

Gore District Council Recommendation



OUTLINE PLAN APPROVAL

Resource Management Act 1991

Application reference	OTHR26708
Requiring Authority	KiwiRail Holdings Ltd
Proposal	An application under Section 176A for an Outline Plan Approval to undertake upgrade and maintenance works to the former Mataura Railway Station.
Location	90 Main Street, Mataura
Legal Description	Part Section 2 Block IV TN OF Mataura and Section 1 Block IV TN OF Mataura
Designation	KRH-1 – Railway Purposes – Main South Line (includes rail bridges and level crossings)
Recommendation	No changes requested
Date	25 September 2026

SUMMARY OF RECOMMENDATION

1. No Changes are requested to this Outline Plan pursuant to section 176A(4) of the RMA. This recommendation is made by Werner Murray on 25 September 2026 under delegated authority pursuant to Section 34A of the RMA.

1. PROPOSAL

SECTION 176A OF THE RESOURCE MANAGEMENT ACT 1991

Section 176A of the Resource Management Act 1991 establishes the procedure for dealing with works on land where that land has been designated for a certain purpose.

(1) Subject to subsection (2), an outline plan of the public work, project, or work to be constructed on designated land must be submitted by the requiring authority to the territorial authority to allow the territorial authority to request changes before construction is commenced.

(3) An outline plan must show -

- (a) The height, shape, and bulk of the public work, project, or work; and*
- (b) The location on the site of the public work, project, or work; and*
- (c) The likely finished contour of the site; and*
- (d) The vehicular access, circulation, and the provision for parking; and*
- (e) The landscaping proposed; and*
- (f) Any other matters to avoid, remedy, or mitigate any adverse effects on the environment.*

The site at 90 Main Street, Mātaura is designated under both the Operative District Plan and Proposed District Plan for railway purposes. Under the Operative District Plan the site is subject to Designation D1 “Main Trunk Railway”. Under the Proposed District Plan the site is subject to Designation KRH-1 “Railway Purposes – Main South Line (includes rail bridges and level crossings”. The requiring authority for the designation is KiwiRail Holdings Limited. The Proposed District Plan designation has no conditions.

The requiring authority for Designation KRH-1 is KiwiRail Holdings Limited.

Proposal

KiwiRail Holdings Limited has submitted an outline plan for upgrade and maintenance works to the former Mātaura Railway Station at 90 Main Street, Mātaura. The outline plan provides for the following work:

- Temporary removal of platform-canopy roofing and the non-original wooden shelter wall at the northern end of the canopy to allow scaffolding to be erected, followed by reinstatement on completion
- Full scaffolding and temporary tenting around the station building, followed by mobile scaffolding for the lower-level timber repairs and repainting
- Removal of the existing asbestos-cement roof tiles and old sarking, repairs to rafters and sarking as necessary, removal of debris, and cleaning and repointing of the chimneys
- Installation of 44 x 44 cm PREFA rhomboid roof tiles, repair or replacement of valley gutters and associated timberwork, and external timber repairs and repainting. Any unusable canopy roofing will be replaced with corrugated metal roofing of the same profile.

This recommendation relates only to the Mātaura Railway Station works described in Section 3 and Appendices A and B of the submitted outline plan application.

KiwiRail Holdings Limited is the requiring authority and is obtaining an Outline Plan under Section 176(1)(b) of the Resource Management Act to undertake the works within the Main South Line (Designation KRH-1).

2. SITE DESCRIPTION

The former Mataura Railway Station occupies a narrow triangular site between Main Street and the Main South Line. The site contains the station building and platform canopy, areas of hardstand, mature trees and low level landscaping, and is served by two existing vehicle crossings from Main Street. The proposed work is confined to the existing station building, then canopy and the immediately adjoining area needed for scaffolding.

The station is identified as HH-3 in the Proposed District Plan, with the entire external envelope protected, and is listed by Heritage New Zealand Pouhere Taonga as Category 2 historic place (List No. 7345). Its principal architectural values include the gabled 'Troup Vintage' form, patterned roof and original cresting, brick chimneys, decorative timberwork, sash windows and the platform canopy.

3. RECOMMENDATION

Under Subsection 176A(4), Council may, within 20 working days after receipt of the outline plan, request the requiring authority to make changes to all or any of the proposal contained in the plan.

The information supplied, including the Applicants clarification on construction traffic and Three Waters servicing and the HNZPT comments dated 18 September 2026, is sufficient to understand the proposed work and its effects. Council's Transport and Three Waters teams have confirmed that the applicant's clarifications address their initial queries and that they have no further matters to raise. For the reasons set out below, no changes are requested to the Outline Plan under section 176A(4).

4. REASONS FOR RECOMMENDATION

The Outline Plan is required to address all of the requirements of section 176A(3). The matters required to be shown as part of any outline plan, and the effects of the proposal are addressed below:

The height, shape, and bulk of the public work, project, or work

The permanent work does not alter the station footprint, height, roof geometry or overall building form. The existing asbestos-cement roof tiles will be replaced with 44 x 44 cm PREFA rhomboid tiles in light grey, and the existing concrete ridge tiles will be replaced with a compatible PREFA ridge cap in Brick Red (RAL 8004). HNZPT supports this roofing solution as closely replicating the size, colour, rhythm and visual appearance of the existing roof while addressing the asbestos and product-performance constraints. The scaffold and weatherproof tenting will temporarily increase the apparent bulk of the building, but are construction measures only and will be removed once the works are completed.

The location on the site of the public work, project, or work

The work is located on the existing station building and platform canopy, with temporary scaffolding immediately around them. The submitted plans and the Council mapping confirm that the work area is within D1 and KRH-1 designation boundaries. No permanent expansion of the developed footprint is proposed.

The likely finished contour of the site

No earthworks or permanent change to ground levels is proposed. The finished contour of the site will remain unchanged.

The vehicular access, circulation, and the provision for parking

The two existing vehicle crossings, onsite circulation and parking arrangements will not change. The applicant has confirmed that no heavy vehicles are required. A light truck fitted with a crane will attend once to erect the scaffold and once to dismantle it; other construction movements will comprise light

trucks and vans. Vehicles will use the existing crossings as an entry and exit, consistent with the current access pattern, and contractor parking can be accommodated onsite. The applicant advises that a traffic management plan will not be required because of the limited number and type of vehicle movements. Council's Transport team reviewed this clarification and confirmed that it is satisfied and has no further concerns. No change to the Outline Plan is therefore required in relation to access, traffic or parking.

The landscaping proposed

No new landscaping or permanent vegetation removal is proposed. The existing mature trees and low-level landscaping are outside the building work and will remain. No change to the outline plan is required in relation to landscaping.

Other matters to avoid, remedy, or mitigate any adverse effects on the environment

Heritage and Visual Effects

The work is primarily repair, maintenance and replacement of deteriorated materials. The station's height, roof form, chimneys, canopy and decorative form will be retained. The chimneys will be cleaned and repointed, timberwork repaired and repainted, and the temporarily removed canopy roofing and shelter wall reinstated. Existing corrugated iron canopy roofing will be reinstated where practicable, with replacement limited to sheets that are beyond repair and using the same profile.

The principal permanent change is the replacement of the deteriorated asbestos-cement roof tiles and associated concrete ridge tiles. HNZPT has reviewed the Outline Plan and, in its letter dated 18 September 2026, expressly supports the proposed 44 x 44 cm PREFA rhomboid roof tiles in light grey and the compatible PREFA ridge cap in Brick Red (RAL 8004). HNZPT considers the roofing replacement to have less than minor effects on the station's heritage values and considers the wider repair, replacement and restoration works to have been developed to minimise physical and visual impacts on the heritage fabric. HNZPT is satisfied that the works are generally consistent with heritage conservation principles and anticipates a positive heritage outcome, subject to the works being undertaken as outlined and ongoing consultation where heritage issues arise during construction. On this basis, the heritage and permanent visual effects are acceptable and no change to the Outline Plan is required.

Temporary construction and amenity effects

Scaffolding and weatherproof tenting will be visible from Main Street and the rail corridor, but only for the duration of the maintenance work. Construction noise, deliveries and vehicle movements will also be temporary. The enclosure around the building provides a defined work area and the applicant has confirmed that there is sufficient onsite space for worker vehicles. Having regard to the limited construction traffic described above and Council Transport's confirmation that it has no further concerns, temporary construction and amenity effects are acceptable.

Summary:

The outline plan meets all requirements of Section 176A(3), the work is within the railway purpose of the designations, and the effects are considered to be an acceptable level. On this basis, no changes to the Outline Plan are recommended.

5. OTHER MATTERS

KiwiRail Holdings Ltd as the Requiring Authority has the opportunity to either accept or reject the above recommendation. Please advise in writing within 15 working days whether this recommendation is accepted.

The following implementation matters are noted for the requiring authority:

- The works should be undertaken in accordance with the submitted Outline Plan and HNZPT comments dated 18 September 2026. Consistent with HNZPT's advice, HNZPT should be consulted if heritage issues arise during construction.
- The applicant has confirmed that the construction proposal does not require a traffic management plan or occupation of the road corridor. If that changes and works within the road corridor are proposed, any separate approval required by the relevant road controlling authority remains the responsibility of the requiring authority.

The costs of processing the request are currently being assessed and you will be advised under separate cover whether further money is required or whether a refund is owing to you. The requiring authority shall pay to Council all required administrative charges fixed by the Council pursuant to Section 36 of the Act, which are in relation to:

- i) the administration, monitoring and supervision of this recommendation; and
- ii) charges authorised by regulations.

This Outline Plan Approval is not a building consent granted under the Building Act 2004. A building consent must be obtained before construction can begin.

If you have any enquiries please contact the duty planner on phone (03) 209 0330 or email planning@goredc.govt.nz.

Prepared by



Steven Ramanlal, Planner

Decision made by



Werner Murray

Appendix A: Approved Plans

This Outline Plan Approval is limited to the Mataura Railway Station repair, restoration and maintenance works shown on the following plans and documents.

1. Origin, Mataura Railway Station, 90 Main Street Mataura:
 - a. Station Perspective View, Sheet A100, Rev 2.
 - b. Site Plan Existing, Sheet A004, Rev 2.
2. Scaffold Plans
 - a. Concept 3D View_ARKD-08185-0726-R1.nwd, pages 9-16.
3. Heritage New Zealand Pouhere Taonga, "Mataura Railway Station (Former), Main Street Mataura: Outline Plan Comments", dated 18 September 2026.

APPENDIX A – APPROVED PLANS



NOTES:

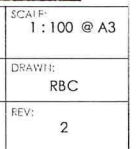
All dimensions to be verified on site before making any shop drawings or commencing any work.

The copyright of this drawing is jointly owned by the Client and Origin Consultants Ltd on payment in full of Origin Consultants Ltd's fees.

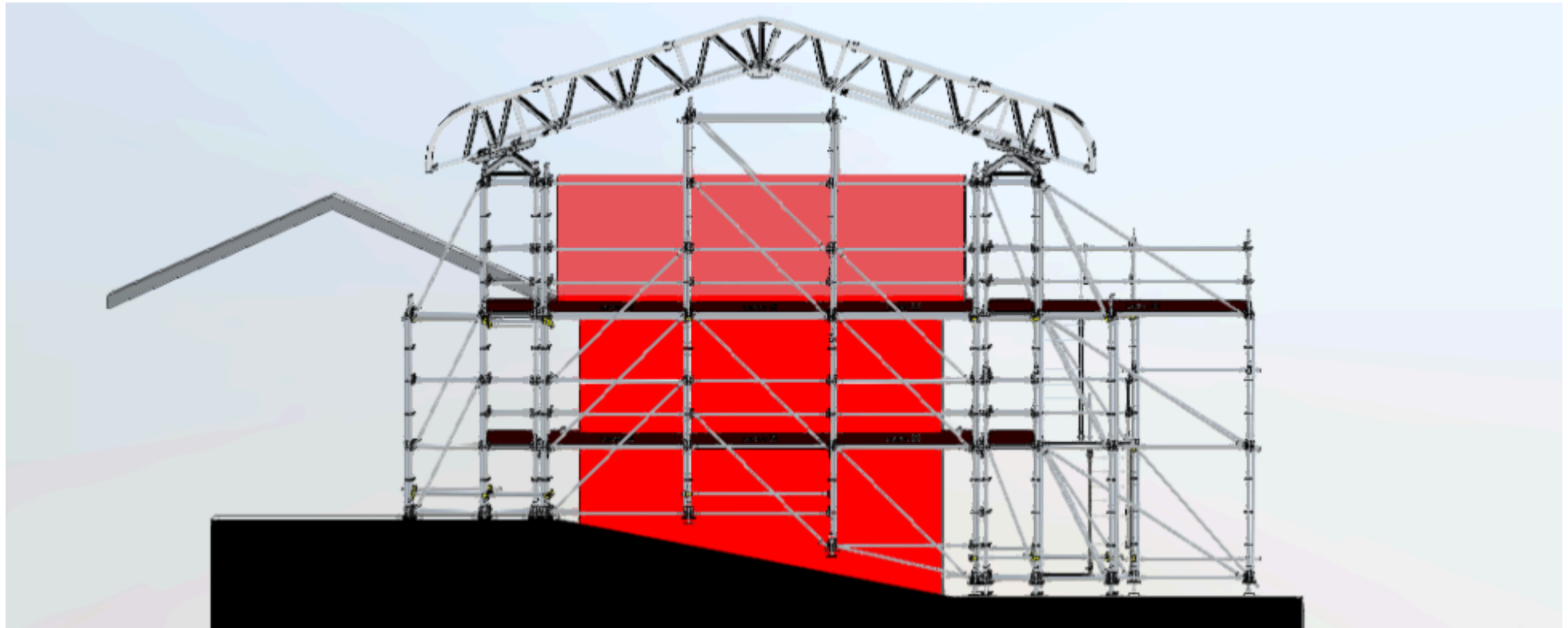
REVISION	DESCRIPTION	DATE
1	Feasibility Study Draft	2022.02.22
2	Feasibility Study	2022.05.24

PROJECT: MATAURA RAILWAY STATION		DRAWING: Station Perspective View		SCALE:
ADDRESS: 90 Main Street, Matura		CLIENT: Gore District Council		DRAWN: RBC
office@originleam.co.nz		PROJECT NUMBER: 776	SHEET: A100	REV: 2
PO Box 213 Queenstown 03 442 0300				

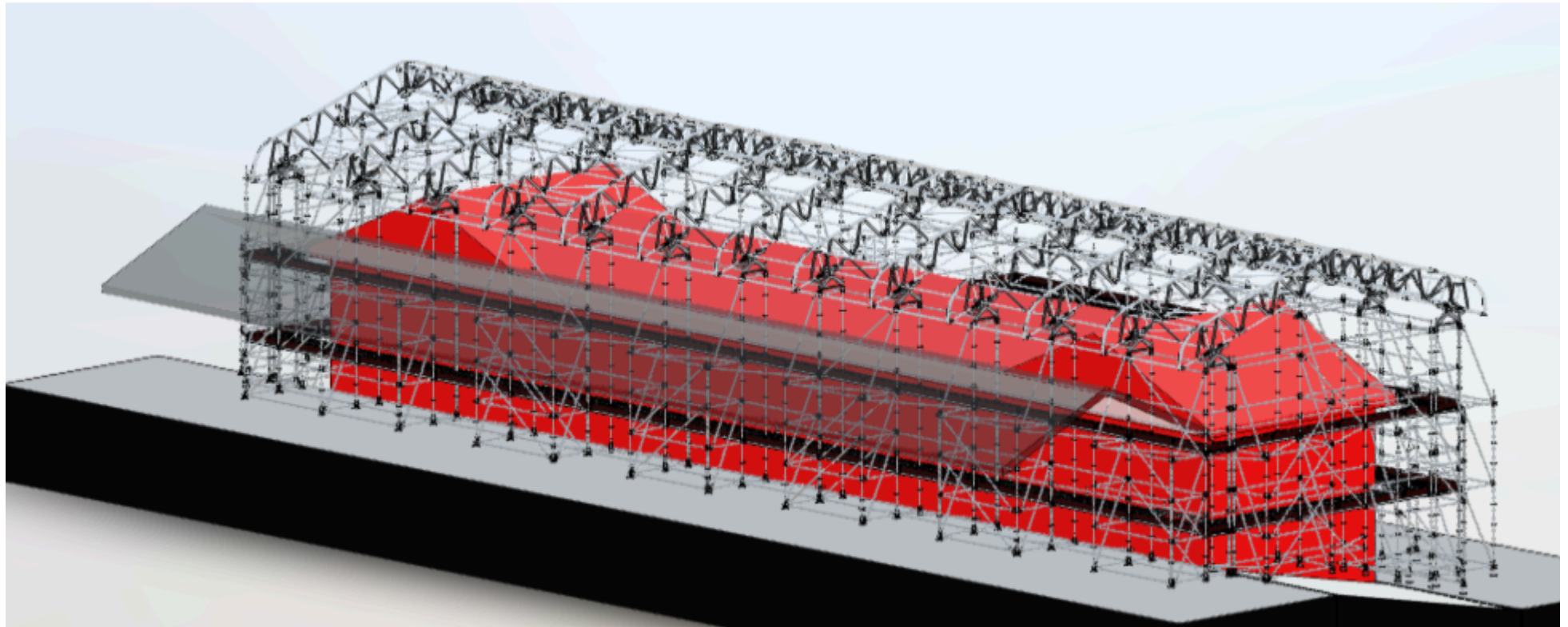
1 Existing Site Plan
1:100



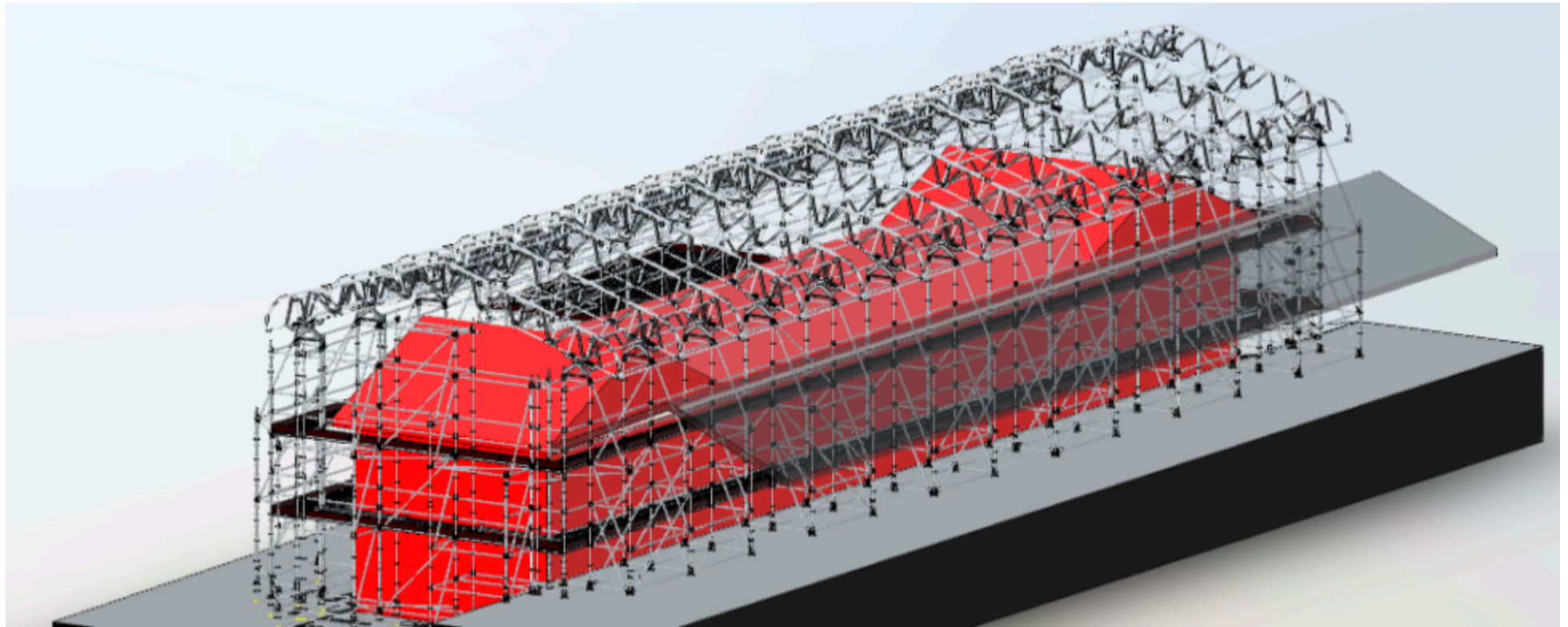
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Concept 3D View_ARKD-08185-0726-R1.nwd



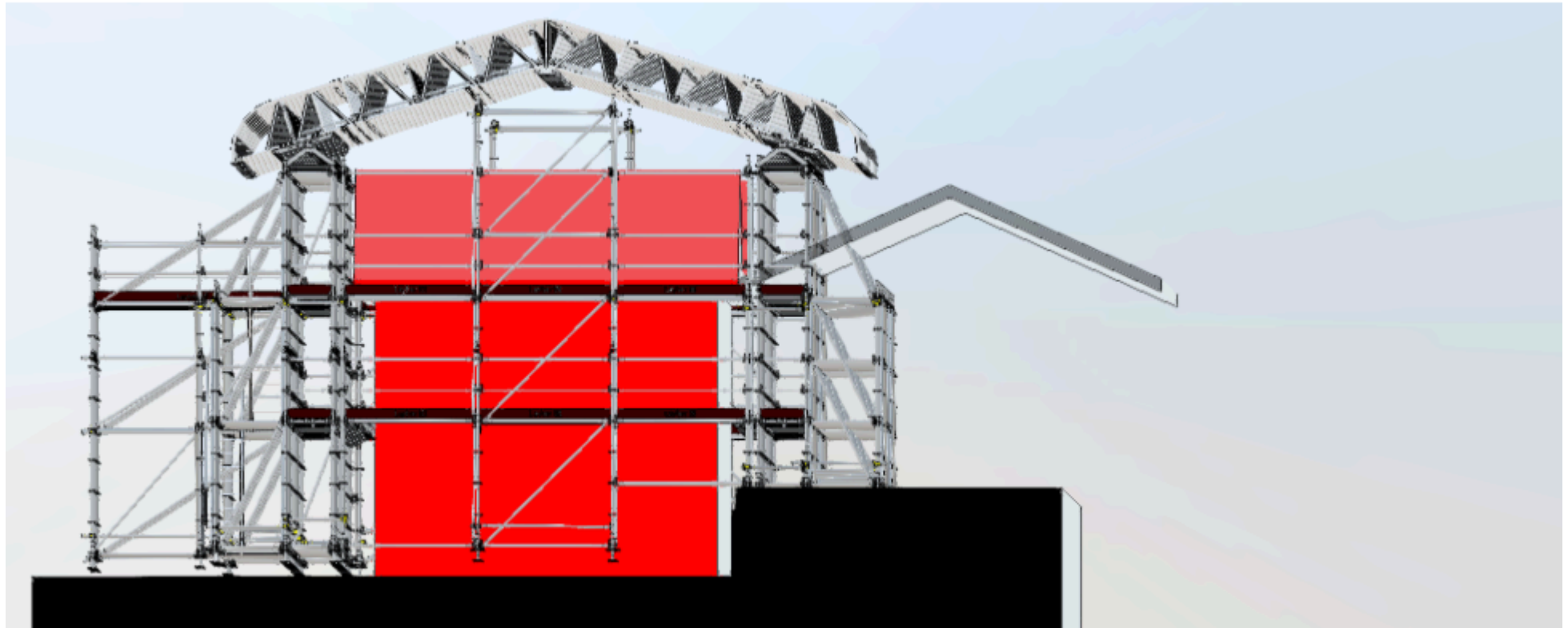
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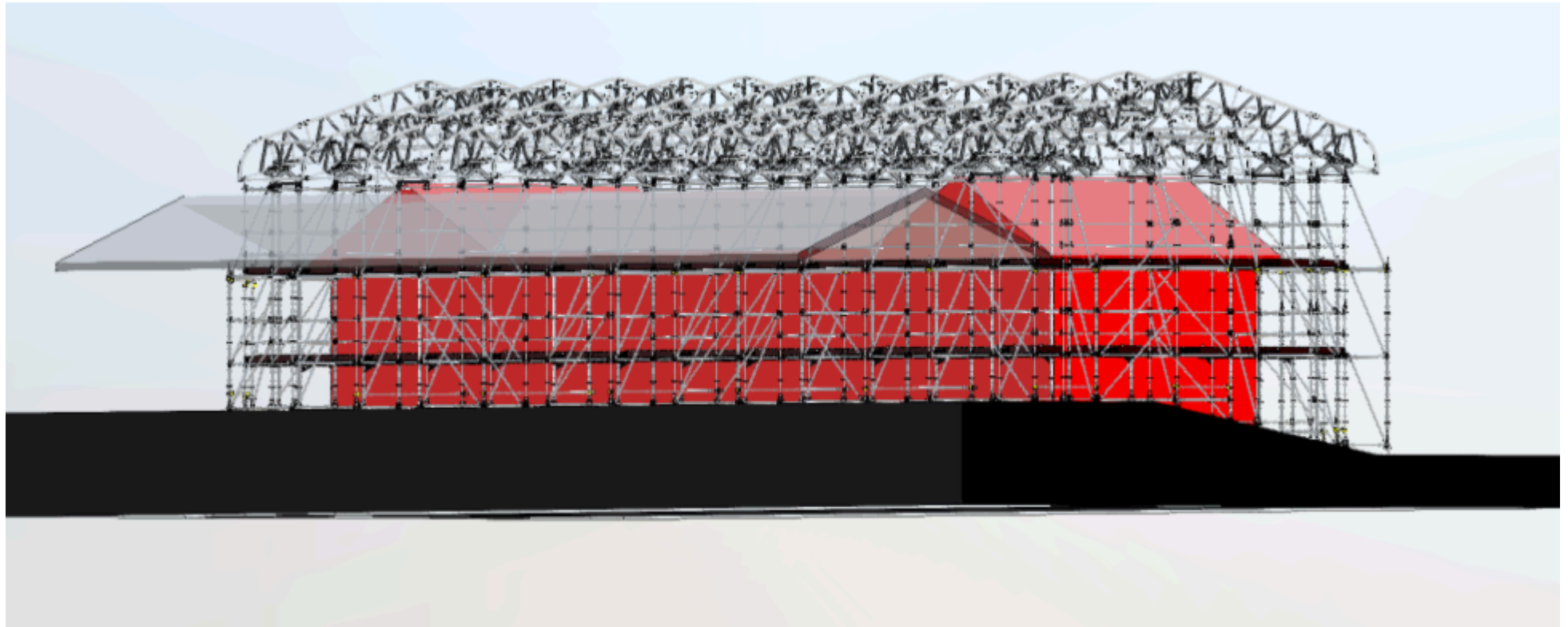
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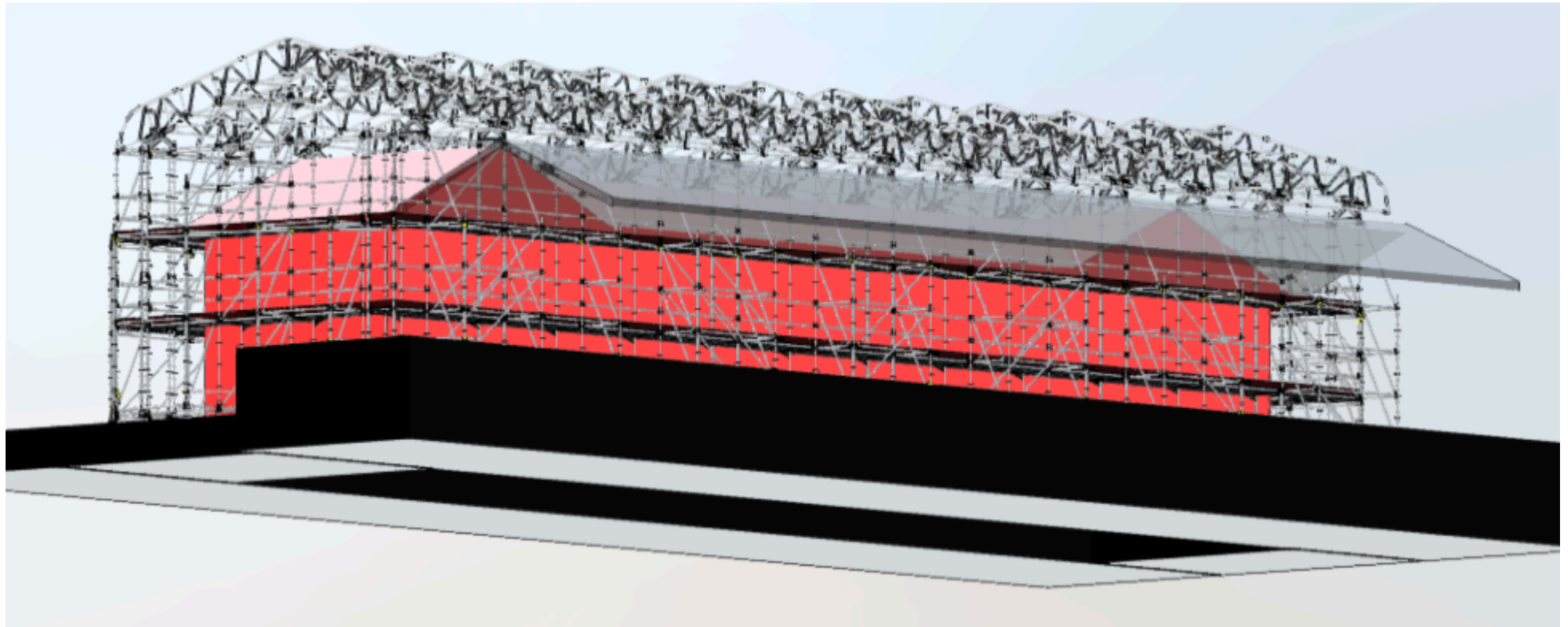
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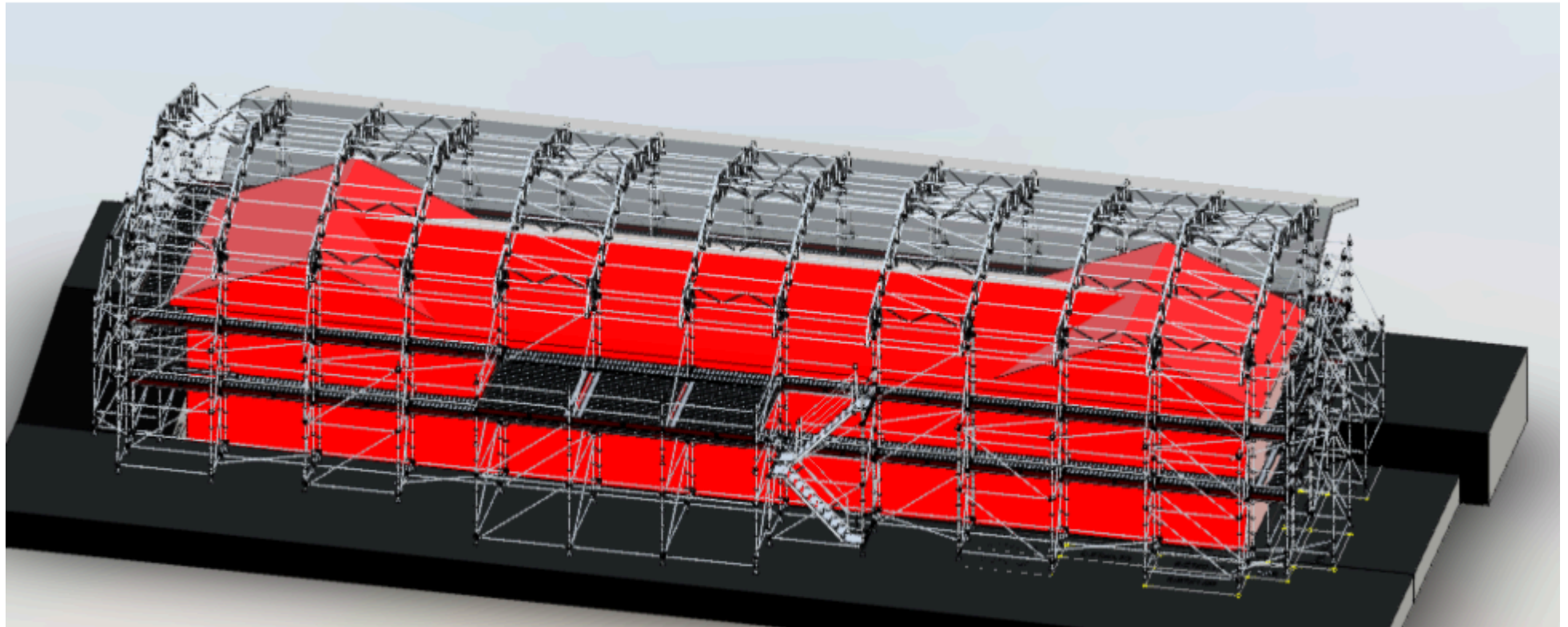
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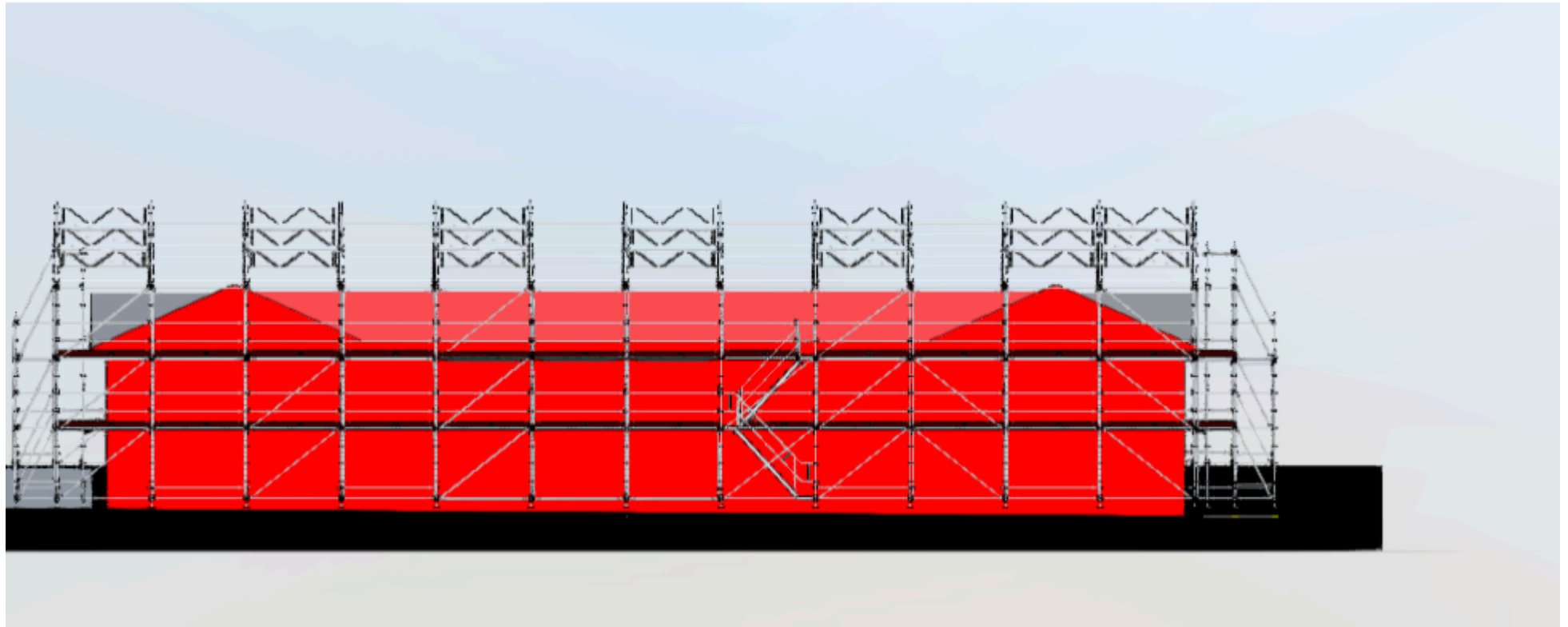
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18 September 2026

MATAURA RAILWAY STATION (FORMER), MAIN STREET MATAURA:

OUTLINE PLAN COMMENTS

Introduction

Heritage New Zealand Pouhere Taonga (HNZPT) has reviewed the Outline Plan of Works for the proposed repair, restoration and maintenance works to the former Mataura Railway Station at 90 Main Street, Mataura. The station is a Category 2 historic place on the New Zealand Heritage List/Rārangi Kōrero (List No. 7345) and is identified as HH-3 Former Mataura Railway Station in the Gore District Plan. The building was designed by renowned New Zealand Railways Department architect George Troup and constructed in 1921.

The Mataura Railway Station is under the stewardship of the Rail Heritage Trust (RHT). The station is located on the Invercargill-Dunedin rail corridor and was under KiwiRail until August 2025, when the building was transferred to the Rail Heritage Trust with the expectation that it would be restored and maintained for future generations. KiwiRail still owns the site as part of the rail corridor.

HNZPT Assessment

The existing roof is clad with approximately 1,300 asbestos cement tiles measuring around 400mm x 400mm, laid in a distinctive diamond pattern. While some individual tiles appear to have been replaced or patched over time, the roofing material has significantly deteriorated, and both the roof cladding and substrate now require comprehensive replacement.

Given the asbestos content of the existing tiles, a like-for-like replacement is not considered appropriate. The proposed replacement roofing material comprises PREFA 44x44 rhomboid roof tiles in light grey. HNZPT supports the proposed use of this product, as it addresses the health and safety risks associated with the existing asbestos-containing materials while carefully replicating the size, colour, rhythm and visual appearance of the original roofing system. The proposed replacement is considered to result in less than minor effects on the heritage values of the station.

HNZPT understands that investigations were undertaken into the reuse of the existing concrete ridge tiles as part of the proposed roofing system. However, two key constraints were identified:

- The PREFA roofing system requires a ventilated ridge arrangement.
- The existing concrete ridge tiles are incompatible with the mortar requirements and installation system necessary for the proposed roof.

Accordingly, HNZPT supports the replacement of the existing concrete ridge tiles with the compatible PREFA ridge cap in colour 04 Brick Red (RAL 8004), which closely matches the appearance of the existing ridge treatment. The proposed approach ensures compliance with product warranty requirements while maintaining the durability and long-term performance of the roofing system.



Scope of Works

In addition to the roofing replacement, the proposed works include:

- Removal and replacement of deteriorated sarking;
- Necessary repairs to roof rafters and associated timberwork;
- Removal of accumulated debris, including bird nesting material, from the roof and ceiling spaces;
- Cleaning and repointing of existing chimneys using lime mortar;
- Repair and repainting of exterior timberwork and building façades;
- Repair or replacement of valley gutters and associated roof drainage components;
- Temporary removal of portions of the platform canopy and shelter wall to facilitate access;
- Assessment and reinstatement of existing corrugated iron roofing to the platform canopy where practicable, with replacement limited to sheets deemed beyond repair; and
- Reinstatement of removed building elements such as corrugated iron and timber elements following completion of the works.

HNZPT considers that the proposed works have been carefully developed to minimise both physical and visual impacts on the heritage fabric of the building while addressing longstanding maintenance issues. The approach appropriately balances conservation outcomes with practical requirements associated with building safety, durability and ongoing use.

HNZPT is satisfied that the proposed repair, replacement and restoration works have been carefully considered and are generally consistent with heritage conservation principles. The proposed roofing solution appropriately responds to the health and safety risks presented by the existing asbestos roofing while maintaining the historic character and appearance of the building.

HNZPT is confident that, subject to the works being undertaken as outlined in the Outline Plan and with ongoing consultation where heritage issues arise during construction, the proposed restoration programme will achieve a positive heritage outcome for the Maitai Railway Station.

The Otago/Southland Area Office would be pleased to respond to any queries regarding these comments.

Prepared by: James Sutherland, Planner/ Kaiwakamāhere, Heritage New Zealand Pouhere Taonga.

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Heritage New Zealand Pouhere Taonga