

ANNUAL GENERAL MEETING - 11 JUNE 2018

ORDINARY RESOLUTIONS No. 1 - 3

The ordinary resolutions below require a simple majority of members to pass

Ordinary resolution No 1: TO RECEIVE AND ADOPT THE AUDITED FINANCIAL STATEMENTS FOR THE YEAR ENDING 28 FEBRUARY 2018

“Resolved that the audited financial statements for the year ended 28 February 2018 as tabled at the meeting, and circulated to members, are hereby adopted.”

Ordinary resolution No 2: APPOINTMENT OF AUDITOR

The members of Excom have recommended that BDV Platinum be appointed as the auditors of the association for the ensuing year and note that the individual registered auditor who will undertake the audit during the financial year ending 28 February 2019 is Braam de Vries. Accordingly, EXCOM proposes that the following resolution be adopted:

“Resolved that BDV Platinum is hereby appointed as the auditor to the association for the Financial year ending 28 February 2019.”

Ordinary resolution No 3: ARCHCOM FUNDS

“Resolved that the funds in the Archcom savings account be available for use by ExCom for upgrading projects in the Marina”.

Reason for the resolution: The deposits in the Archcom account go back as far as FY2003. These Archcom deposits were paid upfront when submitting plans for approval before building construction/renovation, but were never claimed. The majority of these deposits have prescribed. A number of years ago, the procedure was amended, and deposits are no longer required when submitting plans. These funds would be better utilised on upgrading projects within the Marina than earning interest which is subject to income tax. Pursuant to the approval of the resolution ExCom would review the best way of transferring these funds to savings with minimum tax implications. This may result in only smaller portions of the account being transferred annually until the Archcom account has been depleted.

Ordinary resolution No 4: Appointment of members to EXCOM

As less than the prescribed number of members have been nominated, an election is unnecessary and the following nominees are appointed to ExCom subject to the payment of their subscriptions in full:

4.1	Jimmy Fitzpatrick	Eastlake
4.2	Lathif Gafoor	Uitsig
4.3	Geri Goldblatt	Eastlake
4.4	Angus Hemp	Uitsig
4.5	Cheryl Philip	Eastlake
4.6	Trevor Quelch	Park
4.7	Lorraine Moko	Uitsig
4.8	Pieter Laubscher	Eastlake

SPECIAL RESOLUTIONS TO AMEND THE DESIGN MANUAL

Unless otherwise specifically provided below, for any of the resolutions to be adopted, a two thirds (2/3) majority of the voting rights exercised on each such resolution must be obtained.

The final, amended Design Manual, with the changes that are adopted, will be placed on the noticeboard and website in due course.

These resolutions should be read and considered with the following documentation which is attached as separate documents:

1. Powerpoint presentation showing the change of character of the Marina
2. Ruling by the Ombudsman regarding "Streetscapes" - in particular paragraphs 14.13 and 14.14

DS RESOLUTION 1 - Streetscapes

"Resolved that the following section be inserted in the Design Manual after the BUILDING DESIGN REGULATIONS section and before the LANDSCAPES section

"STREETSCAPES

The visual elements of Marina da Gama streets, including the road, adjoining buildings, pedestrian pavements, street furniture, trees and open spaces, etc., that combine to form the street's character are an integral part of the architectural and environmental theme that establishes the overall character of the Marina da Gama.

Elements that affect streetscapes include building lines and provision of sufficient on-site car parking.

Building lines must comply with the statutory development conditions of the Marina as originally approved, as building lines have a direct influence on the character and uniqueness of the area. Departures from the building lines require the approval of Archcom to ensure that the streetscapes of the Marina da Gama are not adversely affected.

On-site parking is a statutory requirement, and any development of a property must meet the on-site parking requirements, in order that a development does not increase the number of vehicles to be parked in the street.”

DS RESOLUTION 2 - Exterior Walls Structure

“It was resolved that the following references relating to exterior walls in the Design Manual be amended as follows

Page 5 “Masonry walls must be either plastered or bagged and painted white” (second paragraph, below picture)

to be replaced with:

“Walls must be masonry, plastered and painted white”

Page 9 The following text to be deleted

Exterior	Walls to be plastered or bagged and painted white on both sides and be straight topped;
T O	Alternatively walls to be plastered and painted white on both sides and be straight topped.

be replaced by

Exterior Walls	Walls to be masonry, plastered and painted white
Boundary and Courtyard walls	Walls to be plastered and painted white on both sides and be straight topped.

DS RESOLUTION 3 - Garaging

“Resolved that the sentence on page 9 ‘Each property to have one garage or carport with a driveway crossing and completed driveway’ be deleted, and be replaced by “Each dwelling to have one garage or carport with a driveway crossing and completed driveway”

MARINA DA GAMA STREETScape: AN AESTHETICS ISSUE

Because of the Marina da Gama's unique residential building environment and surrounds, it is becoming an ever increasing attraction for short term holiday makers, as well as the longer term rental of single bedroom accommodation, i.e "bed and breakfast lodgings". As a consequence, an ever increasing number of the Marina Da Gama property owners, some of whom residing elsewhere, are seizing on this opportunity to generate some income from their Marina da Gama properties.

Probably due to a lesser grasp of what altogether makes the Marina da Gama such an unique residential area, those owners are embarking on alterations and additions to their properties, that aim mainly at the creation of an extraordinary number of bedrooms. Such bedrooms are almost always to be provided with en-suite bathrooms and in some instances, even kitchenettes. However, in the impossibility of providing the statutory "on-site" parking requirements for such large numbers of residents, which in some instances go up to 8 such "rooms", those are labeled on the submission plans, as proposed new "Studies", "Entertaining rooms", "TV rooms", "Art Studios", "Gymnasiums" "Domestics Accommodations" and even "Garages", as such room designations are not encompassed by the statutory "onsite" parking requirements.

Sadly, most of these proposed extensions are being done with considerable disregard to the Marina da Gama's specific design conditions, as defined in its Design Manual, as well as the statutory development conditions, as originally approved, which from its beginnings have directly influenced the character and uniqueness of the Marina da Gama. And those owner/residents, who appreciate what makes the Marina such a unique residential area, are relying on those responsible for the maintenance of those conditions, (ExCom and Archcom) for the protection of their investments and their much appreciated li style.

In most instances, the proposed extensions result in very much larger buildings, that can no longer be contained within the prescribed building lines, which had been part and parcel of what was originally envisaged and approved by all concerned, as the controllers of the visual and physical conditions the proposed buildings would impose on both the streets, as well as the adjoining neighbours' pre-supposed rights to levels of sunlight, views and privacy.

The Marina da Gama Architectural Committee (Archcom) acknowledges that comment on departures from the applicable building lines restrictions is the mandate of the City of Cape Town. However, when such departures so obviously encroach on the overall visual and environmental aspects of the Marina, its Archcom has the right, in line with Clauses 4.3 and 8.4 of its Constitution, to withhold its approval. It is imperative that the Archcom retains its right to comment on any departures, as in some instances, the departures conceded by the City of Cape Town have already seriously affected the originally envisaged and approved functional and aesthetic aspects of the Marina da Gama streets, and in the process, destroying one of the aspects that has also characterized the special residential ambient of the Marina da Gama, as may be appreciated from the accompanying photographs.