

Scuderie de Montel. Milan

Via Fetonte. Milan

Scuderie de Montel is a strategic site located west of Milan, next to San Siro Stadium. Only 1 km away from the MM5 station, it is well connected to development areas such as Portello, City Life and Porta Nuova.

San Siro is a suburban district characterized by a relevant presence of parks. It has a high proportion of green areas and facilities for sport, leisure and music events, such as the Stadium, the Lido and the Hippodrome.

The site has an historical relevance. It is partially occupied by two historical buildings on a courtyard, originally used for horse training and competitions. The *Scuderie* are one of the most important examples of Liberty-style complex from

the early 20th century in Milan, with art and style details still visible despite the buildings being in state of degradation.

When renovating the complex, proposals should consider that any change has to be authorized by the Superintendence for Fine Arts.

The site offers great opportunities as it is at the centre of important future urban developments, such as the regeneration projects in the area around the stadium, and the former barrack at Piazza d'Armi.

Sports, entertainment and green spaces are prevalent in the area, and it is important for bidders to include consideration of these elements in future scenarios for the site redevelopment.



Expected program:

Renovation of existing buildings to restore the historical memory of the site is mandatory. Besides the development of qualifying public services creating synergies with existing green spaces, entertainment, and sport facilities, the Municipality will evaluate new urban functions for private uses.

Owner:

The Municipality of Milan.

Plot area:

Approximately 16,257 sqm, including two buildings of approx. 3,000 sqm.

Type of property transfer intended:

The site will be on sale with a minimum price set by the owner. The site has no building rights, however, according to the proposals, building rights may be purchased from the Municipality following an administrative procedure.

► Presentation of the site and expectations for its redevelopment

The site is located in one of the city's greenest districts with low population density (3,650 inhabitants/km²). It has a high proportion of green areas, residential buildings (71%) and public services, with a particular focus on sporting facilities for football and horse races.

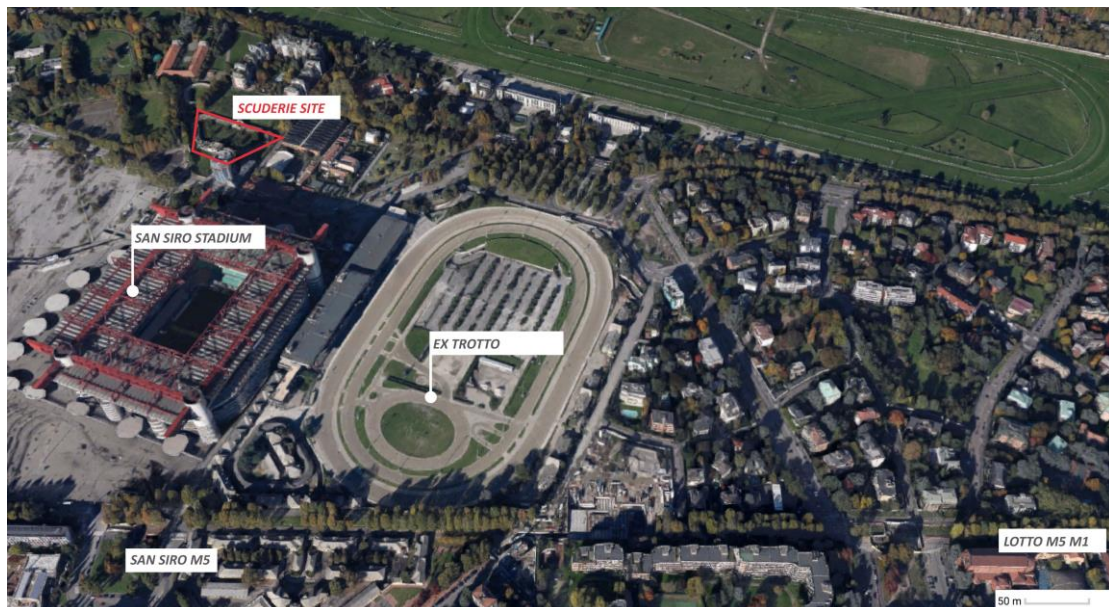
It is close to suburban public parks with great recreational facilities, such as [Bosco in Città](#) (1,100,000 m² of woods, clearings, paths, watercourses, and urban gardens), [Parco delle Cave](#) (1,350,000 m² of green space, with a farmland, ponds, paths) and Parco di Trenno (park with sport facilities).

The west of Milan is currently undergoing significant urban development. Thanks to the MM5, the site is well connected to one of the largest urban renewal projects in Milan, the

new [CityLife](#) residential, commercial and business district, which boasts Milan's the largest car-free area.

Scuderie de Montel has good public transportation links. At 1 km away from MM5 San Siro station, it takes about 25 minutes to get to the city's most important transport hubs (Porta Garibaldi railway station and Cadorna railway station) and the city centre (Duomo), thanks to the interchange with the M1 line at Lotto station. The site is also accessible by various tram and bus lines.

Accessibility to the site via private transport is guaranteed by the proximity to the urban ring road and to the access to the motorway system (at only 5 km), which connects the site in 35 min to Malpensa airport.



Specific planning rules and regulations regarding the development of the site

Concerning planning rules, the [PGT](#) (City of Milan's Urban Plan) states that the area is dedicated to green space, with no building rights ("Pertinenza Indiretta" – Verde urbano di nuova previsione).

However, through an administrative procedure the Municipality can adapt the regulation, if the bidders comply with the following provisions:

- New urban developments for services of public interest in accordance to the City of Milan's "[Catalogo dei Servizi](#)" ([Catalogue of services](#) within the Piano dei Servizi/Plan for Services of the PGT); and/or
- New urban developments including urban functions by purchasing building rights, eventually from the Municipality of Milan as part of the economic proposal, up to the maximum Floor Area Ratio (FAR) of 1 m²/ m²; with the reclaim of the existing volumetry (the area has no building potential);

Given the historical and architectural value of this area, according to the current regulations (Min Decree 42/2004), buildings of historical interest cannot be demolished, unless this is authorized by the Ministry of Cultural Heritage (MiBACT). Any development or works of any kind on the buildings covered by this decree are subject to prior authorization from the Monuments and Fine Arts Office (Soprintendenza). Such authorization applies to the specific project and may stipulate restrictions on what is permissible.

According to the Piano dei Servizi (Plan for Services, part of the PGT), urban functions included in the [Catalogo dei Servizi](#) (Catalogue of Services) will not be considered in the calculation of the Gross Floor Area (GFA).

Territorial infrastructure provision for services may have to be identified (and provided), as stipulated in Art. 9 of the [implementing regulations of the Plan of Services](#). The norm foresees the possibility to monetise the transfer of areas for public spaces and services, based on parameters set by the City of Milan.

The design proposals must comply with the rules of Milan's [building regulation code](#) and

Decree No. 1444/68 (with regard to distances from existing buildings). The GFA must be calculated as provided for in Art. 4 (6) of the implementing regulations (Norme di attuazione/NdA) of the [Regulatory Plan](#) (Piano delle Regole/PdR). The necessary permits for new construction are subject to the payment of primary and secondary urbanisation planning fees and a contribution to the cost of construction in relation to the functional purpose of the building work itself. No payment of planning or monetisation fees for the provision of public services is envisaged. What is the best?

It is allowed to carry out works of urbanization in order to deduct the fees. For every 10 cubic meters of built volume, 1 m² of allocated parking must be created.

According to the PGT, the developments may be implemented via:

- direct procedure subject to agreement - building permit subject to agreement - if the project involves the inclusion of rights only for restoration of the existing gross floor area / up to 0.35 m²/ m² of the Floor Area Ratio (FAR) as a result of the purchase of the building rights;
- direct procedure subject to agreement - building permit subject to agreement - if the project involves only the inclusion of services of public interest, regardless of the built volume.
- Implementation plan (development area > 15,000 m²) if the project involves the inclusion of building rights exceeding 0.35 m²/ m² on the Floor Area Ratio (FAR).

The minimum sale price is 1,183,500 €.

In addition, proposals may take into account the purchase of additional development rights from the City of Milan as part of the economic proposal. The parameter values for building rights shall be specified by the City administration. The City of Milan shall reserve the right to verify the suitability of the project of the winning bidder's proposal before proceeding to the sale.

All the documents mentioned above are available in the dataroom.

Specific climate or environmental issues regarding the development of the site

Aside from the issues affecting the whole city, such as concentration of air pollution (especially during winter) or heat waves (during summer), there is no evidence of specific environmental or climate risks concerning the site.

Correct integration into the urban context, in terms of environmental and functional integration is required. It will be important to consider its proximity to important green parks and to consider how to connect it to ecological corridors.

The main challenge for proposals is to give an opportunity to renovate an important historical

complex currently in a serious state of disrepair. Renovation proposals should respect the buildings' history and at the same time give new and concrete public interest function to the area.

Structural investigations have not been carried out yet.

Regarding soil quality, data from preliminary environmental surveys carried out by the owner of the site, will be available by the beginning of the second phase. The costs of any necessary reclamation work shall, in any case, be borne by the winner of the competitive tendering procedure.

