



SPECIAL PROJECT OF REGIONAL INTEREST (SPRI) LLANO DE LA PASIEGA



**GOBIERNO
de
CANTABRIA**

SPECIAL PROJECT OF REGIONAL INTEREST (SPRI) LLANO DE LA PASIEGA IN PIÉLAGOS

1. SICAN 2. LLANO DE LA PASIEGA 3. INFRASTRUCTURES 4. STRATEGIC OBJECTIVE 5. PROPOSAL 6. DEVELOPMENT PHASE 7. CONCLUSIONS

1. EXISTING ROAD AND RAIL TRANSPORT INFRASTRUCTURE NETWORK



- ❑ 12 Km from the Port of Santander
- ❑ 11.2 Km from Santander Airport
- ❑ 10 Km from the Railway Goods Terminal in Muriedas
- ❑ 10 Km from the Railway Goods Terminal in Torrelavega

1. EXISTING ROAD AND RAIL TRANSPORT INFRASTRUCTURE NETWORK

ROAD INFRASTRUCTURE (State Road Network)

- **Motorways:** A-8, A-67, S-30 and S-10 (no tolls)
- **Trunk Road N-623.** Runs north-south through the project area connecting with the S-30 and A-8, via the links at Solía-Guarnizo (7.7 km away) and Carandía (6 km away), respectively.



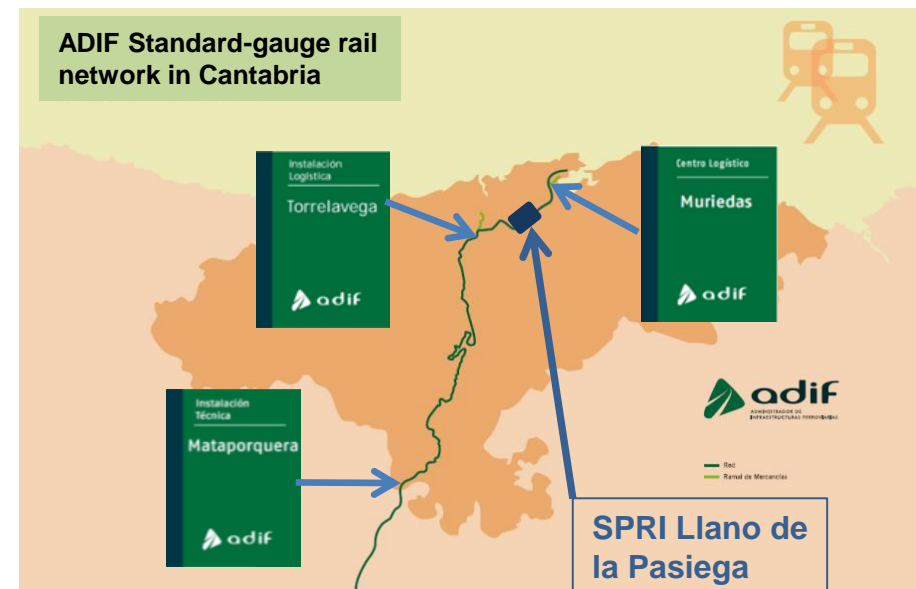
STANDARD-GAUGE RAIL INFRASTRUCTURES (Rail Network of general interest)

Palencia-Santander Railway

Standard Iberian gauge line, 217 km long, on a single electrified track, running north-south through the project area, connecting the Meseta with Madrid.

Railway Goods Terminal:

- Muriedas Logistics Centre
(Connection with the Port of Santander)
- Torrelavega Logistics Facility
(Specialized in Intermodal Transport)
- Mataporquera Technical Facility



1. TRANSPORT INFRASTRUCTURE NETWORK IN THE SPRI LLANO DE LA PASIEGA

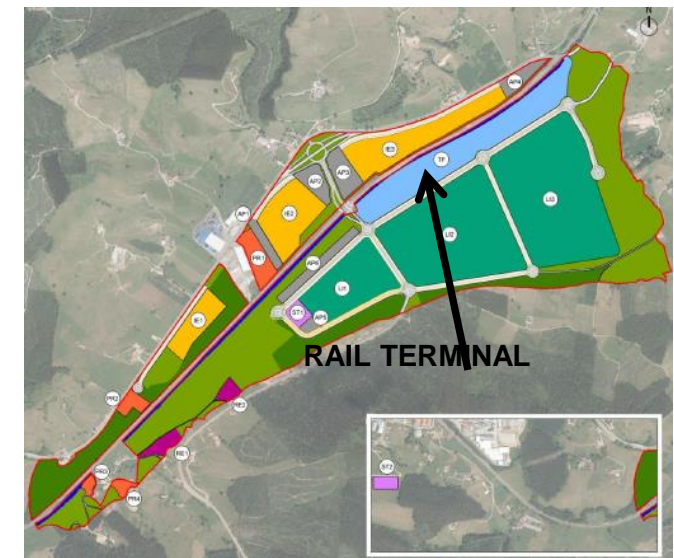
PLANNED ROAD INFRASTRUCTURE

Villaescusa-Carandía Road. The Plan for the Integrated Management of Infrastructures in Cantabria 2014–2021 includes the drafting of an Informative Study on this new link between the S-30 and A-8 motorways via the N-623 corridor, which will provide a stronger framework and better connections for future development in this area.

On 23 October 2020 the Department of the Environment issued a document establishing the scope of the environmental impact report appearing in the addenda to the Informative Study. On 21 March 2022 the Official Bulletin of the Cantabria Regional Government published the Resolution of 11 March 2022 regarding the publication of the file relating to the Addendum to the Villaescusa-Carandía Informative Study. Stage: Phase 1-A: New road connecting the S-30 motorway, Villaescusa link, with the Llano de la Pasiega and Phase 0

PLANNED RAIL INFRASTRUCTURE

Intermodal Rail Goods Terminal Llano de la Pasiega. An area within the SPRI Llano de la Pasiega will be set aside for the development of a new rail goods terminal, with an area of 140,343 m², which represents 7.20% of the total project area.



2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

INTRODUCTION

The promotion and development of the SPRI Llano de la Pasiega is one of the strategic objectives of the **Santander Port Authority**.



STRENGTHS AND WEAKNESSES OF THE SPRI LLANO DE LA PASIEGA WITHIN THE PORT'S STRATEGIC CONTEXT

The Port of Santander **needs to increase its capacity**, in order to be able to offer new forms of traffic and manage new logistic activities.

Given the impossibility of building an exterior port or of any significant infilling of the Bay, **the port can use new inland areas** in its hinterland.

LINES OF ACTION

1. Installation of logistics centres for big operators
2. Installation of a new intermodal rail terminal
3. Creation of new bussines for Ro-Ro traffic
4. Creation of capacity for complementary warehouses for bulk food and other products
5. Creation of capacity for an Integrated Goods Transport Centre
6. Creation of capacity for other activities unrelated to port use

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

1. INSTALLATION OF LOGISTICS CENTRES FOR BIG OPERATORS



- ❑ SPRI Llano de la Pasiega: possible location for **distribution centres** for big national and international operators.
- ❑ The Port of Santander will provide technical consultancy services to **25 big brands**.
- ❑ Regular container lines. North of Europe and Canary Islands. More connections next year.

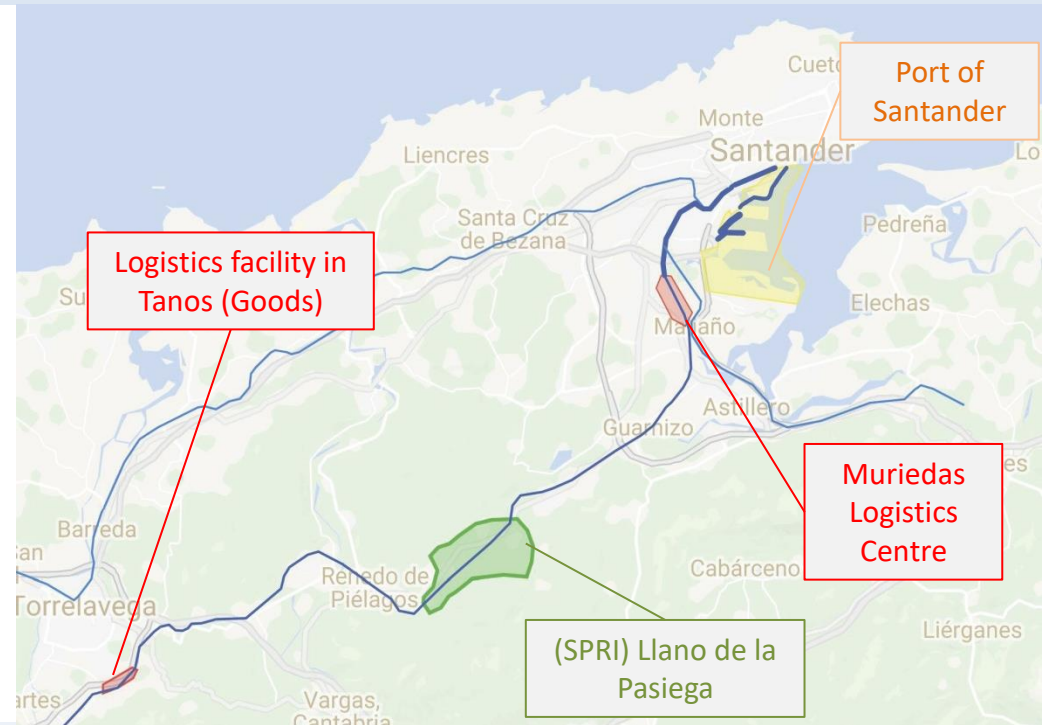
The installation of logistics centres for large distribution companies in the SPRI:

- ✓ This would create important distribution axes: North of Europe/Canary Islands-Santander-SPRI-Valladolid-Madrid and Asturias-SPRI-Basque Country, within which the SPRI will play a pivotal role.
- ✓ This would benefit the Port of Santander, by facilitating the flow of goods through the port for end customers.

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

2. INSTALLATION OF A NEW INTERMODAL RAIL TERMINAL

- ❑ Rail access to the Meseta has severe limitations in terms of weight and length.
- ❑ The **750 m long sidings** would enable longer goods trains to circulate.
- ❑ A new terminal would act as a complement, and perhaps even an alternative to the current logistics facilities in Tanos and Muriedas.



The installation of a new rail terminal in the SPRI:

- ✓ This would articulate the internal goods network between the arc around the Bay of Santander and the Torrelavega area, accommodating trains of up to 750 m.
- ✓ It would act as an alternative and/or complement to the existing facilities in Tanos and Muriedas.

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

3. CREATION OF COMPLEMENTARY CAPACITY FOR RO-RO TRAFFIC

Vehicle storage areas



- ❑ The **Ro-Ro traffic** in the Port of Santander is considered strategic.
- ❑ The SPRI could be a site for processing centres for **general cargo** (close to 45 % of total traffic in the Port), which would then be transported to the final destination.

Creation of complementary capacity for Ro-Ro traffic in the SPRI:

- ✓ This would free up space in the port currently occupied by vehicles in land transit, so increasing the capacity for vehicles for import and export.
- ✓ It would create an area adapted for finished vehicle storage.
- ✓ It would facilitate the distribution logistics operations in the automobile sector, which would take advantage of the available space and the excellent connections on offer.

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

4. CREATION OF CAPACITY FOR COMPLEMENTARY WAREHOUSES FOR BULK FOOD AND OTHER PRODUCTS

- ❑ The bottleneck obstructing certain forms of goods traffic in the Port of Santander (bulk foods, etc.) is the lack of **complementary storage**.
- ❑ One of the areas of the Port of Santander where this problem is most obvious is the **Wissocq Industrial Estate**, which congregates car dealerships and warehouses.



Creation of capacity for complementary warehouses in the SPRI:

- ✓ It would free up port space with high strategic value, currently occupied by 2nd line warehouses.
- ✓ It would separate clean ports goods operations more compatible with the Port-City area from others that have a worse environmental impact (dusty bulk foods, etc).

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

5. CREATION OF CAPACITY FOR AN INTEGRATED GOODS TRANSPORT CENTRE

Integrated Goods
Transport Centre



- ❑ The Integrated Goods Transport Centre is adjacent to the Raos Central Dock.
- ❑ Covering about 100,000 m², the operation, management and administration of the centre is the responsibility of CITRASA, S.A.
- ❑ It has **very limited space**. About 40 companies have facilities there.

The creation of capacity for an Integrated Transport Centre in the SPRI:

- ✓ This would turn it into the main City of Transport on the Cantabrian coast and in the North of Spain.
- ✓ It would serve the industrial vehicles sector in the arc around the Bay of Santander and the Besaya area.
- ✓ It would free up port space of high strategic value.

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

6. CREATION OF CAPACITY FOR OTHER ACTIVITIES UNRELATED TO PORT USE

- ❑ Some of the space within the Port of Santander is used by businesses unrelated to port activities.
- ❑ The recovery of this land for port-related commercial and logistics activities is a strategic objective of the Santander Port Authority.
- ❑ The Actimarsa Industrial Estate covers an area of about 35 ha in which different types of companies coexist.



The creation of capacity in the SPRI for other business activities unrelated to port use:

- ✓ This would free up port space of great strategic value and would also create a new docking line measuring 1.5 km.
- ✓ This would enable a better relocation of certain business activities, not only in the SPRI but also within the port itself (grouping together in specialized areas businesses such as car repair companies, seafood wholesalers, nautical-sports companies ...).

2. STRATEGIC OBJECTIVE OF THE PROJECT. PORT OF SANTANDER

CONCLUSIONS

- The development of the SPRI would provide **an opportunity for growth in port traffic**, as the internationalization of regional SMEs is a key factor in the socioeconomic development of the Cantabria Region.
- It would **improve the Port of Santander's competitive position** relative to competitors that do not have logistics areas of the capacity and quality that the SPRI del Llano de la Pasiega could have in the immediate geographic area.
- In short, it would transform Cantabria into a **huge logistics platform**.

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3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

SANTANDER- TORRELAVEGA CORRIDOR

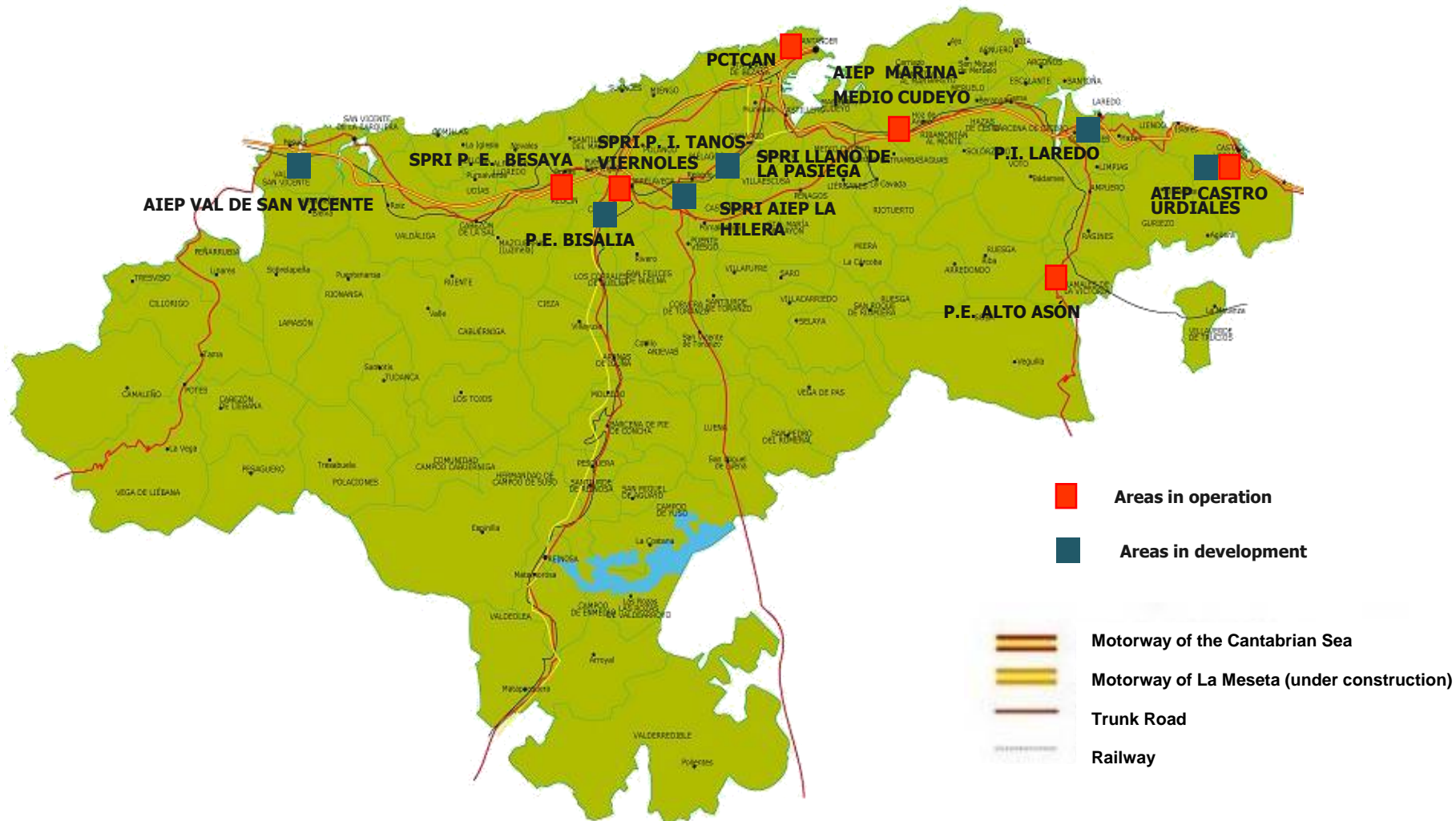


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3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

CURRENT SITUATION



3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

REASONS JUSTIFYING THE PROJECT

This Project is being developed for the following main reasons:

- The Coastal Spatial Planning Scheme (POL) sets out a number of Integrated Strategic Productive Actions. These include the Llano de la Pasiega Area for which the following objectives have been established:
 - Set aside reserves of land for the planning and setting up of new business activities
 - Guarantee an economic and functional equilibrium within the area
 - Prevent the loss of opportunities and improve the efficacy of public initiatives
 - Guarantee the maintenance of the region's economic structure
 - Set up a new Intermodal Rail Terminal
 - Establish an industrial logistics axis in which a Regional Intermodal Logistics Platform can be developed, with an impact stretching beyond the region, in close collaboration with the Port of Santander.
- The Port of Santander has expressed great renewed interest in participating in the Project and supports the installation of a new intermodal rail terminal, port-related logistics and industrial facilities, together with facilities for non-port activities currently occupying space within the port.
- The projects planned by the Ministry of Development regarding **improvements in rail communications**.
- The decision to build a **new road infrastructure connecting** the Llano de la Pasiega with the high capacity road links in Cantabria, as specified in the Integrated Infrastructure Management Plan for Cantabria.
- The need to create new industrial land in the region's main economic axis

3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

CHARACTERISTICS OF THE PROJECT

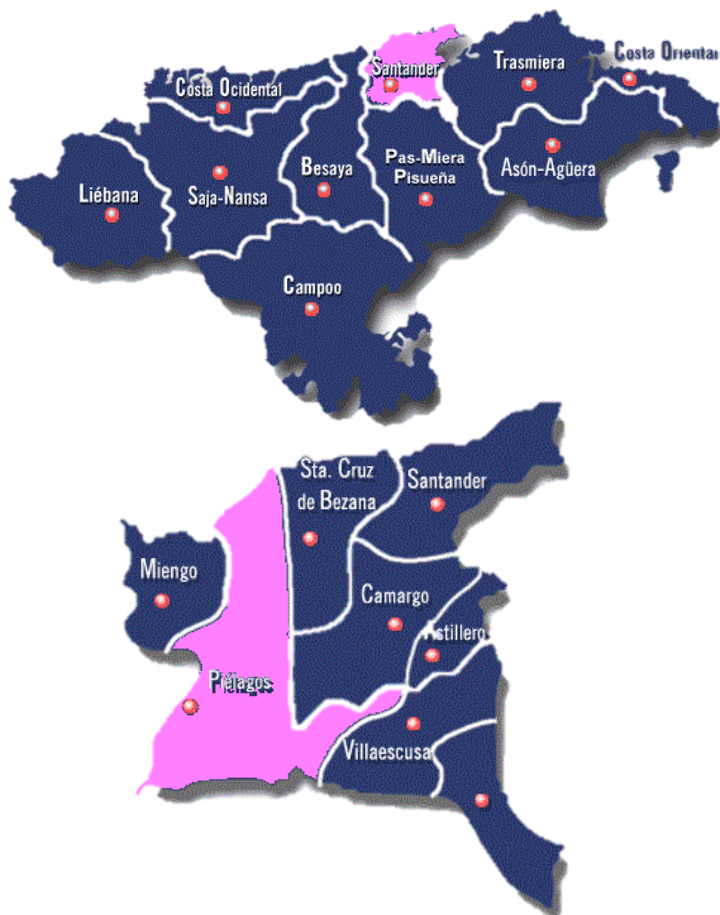
Special Project of Regional Interest (SPRI) Llano de la Pasiega in Piélagos:

- ✓ Equivalent degree of detail as in a Partial Town Plan or an Urban Development Project.
- ✓ Content in line with Cantabria Regional Law 2/2001, of 25 June, on Territorial Planning and the Urban Land Planning Regime in Cantabria.
- ✓ It consists of: a Planning Document, an Urban Development Project and a Strategic Environmental Study.
- ✓ It includes the infrastructures and services that will guarantee its connections with external networks.

3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

LOCATION OF PROJECT AREA

The land that falls within the SPRI de Llano de la Pasiega belongs to the **municipal area of Piélagos**. It has the following boundaries:



3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

POINTS OF INTEREST



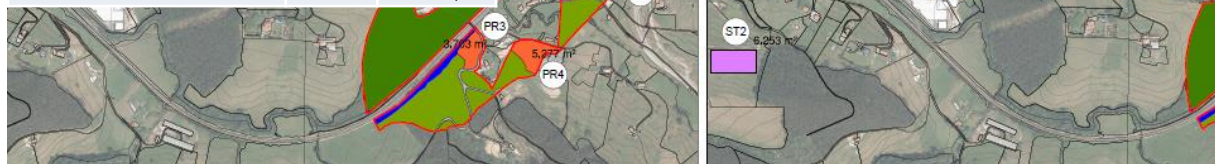
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PROPOSED ZONING SCHEME

Zoning	Plots	Surface Area (m3)	Accumulated Total (m3)
Productive Plots	Industrial Logistics	155.063,00	
	Industrial Logistics	224.976,00	567.429,00
	Industrial Logistics	294.390,00	
	Industrial/Business	32.353,00	
	Industrial/Business	61.780,00	172.372,00
	Total Productive Plots		739.801,00
Rail Terminal	Rail Terminal	140.343,00	140.343,00
	Total Rail Terminal		140.343,00
Free Spaces	Free Spaces for Public Use	195.778,00	698.685,00
	Landscaped Area	502.507,00	698.685,00
Technical Services	Technical Services	8.707,00	14.960,00
	Technical Services (Exterior)	6.253,00	14.960,00
Pre-existing Facilities	Pre-existing Facilities	21.476,00	
	Pre-existing Facilities	9.483,00	39.939,00
	Pre-existing Facilities	3.703,00	
	Pre-existing Facilities	5.277,00	39.939,00
Rehoused Facilities	Rehoused Facilities	10.899,00	
	Rehoused Facilities	7.104,00	18.003,00
Road Network	Road Network (Interior)	177.325,00	
	Road Network (Exterior)	1.151,00	186.192,00
	Road Network (Existing)	7.716,00	
	Total Road Network		186.192,00
Car Parks	Car Parks	8.505,00	
	Car Parks	15.549,00	
	Car Parks	19.949,00	82.445,00
	Car Parks	13.744,00	
	Car Parks	4.362,00	
	Car Parks	18.044,00	82.445,00
General Rail System	General Rail System	28.764,00	28.764,00
	General Rail System		
	General Rail System	28.764,00	28.764,00
Total Interior Area			1.941.727,00
Total Area of SPRI Exterior and Interior			1.949.131,00



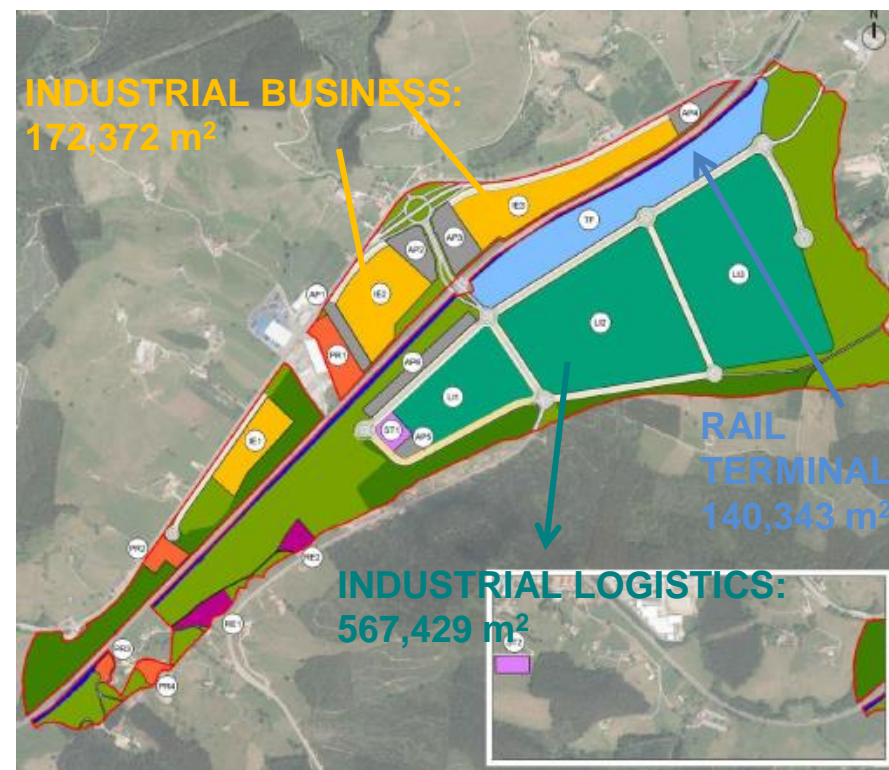
LEYENDA

	Boundaries
	Industrial Logistics
	Industrial Business
	Rail Terminal
	Car Park
	Public Road
	Pre-existing Facilities
	Rehoused Facilities
	Technical Services
	Free Spaces for Public Use
	Landscaped Areas

3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

SURFACE AREAS OF PRODUCTIVE LAND USES

Productive Area	739,801 m ²	37.96 %
Rail Terminal	140,343 m ²	7.20 %
Technical Services	14,960 m ²	0.77 %
Free Space for Public Use	698,685 m ²	35.85 %
Preexisting, rehoused	57,942 m ²	2.97 %
Road network	186,192 m ²	9.55 %
Parking areas	82,445 m ²	4.23 %
Total Zoning Area	1,949,131 m²	100 %



3. PLANNING PROPOSAL FROM THE ROUGH DRAFT OF THE PLAN

PRODUCTIVE USES AND RAIL TERMINAL: COMPATIBLE AND COMPLEMENTARY

RAIL TERMINAL

- The setting up of this terminal is a top priority for the development of the SPRI.
- Useful track length of 750 m.
- It will permit intermodality given that an industrial, logistics and transport area is being planned around it.
- Using the sidings, goods could be supplied from the Port to companies in the Besaya area (currently through Torrelavega).

INDUSTRIAL LOGISTICS

- Installation of a large logistics centre for distribution (200,000 m²), or several medium-sized or small logistics centres (50,000 m²).
- Facilities for logistics operations involving the distribution of Ro-Ro traffic, (areas of around 65,000 m²).
- Location of industries that can take advantage of the available land and the excellent port, rail and road connections.
- Increase in the capacity of the port: areas for the storage and management of goods such as cars and bulk foods, areas for the consolidation and deconsolidation of containers, reserve areas, etc.

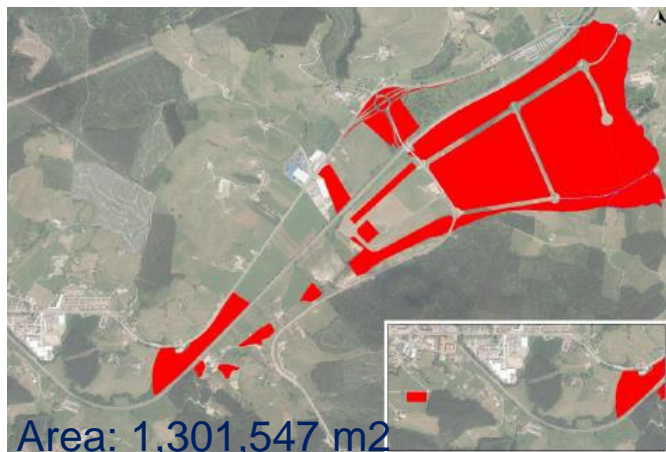
INDUSTRIAL BUSINESS

- Plots of land set aside for industrial production or conventional business activities.
- Relocation of companies currently on port land with lines of business unrelated to port work.
- Generic production land for complementary business activities or services, necessary due to the synergies created by the setting up of an intermodal terminal and the logistics activity in the area.

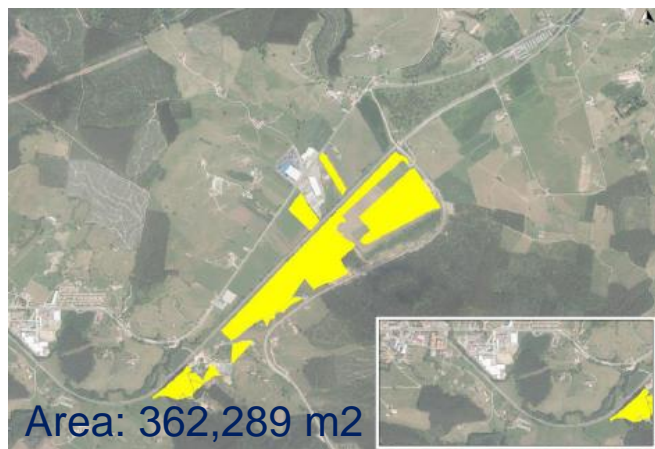
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PHASES OF EXECUTION OF THE PROJECT: PHASE I

PHASE I. STAGE 1



PHASE I. STAGE 2



It is proposed that the development of the SPRI take place in **two Phases: I and II**, and that **Phase I** be divided into **two stages of urban development**.

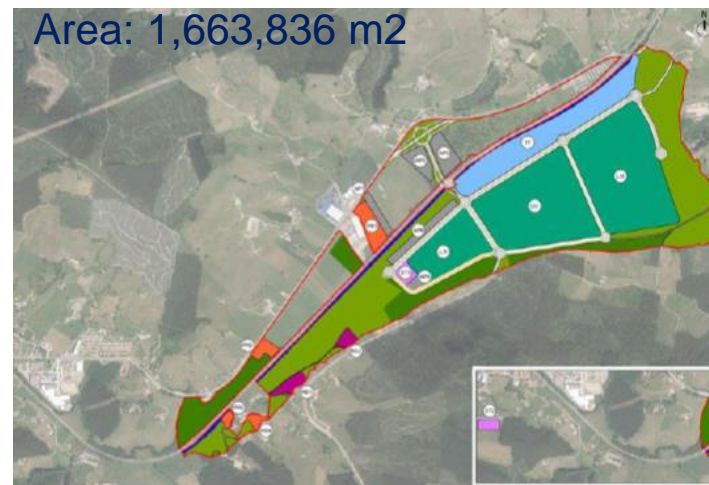
PHASE: Technical and economic autonomy

Cumplies with the minimum provisions with regard to its area and planning

STAGE: Successive parts into which the execution of phases may be divided or area

Minimum area for the purposes of obtaining land.

ZONING PHASE I

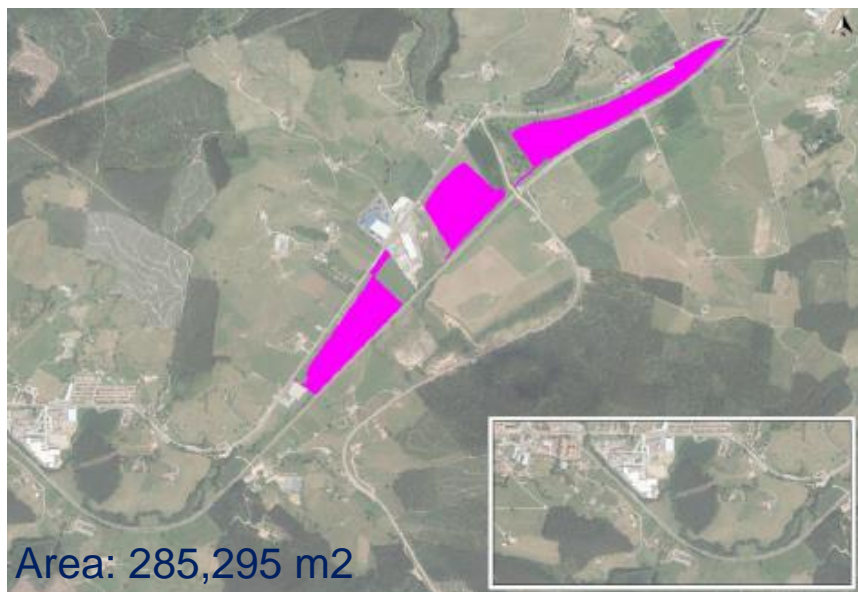


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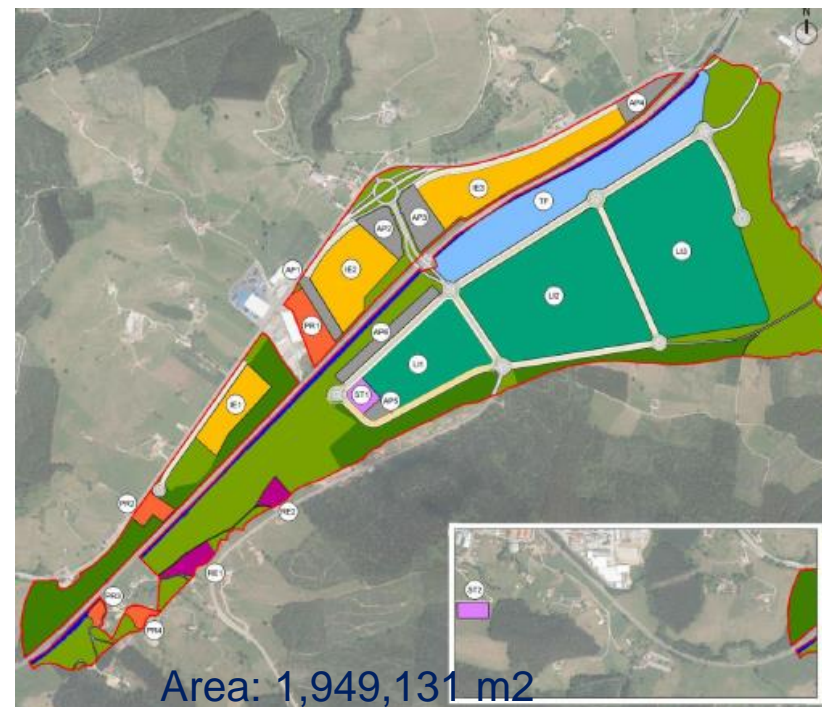
PHASES OF EXECUTION: PHASE II

- Dependent on Phase I; it may be carried out once Phase I has been finalized.
- Phase II does not have to be carried out immediately.
- It could be delayed until such a time as the need to increase the capacity of the Industrial Business Area is envisaged.

PHASE II



ZONING PHASE I + PHASE II



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NEW ACCESS ROAD



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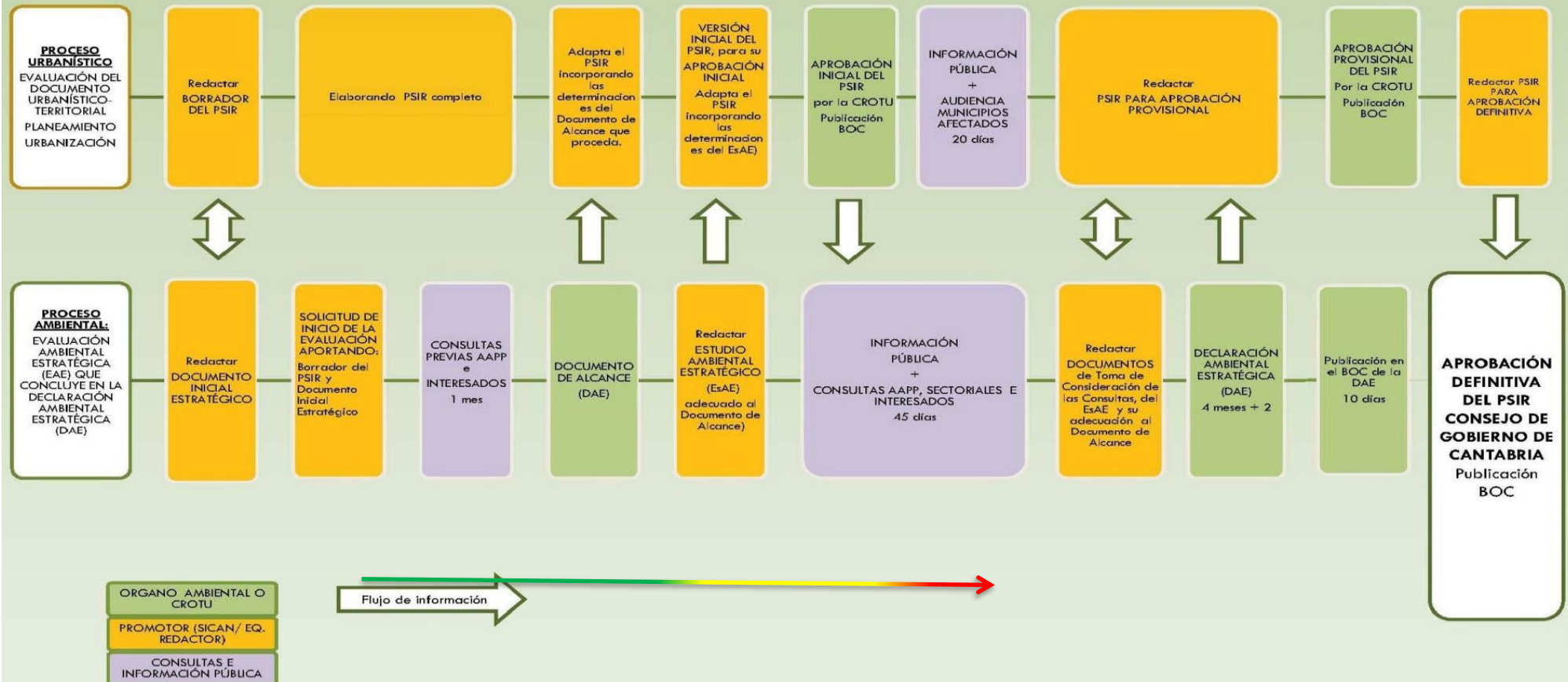
INFOGRAPHIC



4. CURRENT STATE OF THE WORKS

PHASES AND PARTIAL DEADLINES FOR PERFORMANCE OF THE WORK

ACCOMPLISHED



5. CONCLUSIONS

1

It will become the **main logistics platform** in the region.

2

It will occupy a central position on the **Santander-Torrelavega business axis** and will enjoy excellent connections: **port, rail and road**.

3

It will be a large **intermodal platform**, which will enable it to **attract** future industrial development and logistics projects.

4

It will provide an opportunity to **increase port capacity**, so making **the Port of Santander more competitive via the creation of logistics areas** with the capacity and quality that the SPRI could offer.

SPECIAL PROJECT OF REGIONAL INTEREST (SPRI) LLANO DE LA PASIEGA



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