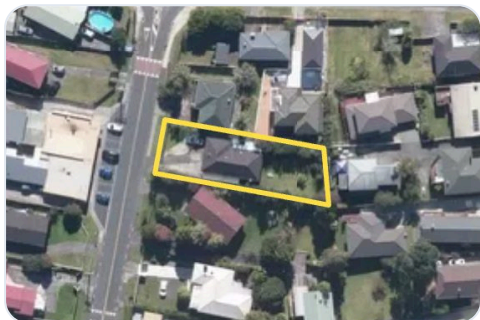


PROPERTY REPORT

96 Vodanovich Road, Te Atatū South, Auckland — property report

Prepared by Landsight Sample with Landsight on 14 October 2026. Auckland · LINZ address 989954.
Figures are as they stood then; this link works until 13 November 2026.

749 m² LAND AREA	1 BUILDING OUTLINE	1 TITLE	\$1,125,000 RATING CV AT 1 MAY 2024
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From the air: LINZ aerial imagery, undated, with the parcel's boundary as registered — not a survey. © LINZ CC BY 4.0 © Imagery Basemap contributors

FROM THE WEB what the property sites said — not the official record

3
BEDROOMS

2
BATHROOMS

160 m²
FLOOR AREA

Not found on the web: Trade Me.

Searched 12 October 2026 at 11:50 pm with deepseek-flash with web search. Read from: qv.co.nz, propertyvalue.co.nz. A listing changes, and a site or the reading of it can be wrong: check the pages themselves.

Address & location

**96 Vodanovich Road,
Te Atatū South,
Auckland**

COUNCIL

Auckland

ZONE

Residential - Mixed
Housing Urban Zone

LINZ ADDRESS

989954

Land & parcels

Lot 104 DP 47631

749 m² as LINZ calculates it

CALCULATED AREA

749 m²

SURVEY AREA

749 m²

INTENT

DCDB

TITLES

NA2D/1217

Area is the figure LINZ publishes, not a measurement of what is occupied on the ground.

Titles & legal records

NA2D/1217

Freehold · live

ISSUED

21 May 1965

REGISTERED OWNERS

2

ESTATE

Fee Simple, 1/1, Lot 104
Deposited Plan 47631, 749
m2

The title as registered, not the record of title: it carries no owners' names, easements, covenants or mortgages.

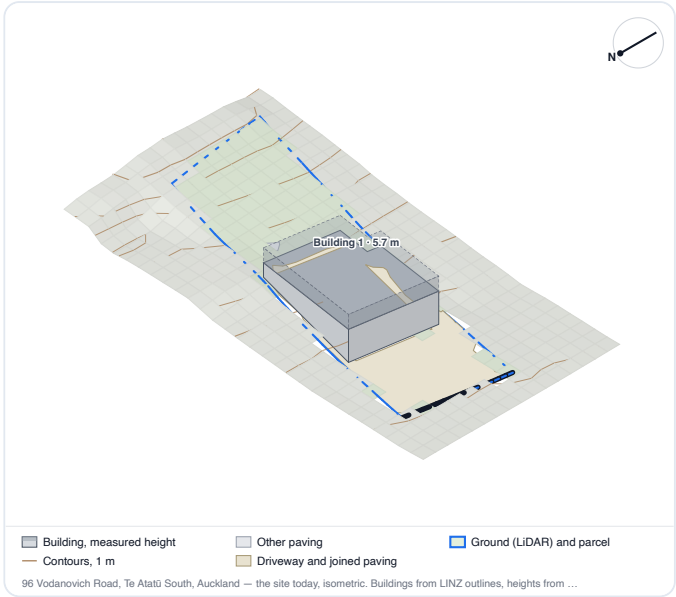
The site today

1 building on the parcel, from LINZ's outlines; heights measured from the LiDAR surveyed 2024-04-28 to 2024-06-25.

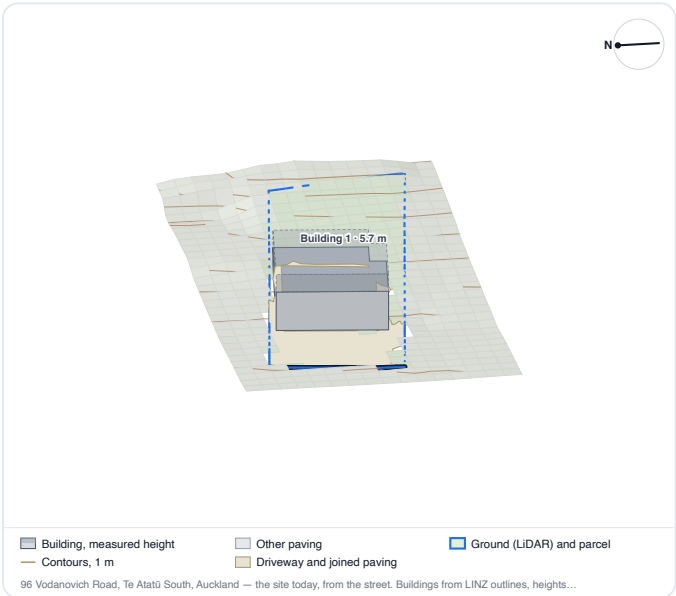
Driveway: 216 m², the paving the council mapped from the 2017 imagery that reaches the road — the driveway with any paths and patios joined to it, which the council's layer does not separate. Other paving: 3 m² of paths, patios and parking.



The site today: buildings, driveway and paving — 96 Vodanovich Road, Te Atatū South, Auckland



The site today in 3D, isometric



The site today in 3D, from the street

BUILDING	FOOTPRINT	GROUND LEVEL	HEIGHT	OUTLINE CAPTURED
Building 1	201 m ²	RL 9.7	roof 3.6–5.7 m above the ground	2017-05-06

Potential

What could be added keeping the house, tested against the zone's rules and the national standards on the surveyed boundary and the mapped buildings; and what the site takes cleared. Preliminary: each lists what only the council, a surveyor or an engineer can confirm.



Cleared and rebuilt: Terrace — 4 homes, a parking court. The buildings there now, dashed, are removed. Preliminary; not a design.



Granny flat of up to 70 m², 2 m clear of the boundaries and buildings. Preliminary, on the LINZ boundary and building outlines; not a design.



Granny flat in front of the house, with access kept to it. Preliminary; not a design.

OPPORTUNITY	FINDING	ACCESS	WHY
Granny flat, up to 70 m ²	Fits, with matters to resolve	⚠️ Further verification required	A unit of up to 70 m ² fits the measurable conditions checked, reached on foot from the road by a clear way 1.8 m wide, with flooding to resolve. Preliminary; not verified.
Granny flat in front of the house	Fits, with matters to resolve	⚠️ Further verification required	A unit of about 50 m ² in front of the house fits the measurable conditions checked, with a way 3 m wide kept to the house, with outlook and privacy and flooding to resolve. Preliminary; not verified.
Subdivide, keeping the house	Does not fit	❌ Apparent non-compliance	Does not fit keeping the house: The new lot: 44 m ² , under the 300 m ² minimum; does not hold the 8 × 15 m rectangle; 0.8 m of road frontage, too little for its own access.
Clear the site and rebuild	Up to 4 terrace houses with car parks and a driveway	⚠️ Further verification required	With the building on it now removed, the site takes at most 4 terrace houses with car parks and a driveway: Terrace — 4 homes, a parking court, 4 parking spaces drawn, reached by a driveway formed 3 m wide and about 32.3 m long. Without car parks or a driveway, neither of which the plan requires for dwellings: 4 terrace houses. The most among the terrace layouts planned that break no standard tes...
Most terrace houses	Up to 5 terrace houses	⚠️ Further verification required	The most terrace houses among the layouts planned on the cleared site that break no standard tested: Terrace — 5 homes, car parks for 3 of them, none for the other 2, 3 parking spaces drawn.
Terrace houses, some with a car park and some without	Up to 5 terrace houses, 3 with a car park	⚠️ Further verification required	One layout with a driveway to a parking court of 3 spaces: 3 of the 5 terrace houses have a car park and 2 have none (Terrace — 5 homes, car parks for 3 of them, none for the other 2). The driveway is as wide as the plan asks for the spaces it serves. Landsight tries a car park for every second home, rounded up; other splits are not tested.

Development scenarios

The schemes are development options, chosen from the layouts planned on the site: the most floor area, the least to build, the best return and the most homes. Costs are at market rates for a standard specification; the land is taken at its rating capital value of 1 May 2024, which is not a price; each scheme's homes are priced at the rating values of existing homes like them nearby, including GST — not prices. Change any of it in the feasibility.

SCHEME	HOMES	FITS, WITH ITS ACCESS SET ASIDE	ACCESS	MARGIN ON COST	PROFIT
Maximum site utilisation · Balanced · Higher density: Terrace — 5 homes, car parks for 3 of them, none for the other 2	5	Resource consent needed (restricted discretionary)	⚠ Further verification required	- 22.8%	– \$1,110
Lower cost, least earthworks: Single house of 254 m², a parking court	1	Permitted — no consent needed for the number of dwellings	⚠ Further verification required	- 61.5%	– \$1,540

Keep the house, or clear the site

The largest building mapped on the parcel, about 201 m² in footprint, is taken to be the house. It is set out here demolished and the site rebuilt, kept with homes built behind or beside it and kept with a minor dwelling added.

Neither of the paths costed makes a profit on these figures: “Demolish the house and rebuild” loses least.

Revenue is net of GST on the sales and of selling costs; profit is revenue less the total cost, and return on cost is that profit as a share of the total cost. A minor dwelling is not sold, so it has no revenue or profit: it shows what it costs and, from a weekly rent you give, its yield on that cost.

PATH	SCHEME	HOMES ADDED	TOTAL COST	REVENUE	PROFIT	RETURN ON COST
Demolish the house and rebuild — loses least; none makes a profit	Terrace — 5 homes, car parks for 3 of them, none for the other 2	5 new, 5 on the site	\$4,890,492	\$3,778,043	– \$1,112,448	–22.8%, below the target
Keep the house and build behind or beside it	Single house of 299 m ² , no parking	1 new, 2 on the site	\$2,710,115	\$1,544,800	– \$1,165,315	–43.0%, below the target
Keep the house and add a minor dwelling	A minor dwelling of 70 m ² inside, behind or beside the house	1 new, 2 on the site	\$420,244	— nothing is sold: a minor dwelling has no title of its own	— no sale price, so no profit is worked out	Yield on cost: no weekly rent has been given

Keep the house, or clear the site — what each path rests on

Demolish the house and rebuild: Terrace — 5 homes, car parks for 3 of them, none for the other 2.

– Scenario A, the scheme that loses least among those whose access is not apparently in breach: none makes a profit on these figures.

– The house is demolished: its demolition is in the costs, and the dwelling it was is credited against the council's and Watercare's charges.

- Programme: about 26.5 months.

- Vehicle access: All 5 homes are reached by one shared vehicle access down the right side of the site from the road, to a parking court of 3 spaces near the road — a space for 3 of the homes, none for the other 2.

Keep the house and build behind or beside it: Single house of 299 m², no parking.

- Scenario A, the scheme that loses least among those whose access is not apparently in breach: none makes a profit on these figures.

- The house kept is in the revenue at \$940,000 — a median rating CV of homes like it on lots the size it keeps, not a price. The land price paid includes it.

- Every new home is charged the council's and Watercare's contributions; the house kept stays as it is.

- The house is kept — the largest building of dwelling size on the parcel — and any other building is taken to be removed; removing outbuildings is not priced.

- Programme: about 22 months.

- Vehicle access: No vehicle access and no on-site parking, which the plan allows (Table E27.6.2.4): the home is reached on foot by a way down the right side.

Keep the house and add a minor dwelling: A minor dwelling of 70 m² inside, behind or beside the house.

- What it costs to build, from the Studio's rates for the build tier: Construction, 77 m² at \$3,400 a m² \$261,800; Services, connections and site works \$50,000; Professional fees \$20,944; Building consent \$10,400; Council contributions and Watercare charge for one added dwelling \$45,920; Contingency \$31,180. No land is bought and nothing is sold.

- A minor dwelling is not sold on a title of its own, so it has no sale price; its return is the rent it earns, which Landsight does not hold. Enter a weekly rent to see the yield on cost.

- A unit in front of the house was also tried: A unit of about 50 m² in front of the house fits the measurable conditions checked, with a way 3 m wide kept to the house, with outlook and privacy and flooding to resolve. Preliminary; not verified.

- Vehicle access: No driveway is needed: the plan sets no minimum parking for dwellings (Table E27.6.2.4), so the unit needs only a way in on foot, which is assessed under access.

Each path is worked out by the engine that does it: the Studio's comparison with the house cleared, the same with it kept, and the opportunity assessment for a minor dwelling. Their figures are on the same rates and assumptions.

Keeping the house assumes it stays as it is: renovation, re-roofing or bringing it up to code are not priced.

A driveway is not required on any path: the plan sets no minimum parking for dwellings (Table E27.6.2.4). Where a scheme parks cars, its access is sized and tested; where it does not, the homes are reached on foot.

An access status reads appears compliant, further verification required or apparent non-compliance; a scheme whose access apparently breaches the plan is never the one a path rests on.

Access and pedestrian compliance

The scheme assessed: Terrace — 4 homes, a parking court.

Vehicle access	All 4 homes are reached by one shared vehicle access down the right side of the site from the road, to a parking court of 4 spaces near the road. Held as one site it is a shared driveway; if the homes go on their own titles it becomes a jointly owned access lot or a right of way.
Driveway / access width	Required: 3 m formed inside a 3.5 m corridor clear of buildings, for 4 parking spaces (Table E27.6.4.3.2 (T150)). Proposed: a 3.5 m corridor set aside, with a crossing of 3–3.5 m at the boundary.
Access length	About 32.3 m from the road boundary to the end of the parking court and the last door.
Pedestrian access	No separate pedestrian path is required: for 2 to 5 dwellings beside a vehicle access the plan sets no requirement, and pedestrians may share the vehicle access (Table E27.6.6.1 (T160)). It is the number of dwellings served that decides this, not the length of the driveway. The 4 homes are reached on foot along the 32.3 m access.
Vehicle crossing	One crossing, 3–3.5 m wide at the boundary, at the right end of the frontage. The 15.5 m of frontage allows 1: one for every 25 m or part of it. The crossing is 0 m from the side boundary. If the neighbour's crossing is beside it the two must be 2 m apart, or combined to no more than 6 m; where the neighbour's crossing is, is not held. Further verification against the applicable Auckland ...
Gradient / manoeuvring	Formed at an even 10.4% over the 32.3 m from the road, against 1 in 5 (20%). The ground along it is steeper in places (17.5%), so it is cut and filled to that grade. The first 4 m falls 4.8%, within 1 in 20. The steepest space falls 9.8%: spaces have to be formed at 1 in 20 or flatter. A court of 4 spaces near the road, each 2.7 × 5 m, with 5.9 m to manoeuvre in front: the 3.5 m vehicle access ...
Compliance status	⚠ Further verification required

Access and pedestrian compliance — each matter

	MATTER	CLAUSE	FINDING
✓	Vehicle access width	Table E27.6.4.3.2 (T150)	Serving 4 parking spaces: formed 3 m within a 3.5 m corridor clear of buildings; crossing 3–3.5 m at the boundary.
✓	Vehicle access gradient	Table E27.6.4.4.1 (T157)	Formed at an even 10.4% over the 32.3 m from the road, against 1 in 5 (20%). The ground along it is steeper in places (17.5%), so it is cut and filled to that grade.
✓	Landing at the road	E27.6.4.4(3)	The first 4 m falls 4.8%, within 1 in 20.
✓	Parking gradient	E27.6.3.6(3)(b)	The steepest space falls 9.8%: spaces have to be formed at 1 in 20 or flatter.
✓	Pedestrian access	Table E27.6.6.1 (T160)	No separate pedestrian path is required: for 2 to 5 dwellings beside a vehicle access the plan sets no requirement, and pedestrians may share the vehicle access (Table E27.6.6.1 (T160)). It is the number of dwellings served that decides this, not the length of the driveway. The 4 homes are reached on foot along the 32.3 m access.
✓	Parking and manoeuvring	Table E27.6.3.1.1 (T120)	A court of 4 spaces near the road, each 2.7 × 5 m, with 5.9 m to manoeuvre in front: the 3.5 m vehicle access and a 2.4 m apron.
✓	Vehicle crossing	Table E27.6.4.2.1 (T146); Table E27.6.4.3.2 (T150)	One crossing, 3–3.5 m wide at the boundary, at the right end of the frontage. The 15.5 m of frontage allows 1: one for every 25 m or part of it.
⚠	Distance from a neighbour's crossing	Table E27.6.4.2.1 (T146)	The crossing is 0 m from the side boundary. If the neighbour's crossing is beside it the two must be 2 m apart, or combined to no more than 6 m; where the neighbour's crossing is, is not held. Further verification against the applicable Auckland Unitary Plan standard is required.

MATTER	CLAUSE	FINDING
✓ The road the access joins	E27.6.4.1(3)(c); E27.6.4.1(3)(b), Table E27.6.4.1.1	Not an arterial road, and no Vehicle Access Restriction lies where the crossing would go, by the plan's Arterial Roads and Vehicle Access Restriction layers.
✓ Turning on the site	E27.6.3.4(1)	Cars turn on the site and leave forwards: each backs out of its space into the 5.9 m manoeuvring space in front of it and drives out along the access. The plan requires that here (4 spaces on one access).
✓ In the berm and beside the access	E27.6.4.2, Note 1	Nothing in the layers read stands where the crossing would go (notable trees, stormwater catchpits, bus stops, fire hydrants). Street trees that are not scheduled, poles and service lids are not held.
✓ Speed management	Table E27.6.4.3.3 (T156AA)	The access serves 4 dwellings and is 32.3 m long: 1 speed management measure — the first within 10 m of the road boundary, then no more than 30 m apart — to be built into it.
✓ Fire appliance access	Table E27.6.4.3.2, Note 1; E27.6.6(4), Note 2	The far corner of the furthest home is about 45 m from the road boundary along the access. Fire and Emergency works to 75 m of hose from where its appliance stands — its guidance, not a standard of the plan — so an appliance standing on the road reaches every home. The Building Code settles this at building consent.
✓ If each home has its own title	Table E38.8.1.2.1	Held as one site, or on unit titles, this is a shared driveway. Subdivided so each home has its own title, it becomes a jointly owned access lot or a right of way serving the 3 homes behind the first. For 3 rear sites Table E38.8.1.2.1 asks a legal width of 3.5 m (3 m formed and a 0.5 m service strip), no longer than 50 m and no steeper than 1 in 5: the access set aside meets the width and the ...

Access and pedestrian compliance — to verify, and consents

To verify before relying on it:

– Distance from a neighbour's crossing: The crossing is 0 m from the side boundary. If the neighbour's crossing is beside it the two must be 2 m apart, or combined to no more than 6 m; where the neighbour's crossing is, is not held. Further verification against the applicable Auckland Unitary Plan standard is required.

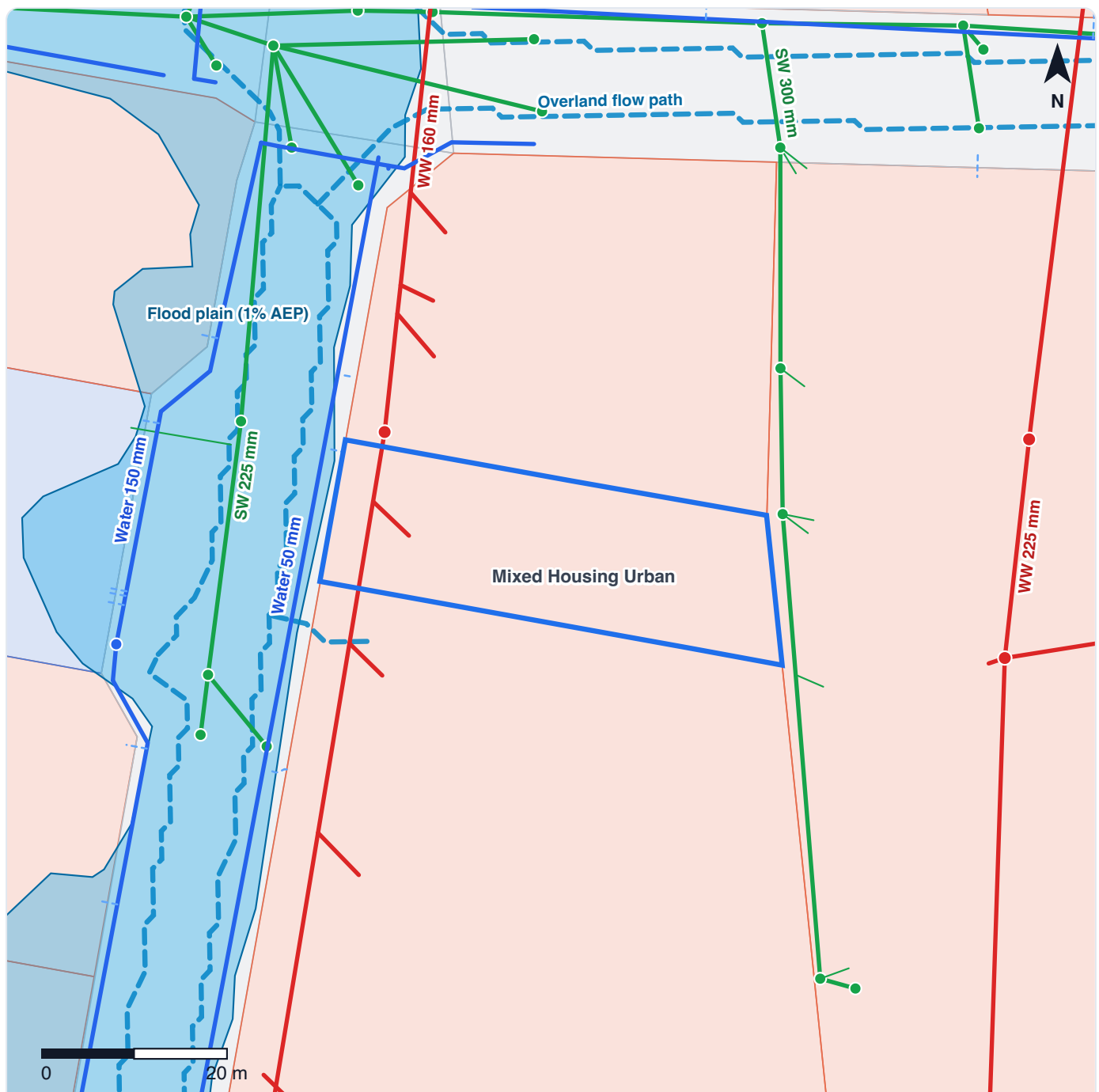
Vehicle crossing, in full: One crossing, 3–3.5 m wide at the boundary, at the right end of the frontage. The 15.5 m of frontage allows 1: one for every 25 m or part of it. The crossing is 0 m from the side boundary. If the neighbour's crossing is beside it the two must be 2 m apart, or combined to no more than 6 m; where the neighbour's crossing is, is not held. Further verification against the applicable Auckland Unitary Plan standard is required. Not an arterial road, and no Vehicle Access Restriction lies where the crossing would go, by the plan's Arterial Roads and Vehicle Access Restriction layers. Nothing in the layers read stands where the crossing would go (notable trees, stormwater catchpits, bus stops, fire hydrants). Street trees that are not scheduled, poles and service lids are not held. Any new or altered vehicle crossing needs Auckland Transport's approval as road controlling authority (E27.6.4.2, Note 1): sight lines, and what stands in the berm, are settled there.

Gradient / manoeuvring, in full: Formed at an even 10.4% over the 32.3 m from the road, against 1 in 5 (20%). The ground along it is steeper in places (17.5%), so it is cut and filled to that grade. The first 4 m falls 4.8%, within 1 in 20. The steepest space falls 9.8%: spaces have to be formed at 1 in 20 or flatter. A court of 4 spaces near the road, each 2.7 × 5 m, with 5.9 m to manoeuvre in front: the 3.5 m vehicle access and a 2.4 m apron. Cars turn on the site and leave forwards: each backs out of its space into the 5.9 m manoeuvring space in front of it and drives out along the access. The plan requires that here (4 spaces on one access). The access serves 4 dwellings and is 32.3 m long: 1 speed management measure — the first within 10 m of the road boundary, then no more than 30 m apart — to be built into it. The far corner of the furthest home is about 45 m from the road boundary along the access. Fire and Emergency works to 75 m of hose from where its appliance stands — its guidance, not a standard of the plan — so an appliance standing on the road reaches every home. The Building Code settles this at building consent.

Assessed against the Auckland Unitary Plan (July 2026), residential zone chapters H3–H6, E27 Transport and E38 Subdivision – Urban. A layout whose homes fit is not feasible for that alone: this is the access it would need, as far as the data held can test it.

Buildings & improvements 1 building outline OUTLINE 1 201 m² of roof IMAGERY FLOWN 5 May 2017 MEASURED HEIGHTS building 1, roof 3.6–5.7 m above the ground Footprint is the roof's outline, not floor area: the layer records no storeys, bedrooms, age or consents.	CV & rates \$1,125,000 Capital value at 1 May 2024 LAND VALUE \$970,000 PREVIOUS CAPITAL VALUE \$1,365,000 at 1 Jun 2021 A rating valuation is set for rates at a fixed date: it is not a market valuation or a sale price.	Contours & terrain 6.6 m of fall Mean slope 14.2% LOWEST 8.0 m HIGHEST 14.6 m RISES TOWARDS the east Levels above sea level, from Auckland Part 1 LiDAR 1m DEM (2024): enough to see which way the land falls, not to set a floor level.
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Zoning, services and flooding



- | | | |
|----------------------------------|----------------------------------|----------------------------------|
| — This parcel | Zone: Mixed Housing Urban | Zone: Coastal - Coastal Trans... |
| Zone: Coastal - General Coast... | Zone: Road | Zone: Open Space - Community |
| Zone: Open Space - Conservati... | Zone: Mixed Housing Suburban | Zone: Open Space - Informal R... |
| Zone: Neighbourhood Centre | Flood plain (1% AEP) | Flood prone area |
| Coastal inundation (1% AEP) | Coastal inundation, +1 m sea ... | Overland flow path |
| Stormwater pipe (public) | Stormwater manhole or catchpit | Wastewater pipe (Watercare) |
| Wastewater manhole | Water main | Water service line |
| Hydrant | | |

Zoning, flooding and services around the parcel. The parcel is zoned Residential - Mixed Housing Urban Zone. Auckland Unitary Plan base zones, Auckland Council flood layers and stormwater, and Watercare wastewater and water (CC BY 4.0). Services checked: stormwater, wastewater, water. Overlays, precincts and private laterals are not drawn. A map is not a site investigation.

Zoning, services and flooding around the site

Zoning & planning	Zoned Residential - Mixed Housing Urban Zone under the Auckland Unitary Plan. A zone is not permission: the plan's rules, the site's own constraints and a resource consent decide what may be built.
Flood & natural hazards	partial: Mapped at this address: Overland flow path. Not checked: Liquefaction vulnerability, Shallow landslide susceptibility. Judged at the address point, not across the whole section: a mapped area can reach the back of a section without touching the point. A clear result is a statement about the council's maps, not a site investigation.
Stormwater	Within 100 m: 25 pipes, 10 connections, 16 manholes, 12 catchpits. The nearest pipe is 15.9 m away, 225 mm Concrete. Mapped infrastructure near a property is not a right to connect to it, a statement of its capacity, or an approved connection point. The network owner decides those.
Wastewater	Nearest main 0.7 m from the address point, 150 mm VC, gravity. Nearest manhole 9.7 m, 1.87 m deep. A public wastewater main crosses this parcel (150 mm gravity). Building over or near a public main needs Watercare's approval. 1 connection crosses the parcel. Mapped infrastructure near a property is not a right to connect to it, a statement of its capacity, or an approved connection point. The net...
Water supply	Within 100 m: 25 local water mains, 25 service lines, 6 hydrants. The nearest local main is 7 m away, 50 mm Asbestos cement. Nearest hydrant 31 m. Mapped infrastructure near a property is not a right to connect to it, a statement of its capacity, or an approved connection point. The network owner decides those.

Services and flooding

Wastewater	on site — A public wastewater gravity (150 mm) runs on the site.
Water supply	nearby — The nearest public water main (150 mm) is 16.4 m from the site, not at its frontage: a connection may need an extension or an easement across a neighbour.
Stormwater	at the frontage — A public stormwater pipe (225 mm) runs along the road frontage, 10.6 m from the boundary.
Flooding	mapped — Mapped on the section: overland flow path (at the address point). The council's maps, not a site investigation.

Ready for feasibility

The shared record covers the parcel, terrain and zoning this property would be assessed on.

Before relying on this

- A preliminary reading of official records, not advice. Nothing here is a consent, a survey, a valuation or a price.
- A rating capital value is the council's figure for rates, at the date shown; it is not what the property would sell for.
- Scenario costs are market rates from the Landsight rate library, not quotations.
- Access and pedestrian compliance: further verification required. The number of homes holds only if the access they need can be provided — see that section.
- Auckland Council: a project information memorandum (PIM), applied for with the preliminary design. Under the exemption no building work may begin until it is issued (Building Act s 32(2)); the council has 10 working days. It states the natural hazards and other matters the council holds for the site, and whether the build is likely to meet the exemption — it is not an approval, so read it and sign it off before construction.
- A planner: the Unitary Plan overlays, precincts and rules the national standard leaves in force — hazards, heritage, significant ecological areas, earthworks, and setbacks from infrastructure.
- A planner and Auckland Council: access. How the unit is reached from the road on foot — a driveway is not required, the plan setting no minimum parking — the clear width on the ground between the buildings and the boundary, the gradient and what stands in the way, and that the house keeps its own access; on a rear site, where the two share one route, the Unitary Plan's pedestrian standard (E27.6.6) and whether the national standard leaves it in force for the unit. A driveway, if one is wanted, and any new or altered vehicle crossing, need Auckland Transport's approval for the crossing.
- A lawyer or title search: covenants, easements, and for a cross-lease or unit title, the other owners' consent.
- That no minor unit already exists on the site: the standard permits one per site.
- A licensed building practitioner: a design inside the exemption — single storey, lightweight construction, no more than 70 m² inside the external walls — and a survey of the boundaries before setting out.
- Watercare and the council: wastewater, water and stormwater connections, and development contributions, which the council notifies with the PIM.
- Heights are measured from the LiDAR survey — the surface the laser struck, less the ground — not taken from plans. A tree over a roof reads as roof, and the survey is only as current as its flight.
- Paved ground is as the council mapped it from the 2017 aerial imagery: paving laid or lifted since is not shown.
- The driveway is the paved ground the council mapped reaching the road boundary; the rest is paths, patios and parking.

Sources

- LINZ: addresses, parcels, titles and building outlines
- Toitū Te Whenua LINZ: titles, parcels and building outlines (CC BY 4.0); council rating valuations; LINZ LiDAR 1 m DEM
- Toitū Te Whenua LINZ: NZ Building Outlines, traced from aerial imagery (CC BY 4.0)
- Toitū Te Whenua LINZ: LiDAR 1 m DEM and DSM, linz-auckland-part-1-2024-dem-1m, flown 2024-04-28 to 2024-06-25 (CC BY 4.0)
- Auckland Council (Healthy Waters) and Lynker Analytics: Impervious Surfaces 2017, mapped from aerial imagery (CC BY 4.0)

- Auckland Council: Unitary Plan zones, flood layers and stormwater network; Watercare: wastewater and water networks (CC BY 4.0)
- Granny flats exemption guidance (Schedule 1A, Building Act 2004) — MBIE Building Performance (2025-12)
- National Environmental Standards for Detached Minor Residential Units: report on recommendations and decisions — Ministry for the Environment (2025)
- Resource Management (National Environmental Standards for Detached Minor Residential Units) Regulations 2025 (SL 2025/315) — New Zealand Legislation (2025)
- Access and pedestrian standards: Auckland Unitary Plan (July 2026), residential zone chapters H3–H6, E27 Transport and E38 Subdivision – Urban
- Aerial imagery: Toitū Te Whenua LINZ Basemaps (CC BY 4.0)
- What the web said: searched 12 October 2026 at 11:50 pm with deepseek-flash with web search; the pages are named with it. Not an official record.

Prepared with Landsight from official New Zealand property records. It is preliminary and is not advice: check what it lists before relying on it.