

## **SERGIO BRENNNA (Milan, 1946)**

Team leader of Brenna-Enriquez proposal to Royal Academy of Arts Idea Competition Open Call on Urban Jigsaw

Full professor in town planning at the School of Architecture at the Politecnico di Milano,

1970: graduated with honors at the School of Architecture of Politecnico di Milano

1974: he obtained a scholarship from the French government for a program of study at the VI Section (Sciences économiques et sociales) of the *École Pratique des Hautes Etudes* in Paris under the direction of prof. Ferdinand Braudel on the original character of the landscape and particularly of architecture, city, territory as the material culture of the insedative societies.

From 1985: he has carried out researches on the relationship between urban structures and organizations for innovation in technologically obsolete industrial areas, particularly in the north of Greater Milan, with particular reference to the reconfiguration of morphological and landscaping change of working and free time activities relationship and between historical and natural characters of the land.

About it he has formulated project proposals for the morphological reconfiguration of the landscape of the areas of the former Falck steel plant in Sesto San Giovanni, of the former Autobianchi car factory, of the former SNIA chemical plant in Varedo, of the former Alfa Romeo car factory in Arese/ Rho, all that in north of Greater Milan area and on where the configuration of the free spaces and facilities for leisure as an alternative to a easygoing "*naive naturalism*", is based on the stimulation of new relationships between moments of work, technical and vocational training and retraining tissue of surrounding residential. He has also proposed projects to rehabilitate the railway stations integrated with intermunicipal public services in the municipalities of north hinterland of Milan.

On these topics he published essays and lectured at numerous national and international conferences, among which: *The architectural and planning culture between sites and logos of scientific and technological knowledge* (1994), *Compatibility between production and environment as the basis of a renewed conception urban planning in the modern industrial city* (1996), *Old and new hypotheses for Executive Centers, 25 years later* (1998), *The Return to the future of the Cité industrielle: after Henry Ford, come back to Tony Garnier* (2000), *Factories of the future: technological innovation, social innovation and typological settlement* (2001), *De Finetti 1946-1952: the widen urban planning conception of a Schumpeterian public administrator-planner* (2003), *Milan, "from the outside and from afar"* (2006), *The odd defeat of public urbanism* (2008), *La "Strada Lombarda" (The Lombard Street as well as The Lombard Way). Projects for Milan as city-mother of his planning culture* (2010), *Smart cities against town planning?: better a new alliance between indices of the XXI and those of the XX century, rather than between those of the XXI and those of the XIX century* (2015)

He has been consultant for the Regional Institute of Research (IRER) of the Lombardy Region for a search on the characters settlement of the district Oglio-Po and Executive Committee member of the Science Park for Environmental Technologies of Sesto (just bordering Milan on the north-east) and member of the Jury of the International competition for the Scientific and Urban Park Falck areas (first prize to the group coordinated by Paola Viganò, Milan and second prizes ex-aequo to the groups coordinated by Mario Bellini, Milan and Stefan Tischer, Berlin).

From 1994 to 1998 he was commissioner for planning of the City of Rho (just bordering Milan on the north-west), in whose territory is located the area of the former AGIP refinery that in the years become the location of the New Milan Trade Fair headquarter, of the EXPO 2015 area and the

former Alfa Romeo car factory still waiting for a reallocation.

Currently he is a consultant of the citizen's Association “Live and plans a different Milan” for the administrative appeal against the project of reusing of the former area of Fiera di Milano (designers Libeskind, Hadid, Isozaki) which fragment in an insignificant allocations the green spaces and stack up the volumes in very tall buildings and opposing to it a project for upgrading of settlement of this area imprinted on major guidelines historically indicated by the more conscious Milan town planners and architects during the XX century (Albini, BBPR, Bottoni, De Finetti, Gardella, Pagano, Terragni, and others) in the reconfiguration projects of the areas near the axis of Sempione parkway. In accordance with this aim, he proposed also a project to re-use of the symmetrically placed area of the former Farini's railway yard to relocate there business and leisure activities, now dispersed in neighboring areas.



*Brenna and Enriquez, N and NW Milan's major brownfields, view “from outside and from afar”*



*Brenna and Enriquez: former Milan Fair (on the right) and Farini's railway yard (on the left) symmetrically placed with respect to Sempione parkway axis, with proposals of readjustment; view from NW by outside the town*

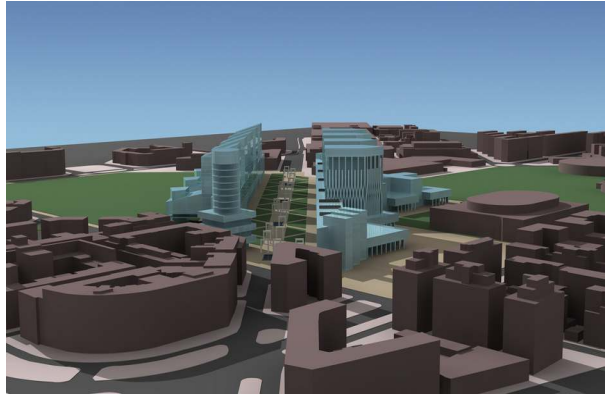


*Brenna and Enriquez: maps showing the proposal by Brenna and Enriquez for the reorganization of the former Fiera di Milano in accordance with the direction NW of the city (on the right) and the Citylife Project proposed by area's owner and approved by Milan's City Council (on the left)*





*On the left: Hadid, Isozaki, Libeskind, Model of the buildings of Citylife Project*



*On the right: Brenna and Enriquez, Rendering of the alternative project "La Strada Lombarda", according to the NW direction of town settlement*



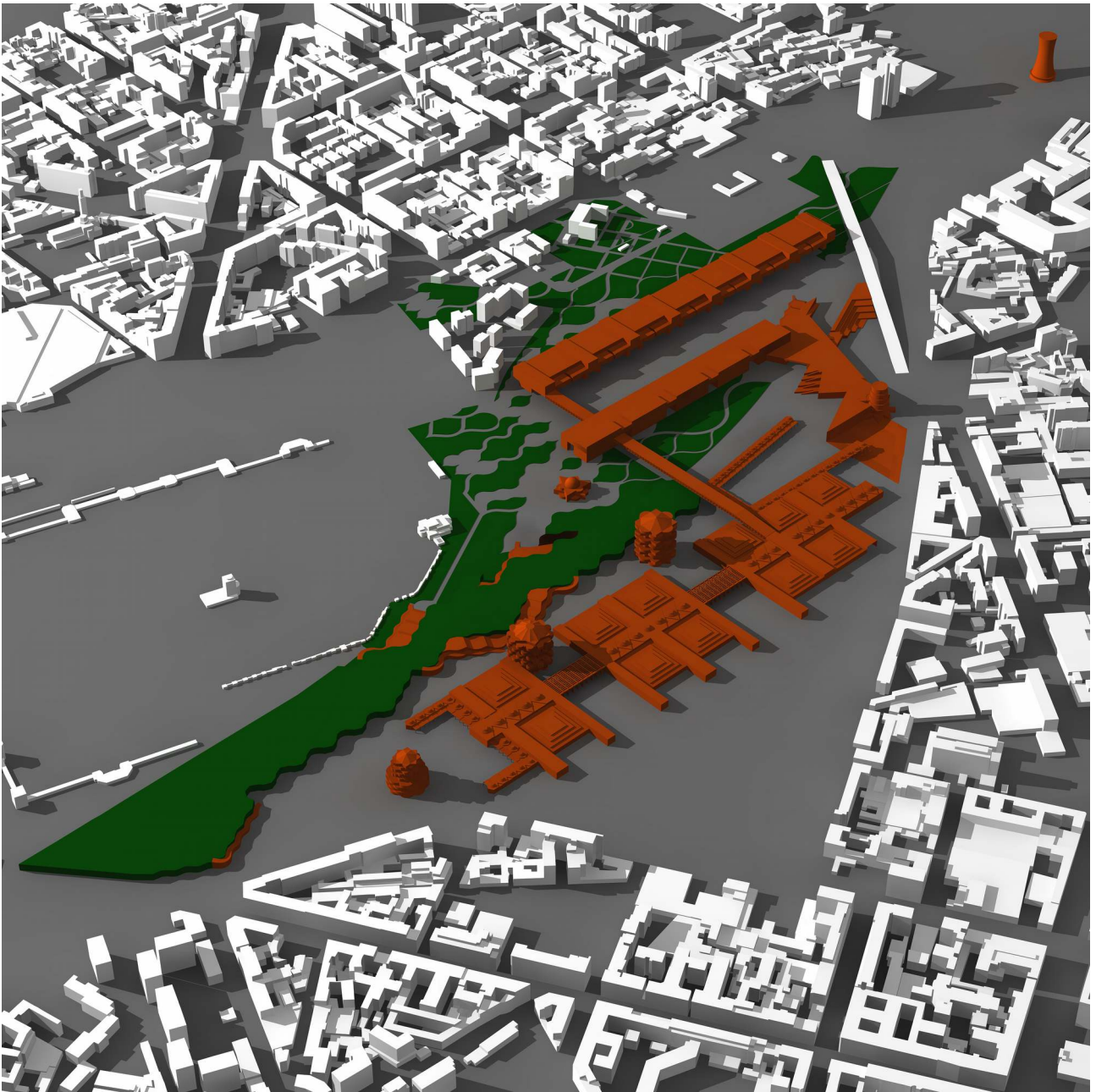
*On the left: Caputo-Fox-Knopf-Pedersen (The Big Diamond), C. Pelli (The Syringe), S. Boeri (Vertical Wood) on Porta Nuova Project proposed by the area's owner and approved by Milan's City Council on the area of time ago planned Executive Center*



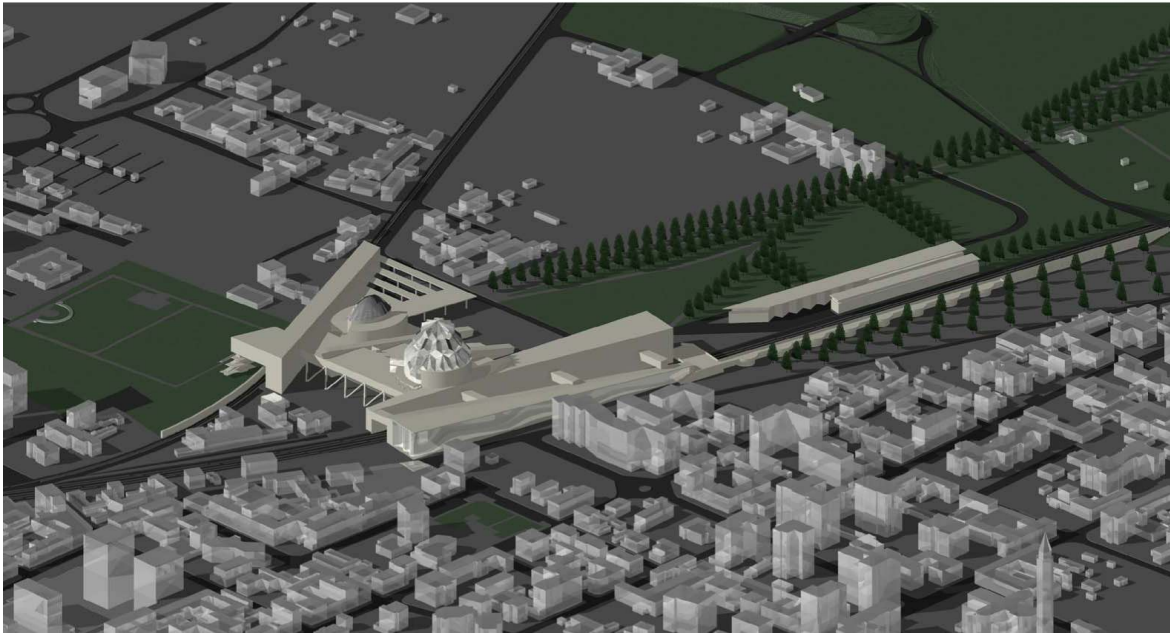
*On the right: Brenna, Gardella Jr., Sacerdoti Jr; Feasible Park Project, alternative to Porta Nuova and according with NW and NE directions of town settlement, crossing in this area*





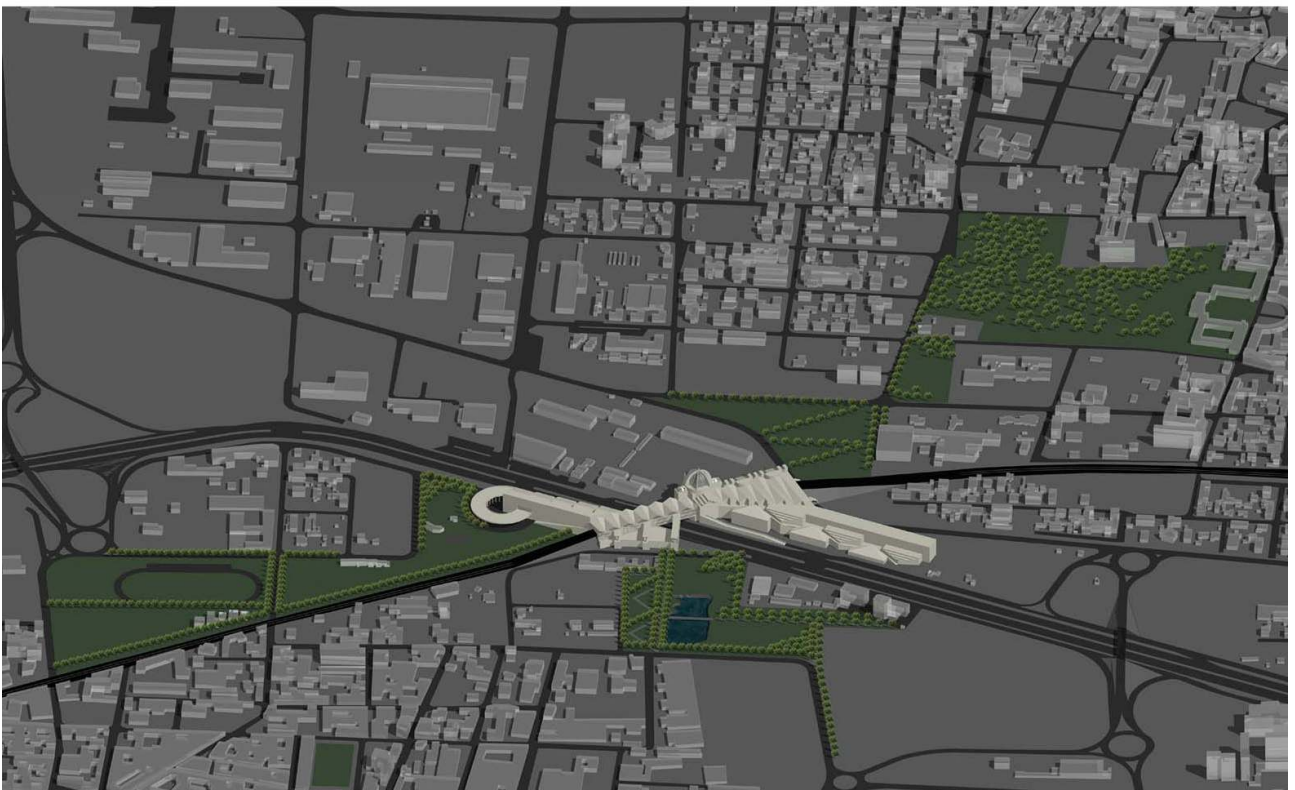
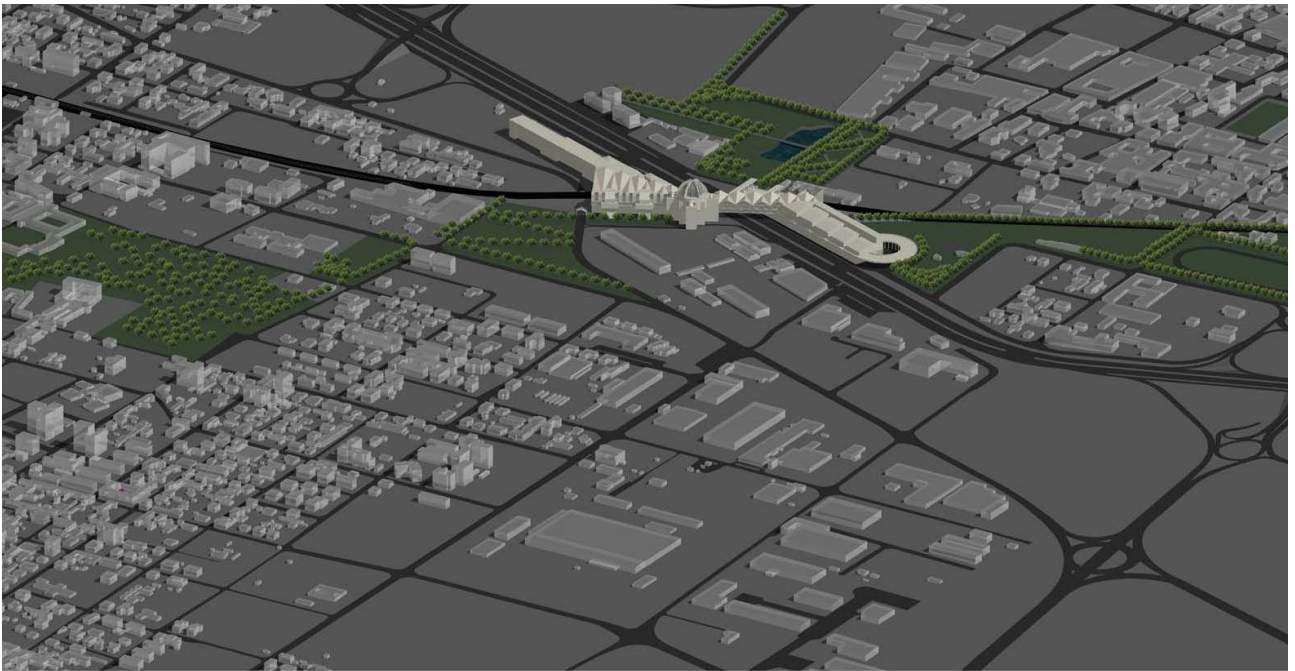


*Brenna and Enriquez, Proposal for the reuse of former Farini railways yard to relocate leisure and commercial activities, now scattered in the surrounding areas, with a distribution system by "courtyard and central plan" buildings, connected by a linear parkland, on the right side of Corso Sempione boulevard and according to NW direction of the town settlement*

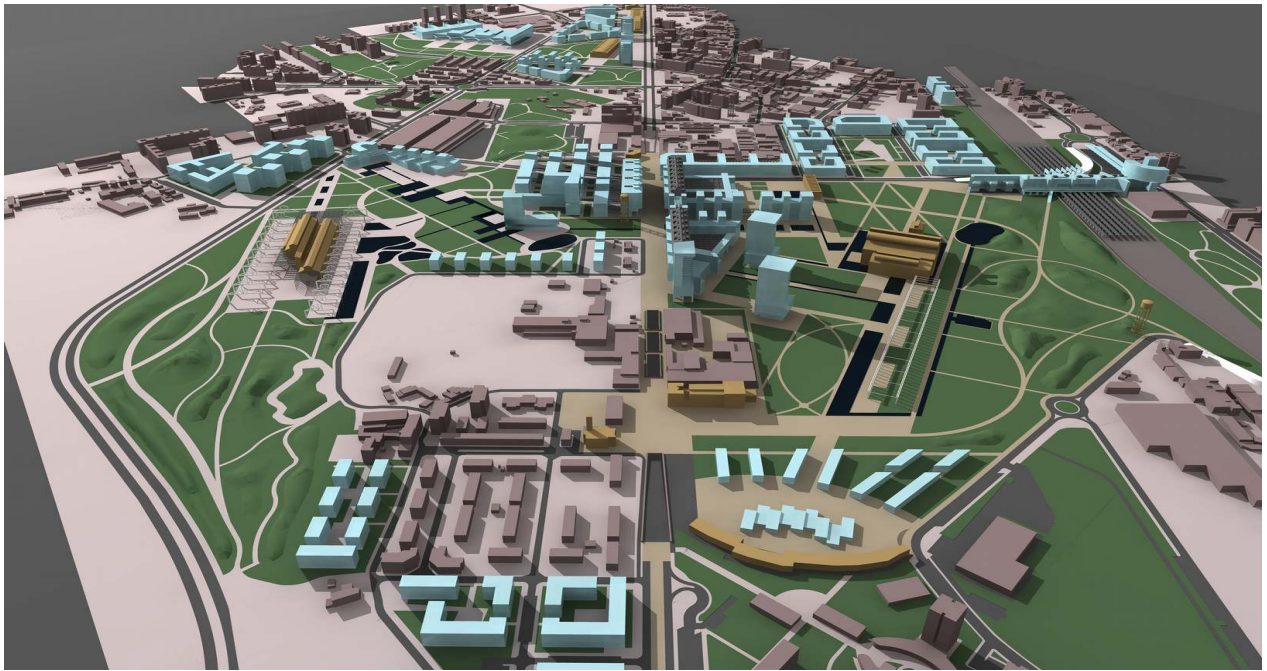


*Brenna and Enriquez, Proposals for a new two faced railways station on North Milan's brownfields, integrated to leisure and innovation services*





*Brenna and Enriquez, Proposals for a new bridge-station at the intersection of the railway and the highway on North Milan's brownfields, integrated to leisure and innovation services*



*Brenna and Enriquez, Proposal for the reuse of former Falk's steelwork areas in Sesto S.G., North Milan, according to the directions of town settlement*