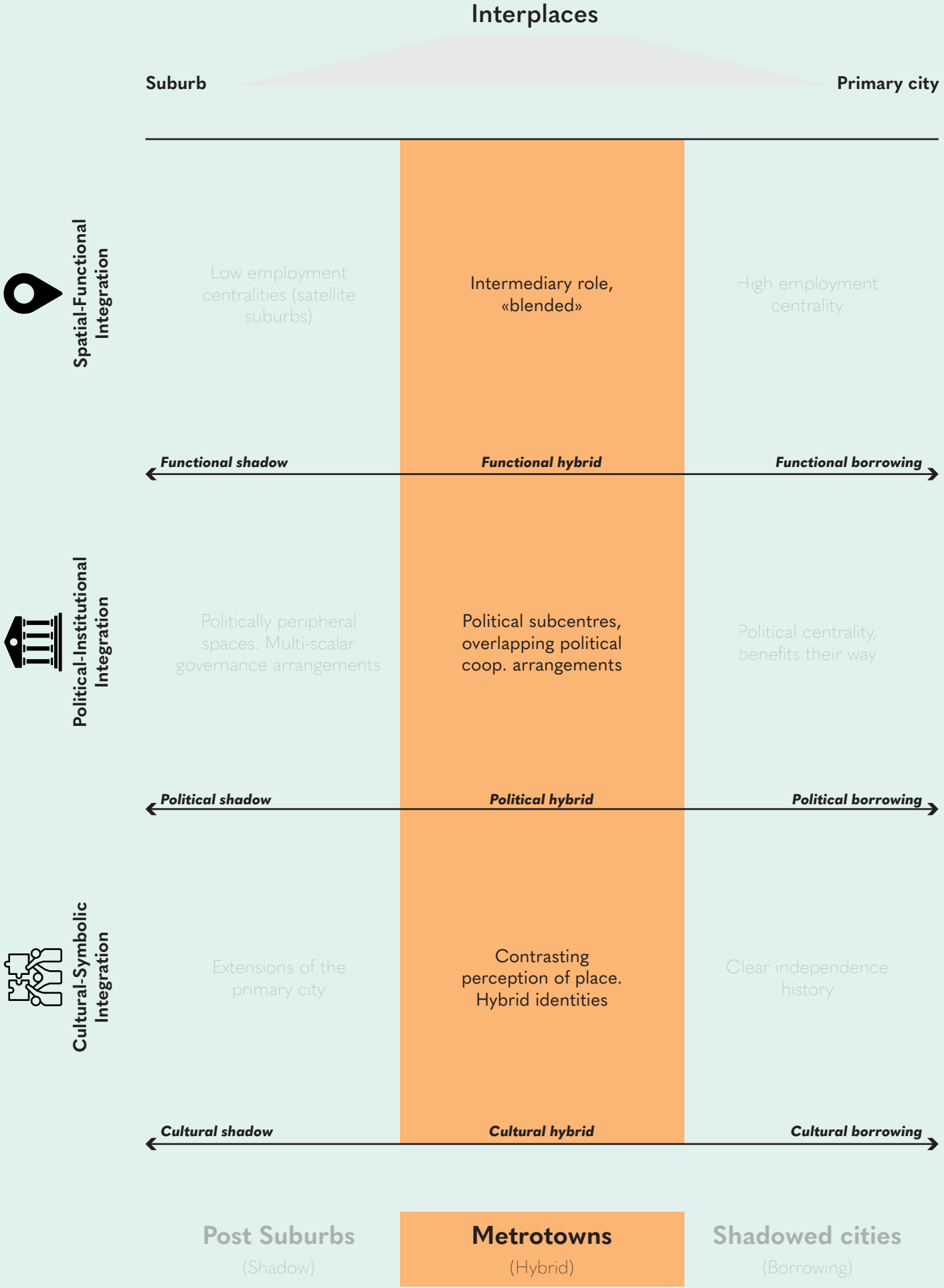
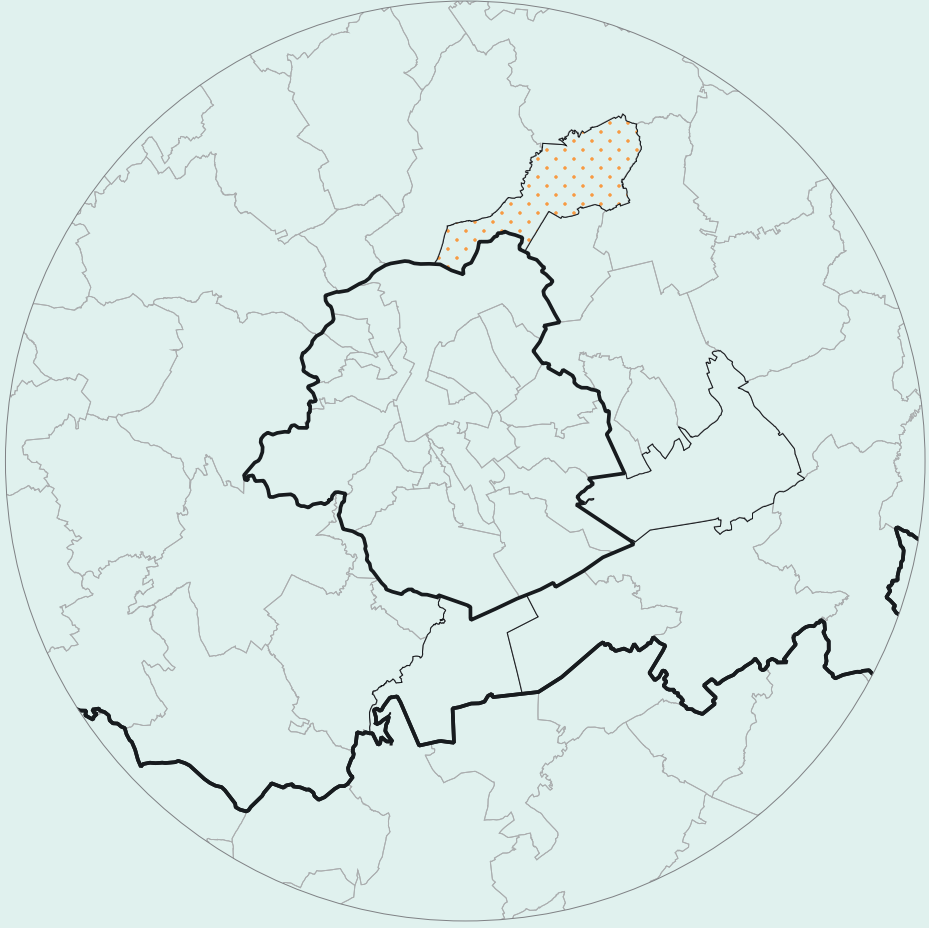
Space Syntax: Angular Integration (800m radius)

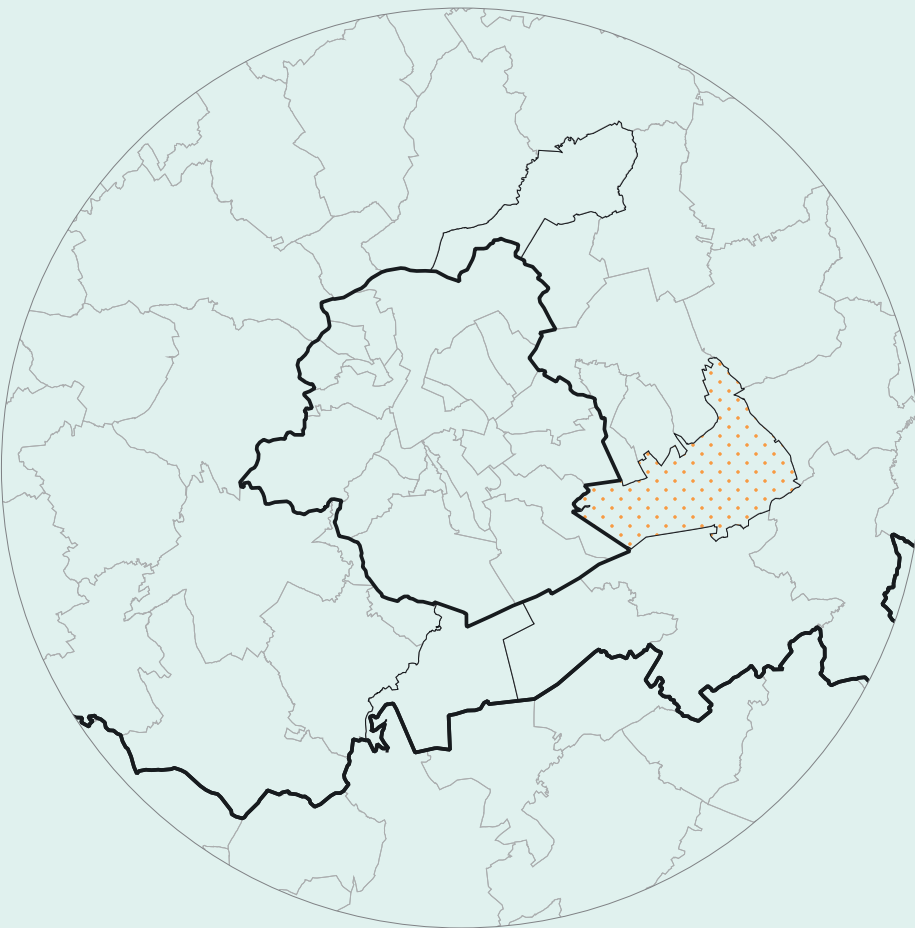


The notion of interplaces



(Demuyne et al. 2025)



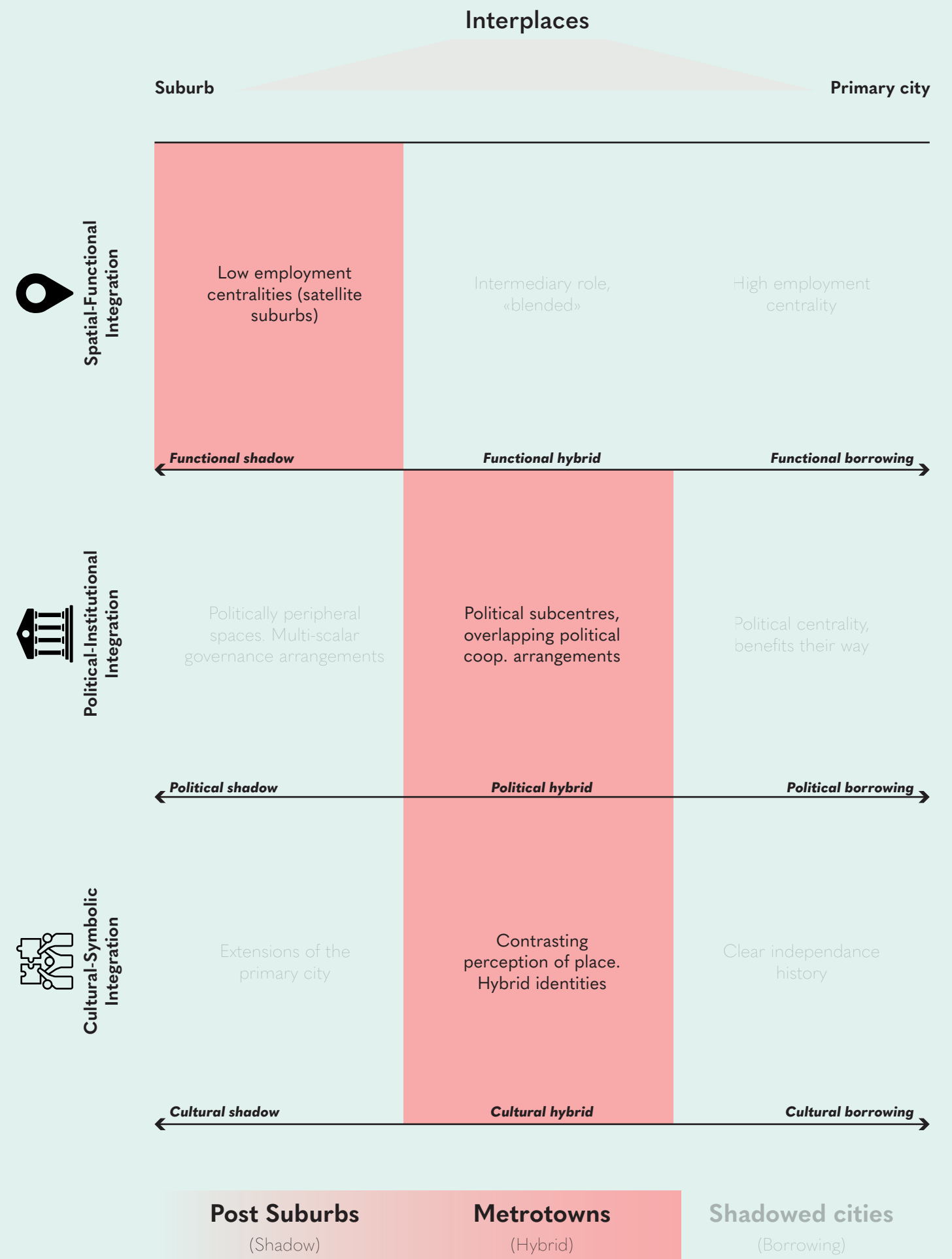
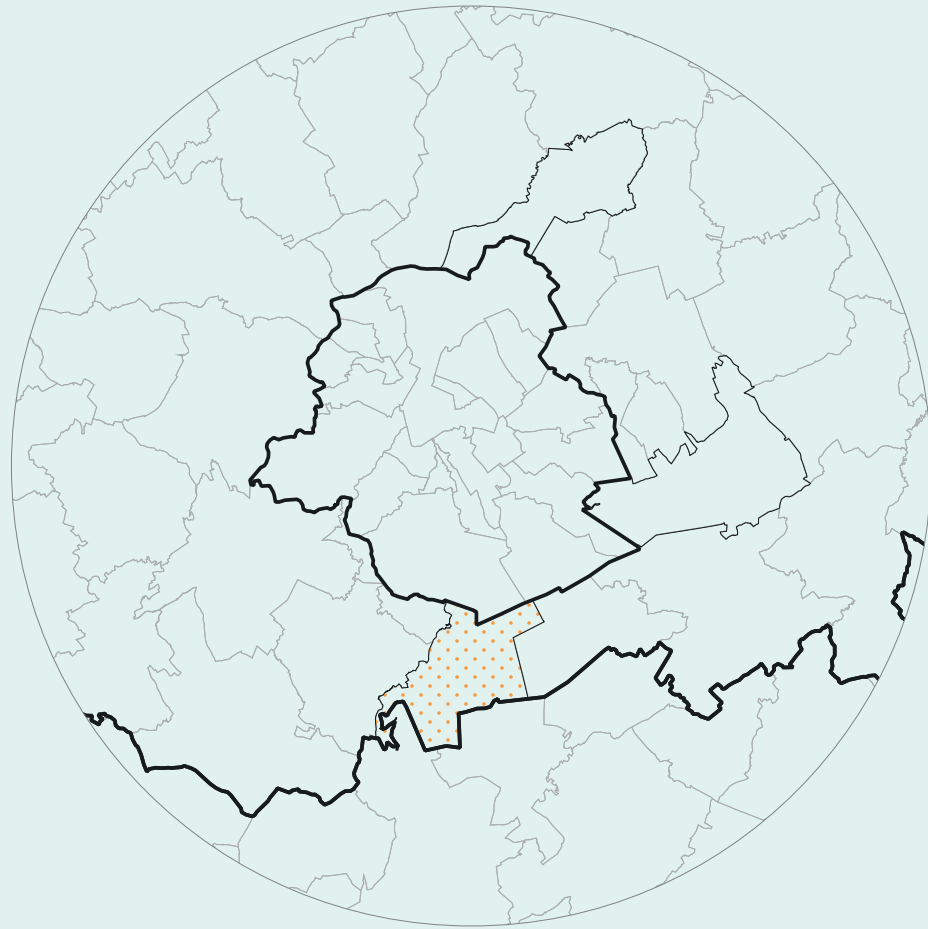


Political-Institutional Integration



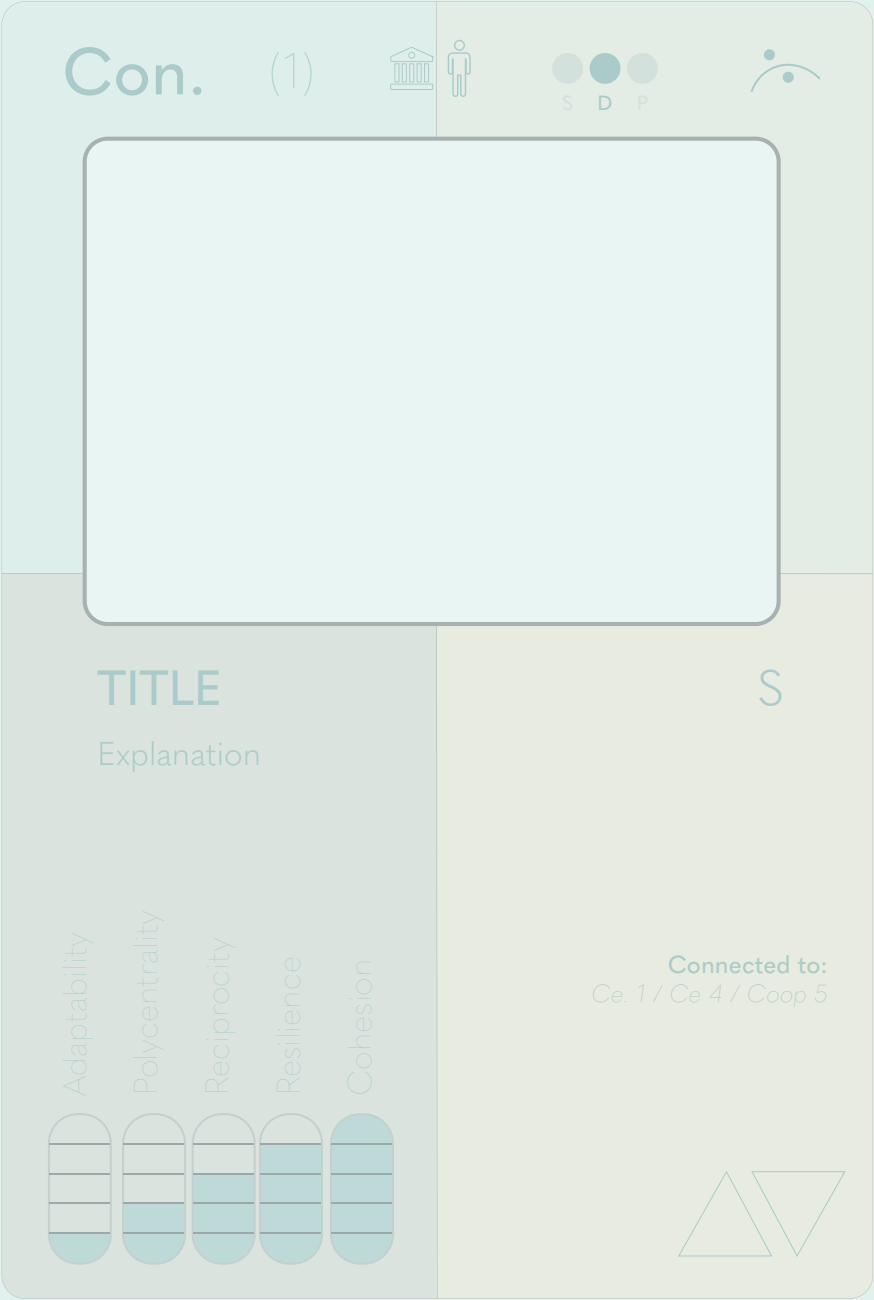
**Cultural-Symbolic
Integration**

 Tervuren



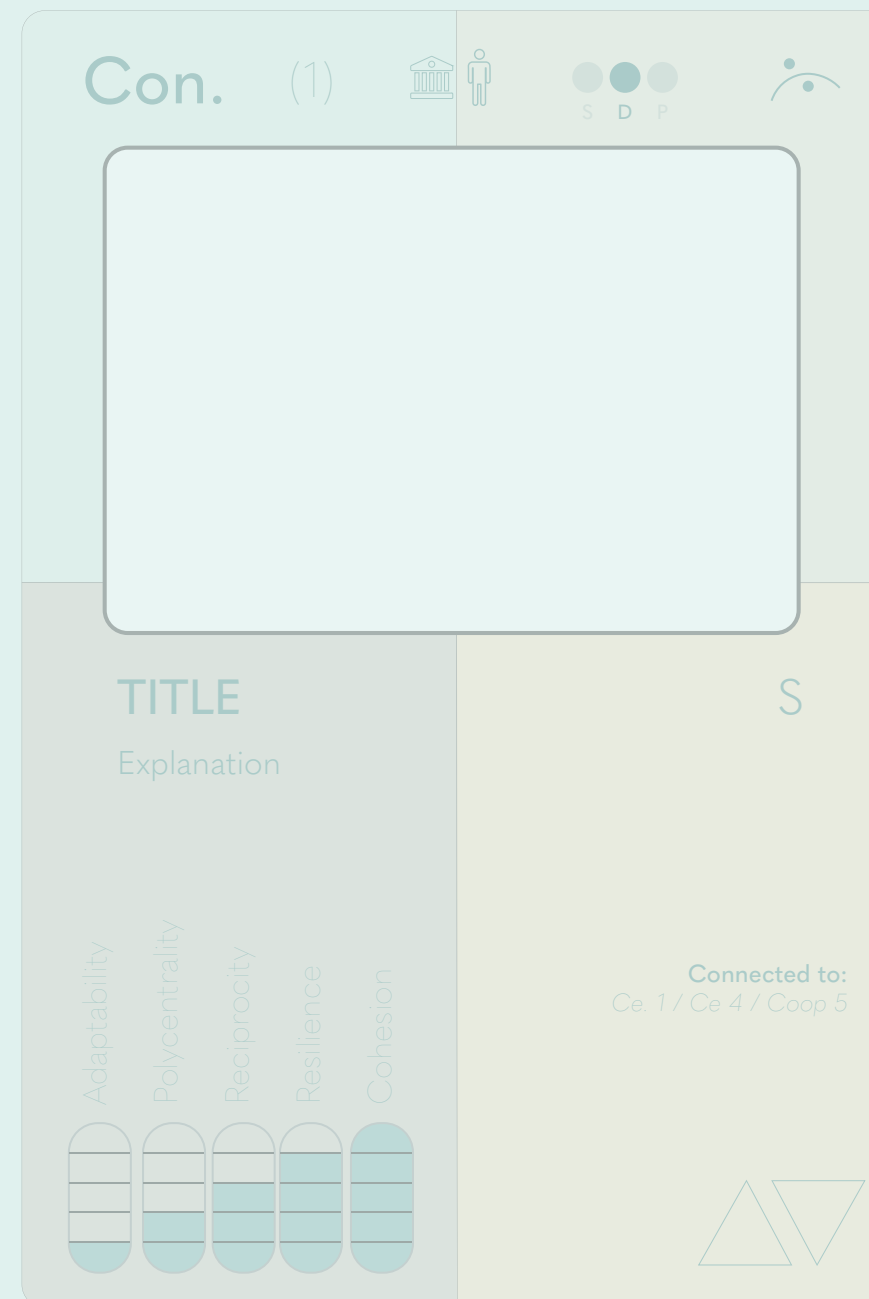
06. PATTERN LANGUAGE

Why a Pattern Language



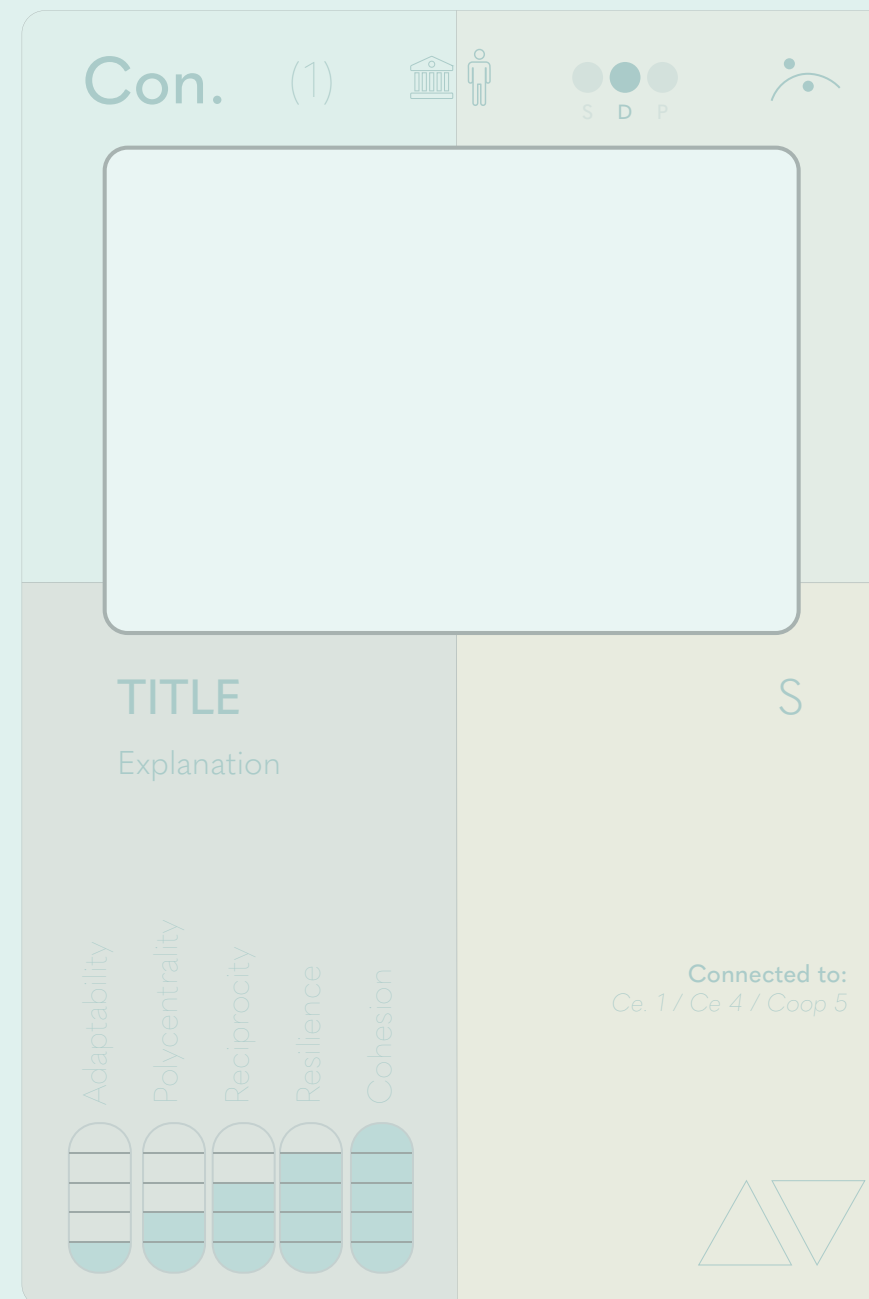
Why a Pattern Language

- Turn research findings into actionable design principles



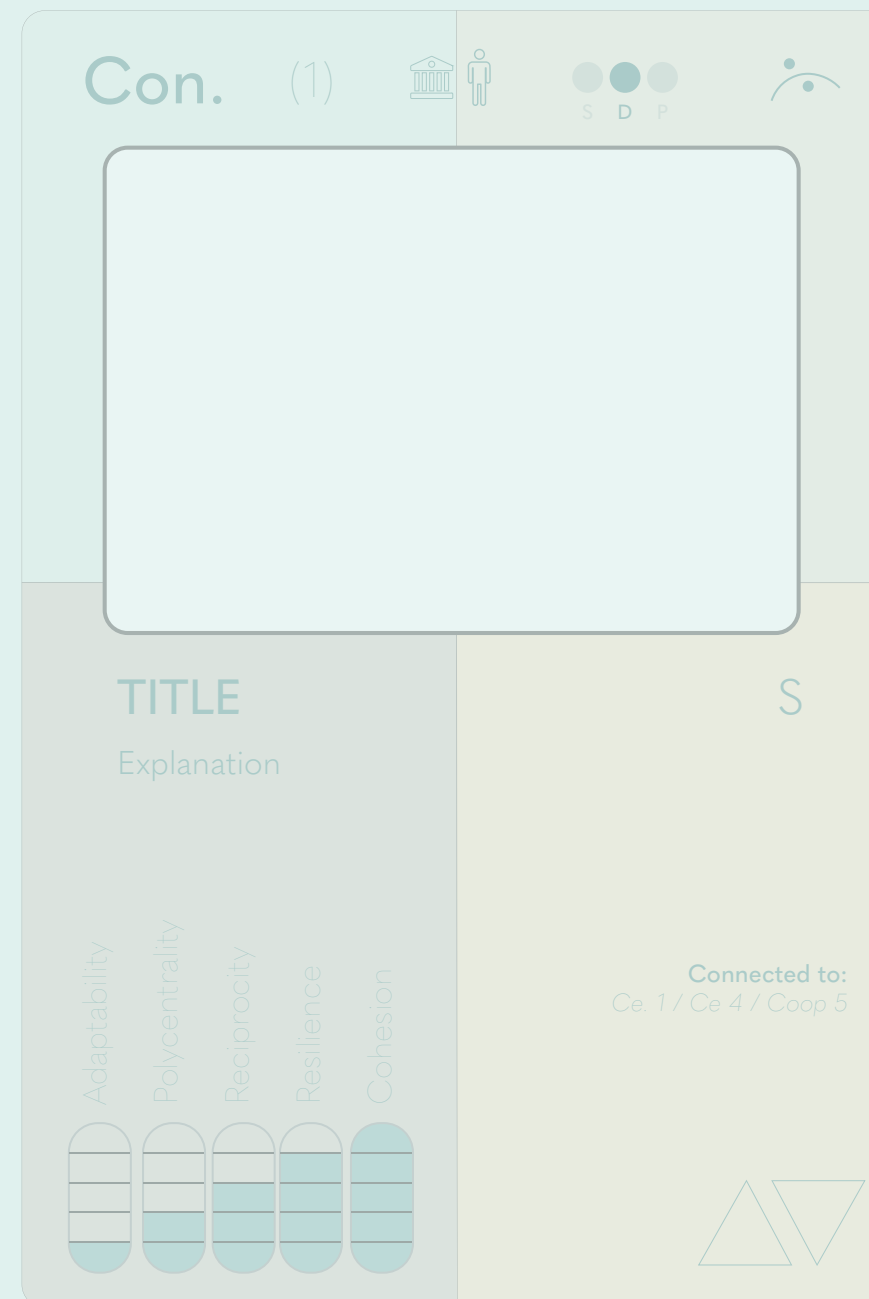
Why a Pattern Language

- Turn research findings into actionable design principles
- Create a shared vocabulary for discussing metropolitan challenges



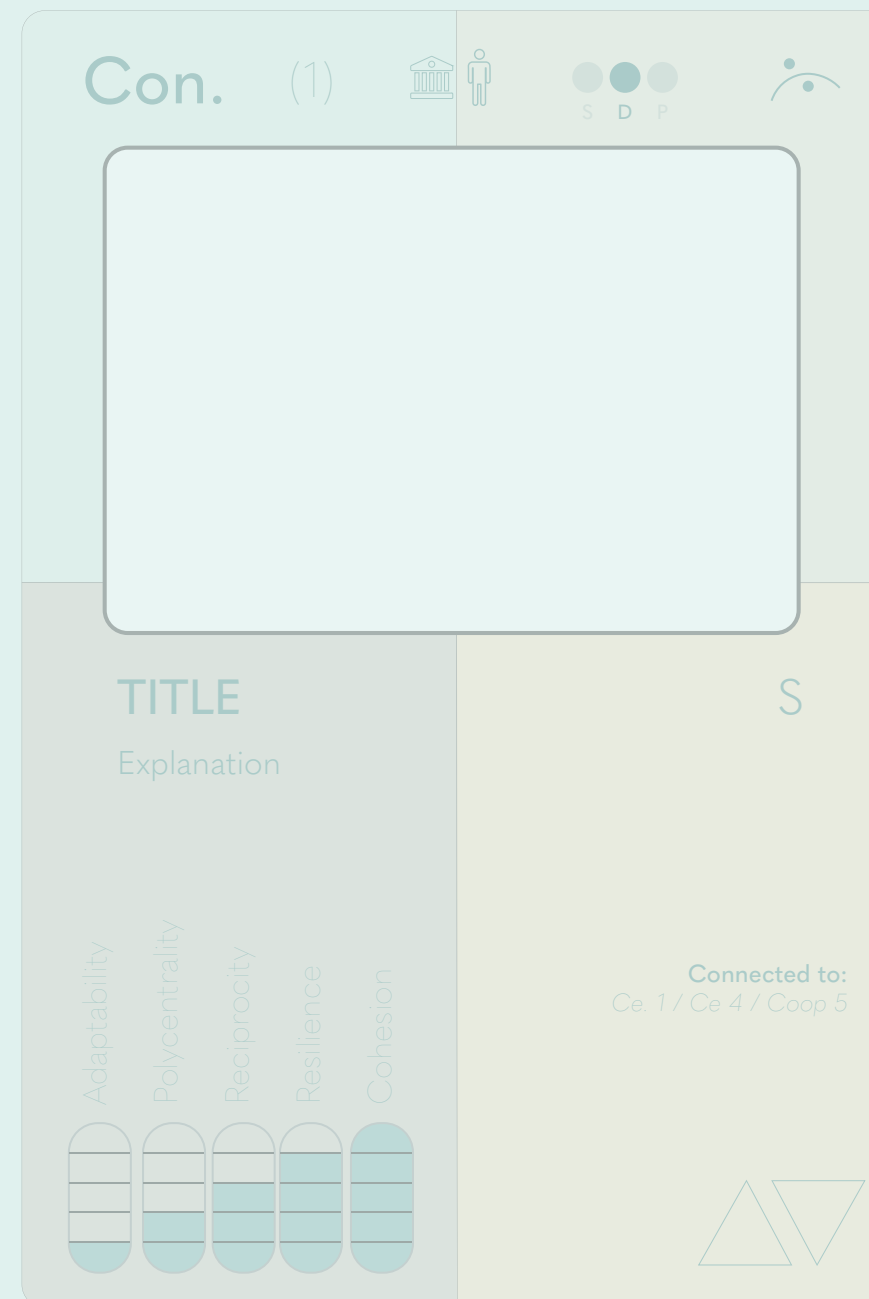
Why a Pattern Language

- Turn research findings into actionable design principles
- Create a shared vocabulary for discussing metropolitan challenges
- **Connect analysis, design and governance**



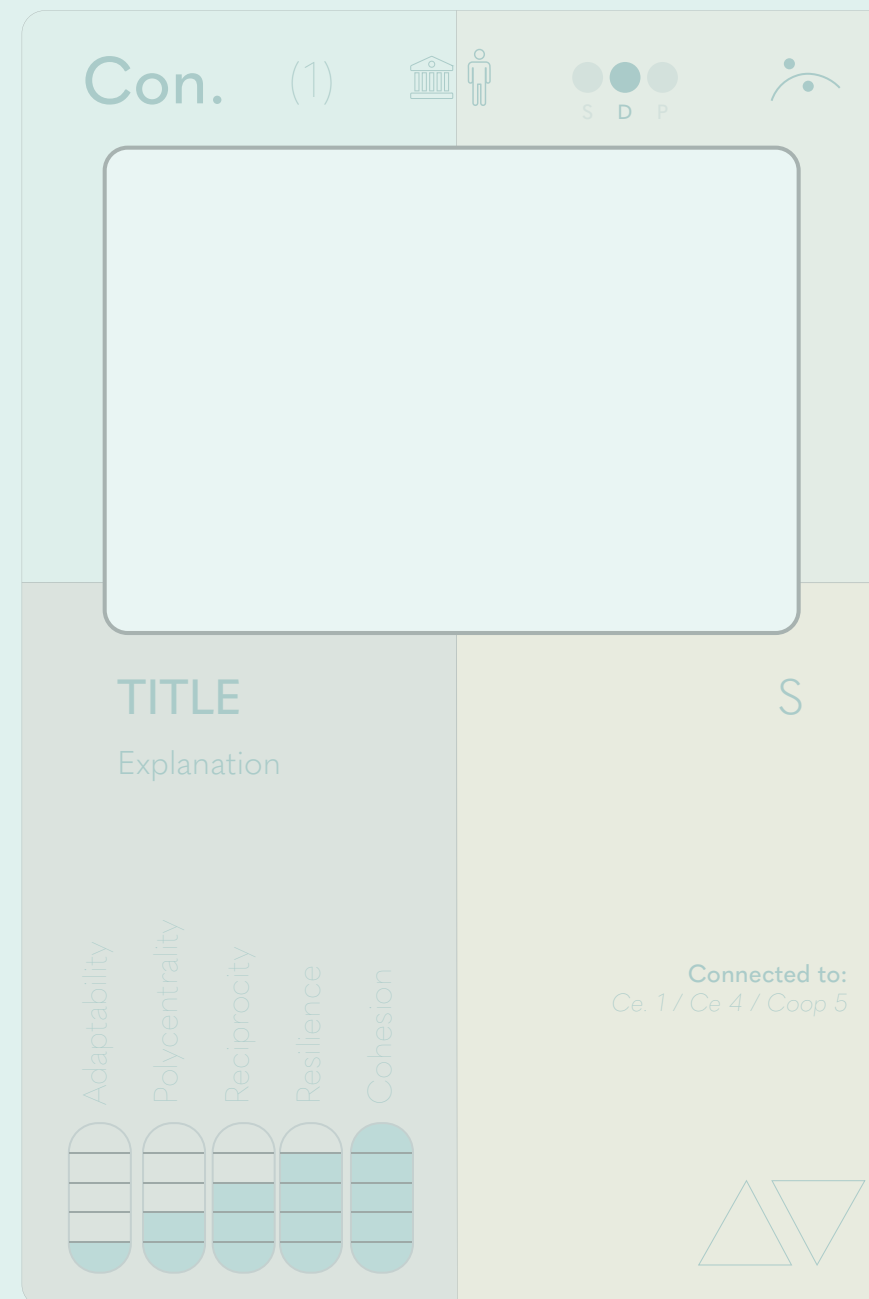
Why a Pattern Language

- Turn research findings into actionable design principles
- Create a shared vocabulary for discussing metropolitan challenges
- Connect analysis, design and governance
- Link interventions across multiple scales

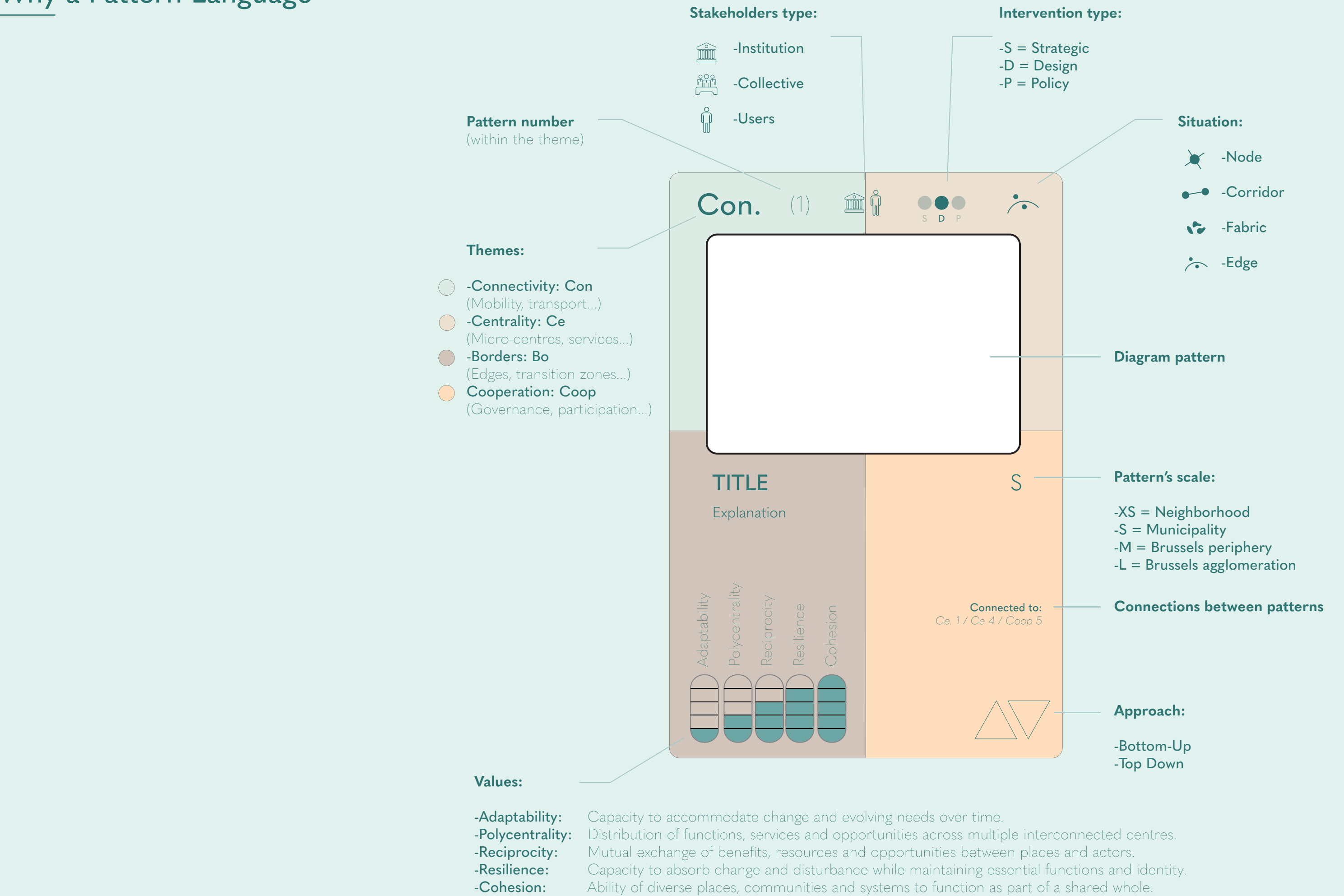


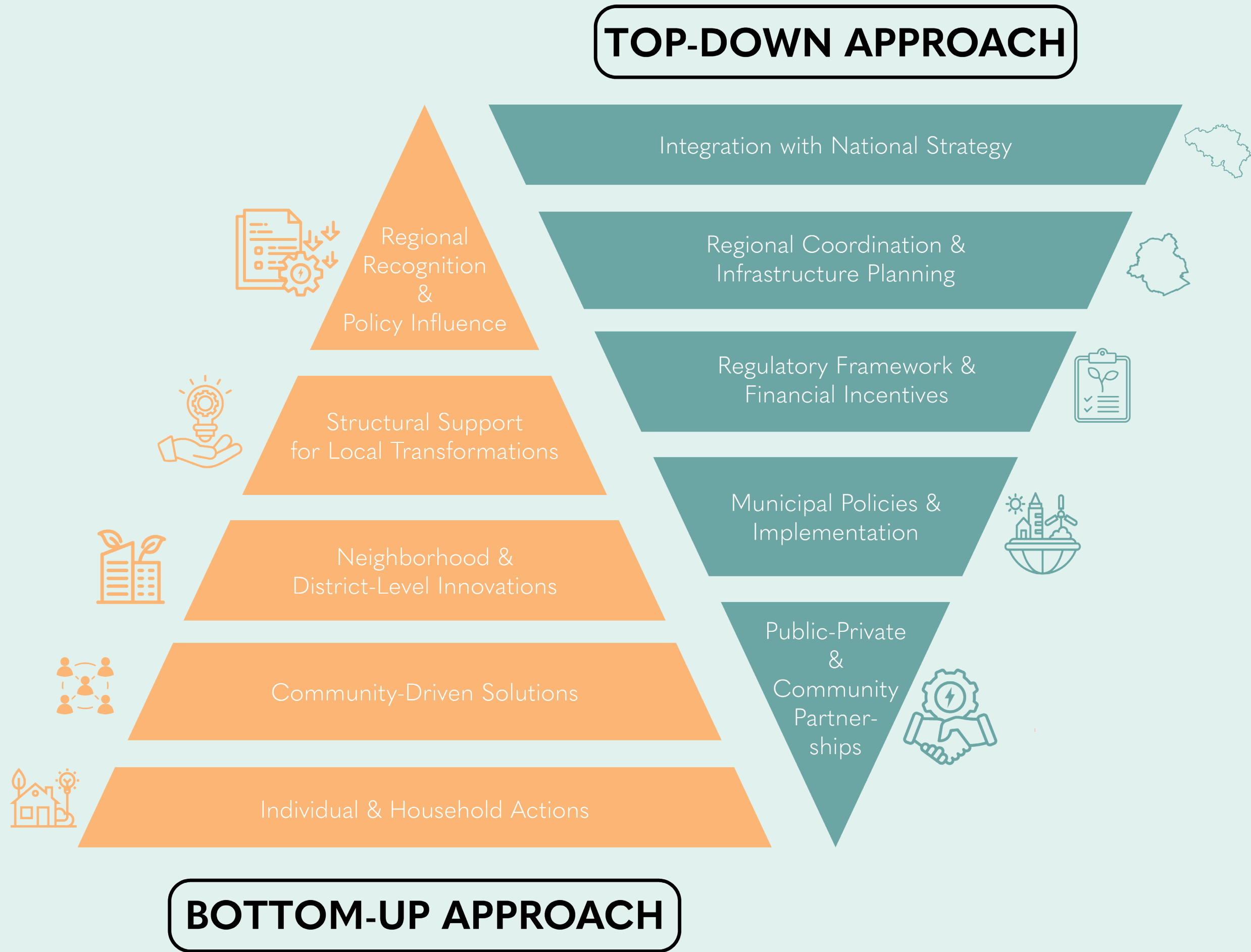
Why a Pattern Language

- Turn research findings into actionable design principles
- Create a shared vocabulary for discussing metropolitan challenges
- Connect analysis, design and governance
- Link interventions across multiple scales
- Allow flexible combinations rather than fixed solutions



Why a Pattern Language





Pattern cards: Connectivity

Con. (1)

Metropolitan Mobility Spine

L

Strengthen main rail, tram and bus corridors as shared metropolitan backbones between the core city and the periphery.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.2 / Con.3 / Ce.1 / Coop.3

Con. (3)

Mobility Hub Upgrade

S

Transform stations, Hoppinpunten and P+R areas into readable, accessible and multifunctional mobility nodes.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.1 / Con.5 / Ce.1 / Ce.3

Con. (5)

Multimodal Interface

S

Organise smooth transfers between train, tram, bus, bicycle, walking and shared mobility systems, creating coherent and accessible interchange spaces.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.3 / Con.4 / Ce.1 / Bo.5

Con. (2)

Periphery-to-Periphery Link

M

Create transversal mobility links between peripheral municipalities, reducing dependency on core city as the only connector.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.1 / Con.3 / Ce.2 / Bo.1

Con. (4)

Connected Neighbourhoods

XS / S

Link neighbourhoods to mobility hubs, services and public spaces through continuous local networks and accessible everyday routes.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.3 / Con.5 / Ce.3 / Coop.5

Pattern cards: Centrality

Ce. (1)



S

D

P





Station as Metropolitan Core

S / M

Reframe the station area as a mixed centrality combining mobility, services, housing, work and public space.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to:

Con.1 / Con.3 / Con.5 / Ce.5 / Bo.5



Ce. (3)



S

D

P





Local Service Cluster

XS / S

Concentrate social services such as care, sport, education and culture around existing or emerging local centres.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to:

Con.3 / Con.4 / Ce.2 / Ce.5



Ce. (5)



S

D

P





Shared Social Infrastructure

M

Develop facilities in (highly) accessible places, shared by different neighbourhoods, municipalities or communities across administrative limits.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to:

Ce.1 / Ce.2 / Ce.3 / Coop.3 / Coop.5



Ce. (2)

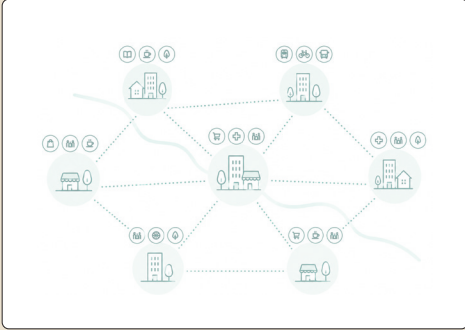


S

D

P





Distributed Micro-Centralities

M / L

Strengthen a network of smaller centres to support a more polycentric and less city-dependent territory.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to:

Ce. 1 / Ce. 4 / Coop. 5



Ce. (4)



S

D

P





Productive Civic Hub

S

Combine productive activities, education, culture and public functions in hybrid urban areas.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to:

Ce.3 / Bo.3 / Bo.4 / Coop.2 / Coop.5



Pattern cards: Borders

Bo.

(1)

Border as Transition Zone

M / L

Transform the regional border from a hard administrative line into a spatial and institutional transition area.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.2 / Bo.2 / Bo.4 / Coop.1

Bo.

(3)

Canal Interface

M

Use the canal as a productive, ecological and public connector between the core city and the periphery.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Bo.2 / Bo.4 / Ce.4 / Coop.2

Bo.

(5)

Metropolitan Gateway

M

Mark strategic entry points between the core city and the periphery through identity, orientation and public space.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.5 / Ce.1 / Bo.2 / Coop.3

Bo.

(2)

Infrastructure as Connector

M

Rework railways, roads, circumferential highway or other barriers as structures that connect rather than divide territories.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Bo.1 / Bo.3 / Bo.5 / Con.1

Bo.

(4)

Buffer to Gradient

S

Replace abrupt transitions between housing, industry, landscape and infrastructure with gradual spatial sequences.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Bo.1 / Bo.3 / Ce.4 / Coop.5

Pattern cards: Cooperation

Coop. (1)





Soft Governance Structure

L

Create a flexible cooperation platform between regions, provinces, municipalities and mobility or planning actors.

Adaptability

Polycentrality

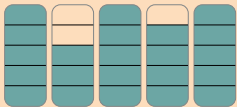
Reciprocity

Resilience

Cohesion

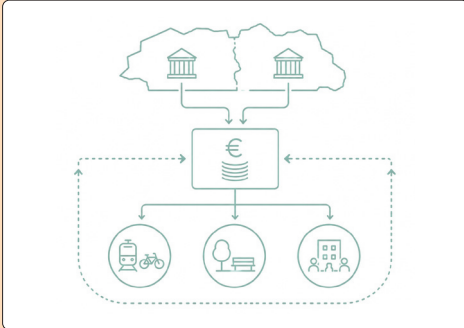
Connected to:

Bo.1 / Coop.2 / Coop.3 / Coop.4



Coop. (3)





Cross-Border Investment Package

L

Bundle mobility, public space and social infrastructure into joint interregional investment frameworks.

Adaptability

Polycentrality

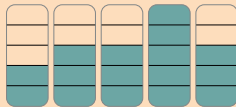
Reciprocity

Resilience

Cohesion

Connected to:

Coop.1 / Coop.2 / Con.1 / Ce.5 / Bo.5



Coop. (5)





Participatory Interface Workshop

S

Bring institutions, collectives and users together around friction zones to test priorities and local scenarios.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Con.4 / Ce.4 / Ce.5 / Bo.4



Coop. (2)





Shared Project Mandate

M

Define concrete cross-border projects with clear responsibilities, actors, timeframes and delivery mechanisms.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

Coop.1 / Coop.3 / Ce.2 / Ce.4 / Bo.3



Coop. (4)





Metropolitan Data Room

L

Share maps, flows, indicators and project information to build a common knowledge base for decision-making.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to:

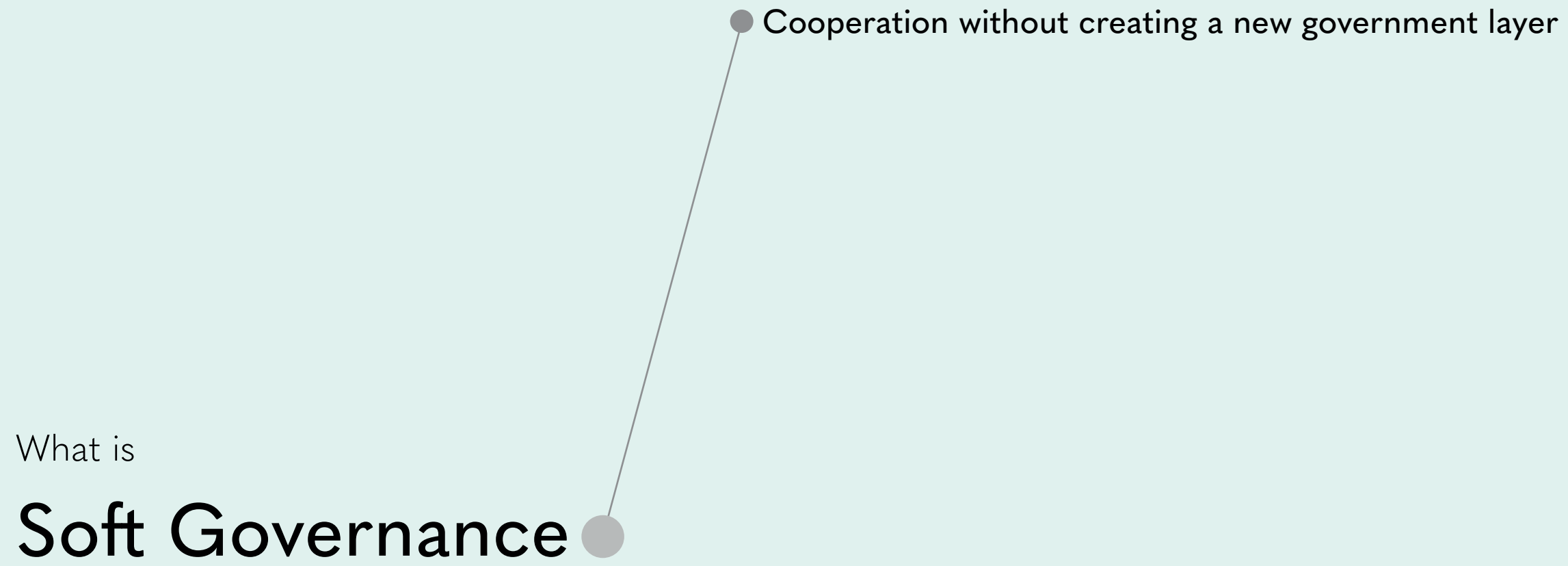
Coop.1 / Coop.2 / Bo.1 / Con.1



07. INSTITUTIONAL SHIFTS

What is

Soft Governance



Proposed system: Soft Governance model

What is

Soft Governance

● Cooperation without creating a new government layer

● Voluntary collaboration between regions, municipalities and transport operators

Proposed system: Soft Governance model

What is

Soft Governance ●

- Cooperation without creating a new government layer
- Voluntary collaboration between regions, municipalities and transport operators
- Focus on shared metropolitan challenges rather than administrative borders

What is

Soft Governance

- Cooperation without creating a new government layer
- Voluntary collaboration between regions, municipalities and transport operators
- Focus on shared metropolitan challenges rather than administrative borders
- Flexible coalitions that can adapt to different territories and projects

What is

Soft Governance

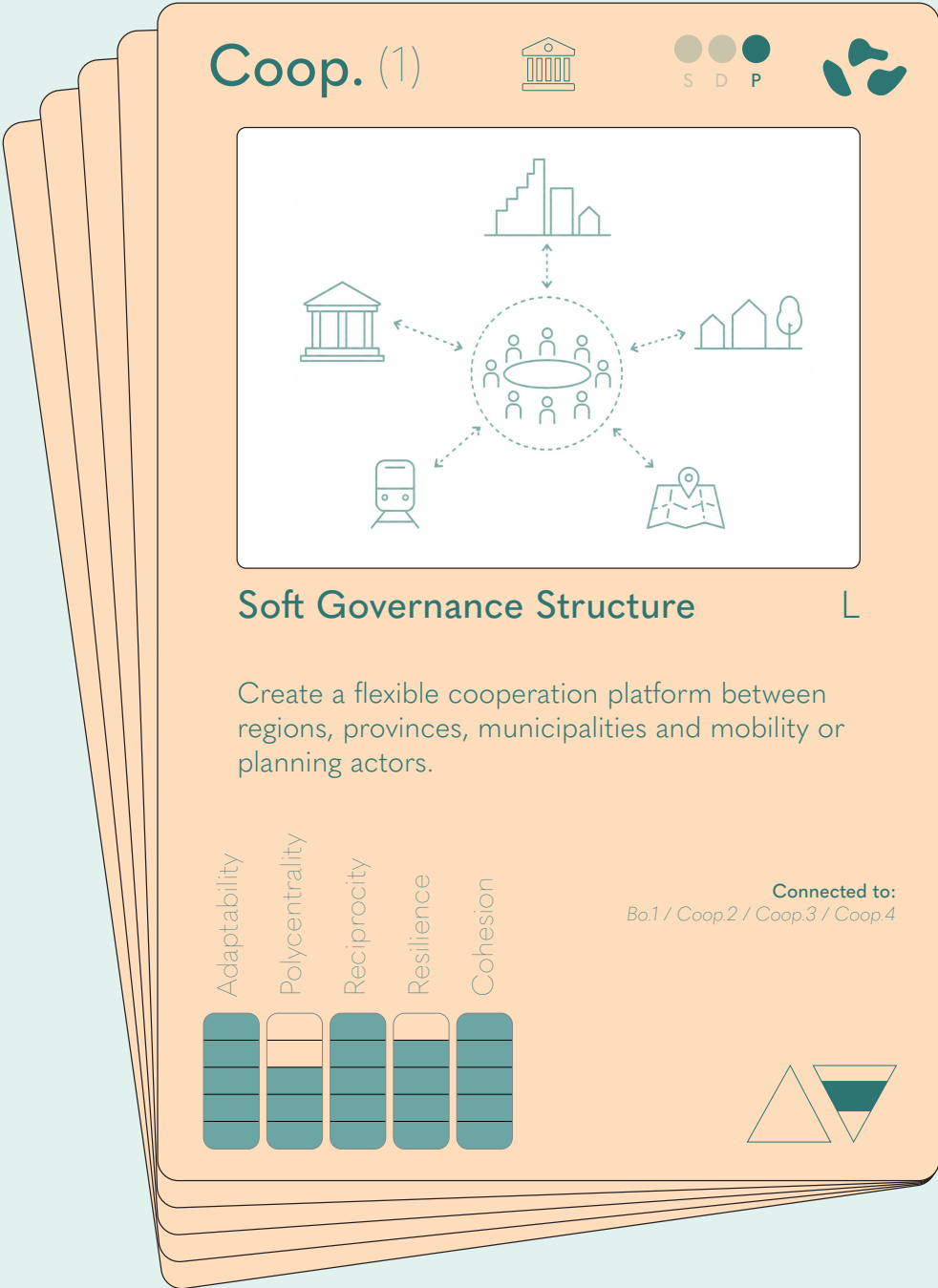


What is

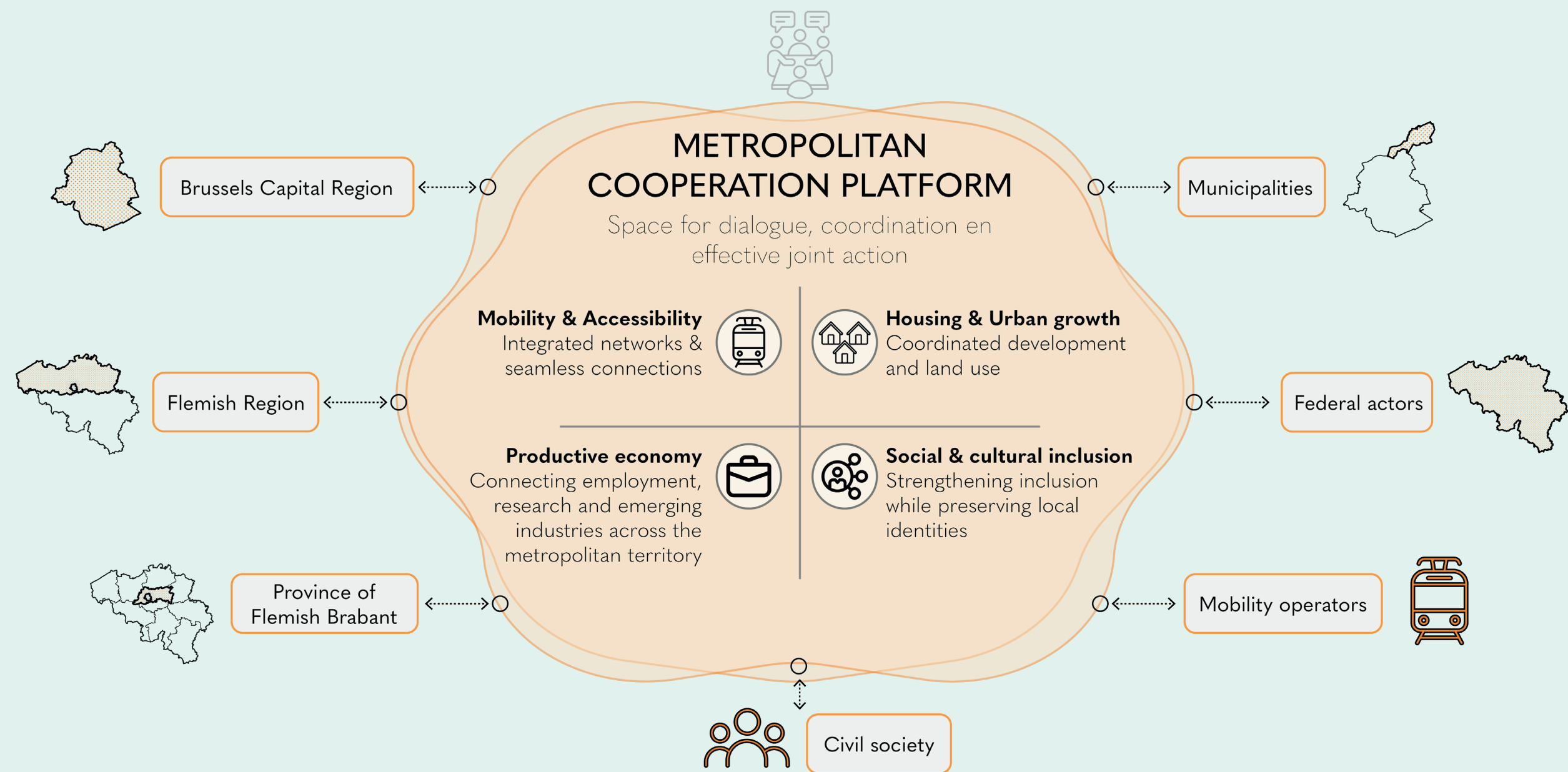
Soft Governance



Soft Governance



Proposed system: Soft Governance model



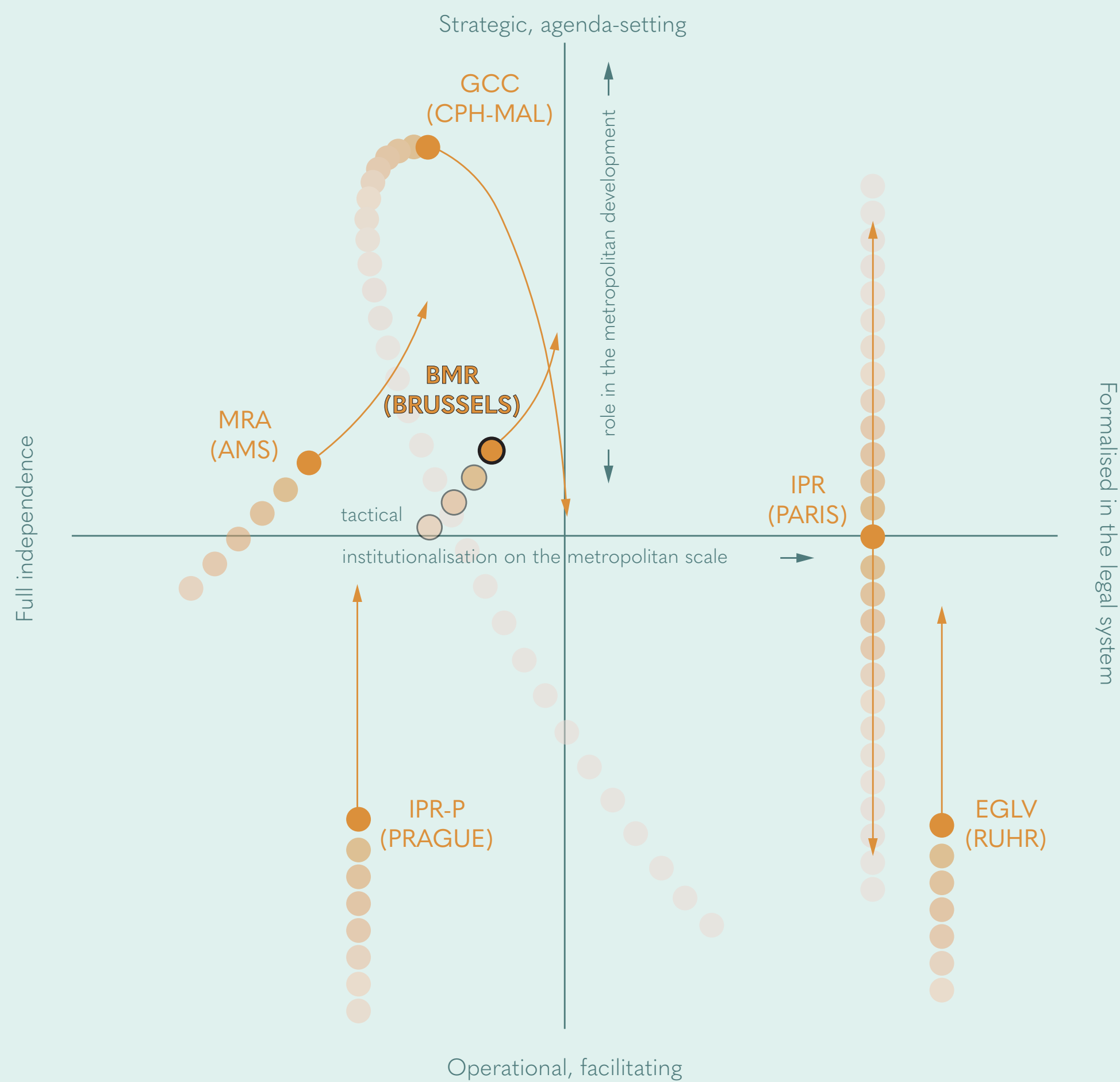
COOPERATION INCENTIVES:



SOFT GOVERNANCE PRINCIPLES:



Brussels metropolitan region's position



08. SPATIAL STRATEGIES



MOBILITY /
INFRASTRUCTURE

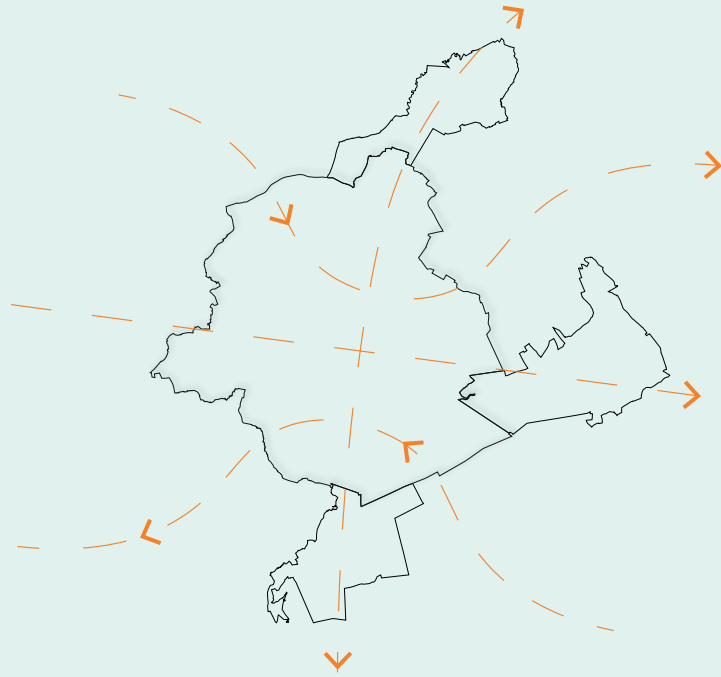


SOCIAL INCLUSION

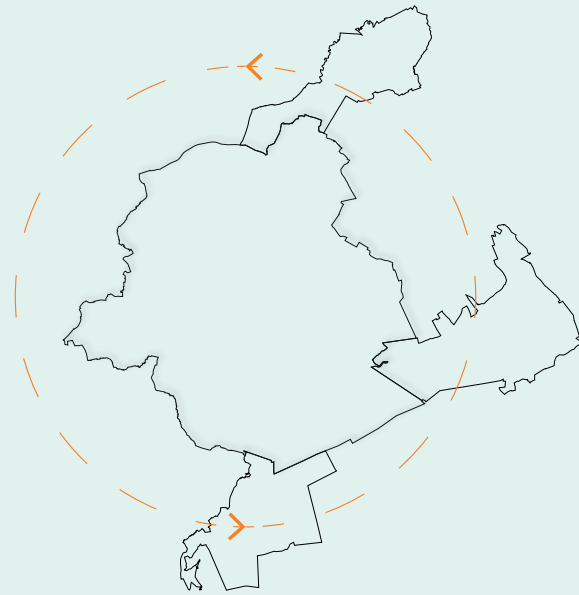


GOVERNANCE

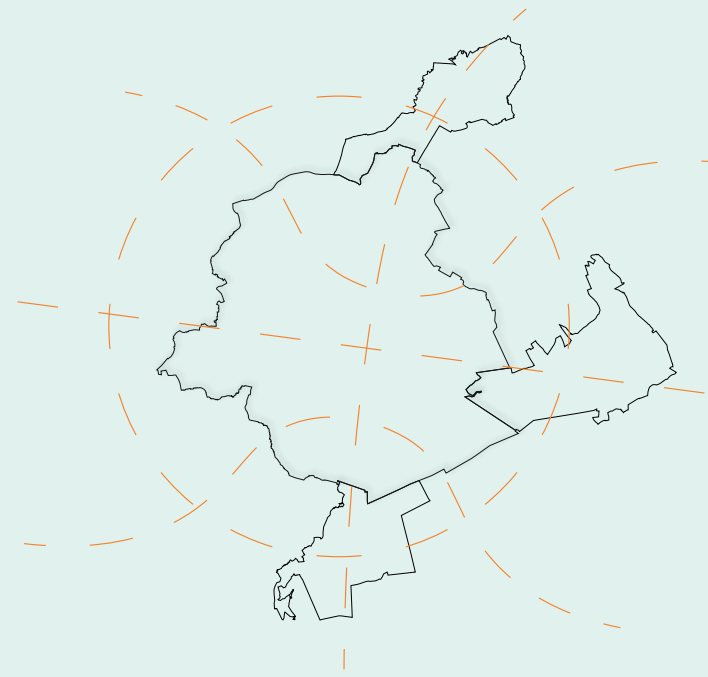
Regional strategies



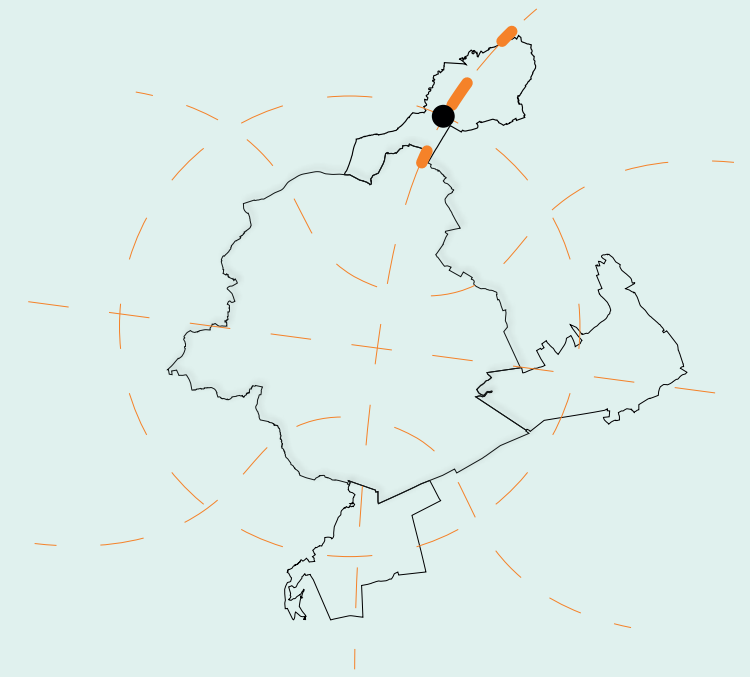
From periphery to
Brussels



From periphery to
periphery



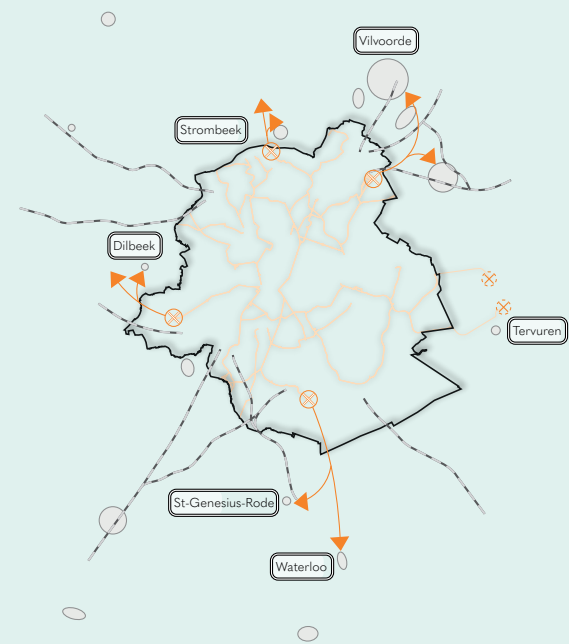
Combined metropolitan
strategies



Municipality role

Regional phases

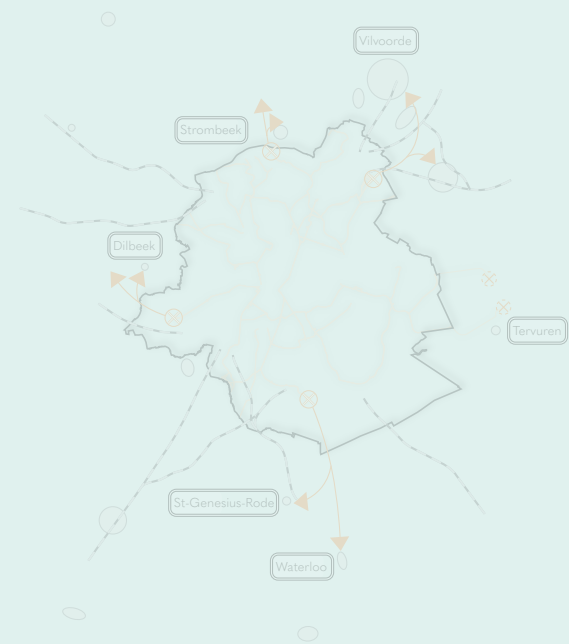
PHASE 1: Expansion



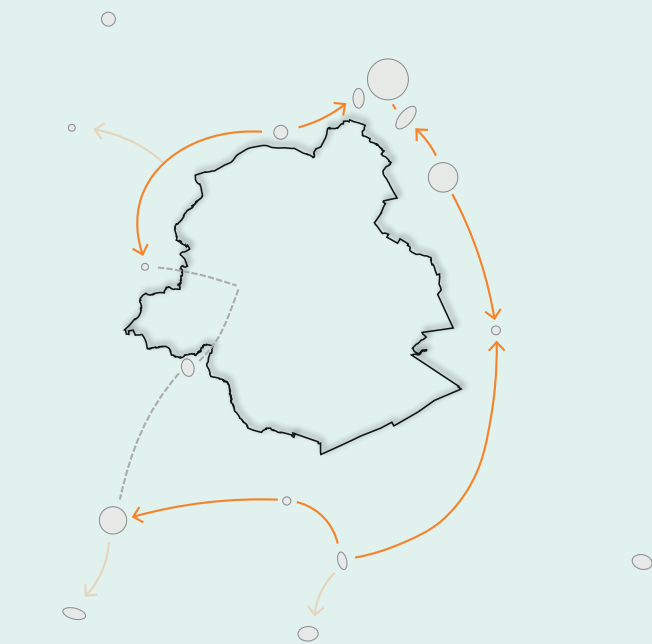
- ⊗ Current tram terminus: strategic extensions
- ⊗ Current ageing tram terminus on the Flemish side: upgrade

Regional phases

PHASE 1:
Expansion



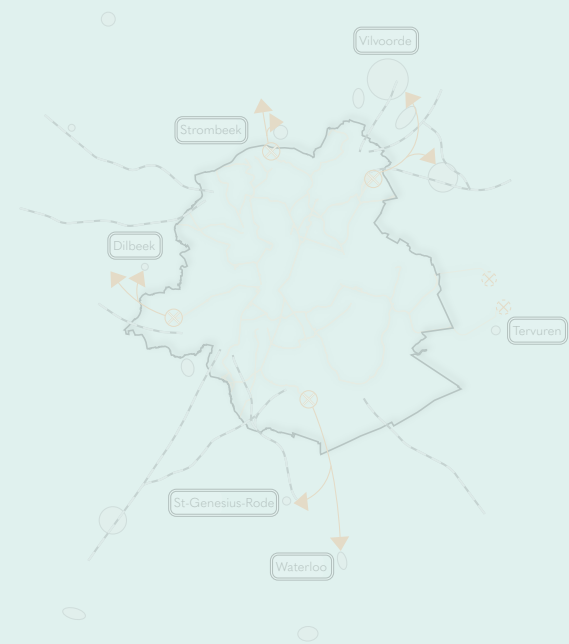
PHASE 2:
Connection



→ Strategic connections between periphery cores

Regional phases

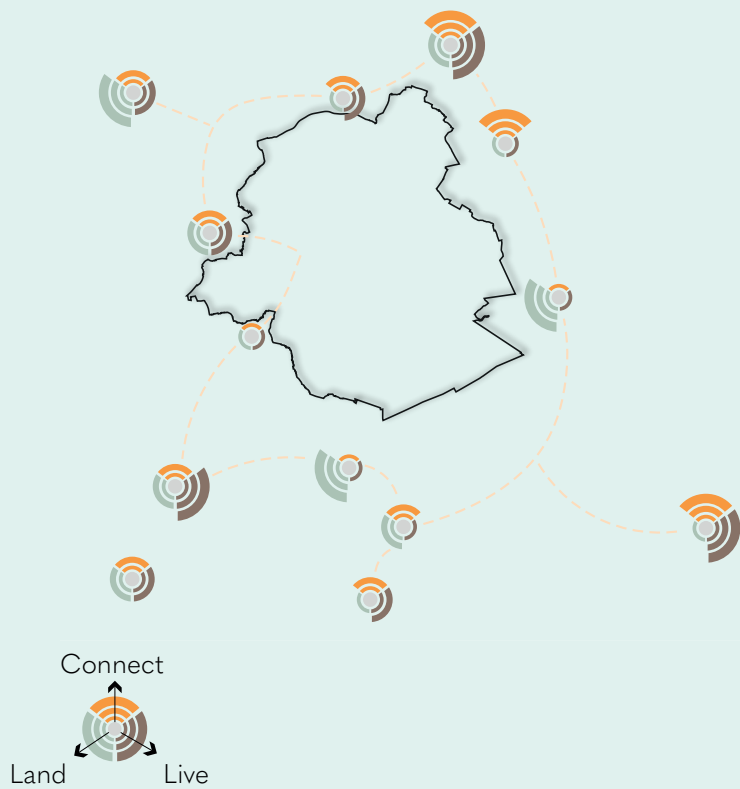
PHASE 1:
Expansion



PHASE 2:
Connection

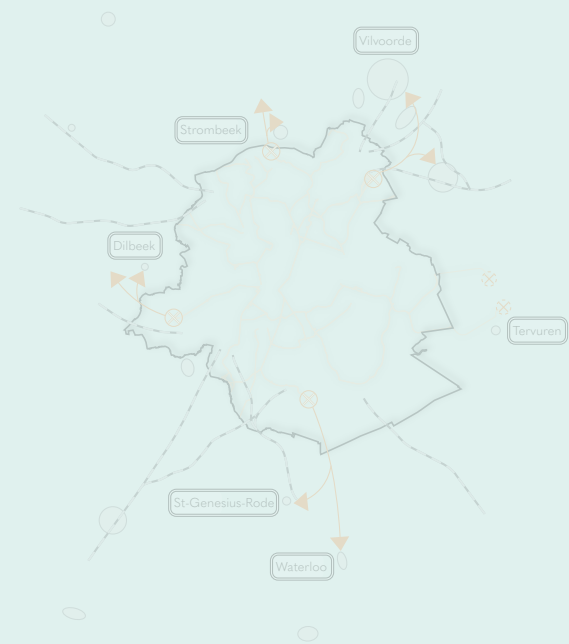


PHASE 3:
Activation



Regional phases

PHASE 1:
Expansion



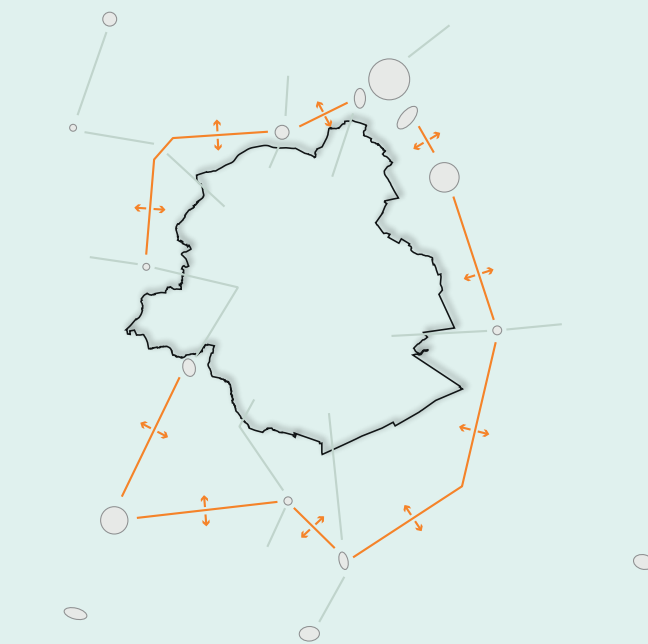
PHASE 2:
Connection



PHASE 3:
Activation

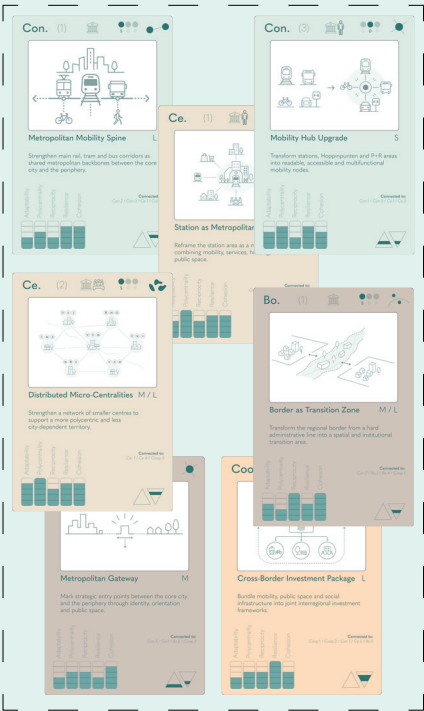
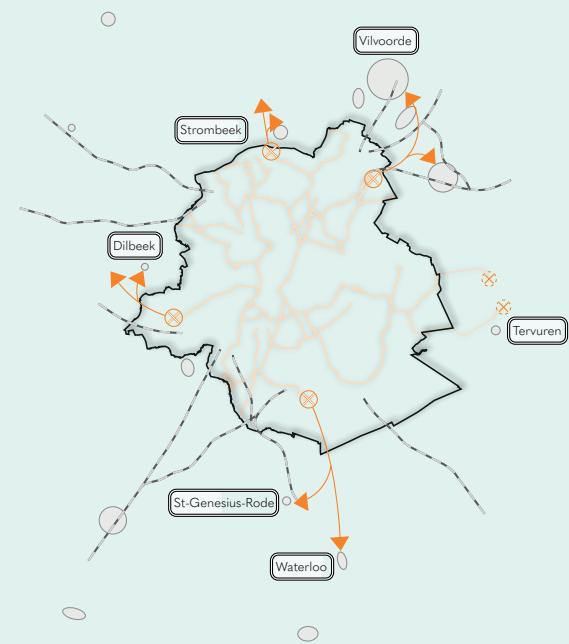


PHASE 4:
Creation

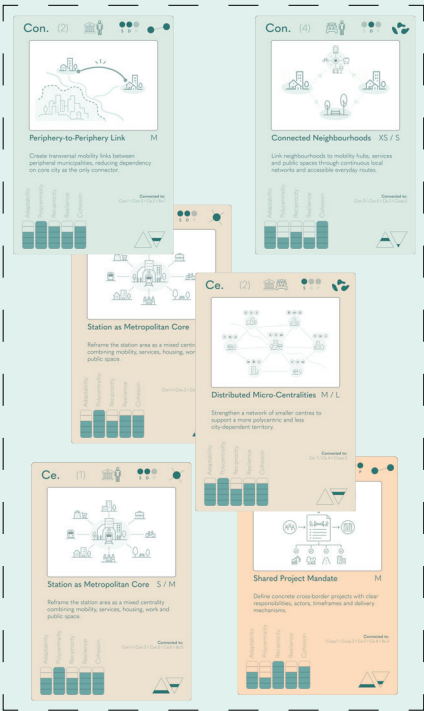
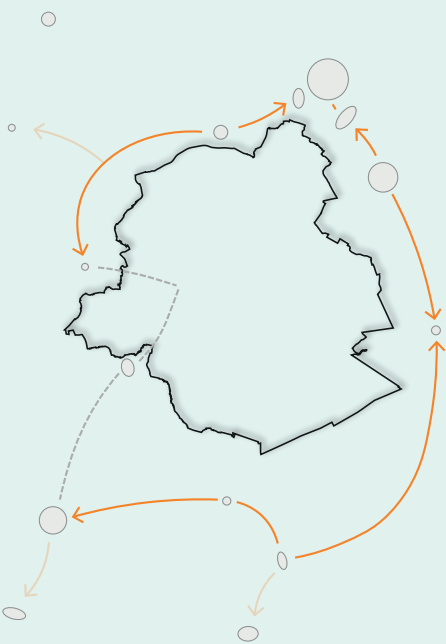


Regional phases

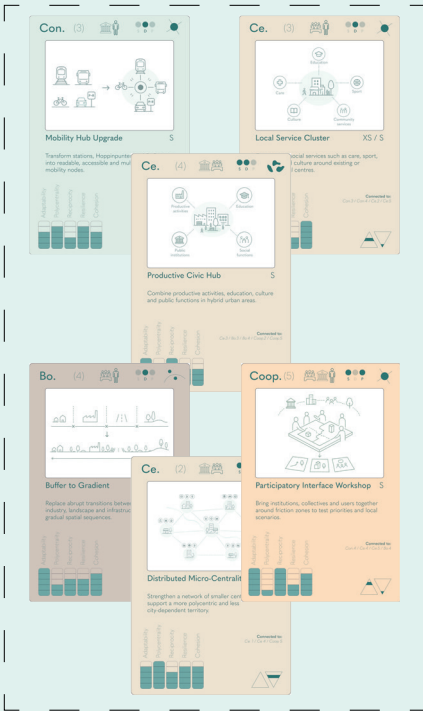
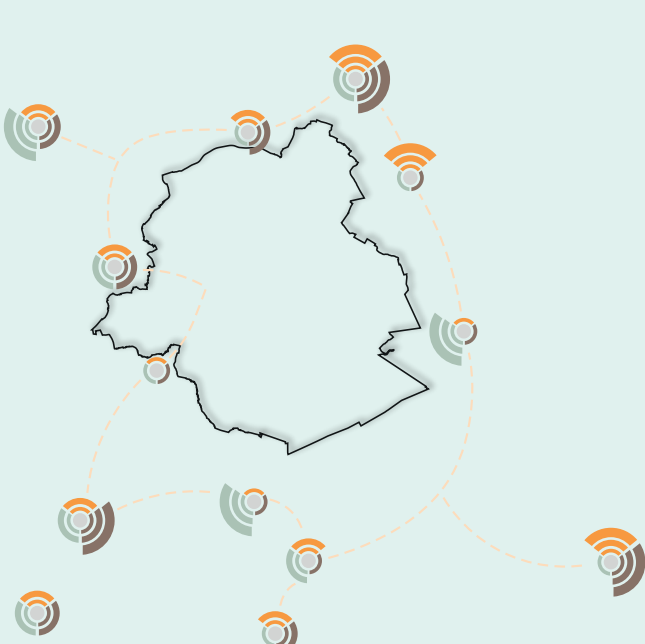
PHASE 1: Expansion



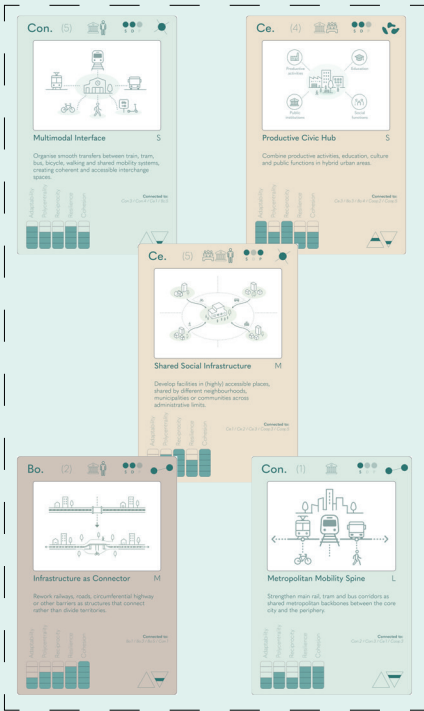
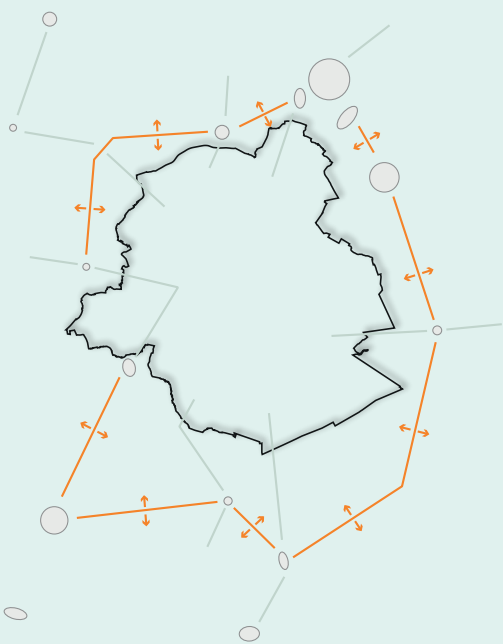
PHASE 2: Connection



PHASE 3: Activation

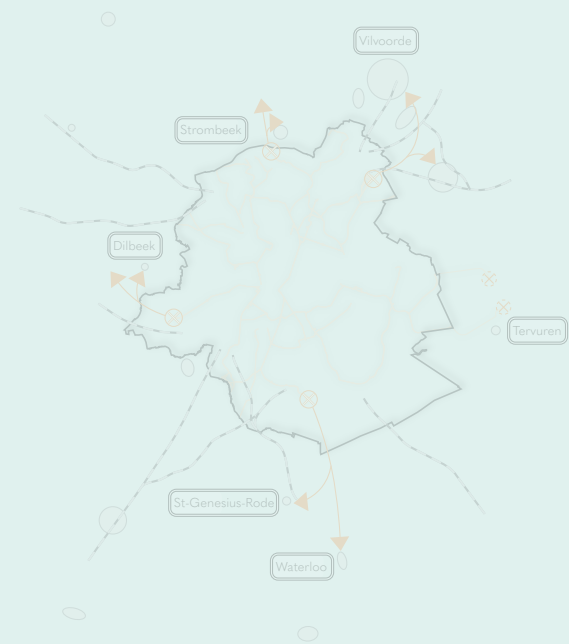


PHASE 4: Creation

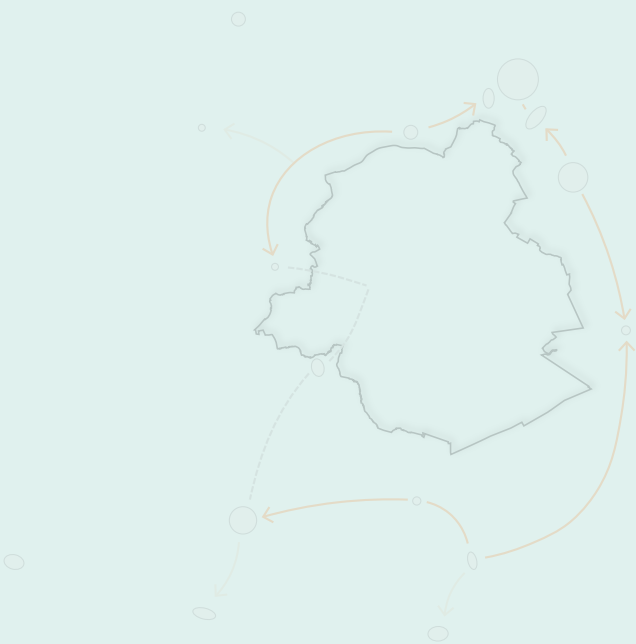


Regional phases

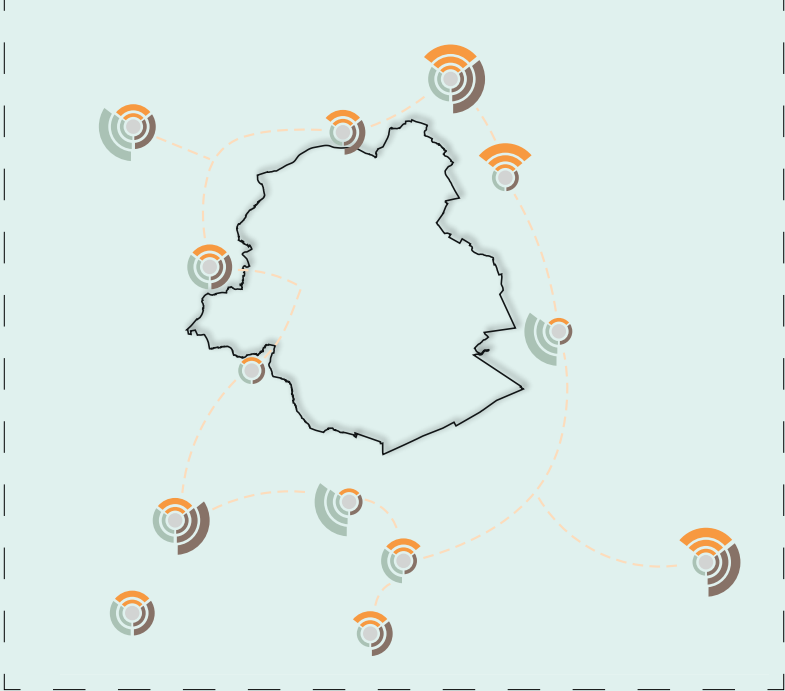
PHASE 1: Expansion



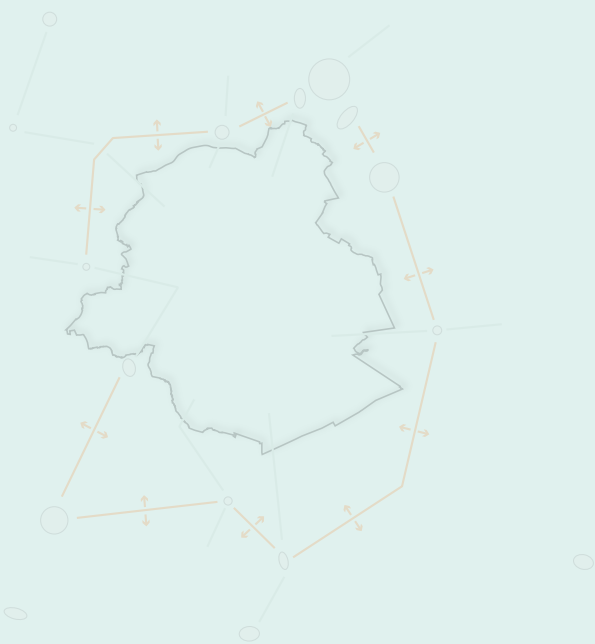
PHASE 2: Connection



PHASE 3: Activation



PHASE 4: Creation



Con. (3)

Mobility Hub Upgrade S

Transform stations, Hoppinpunten and P+R areas into readable, accessible and multifunctional mobility nodes.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to: Con.1 / Con.5 / Ce.1 / Ce.3

Ce. (4)

Productive Civic Hub S

Combine productive activities, education, culture and public functions in hybrid urban areas.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to: Ce.3 / Bo.3 / Bo.4 / Coop.2 / Coop.5

Ce. (3)

Local Service Cluster XS / S

Concentrate social services such as care, sport, education and culture around existing or emerging local centres.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to: Con.3 / Con.4 / Ce.2 / Ce.5

Bo. (4)

Buffer to Gradient S

Replace abrupt transitions between housing, industry, landscape and infrastructure with gradual spatial sequences.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to: Bo.1 / Bo.3 / Ce.4 / Coop.5

Ce. (2)

Distributed Micro-Centralities M / L

Strengthen a network of smaller centres to support a more polycentric and less city-dependent territory.

Adaptability

Polycentrality

Reciprocity

Resilience

Cohesion

Connected to: Ce.1 / Ce.4 / Coop.5

Coop. (5)

Participatory Interface Workshop S

Bring institutions, collectives and users together around friction zones to test priorities and local scenarios.

Adaptability

Polycentrality

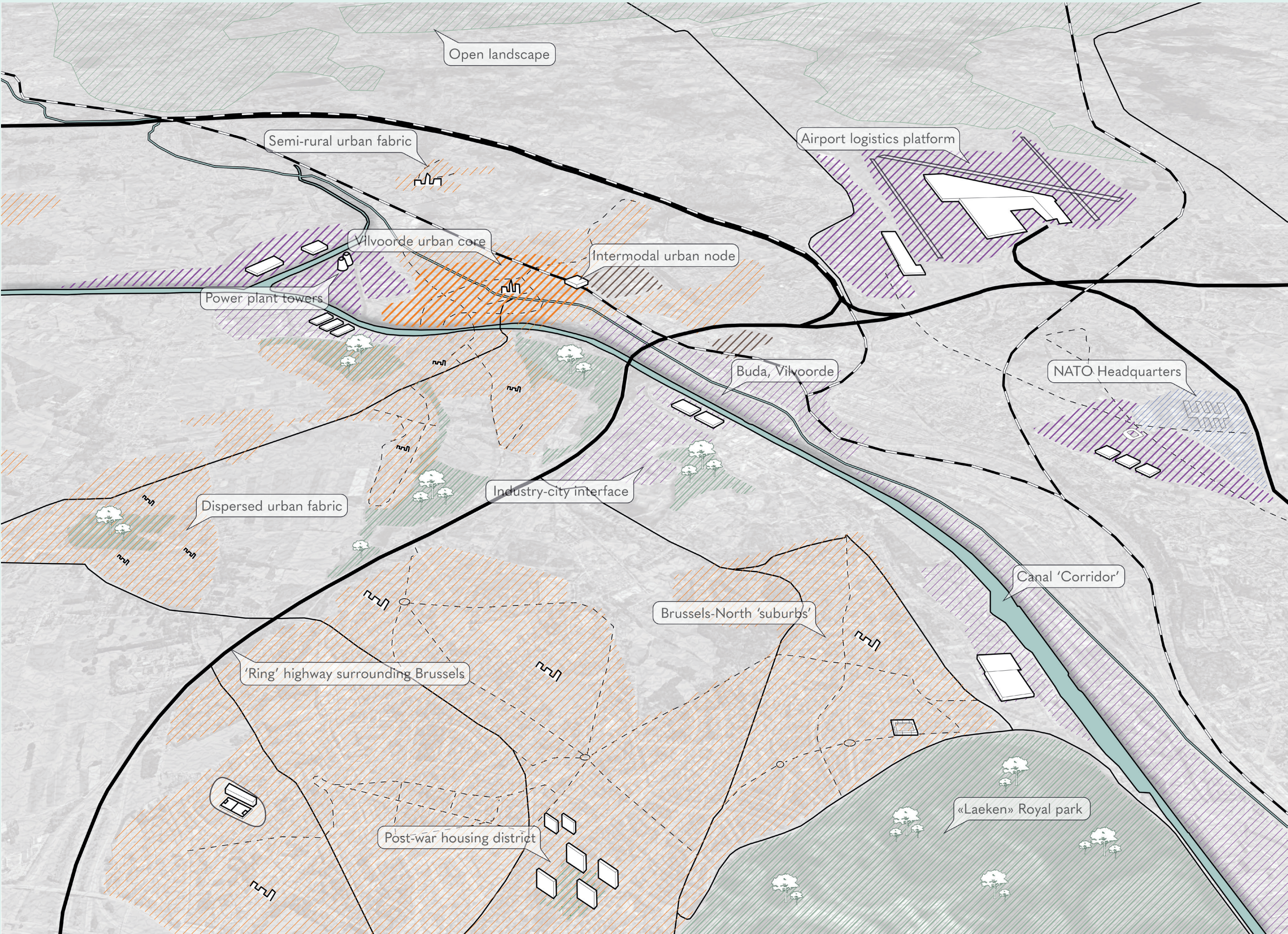
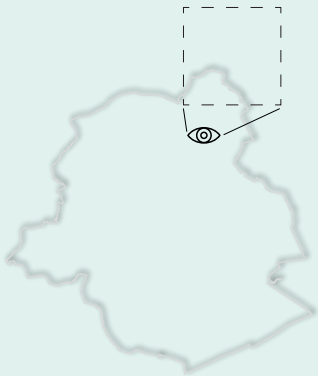
Reciprocity

Resilience

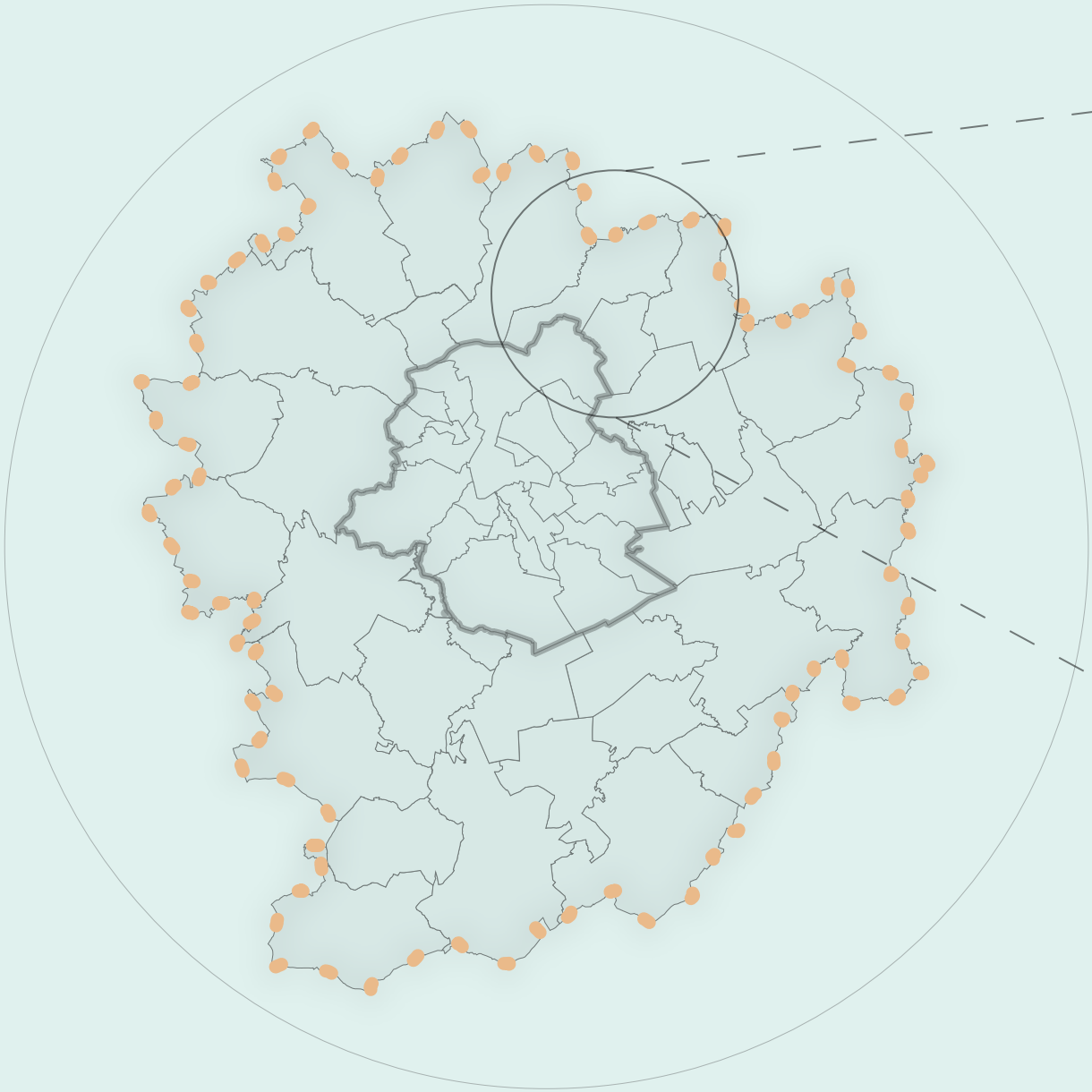
Cohesion

Connected to: Con.4 / Ce.4 / Ce.5 / Bo.4

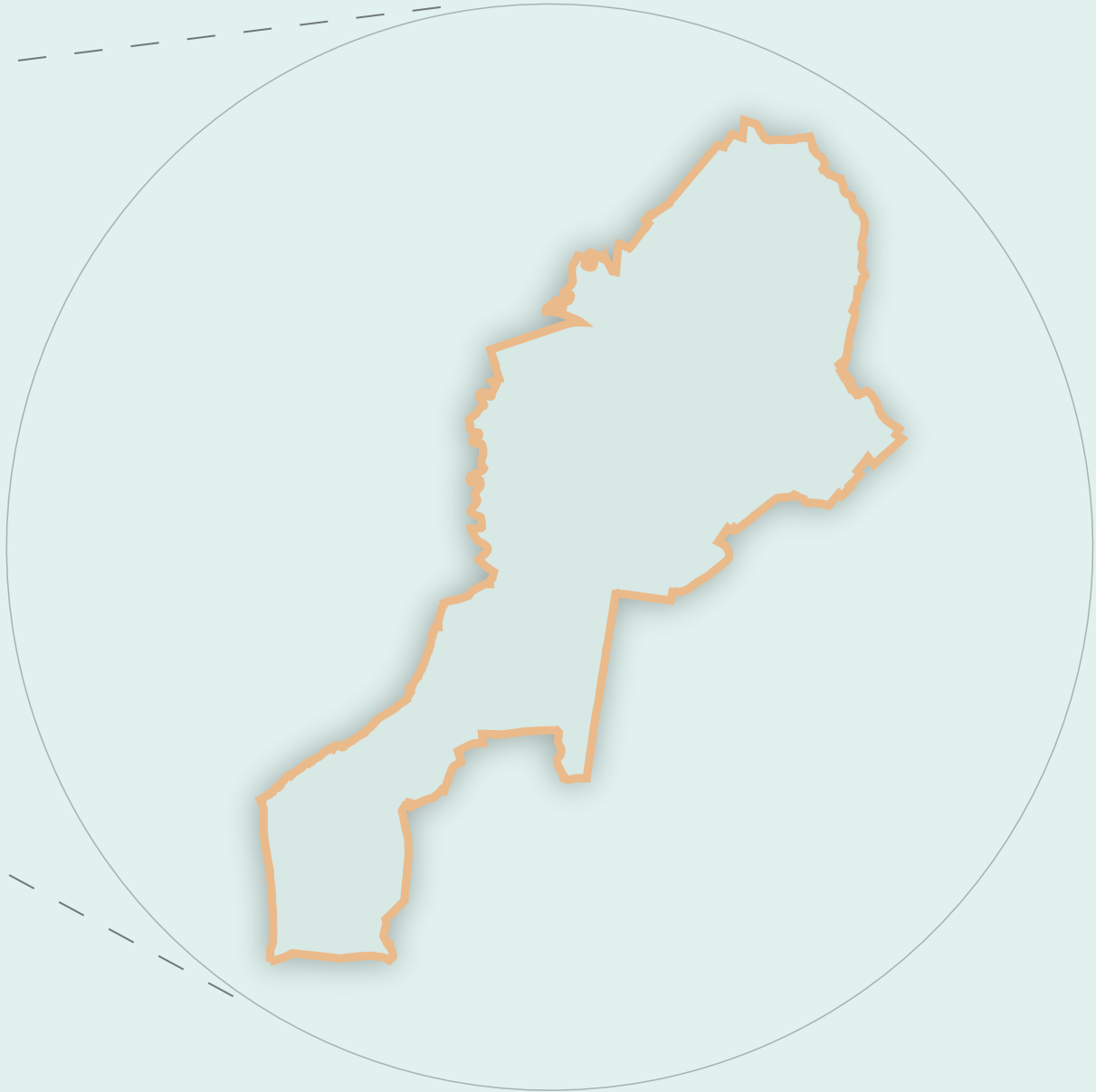
Brussels North: bird-eye view



Zoom in's

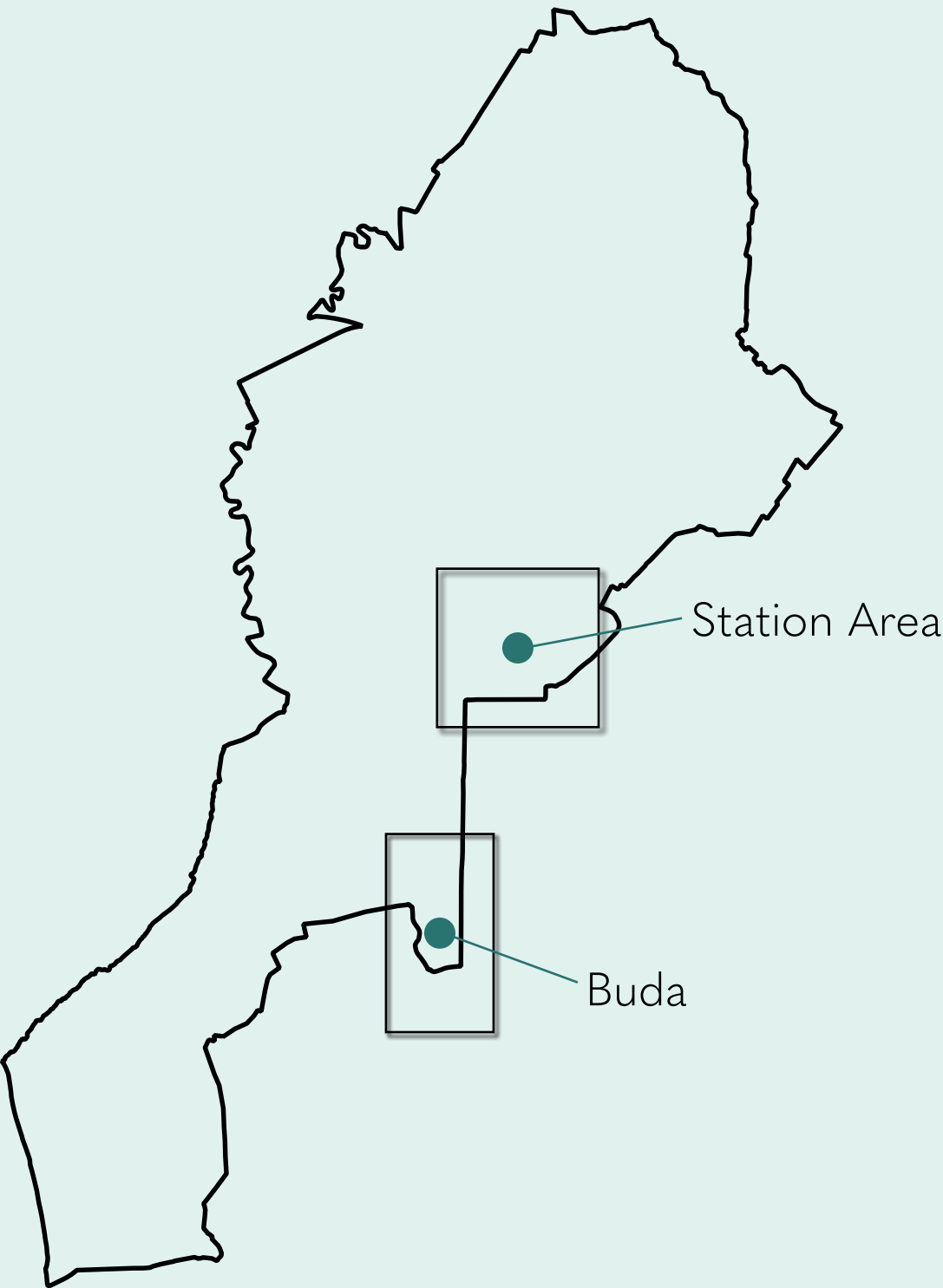


Brussels and periphery



Chosen municipality:
Vilvoorde

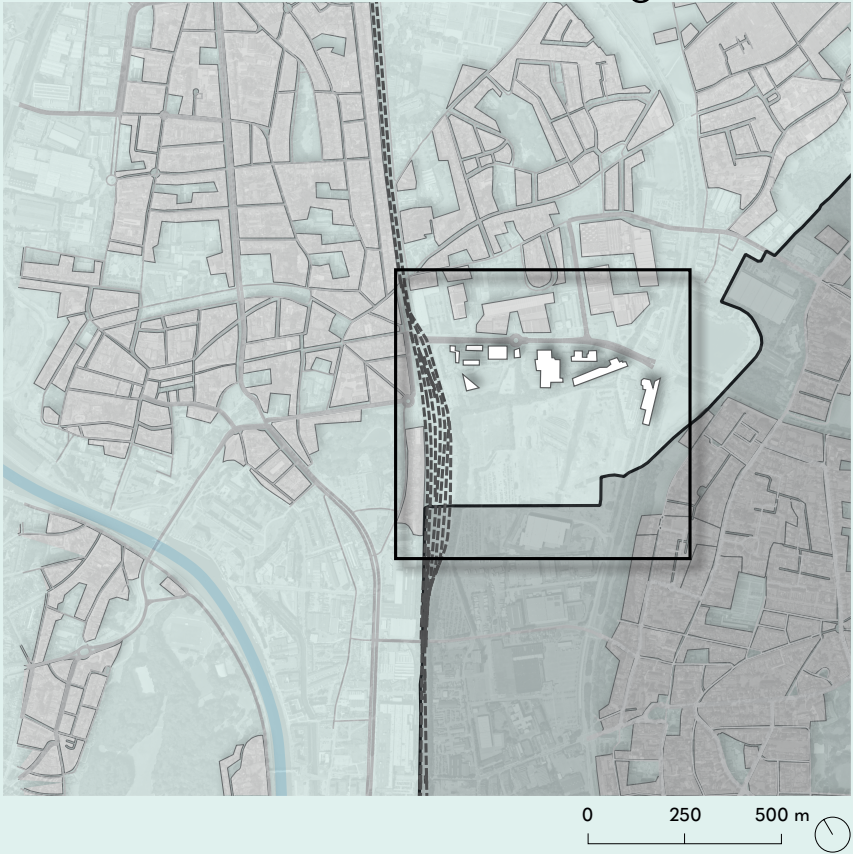
Zoom in's



Station Area, Vilvoorde



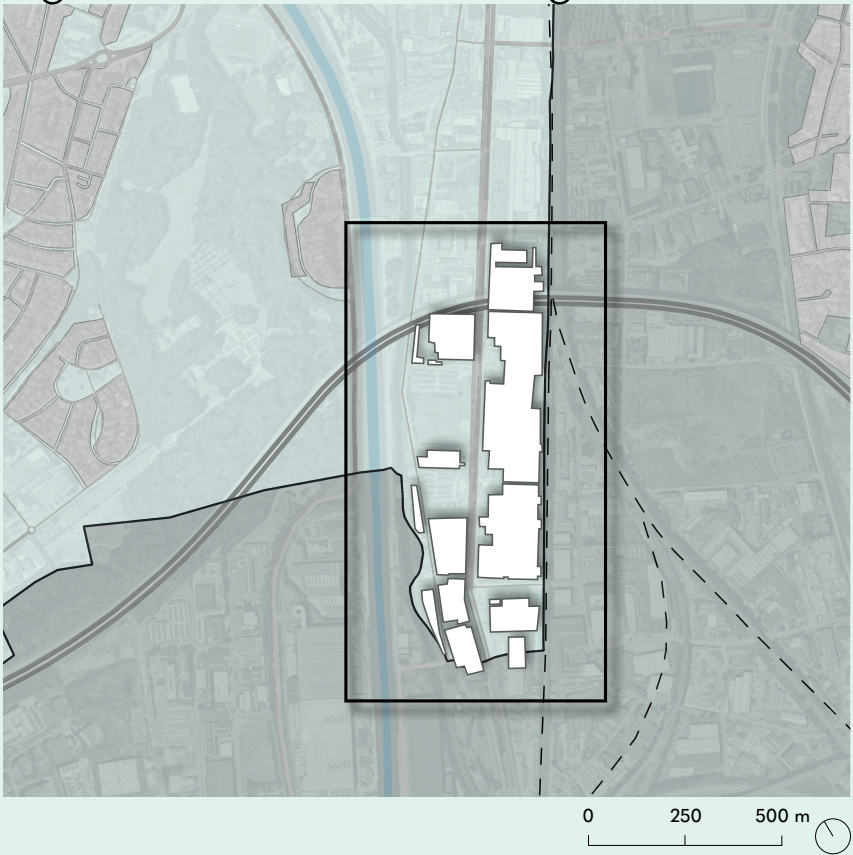
«Strategic zone»



Buda, Vilvoorde



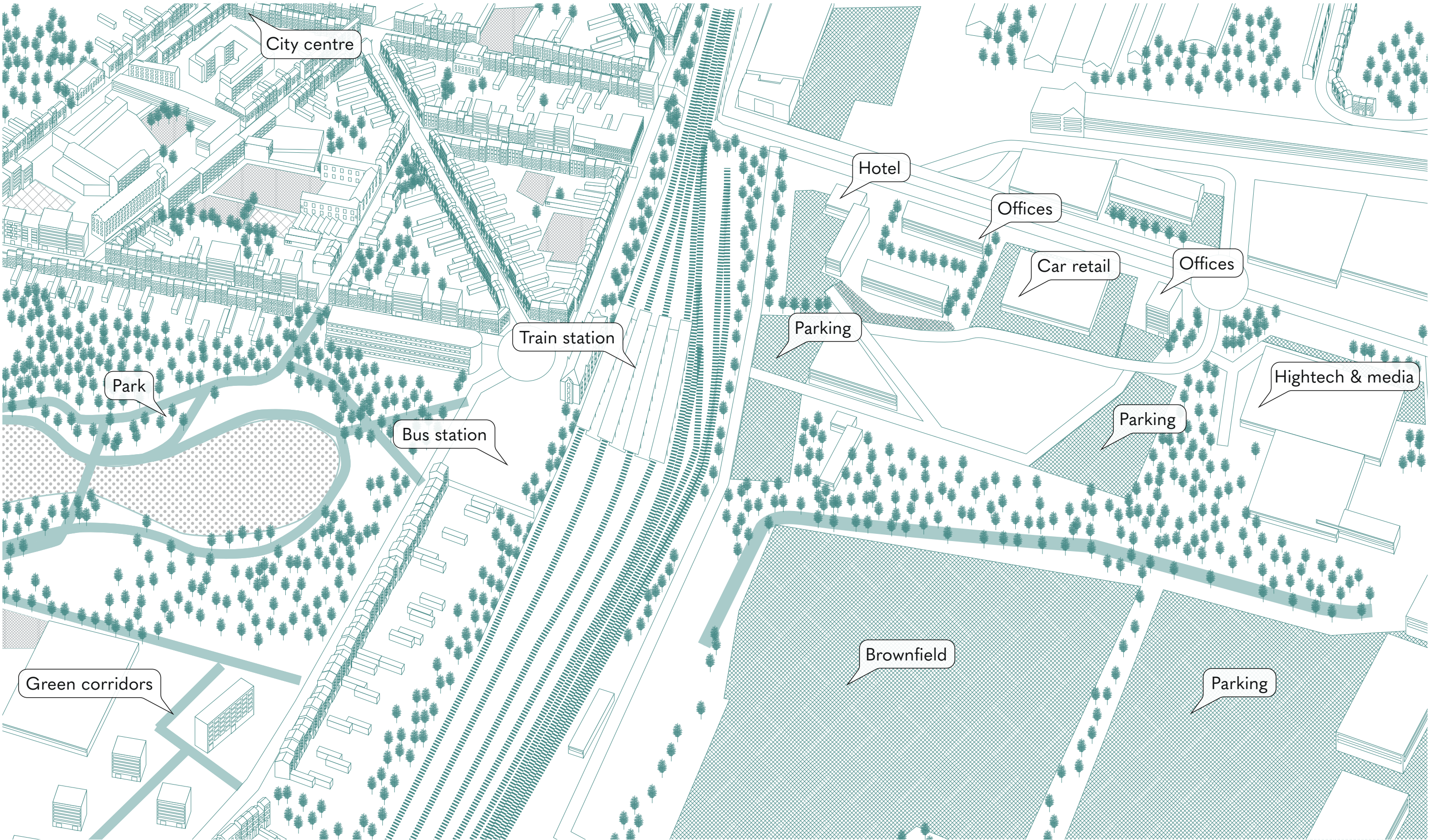
«Neighborhood with strong character»



Zoom in's

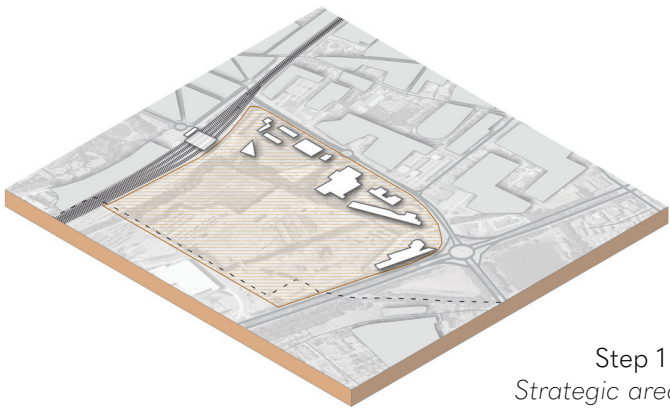


Zoom in's



Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification

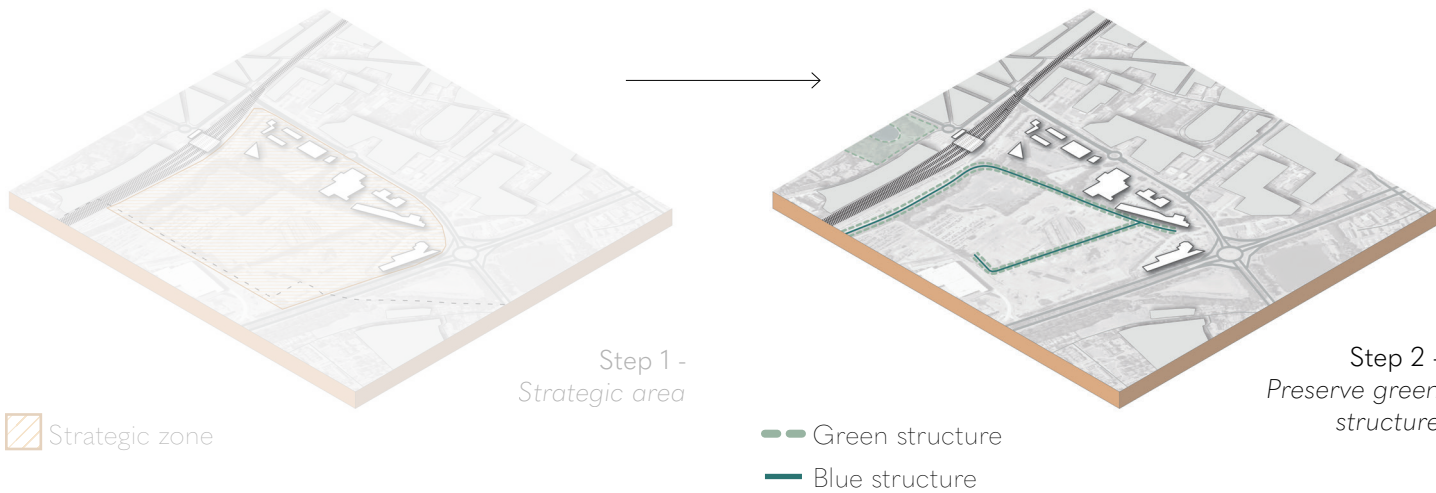


 Strategic zone

Step 1 -
Strategic area

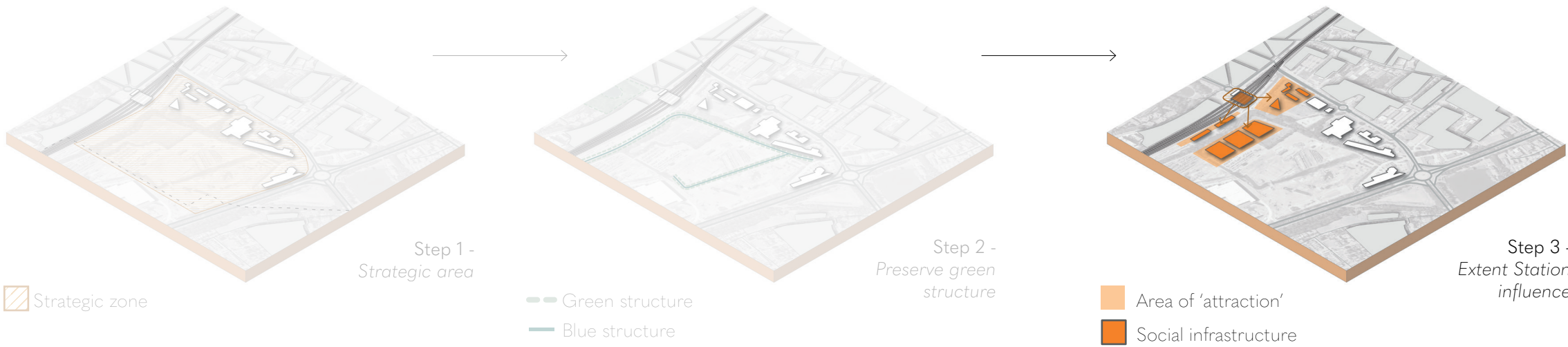
Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



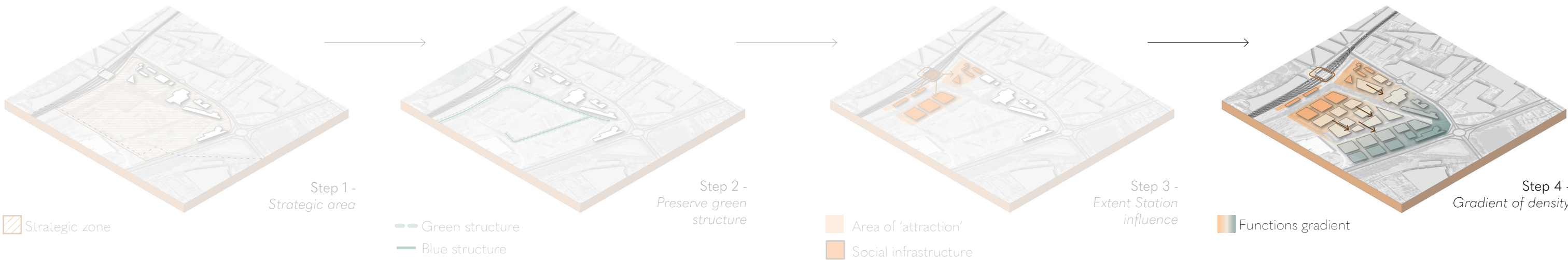
Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



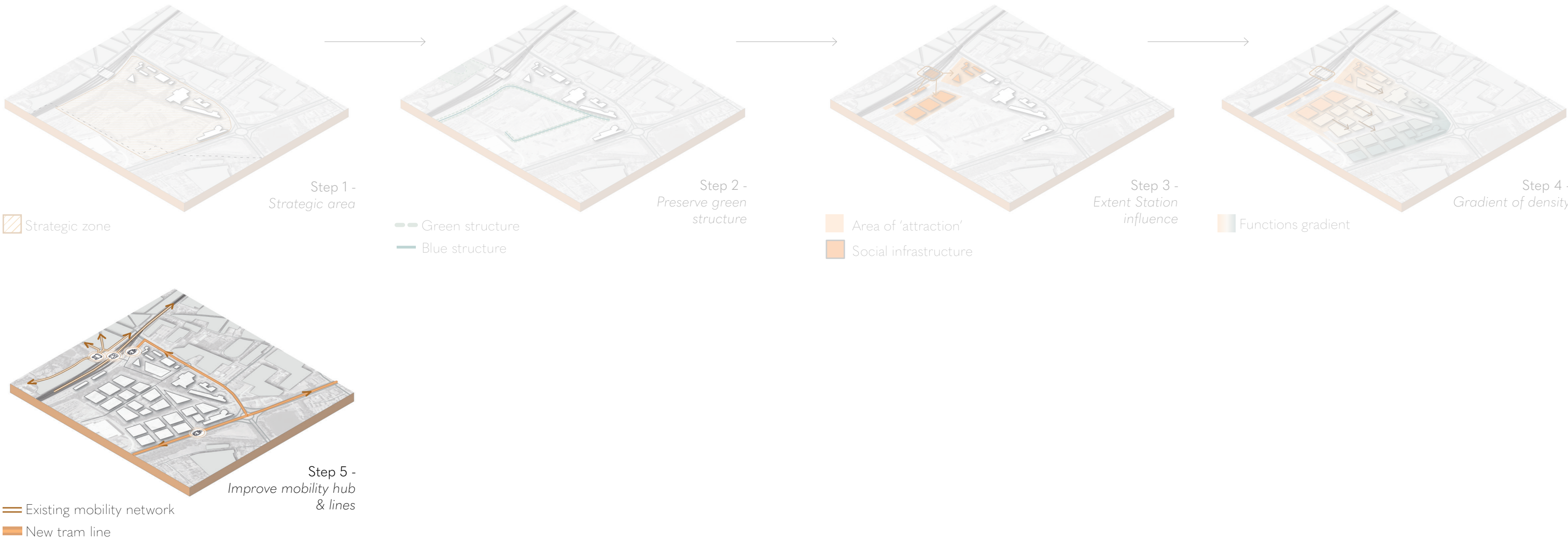
Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



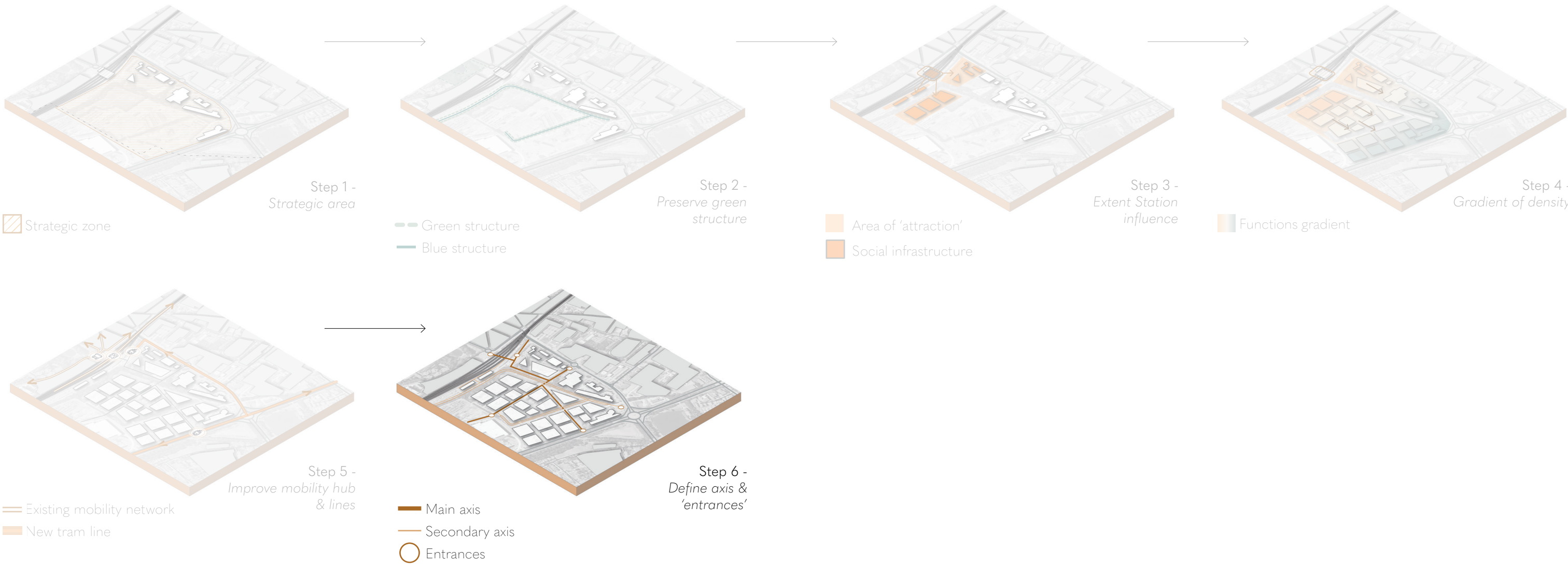
Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



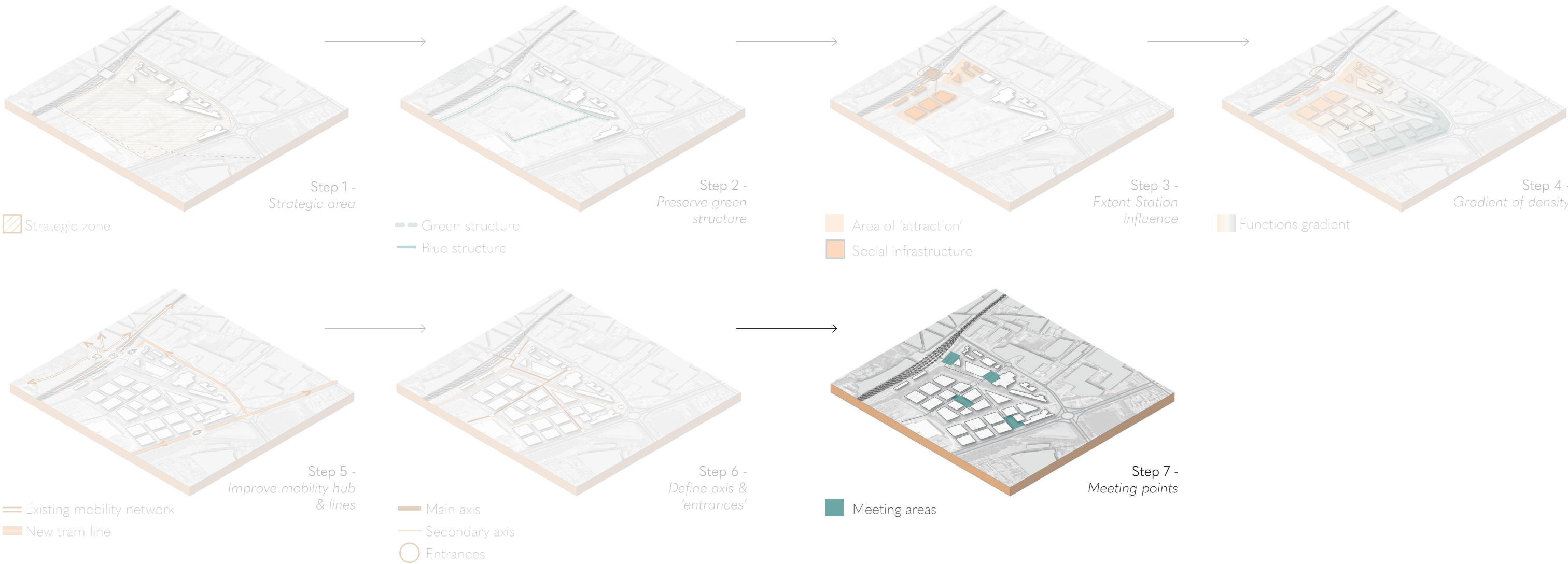
Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



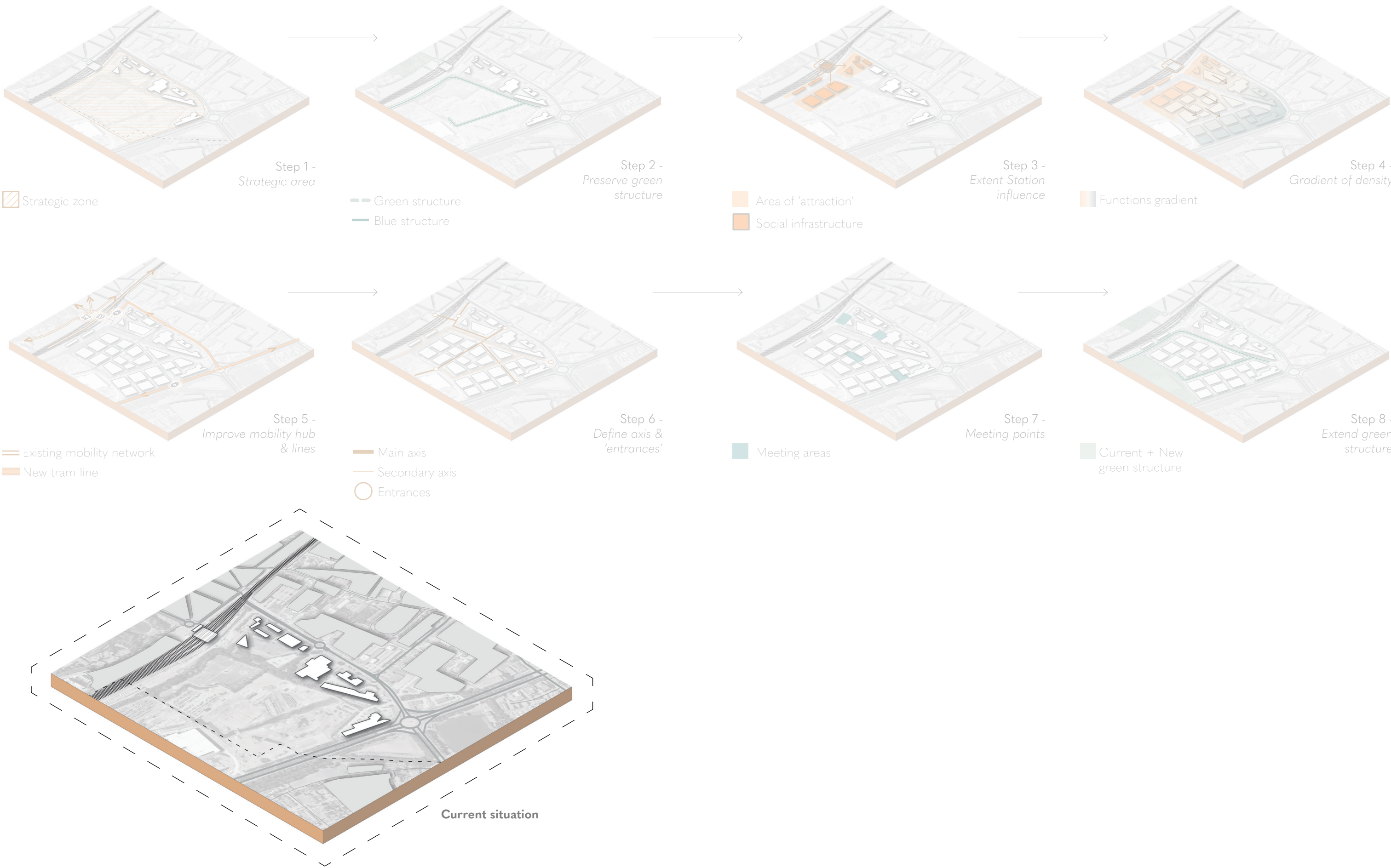
Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



Zoom in's

Station area, Vilvoorde
Alternative: Mixed use densification



Ce. (4)

Productive Civic Hub S

Combine productive activities, education, culture and public functions in hybrid urban areas.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to: Ce.3 / Bo.3 / Bo.4 / Coop.2 / Coop.5

Con. (5)

Multimodal Interface S

Organise smooth transfers between train, tram, bus, bicycle, walking and shared mobility systems, creating coherent and accessible interchange spaces.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to: Con.3 / Con.4 / Ce.1 / Bo.5

Ce. (1)

Station as Metropolitan Core S / M

Reframe the station area as a mixed centrality combining mobility, services, housing, work and public space.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to: Con.1 / Con.3 / Con.5 / Ce.5 / Bo.5

Bo. (4)

Buffer to Gradient S

Replace abrupt transitions between housing, industry, landscape and infrastructure with gradual spatial sequences.

Adaptability

Polycentricity

Reciprocity

Resilience

Cohesion

Connected to: Bo.1 / Bo.3 / Ce.4 / Coop.5

Ce. (5)

Shared Social Infrastructure M

Develop facilities in (highly) accessible places, shared by different neighbourhoods, municipalities or communities across administrative limits.

Adaptability

Polycentricity

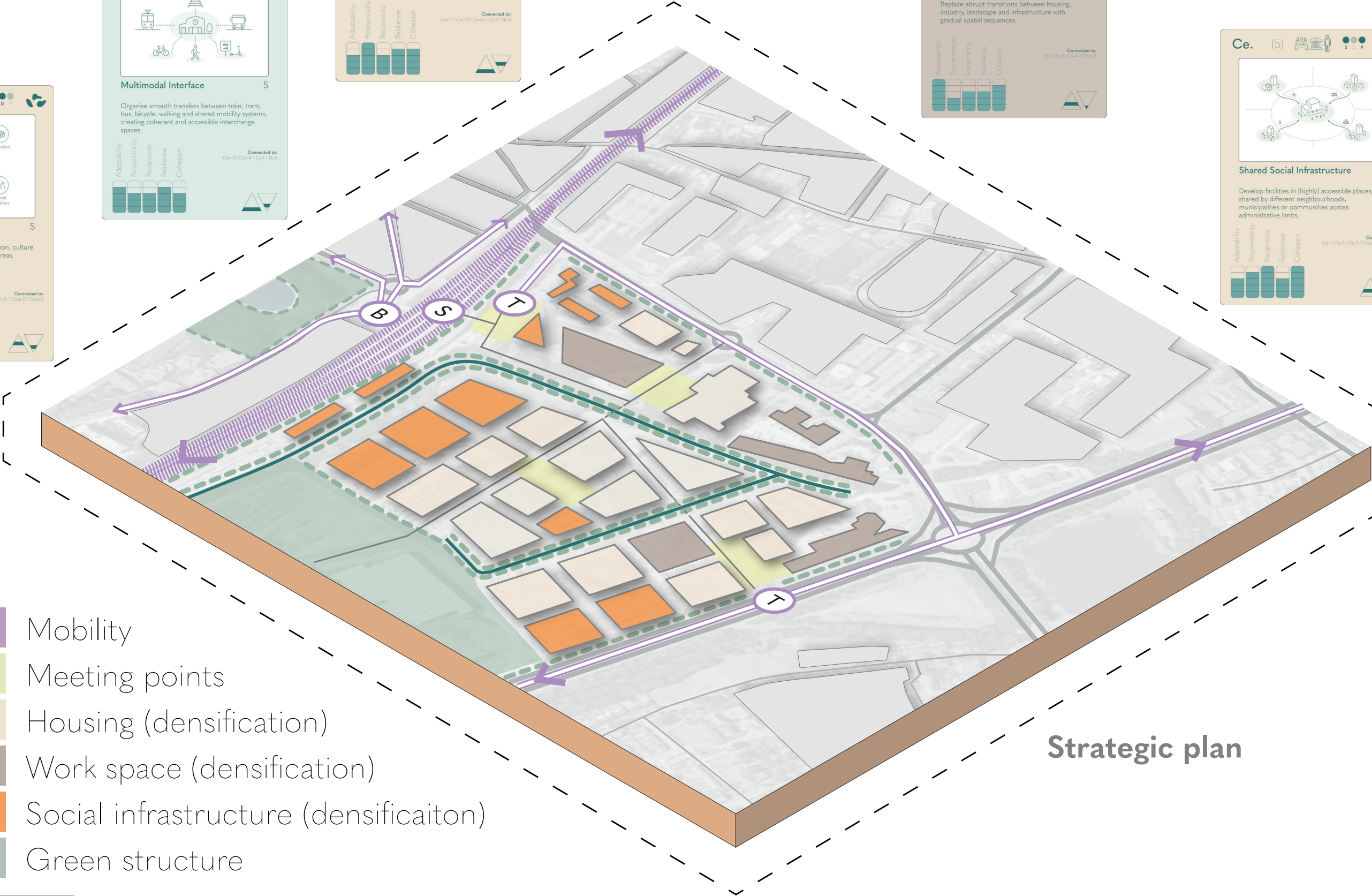
Reciprocity

Resilience

Cohesion

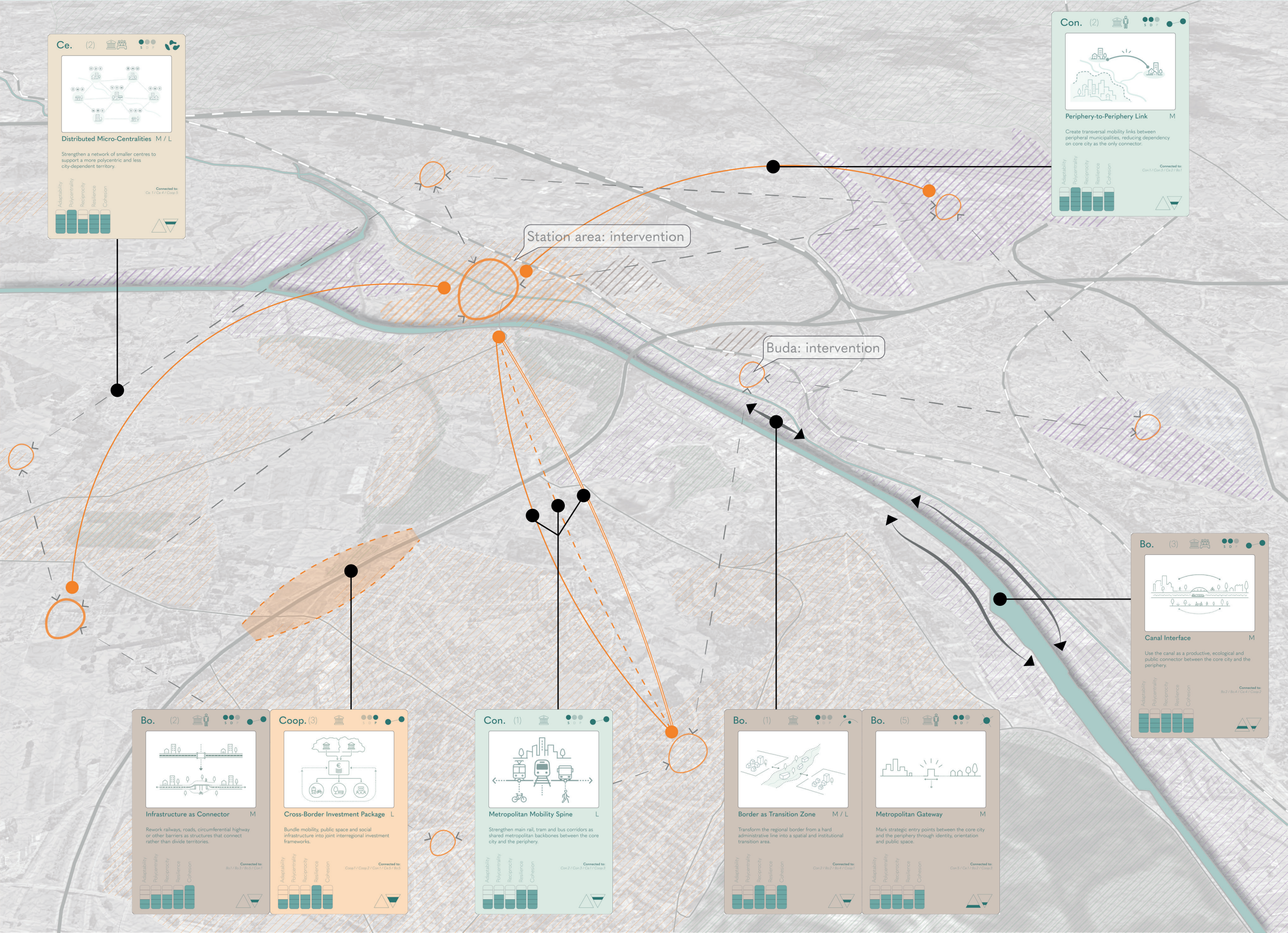
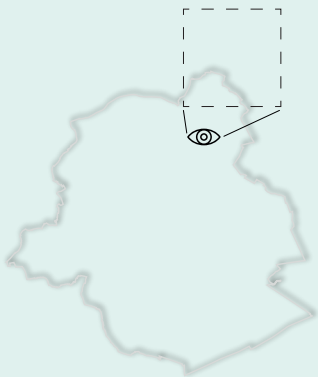
Connected to: Ce.1 / Ce.2 / Ce.3 / Coop.1 / Coop.5

- Mobility
- Meeting points
- Housing (densification)
- Work space (densification)
- Social infrastructure (densification)
- Green structure

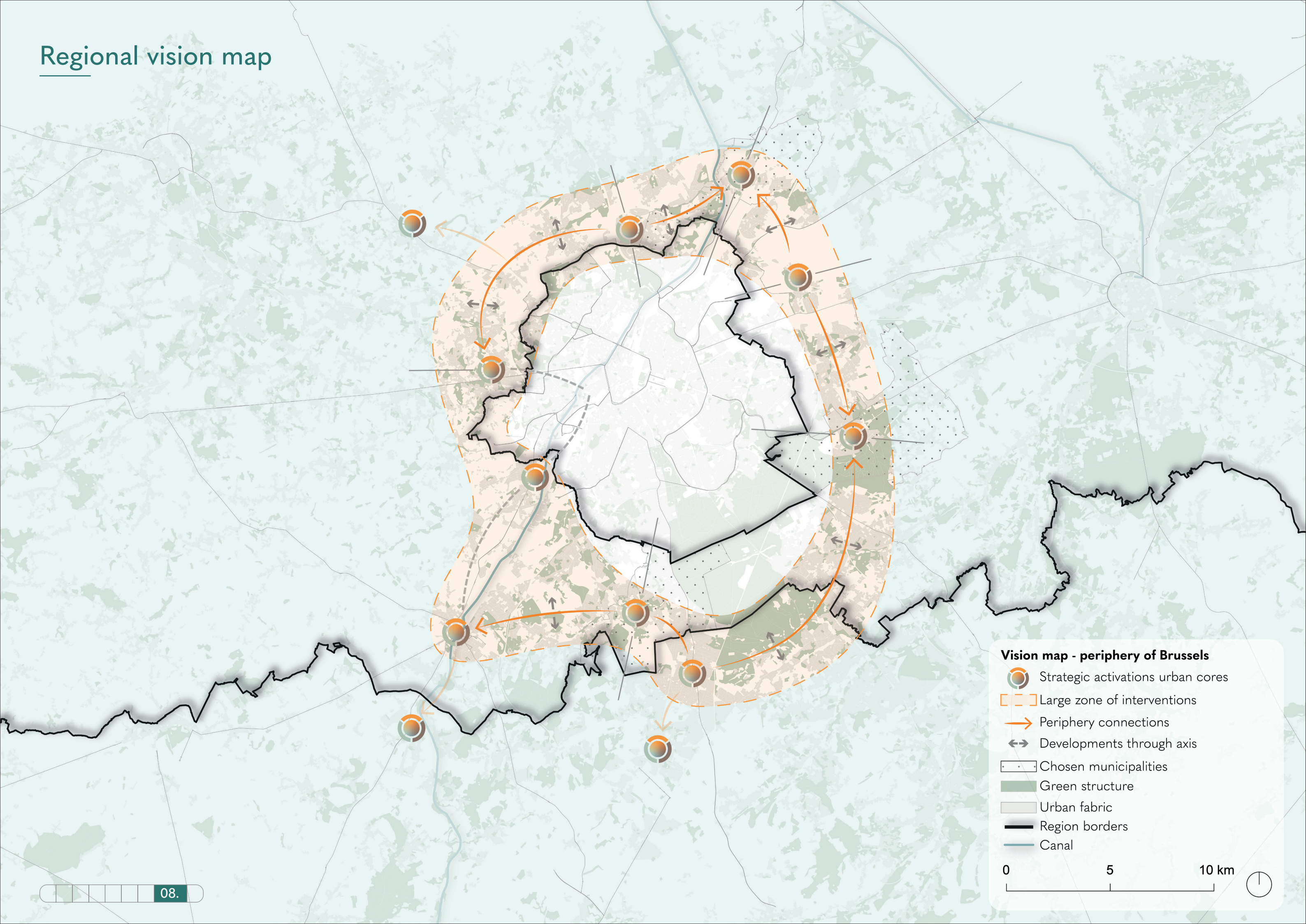


Strategic plan

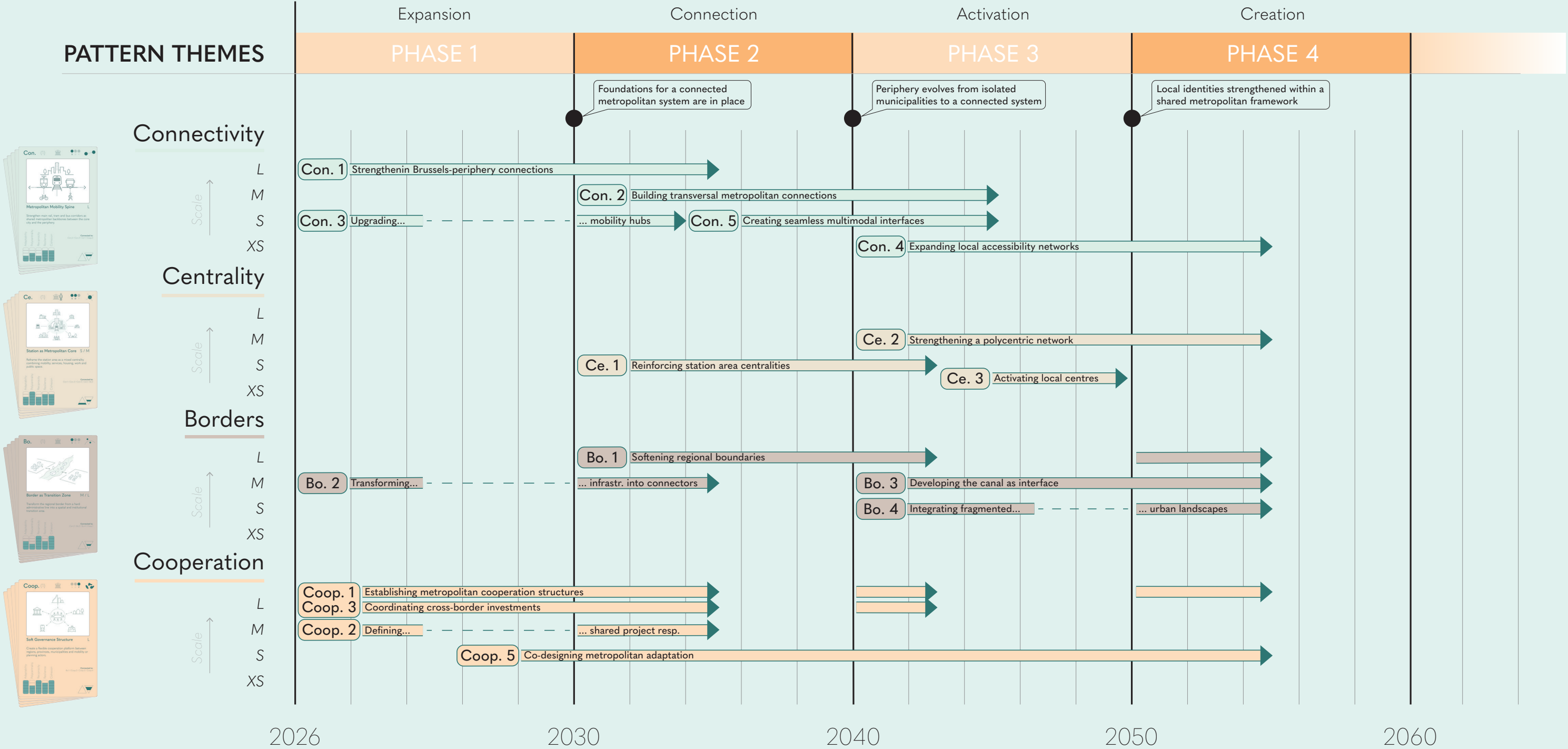
Brussels North: interventions impact



Regional vision map



Phasing interventions

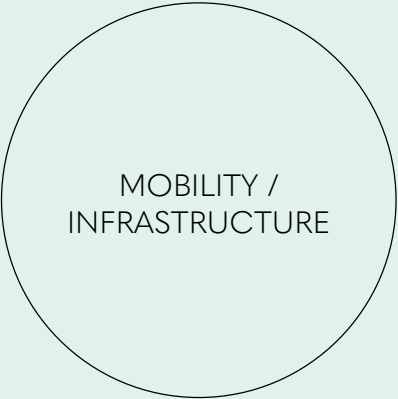


09. CONCLUSION

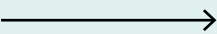
Conclusions

Beginning

Ending



NEW INFRASTRUCTURE



ACTIVATE EXISTING NETWORKS



BRING PEOPLE TOGETHER



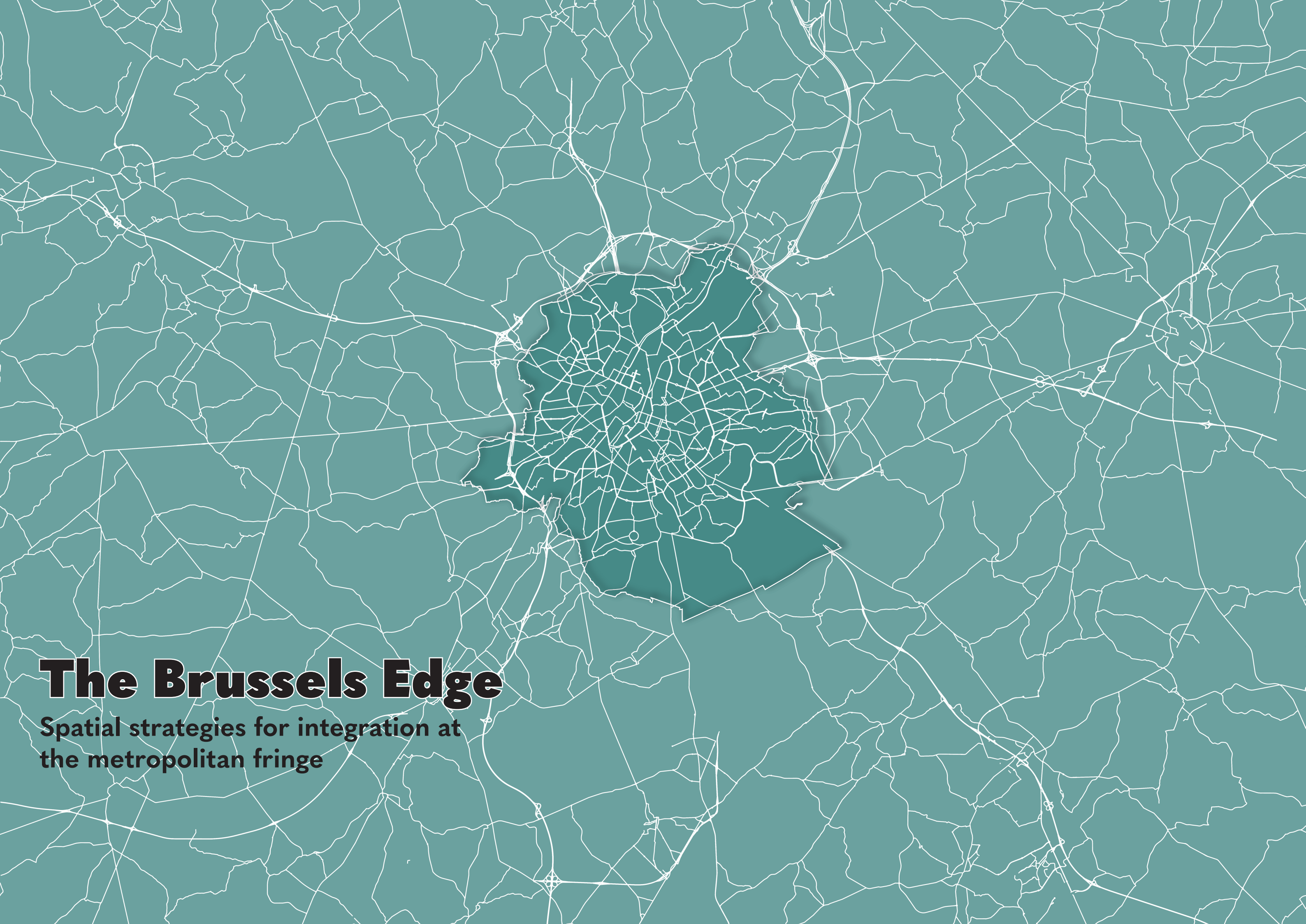
CONNECT PLACES & COMMUNITIES



NEW STRUCTURES



FLEXIBLE COOPERATION



The Brussels Edge

**Spatial strategies for integration at
the metropolitan fringe**