

## Points to speak to

1. As landowners of deferred industrial, we bought with the long-term view of sub-division and industrial rentable buildings for a passive income into retirement
2. We're happy to see the progress being made on lifting deferment but extremely concerned about the possible no sub-division provision, and the "removal of buildings and abandoning land at some trigger point". This seems a very dramatic approach with no thought to mitigation or innovation of building.

We understand the Planners' thoughts, but from a building perspective there is opportunity to find solutions.

In my opinion, this would be like creating an industrial area in the same fashion as a caravan park for living accommodation. Lower-class and not anything we could be proud of, or that our council should encourage. You would be creating ad-hoc, temporary, not well-maintained buildings. Whereas, paying to do it properly, there would be a subdivision of similar standards to Estuary, Gibbons and Coman.

The value of the land will be greatly reduced if it cannot be subdivided. Most small industry would be seeking a smaller parcel of land and building. Very few operators require large parcels of land like a trucking company.

Buildings that are transportable and removable are generally more expensive to build, limited in their end use and more prone to damage if water was to enter.

Concrete is more durable, versatile, and if water did cover even 4-5 times in its lifetime it would do little to no damage.

Raising the land level would be a relatively small cost (about 10%) of a finished industrial section site. It would make this land suitable for long-term industrial use with minimal risk to the council and could be done over time using recycled material.

3. While sea level rise is something the next generation may have to deal with, we can use fore-thought and preventive measures with building and engineering innovation to prevent or minimize the effect this would have on this area of land.

***eg Tahuna Beach was being eroded. Innovative engineering reversed erosion. We shouldn't deny Engineers the opportunity to find a solution.***

- Ravensdown has a Bund wall / Stop Bank. Nelson Pine has a Revetment / wall protecting them from sea level rising. This leaves 580 metres between them. By constructing similarly along with head of this estuary, it would protect the cycle way, lower queen street and approximately 40 hectares of land.
  - We note the climate report for Nelson Airport suggests a stone wall to mitigate rising sea levels.
  - Whakatu Drive has stone protection for the same reasons.
  - By recycling hardfill from the Nelson area our properties could be raised
4. It is my understanding the deferment on the Drummond Block (corner Swamp Rd / Queen Street) and the Commercial Vehicle Centre, have both had deferments lifted without a non-subdivision rule attached. Drummonds block has been re-contoured to approximately 4.5, and CVC a finished floor level of 4.6.

If it's high enough for their buildings, then it should be high enough for their neighbours.