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10 a.m. - 2 p.m., Monday to Friday

# EUROPAN 17./ LIVING CITIES 2

## Competition Brief

Barcelona

Chiva

Eibar

Eivissa/Ibiza

Madrid

Nalón

El Prat de Llobregat

Torrelavega

## **EUROPAN 17 SPAIN, “LIVING CITIES 2”**

The objective of EUROPAN is to bring to the fore Europe’s young architecture and urban design professionals, and to present and develop their ideas.

It is also about helping cities and developers who provided sites to find innovative architectural and urban solutions for the transformation of urban locations and help them to implement. The open competition is an anonymous and public call for ideas on a European scale.

The aim of EUROPAN Spain is to implement the projects chosen by EUROPAN 17 national jury. In order to facilitate contracting of the proposals by public administrations participating in EUROPAN Spain as the core of the Competition, the Ministry of Transports, Mobility and Urban Agenda launches the Competition in Spain, establishing its Rules by a bidding document that complies with the procedure of Juried Design Competitions as provided in section 183 et seq of the LCSP. This ensures compliance with the conditions established in the EUROPAN Internal Procedures and in the aforementioned Law.

Therefore, in case of entering any of the Spanish sites, it is important to get familiar with the “Rules of the EUROPAN 17 Juried Design Competition”, published in the Official Public Tender Platform.

### **EUROPAN/ESPAÑA NATIONAL COMMITTEE**

President: Ministry of Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana)

#### **Members**

General Direction of Urban Agenda and Architecture, Ministry of Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana) / Consejo Superior de Colegios de Arquitectos de España (CSCAE)

City of Barcelona / City of Madrid / General Direction of Territorial Planning and Urbanism of the Regional Government of Principado de Asturias / Directorate-General for Urban planning and Land management, Government of Cantabria / General Direction of Housing and Architecture, Regional Government of Balearic Islands / General Direction of Ecological Innovation in Construction, Regional Government of Valencia/ General Direction of Architecture and Housing, Basque Regional Government/ INCASOL

City of Chiva / City of Eibar / City of Ibiza / City of Muros de Nalón / City of El Prat de Llobregat / City of Soto del Barco / City of Torrelavega /ADIF

### **NATIONAL SECRETARIAT EUROPAN España**

Carmen Imbernón, General Secretary

Begoña Fernández-Shaw, Vice Secretary in charge of implementations follow-up.

### **EUROPAN ESPAÑA JURY**

Iñiqui Carnicero, president EUROPAN España

Iñaki Alday; [www.aldajover.com](http://www.aldajover.com)

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Lola Domenech; <https://www.loladomenech.com/es/>

Alexandre Thériot; <http://bruther.biz/>

Carolina González Vives <https://hidra.design/sostenibilidad/>

Marina Otero; <https://architect.com/marinaotero>

Anna Viader; <http://www.annaviader.com>

Bernd Vlay; <https://www.vlst.at/en/>

**Substitues:** Lys Villalba <https://lysvillalba.net/> + Maé Durant Vidal. <https://pezestudio.org/>

## **PRIZES**

EUROPAN/España intends to award 8 first prizes and 8 second prizes, in addition to the special mentions. The winner and runner-up teams receive a prize of €12,000 and €6,000 (including tax) respectively.

In Spain, the EUROPAN awards are exempt from tax withholding in accordance with the Resolution of April 5, 2006, of the Department of Tax Management of the State Agency of Tax Administration, granting the exemption provided for in Article 7 (1) Royal Legislative Decree 3/2004, of 5 March

## **LEGAL PROVISIONS**

For nationals from EU and EES countries in possession of a diploma in accordance with EU Directive 2005/36/EC and wishing to practice on a provision of services basis (occasional), they must be legally established in a Member State for the purpose of pursuing the same profession in Spain. They must ask for an authorization to the competent authority, the Ministry of Transport, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana, Subdirección de Normativa y Estudios Técnicos. Secretaría General Técnica. Paseo de la Castellana, 67 – 28071 Madrid).

For nationals in possession of a diploma from other countries, please contact the Ministry of Education.

## **SITE PARTICULARITIES REGARDING THE ORGANISATION OF THE COMPETITION**

**Site Representative:** Regional Government of Cantabria, Torrelavega City Council

**Actor(s) Involved:** Regional Government of Cantabria, Torrelavega City Council, ADIF

**Profile of the Team Representative:** Architect, Urban planner

### **Communication and Publicity**

The Launching of the competition and the Results of EUROPAN 17/Spain will be published in the State Contracting Platform (<https://contrataciondelestado.es>), the B.O.E (Official State Gazette) as well as in a national newspaper.

The results of EUROPAN /SPAIN will be published in a catalogue. All the EUROPAN 17 projects awarded and specially mentioned by the Jury will be displayed in a travelling exhibition.

The teams rewarded in EUROPAN Spain will be invited to present their work in forums and workshops, both at national and international level.

### **Jury – 1st evaluation**

In the first jury meeting, the site representatives participate with voice and vote.

### **Post-Competition Procedure**

Soon after the results announcement, winning teams in the Spanish sites will be invited to a meeting with the site Representatives in order to present their proposals. This presentation will be followed by round tables in which jury members are invited.

### **Provided procedure for the contract following the Juried Design Competition.**

*EUROPAN Competition is in compliance with the EU directive for procurement Directive 2014/24/EU and with Spanish National Law.*

Public Administrations that take part in the competition as members of the National Committee, or any other entity in which they may delegate (Local Entities, Autonomous Communities or, where appropriate, Public Law Entities) are recognised as contracting authorities, to proceed in each of the sites to award the service contract by means of a negotiated procedure, without prior publication, to the winner of the design contest. In case of ex-aequo prizes, all winning teams shall be invited to participate in the negotiations.

### **Commission after Competition**

Special Plan for Internal Reform (PERI).

TORRELAVEGA BREAKING BARRIERS

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**TORRELAVEGA BREAKING BARRIERS**



## TORRELAVEGA BREAKING BARRIERS

### 1. INTRODUCTION AND CONTEXT

Breaking barriers to once again permit articulation, unification, resolution; the city is made up of diverse neighbourhoods and fabrics that, throughout its history, have undergone structural changes, modifying their position with respect to the city as a whole, bringing about substantial changes in their functionality. The process benefits some and harms others. This is the case for a well-located enclave in the city of Torrelavega, next to one of the main accesses to the city which, nonetheless, suffers from forced isolation, having been cut off by the layout of the railway.

The location chosen for the project site, in the neighbourhood of El Cerezo and the former Talleres Obregón, displays these and other attributes, with potentials and deficits, languidly awaiting rebirth.



*The site*

#### ***Territorial context***

The city of Torrelavega was founded at a crossroads. Its location is strategic, adjacent to two highways of national importance: the A-8 Cantabrian dual carriageway and the A-67, which provides access to the Castilian Plateau. It is the second most populous city in Cantabria, after the capital, to which it is connected via the A-67 at a distance of just 27 kilometres.

It is a medium-sized city with great potential. The European Territorial Strategy is committed to assigning a greater role to this type of cities, which can focus their attention on local policies for sustainable territorial development. In this vein, Torrelavega is very important as a medium-sized city, capable of combining quality of life with adequate resources and services, and acting as a benchmark and an advocate for an area that extends beyond the municipal territory, as the head of the Besaya Region.

This circumstance reinforces its role in commerce and as a city of services, bringing together other values such as the layout corresponding to industrial land, the existing business culture, the presence of the University Campus and the tourist potential, which can take advantage of the environmental and landscape resources within the municipality and the region as a whole.

The chosen area of intervention is tangent to the river and the route of the Cantabrian dual carriageway. Its location in the north of the city, next to one of the main national communication routes, should provide it with excellent accessibility, as it is physically very close to the northern entrance from Santander, one of the city's main access points. However, the area is characterized by its isolation from the rest, cut off by the railway.

## **2. URBAN PLANNING FRAMEWORK**

### ***Torrelavega and its neighbourhoods, the isolation of El Cerezo***

The intervention shall take place in the neighbourhood of El Cerezo and the former Talleres Obregón, with the aim of modifying the neighbourhood's connection with the central city, intervening in the zone where the urban structures come together.

The area is located to the north of the urban centre, from which it is separated by the FFCC railway line. Its northern boundary is formed by the banks of the Saja and Besaya Rivers, which gives it great potential in terms of environmental value. There are two structuring axes in the neighbourhood: the Paseo del Niño which runs in a north-south direction and Avda. Pablo Garnica running east to west. Both are connected to the central city by barrier crossings that obstruct the desired permeability between the two parts.

The biggest problem in the neighbourhood is the absence of a dialogue with the central city. The entire front that faces the city, which coincides with the path of the railway line, is mainly consolidated with industrial and tertiary activities. Their implementation, except for the ASPLA facilities in the extreme northeast, was not regulated by planning developed specifically for the site. They were developed in keeping with a mixed land use plan that has resulted in a series of blocks where businesses are intermingled with residential uses, which, unfortunately, do not coexist harmoniously.

The current master plan maintains this fabric, with the uses and typologies it contains and, consequently, the dynamics in the relations between them.

However, the current review of the planning stipulates modifications to those uses, with the understanding that structural changes are necessary in order to revitalize the neighbourhood.

The efforts are focused on regenerating and renewing the existing fabrics, seeking out new connections and relationships between them, along with a comprehensive refurbishment of existing buildings and the renovation of obsolete parts, where transformations can introduce new relationship patterns between the different residential, tertiary, and industrial structures.

### ***Piecing the puzzle together***

For the intended renovation to take place, it is necessary to contextualize the neighbourhood, highlighting those elements that make it unique: valuable pieces that should serve as the foundation for the intervention.



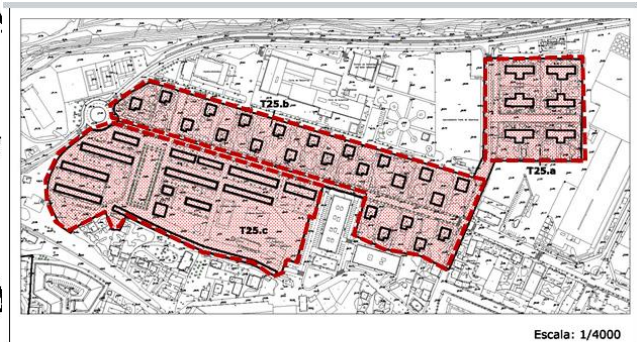
The main unique elements are constituted by:

- The traditional SNIACE industrial colony
- The Saja-Besaya river corridor
- The “La Lechera” service complex

• The **traditional colony** includes a group of dwellings that are understood as a unit, which are associated with common spaces with significant morpho-typological values. The complex is listed in the revised version of the PGOU as: *T-25 protected element*. SNIACE colony in Mies del Valle.



Protected colonies in the city of Torrelavega



IMÁGENES



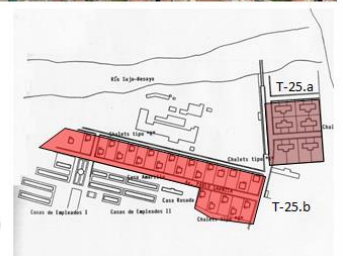
Fotografías 2015

Composición por áreas:

- T-25.a Chalets La Tortuga.
- T-25.b Casas de los directivos.
- T-25.c Casas de obreros.

Protecciones Específicas de la edificación:

- T-25.a Chalets La Tortuga (Ver ficha T-25.a)
- T-25.b Casas de los directivos (Ver ficha T-25.b)



SNIACE colony in Mies de Vega. El Cerezo neighbourhood

It is divided into two different enclaves:

- Free-standing single-family homes and collective housing in open blocks, arranged around calle Pablo Garnica.
- Semi-detached single-family homes, called “La Tortuga”.

The residential complex is associated with the SNIACE factory, which is located to the north, on the opposite side of the river, for the purpose of situating the lodging for the company’s managers in single-family housing, complemented by the workers’ housing in a linear block adjacent to open spaces, squares and parks.





This urban element, which has been well conserved, occupies almost 50% of the neighbourhood. It retains its original structure, the layout of streets and squares, although it is not integrated with the surrounding fabrics, which were developed independently without taking the colony into account.

- The **Saja-Besaya river corridor** generates a singular edge condition. It runs along the entire perimeter of the neighbourhood, with trees and riverside vegetation and landscaped linear flower beds. It widens and is reinforced along the southwestern edge, forming a large park, which spreads onto the banks on the other side of the river (La Viesca Nature Area).



There are patches of tree-lined streets in the neighbourhood, as well as spaces between blocks that must be taken into account in the generation of interior green corridors that connect the different structures in the area, with which the new project must necessarily connect.

- The **La Lechera services complex** is located next to the river park, in the northern part of the area. It adds a special point of attraction to the neighbourhood, as a setting for cultural and sports activities.



Together with these three structural elements, the neighbourhood includes unfinished fabrics made up of fragments of groupings of single-family homes, along with the historic industrial colony, isolated industrial settlements facing the railway line, and the remains of the recent industrial past (Talleres Obregón + the western city block).

The plurality of uses and activities has become a problem in this case: unstructured, they are spontaneous developments alongside planned sections.



### ***The neighbourhood versus the city of reference***

The territorial function of Torrelavega within the region of Cantabria and its status as a medium-sized city, along with the quality of its public facilities, the provisions for new housing, and the planning framework for industrial and tertiary land uses that encourages the implementation of new activities can significantly affect the demographic evolution of the municipality in the short and medium term.

The Master Plan, now in the review phase, does not, however, stipulate a gradual extension of the city; it focuses mainly on sectors that have not yet been developed and makes an important commitment to the revitalization of existing urban structures that are showing signs of obsolescence.

The neighbourhood of El Cerezo and the former Talleres Obregón are part of this context, which stands in favour of their full rehabilitation. It is a consolidated neighbourhood, where renovations and operations of urban regeneration can no doubt be undertaken.

The neighbourhood does not have a large population, since the residential buildings, varied and sometimes disconnected, are intermingled with industrial constructions and warehouses, causing practical issues between the different uses. However, it has valuable potential, including its environmental assets along the river corridor and its proximity to the city centre.

### ***The formation of the neighbourhood***

The origins of the neighbourhood are associated with the SNIACE colony which settled in the area in the 1950s, with its construction lasting until the 1960s.

Little by little, the collective housing buildings on C/ Pablo Garnica and C/ José Gutierrez Alonso were consolidated, while isolated sections of single-family homes were also developed. These structures were intermingled with industrial constructions and facilities that were built, mainly, along the railway line.

In the early 21st century, the residential blocks were built on the eastern limit of the neighbourhood, facing C/ Pancho Cossío. Those blocks that will serve as the backdrop for the competition project, since they are located adjacent to the site.

### 3. JUSTIFICATION OF THE SITE

A historical problem for the centre of Torrelavega is its complex relationship with the railway system. The layout of the ADIF-RAM railway line between Santander and Cabezón de la Sal traces a clear boundary that makes it difficult for the central city fabric to approach the River and in turn results in an isolation of the northern part of the city, which is very close to the urban centre in distance but suffers from problems in terms of its functional relationships.

Burying the ADIF-RAM railway line is part of the Torrelavega Strategic Plan 2016-2026, **Axis 3. Green and sustainable Torrelavega**, the strategic objective of which is “to make Torrelavega a greener and more sustainable city, more comfortable and accessible for people, meeting the needs of neighbourhoods and generating a quality public space, where citizens can interact, and which supports an intense urban life”.

The planned transformation must develop the following strategic and specific objectives of the Spanish Urban Agenda AUE2019:

- 1. Organizing the territory and making rational use of the land, preserving and protecting it**
  - 1.2 Preserving and enhancing the natural and cultural heritage and protecting the landscape
  - 1.3 Improving green and blue infrastructures and connecting them to the natural context
- 2. Avoiding urban sprawl and revitalizing the existing city**
  - 2.1 Defining an urban model that promotes compactness, urban balance and the provision of basic services
  - 2.2 Guaranteeing functional complexity and a diversity of uses
  - 2.3 Guaranteeing the quality and universal accessibility of public spaces
  - 2.4 Improving the urban environment and reducing pollution
- 3. Preventing and reducing the effects of climate change and improve resilience**
  - 3.2 Reducing greenhouse gas emissions.
  - 3.3 Improving resilience to climate change
- 5. Promoting proximity and sustainable mobility**
  - 5.1 Encouraging the city of proximity.
  - 5.2 Promoting sustainable modes of transport.

### 4. DESCRIPTION OF THE SITE

The natural barrier of the river and the road and railway infrastructures condition mobility in the municipality; especially in the central city, historically fragmented by the railway corridor that isolates several neighbourhoods from the rest of the city, dividing it in two.

These neighbourhoods, so close and yet cut off from the centre, are home a very interesting plurality in terms of their residential typology. Single-family housing is combined with collective housing in open blocks, as part of one of the traditional industrial colonies (SNIACE) that provided for the urban life its employees (workers and managers), along with patches of incomplete closed blocks and isolated industrial facilities. The result is a complex but diverse fabric, which is juxtaposed in no apparent order, with the exception of the SNIACE colony, structured by two roads: Pablo Garnica and Paseo del Niño, which are precisely the routes that cross the railway to enter the central city.

For its part, to the south of the railway tracks, the city presents a diverse panorama, full blocks, party walls, and the back ends of plots that face towards C/ José María Pereda, parallel to the railway.



The intervention site is key in Torrelavega. It is a sensitive area because it is also one of the areas subject to the most pressure from incoming traffic that hinders the crosswise movements of the city's daily operations. There has been an ongoing demand for car parks to satisfy the demand generated mainly by mobility in private vehicles.

The weight of the infrastructures in the operation of this area of the city is enormous; they are perceived as physical and perceptual borders that isolate part of the city. And yet, at the same time, the area is located in a strategic position in terms of access to the city and its proximity to the administrative centre, and from the standpoint of the potential of the urban landscape, with the Saja-Besaya River that runs through it, forming its western, northern and eastern limits.

The removal of the railway tracks must provide an unquestionable improvement in mobility in this area of the city. All modes of travel must be accommodated, implementing measures to achieve a rational and sustainable mobility system that gives priority to pedestrians and alternatives to vehicle traffic. The great potential of the two structural roads should be noted, since the Paseo del Niño extends to meet the Ronda Bulevar and calle Pablo Garnica runs into the heart of the city centre.

The ongoing review of the Master Plan foresees the configuration of a new façade between these two parts of the city; on both sides, the visual connectivity is narrow, the mobility is non-existent, and the resulting urban setting is deteriorated. The future intervention must establish other forms of relation, favouring the configuration of a new urban front on both sides of the railway corridor, which will result in its renewal and contribute to making it permeable and fostering the integration between two fully consolidated areas.

**5. PROJECT AREA**

The site for the development of proposals includes the land that will be freed up by burying the ADIF-RAM Santander – Cabezón de la Sal railway line, object of the Agreement signed by the Ministry of Public Works, ADIF, the Government of Cantabria and the Torrelavega City Council for the Integration of the Torrelavega Railway, dated 27 April 2018, as well as the adjacent land necessary to provide for this integration.

Added to this area are the adjacent lands that make up the south façade of Talleres Obregón, today occupied by warehouses.



The project site coincides with the area of the *PERI-1 Buried railway + the PERI-2 Talleres Obregón city block*, both defined in the Land Use Plan for Torrelavega (PGOU/2022), currently undergoing approval.

## 6. REFLECTION SITE

The proposed intervention must resolve the disconnect between the El Cerezo neighbourhood and its adjacent areas and the city centre.

This area constitutes the northern limit of the project area; it is outlined by the railway tracks and the banks of the Saja and Besaya Rivers, which gives it great potential in terms environmental value. The railway has been a barrier that isolates it from the rest of the city.

Burying the railway tracks will make it possible to physically unite the neighbourhood with the central city and will connect the centre with the river, taking into account that the riverbanks run along its northern limit.

The biggest problem in the neighbourhood is its disconnection from the functional city. The entire front that faces the city, which coincides with the path of the railway line, is mainly consolidated with industrial and tertiary activities, which do not correspond to planning developed specifically for the site.



The reflection site is bounded to the south and east by calle Julio Hauzeur and calle José María Pereda. It includes the two connections that run through the project area via level crossings: Paseo del Niño in the north-south direction and Avda. Pablo Garnica in the east-west direction.



## 7. AREA OF INFLUENCE

The proposed intervention will result in a transformation of the city's configuration with a broad territorial area. Connecting natural spaces of great environmental value – the Saja and Besaya Rivers, the La Viesca Nature Area (ANEI), and the Miravalles Park – with the city centre, and introducing nature into the consolidated urban fabric by extending the green infrastructure, will contribute to its environmental quality.

The improvement of pedestrian and cycling mobility, with needs that differ from those of motorized traffic, is another of the direct consequences of burying and transforming the space occupied by the railway tracks. The permeabilization of the barrier formed by the tracks from the pedestrian and cyclist perspective extends beyond the project site, reaching into spaces with an even larger scope.

The area of influence is delimited by the banks of the Besaya River, which are part of the La Viesca Nature Area, the banks of the Saja River up to the roundabout with the N-611, which provides access to Torrelavega from Santander, the Inmobiliaria neighbourhood as far as Julián Ceballos, Teodoro Calderón, and part of the land of Mies de Vega, where a residential development is stipulated in the urban planning for the municipality.



## 8. PROPOSAL FOR REFLECTION

### ▪ The nature of barriers: should they be broken or woven together?

When urban borders have been a constant in the urban setting of a city, citizens' desire to get rid of them leaves professionals with the challenge of deciding which urban option ultimately best responds to the city's needs.

The aim is to remove the boundary of the railway, which for many decades has been a constant in the urban life of the city, isolating neighbourhoods from the rest of the city, preventing permeability with the river, which runs tangent to the urban fabric, with the possibility of strengthening its banks, renaturalizing them, and opening them to urban mobility.



The process removing this boundary opens up possible avenues of action, which include generating new areas for construction and reinforcing the road system (new streets in place of the railway lines). These actions should in no case result in “new boundaries”. Sharing new design experiences should contribute an open discussion on the nature of the old boundaries in order to prevent new ones from appearing: in short, stitching together the city through the integration of a large surface area freed up by burying the railway.

- **Typological diversity: Chaos or complexity?**

The integration of fabrics as a design element. From typological diversity to chaos, compared to forming a complex urban setting that is woven together and complementary, absorbing diverse uses.

- **The connection with the riverbanks, physical or perceptual?**

Interventions in the built city, in the heart of the consolidated urban fabric, when there are significant natural elements, such as the path of the Saja-Besaya River, give us hope to imagine a new urban form that brings the river into the heart of the city. Removing the railway tracks can favour this connection. Other aspects to consider include the nature of the connections to be established, how far the routes can or should reach, the importance of reinforcing parks and leisure areas, delving into the natural and artificial landscape, generating new perspectives, taking advantage of the definition of new volumes, to what extent and how to build them.

- **Historical remnants: From forgetting to renovation?**

Historical remnant have contributed to defining the city all throughout its life. However, many actions of urban renewal destroy them and even erase them. How far should one go with interventions in processes that have become traumatic, such as a railway crossing that divides and separates? In these cases, is it acceptable to foster forgetting in order to heal an open urban wound?



*Areas of intervention*

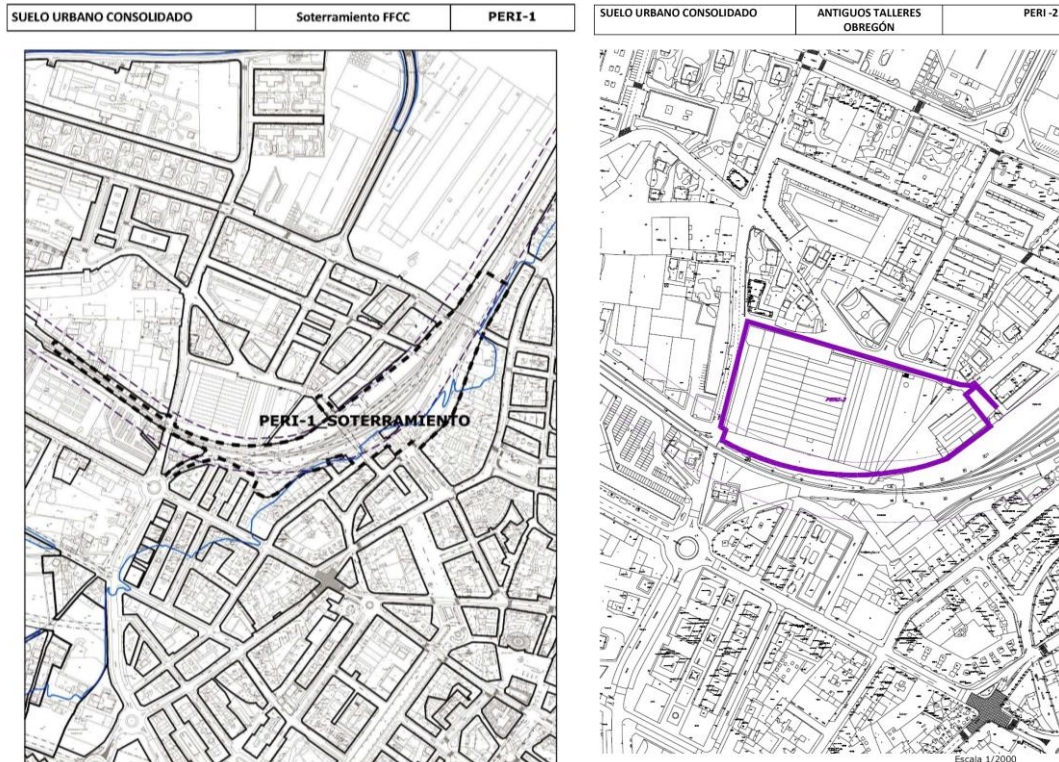
## 9. URBAN PLANNING VIABILITY

### A. Urban planning

The Project Site is included in the current Land Use Plan in Torrelavega, approved on 11 November 1985 and the Updated text approved on 9 July 1996 (PGOU/85), as consolidated urban land. The land occupied by the railway infrastructure is part of the General Railway System outlined in the PGOU/85, subject to the following conditions regarding construction and use (article 5.2.8 of the urban planning regulations):

- 1.- Constructions other than those strictly necessary for the operation of its facilities will not be authorized.
- 2.- The maximum height of the buildings will be considered to be the equivalent of three storeys and ten metres. Other auxiliary facilities will be adapted to the needs of the service.
- 3.- For new constructions, the City Council may impose its own conditions in terms of aesthetics and composition depending on the surrounding environment.

The ongoing review of the PGOU/85 (PGOU/2022) includes the two sub-areas into which the project area is structured, delimited and clearly differentiated so that their urban development and management over time will be independent. The development of both areas is associated with the drafting of a Special Plan for Internal Reform (PERI).



The first area corresponds to the Special Plan for Internal Reform for Burying the railway, (see the attached file for its main stipulations –PERI-1-).

The same information is provided for the second area of the Special Plan for Internal Reform “Former Talleres Obregón” –PERI-2-.

<b>CONSOLIDATED URBAN LAND</b>	<b>Buried Railway</b>	<b>PERI-1</b>
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<b>Location</b>	Area affected by burying the ADIF-RAM railway line and adjacent land in the neighbourhood of El Cerezo.
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<b>Object</b>	Land use planning for the land occupied by the General Railway system, which includes the ADIF train station and the railway lines once they are freed up after burying the ADIF-RAM railway line between Santander and Cabezón de la Sal as it passes through the urban area of Torrelavega.
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<b>GENERAL PLANNING STIPULATIONS</b>	
<b>Predominant use</b>	Facilities
<b>Compatible uses</b>	Tertiary, industrial and residential
<b>Maximum plot ratio</b>	0.5
<b>Surface area of the sector</b>	39,428.00 m <sup>2</sup>
The planning will adapt to Law 38/2015 for the railway sector and ADIF's requirements	

<b>CRITERIA FOR THE DETAILED PLANNING</b>	
<b>Building typologies</b>	
<b>Maximum building height</b>	7 storeys
<p>The planning will adapt to the stipulations in the <i>Agreement signed by the Ministry of Public Works, ADIF, the Government of Cantabria and the Torrelavega City Council for the Integration of the Torrelavega Railway</i>, dated 27 April 2018.</p> <p>Conditions for the Special Plan:</p> <ul style="list-style-type: none"> <li>• Main objectives: <ul style="list-style-type: none"> <li>- Elimination of the railway barrier that separates the neighbourhood of El Cerezo from the rest of the city.</li> <li>- Elimination of the impacts derived from air and noise pollution.</li> <li>- Freeing up the land for other uses.</li> <li>- Creation of new connections between the two spaces currently isolated from one another and their connection with the river.</li> </ul> </li> <li>• Construction of a new underground station, with the possibility of construction above ground.</li> <li>• Evaluation the possible inclusion of the existing station.</li> <li>• The following streets will remain continuous: <ul style="list-style-type: none"> <li>- Paseo del Niño with Escultor Teodoro Calderón</li> <li>- Pablo Garnica</li> <li>- Avda. Menéndez Pelayo</li> <li>- C/ José Gutierrez Alonso</li> </ul> </li> <li>• The new car park will be underground.</li> <li>• The planning should include the passage of the Arroyo Sorravides, which runs on either side, with a width of at least 10 metres.</li> </ul>	
<b>MANAGEMENT AND EXECUTION OF THE PLANNING</b>	
<b>Planning initiative</b>	Public

<b>SPECIFIC CONDITIONS of the INFRASTRUCTURES</b>
<p>The works and connections necessary for providing services to the area in question must be executed.</p> <p><b>System of Green Infrastructures:</b></p> <ul style="list-style-type: none"> <li>- Visual permeability: allowing for establishing new connections between the El Cerezo neighbourhood, the former Talleres Obregón and the city centre.</li> <li>- The <i>Paseo Verde</i> should include Paseo del Niño and C/ Pablo Garnica, which connects the Riverside Park (Parque de las Riberas del Río) with the main tree-lined axes.</li> <li>- Continuity of the <i>Arroyo Sorravides</i> corridor.</li> </ul>



CONSOLIDATED URBAN LAND	FORMER TALLERES OBREGÓN	PERI-2
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Location	An industrial city block in the neighbourhood of El Cerezo, currently occupied by industrial buildings
Object	Urban renovation of the area in the case of a cessation of the current uses

GENERAL PLANNING STIPULATIONS			
Predominant use	Economic activities		
Compatible uses	Residential, Facilities, Tertiary		
Prohibited uses	Industrial		
Plot ratio	1.2		
Surface area of the sector	17,985 m <sup>2</sup>		
Diversity of uses (% of the total buildable area)	Residential	Maximum 70%	Minimum 60%
	Economic activity	Minimum 30%	Maximum 40%

STIPULATIONS FOR THE DETAILED PLANNING	
Building typologies	<i>Residential Use</i> <ul style="list-style-type: none"> <li>• Collective housing with open blocks</li> </ul> <i>Economic Activities</i> <ul style="list-style-type: none"> <li>• Freestanding and adjoining buildings</li> </ul>
Maximum building height	4 storeys
<p>The planning will comply with the obligations established in article 102.bis of the LOTRUSCA. Minimum required alignments are established for privately owned plots.</p> <p>The planning should account for the enlargement and continuity of C/ Pancho Cossío and the allowance of a pedestrian promenade that includes the Arroyo Sorravides.</p> <p>Roadways parallel to the railway line will be given a minimum width of 16 m.</p>	

MANAGEMENT AND EXECUTION OF THE PLANNING		
Planning initiative	Private	
System of intervention	Compensation	
SCHEDULE	Years	Starting date
Special Plan	-	

SPECIFIC CONDITIONS of the INFRASTRUCTURES
<p>The works and connections necessary for providing services to the area in question must be executed.</p> <p><i>System of Green Infrastructures:</i></p> <ul style="list-style-type: none"> <li>- Continuity of tree-lined promenades on the streets parallel to the railway and facing Paso del Niño.</li> <li>- Visual permeability: open block construction that provides visual permeability toward the industrial colony and the tertiary frontage to the south of the railway</li> </ul>



TEMPORARY REGIME FOR THE EXISTING BUILDINGS
Until the PERI has been completed for the area in question, the planning zone I-3 shall apply

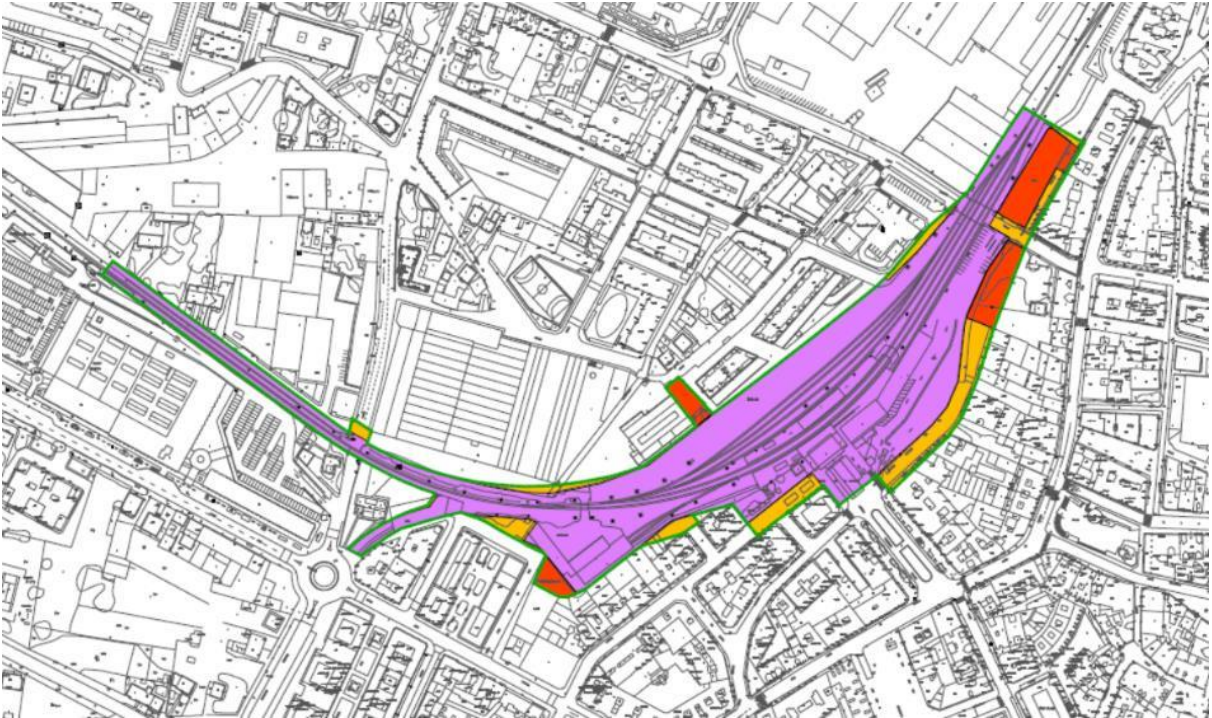
Once the PGOU/2022 has been definitively approved, a PERI will need to be drafted for the development of the proposal, in keeping with the conditions established in Law 5/2022 of 15 July on Territorial and Urban Planning in Cantabria.

The management and execution of the planning will be a public initiative in the case of PERI-1 and a private initiative in the case of PERI-2.

**B. Land ownership**

The proposed project area for Site 1 is made up almost entirely of publicly owned land; the site includes four private plots that account for 8.01% of the total area.

Land ownership	Surface area (m2)	Percentage	
Public (City Council + ADIF)	36,271	91.99 %	
Private	3,157	8.01 %	
<b>Total</b>	<b>39,428</b>	<b>100.00 %</b>	



In the case of Site 2, the land ownership is completely private.

**10. THE CHALLENGES OF THE COMPETITION IN THE CITY OF TORRELAVEGA**

Given a programme that is rigid and precisely defined, this project offers the possibility of addressing the same problem from different perspectives: defining volumes or open closed or containers in different places withing the delimited area, including solutions for public space that can serve as the backbone for the land use planning, prioritizing the landscape and the environmental features to guarantee their connection with the interior green corridors (promenades, streets, leisure areas) and exterior green corridors (the river that frame the area for reflection), its possible relationship with the fabric of the traditional industrial colony, and the necessary beautification of the new façade that will face the city centre.

There are many alternatives and many determining factors. Torrelavega is open to imaginative and versatile proposals that incorporate the identity and the unique character of the place, the city and its inhabitants, that piece together the puzzle that characterizes its urban fabric, and that contribute to revitalizing the city as a whole.