

# OCEAN USERS FOCUS GROUP MEETING NOTES

## PROPOSED GRANGER BAY DEVELOPMENT AT THE V&A WATERFRONT

**Date:** Monday, 16 February 2026

**Time:** 18:00 – 20:00

**Venue:** New Granger Bay Exhibition Pavilion

<b>PRESENT:</b>	<b>REPRESENTING</b>
Anton Holtzhausen	PRDW Port & Coastal Engineers
Anya Ponton	The Waterclub
Barbara Southworth	V&A Waterfront
Calley Chateau Cyster	Two Oceans Aquarium
Clyde Thomas	Oceana Power Boat Club (OPBC) Committee
Dan Womersley	The Waterclub
Derrick Levy	Boating World
Eric van Wyk	Lion Hospitality Group
F. Acafrao	Guud
Jamie Allie	The Waterclub
Jamii Hamlin	
Jeffrey Fraser	Line Fishing Association
Jeremy Gauntlett	The Waterclub
Jeremy Rose	Infinity Environmental
Kaylyn Heinrich	Infinity Environmental
Kelly Gilmour	Infinity Environmental
Kirsty Craik	A Craik & Sons CC T/A Atlas Electrical
Lori Lake	Recreational paddlers
Martine Viljoen	Two Oceans Aquarium
Neil Schwartz	V&A Waterfront
Nicola Smith	V&A Waterfront
Olivia Murgatroyd Da Paiva	Infinity Environmental
Peter Basford	OPBC
Pogiso Mokhinel	Cape Peninsula University of Technology (CPUT)
Pulondran Naidoo	CPUT
Roland Craik	A Craik & Sons CC T/A Atlas Electrical
Shaun Rubenstein	Atlantic Outlook
Solly Heyns	Granger Bay Marina
Steven Bentley	Waterfront
Steven Friedmann	OPBC
Suzanne Levy	Boating World
Tali Bruk	V&A Waterfront
Tauheer Yacoob	Waterfront Kayak
Tom Donaldson	The Waterclub
<b>APOLOGIES</b>	
Christopher Flack	Cape Jetski Experiences

## Appendix A: Presentation

### Introduction

V&A Waterfront Holdings (Pty) Ltd proposes new shore protection and reclamation of land from the sea, including two new breakwaters forming a sheltered bay. The relocation of the existing slipway and public launch site is proposed as part of this project. A Scoping and Environmental Impact Assessment (S&EIA) is currently underway. As part of this process, the Environmental Assessment Practitioner invited ocean users who use the Oceana Power Boat Club slipway and the Granger Bay marine area to a focus group meeting to learn more about the proposals and give input on the functional requirements and use of the new slipway and the new bay by small craft. The professional team presented information on the S&EIA process, the conceptual proposals around the use of the coastal infrastructure, and engineering informants to the design of the bay. The presentation was followed by a Q&A session with attendees. Please see the focus group meeting summary below.

**Suzanne Levy (Boating World):** Indicated that the proposals include a claim that more space for ocean users will be created, but the development will impact an already well-used space. In particular, larger motorised yachts will not be able to use the space to anchor. Most yachts over 40-feet long currently enter and anchor at Granger Bay. The proposed development will result in only a small area east of the proposed new bay being available for large yachts to anchor, which will be vulnerable to the wind.

**Response:** The team acknowledged that larger yachts may not be able to use the area within the bay, but that sheltered space outside the breakwaters would remain available.

**Dan Womersley (The Waterclub):** Asked how activities in and around the new bay will be controlled.

**Response: Andre Blaine (V&A Waterfront)** answered that a management plan would need to be put in place, similar to how the Oceana Power Boat Club (OPBC) operates.

**Dan Womersley:** Stated that the Granger Bay Marina operates under a lease agreement. He further enquired as to who the managing authority would be for the new bay.

**Response: Andre Blaine (V&AW)** responded that the management of the new bay is still to be determined, and that this would require discussion with authorities such as SAMSA (South African Maritime Safety Authority) and the Transnet National Ports Authority (TNPA).

**Lori Lake (Recreational paddler):** Introduced herself as a recreational paddler. Lori expressed concern that the notification of the meeting had not been circulated widely enough. Lori further stated that she could not imagine swimming in the water at Granger Bay, due to water quality concerns. She elaborated that water pollution is apparent at Three Anchor Bay, and that there are too many suboptimal days where the water quality would be poor, and not enough days where the water would be clean. It needs to be ensured that the water is safe to swim in. She added that conditions during winter, particularly during an intense northwest wind, make the bay unusable and requested further clarity on the kinds of environmental and social impact assessments that were being done.

**Response: Jeremy Rose (Infinity Environmental)** responded that many representatives that currently utilise the slipway and bay were notified of the meeting, and that the invitation had been circulated as widely as possible using available contact details. He added that the public participation process is still ongoing and that the public is encouraged to register their interest to receive updates on the project. **Jeremy Rose (Infinity)** further stated that that the daily flushing of the bay has been considered in the wave modelling done by PRDW, and that water quality monitoring will be included in the Environmental Management Programme. **Barbara Southworth (V&AW)** noted that there will always be storm conditions under which it will not be safe to use the shoreline, but that the design of the proposed coastal infrastructure provides for safe use under normal conditions.

**Clyde Thomas (Oceana Power Boat Club):** Asked about the future plans for the Oceana Power Boat Club and stated that the Oceana Power Boat Club manages the facility and stores around 150 paddle skis on the property. Clyde further stated that it is perceived that up-market restaurants and shops are more likely to be accommodated in the new bay area.

**Response: Barbara Southworth (V&AW)** responded that space will be made available on the ground floor for several club houses, and that the V&AW is aware that many

different user groups need to be accommodated. Barbara confirmed that space will be allocated for these groups and commercial facilities.

**Peter Basford (OPBC):** Introduced himself as a member of the Oceana Power Boat Club since 1988. Peter stated that the OPBC was originally in Three Anchor Bay before it moved to its current location in the V&A Waterfront, where it operated on a rolling short-term lease. The Waterfront bought the land from the railway management authority. Peter further stated that the lease agreement at the time did not allow for commercial fishers and the port captain had to give permission for commercial vessels to launch from OPBC. Peter asked who has authority over the area and if the rights were transferred.

**Response: Andre (V&A Waterfront)** responded that the land area will be under the control of the V&A, and the slipway will be managed similarly to the current situation, in conjunction with users of the slipway. The water area is under the control of TNPA, and the water area in the bay will be managed by the V&A, subject to agreements with TNPA.

**Dan Womersley (The Waterclub):** Introduced himself as a resident of the Waterclub. Dan stated that noise is an issue for the residents of the Waterclub primarily due to jet skis racing, yachts playing loud music and boats dry running their motors. He suggested that an area be demarcated as a no-wake zone for reduced engine noise, similarly to how the Knysna Lagoon is managed. He expressed the hope that noise will be controlled. Dan further stated that it will be important to control the airspace as helicopters fly too close to the residential areas.

**Response: Jeremy Rose (Infinity)** agreed that noise is an important factor, and that it will be addressed in the Environmental Management Programme.

**Jamii Hamlin:** Asked if there have been any evaluations done on impacts on surfing at Thermopylae, and if there would be an impact on accessibility for surfing and paddling. He also asked how water quality would be handled with the bioaccumulation of pollution and litter in the water which is wind-related. Jamii further stated that no one who lives in the area wants to swim there because of the water quality. He enquired how the proposed development would impact the surfski event that takes place on Freedom Day and if there would be space for commercial operators and storage.

**Response: Anton Holtzhausen (PRDW)** responded that the wave reflections have been investigated in detail and that it can be confirmed that Thermopylae would not be affected by the proposed development. **Jeremy Rose (Infinity Environmental)** responded that water quality would be tested regularly as a part of the operational management plan for the bay. Jeremy Rose also stated that there is still public participation opportunities planned as part of the EIA process. **Barbara Southworth (V&A Waterfront)** responded that space for storage and commercial operators is an important aspect for the design that is being considered.

**Suzanne Levy (Boating World):** Stated that she is a swimmer and is concerned about the safety of swimming in the bay due to larger waves in the centre. Suzanne also asked if there would be enough space for big boats.

**Response: Anton Holtzhausen (PRDW)** answered that a 20-metre boat can be accommodated in the bay with the current jetty design.

**Tom Donaldson (The Waterclub):** Stated that siltation is an issue for the Waterclub, and the Scoping Report indicates that silting is not a problem. He elaborated that silting is a known

issue, but it has not been addressed. Reflection from the existing breakwater was already a problem and the reflection from the new breakwater would also be a problem. Additionally, Tom asked how construction impacts would influence silting in the Waterclub, and if noise and dust would be taken into account during the construction period. Tom asked about an increasing surge from the new breakwater moving into the Waterclub.

**Response: Jeremy Rose (Infinity Environmental)** stated that siltation in the Waterclub was addressed in the Scoping Report and that the wave modelling studies found that the Waterclub does have siltation under current circumstances, but that no significant change is expected due to the proposed development.

**Anton Holtzhausen (PRDW):** noted that rock fill to be used during construction will be specified to exclude any silt and fine materials, and would be washed if necessary to achieve this. **Jeremy Rose (Infinity Environmental)** added that dust, noise and silt management measures would be included in the Environmental Management Programme that would be released the following month.

**Shaun Rubenstein (Atlantic Outlook):** Stated that a place must be provided where clients can walk into the water as clients who are not experienced kayakers need to walk into the water before climbing on their kayaks. Shaun elaborated that area needs to be sandy to ensure it is not slippery. Shaun asked why the left 'arm' of the new bay is shorter than the right 'arm'.

**Response: Anton Holtzhausen (PRDW)** answered that the west breakwater is shorter than the east breakwater because the west breakwater is designed to be at a sufficient length to protect the slipway and facilitate safe launching conditions, while the east breakwater has other functions. **Barbara Southworth (V&A Waterfront)** responded that there will be space provided for different ocean users to launch. Non-motorised vessels will be catered for in the proposals. Launching facilities for leisure crafts will be part of the project. Pontoons, floating jetties, and a beach-type launch will be investigated.

**Jeffrey Fraser (Linefishing Association):** Asked if there will be more surge on the new slipway and how this would impact vessels entering the water at Granger Bay.

**Response: Anton Holtzhausen (PRDW)** answered that the wave direction would be in line with the slipway and not wash across it, which would improve launching conditions slightly but not significantly.

**Dan Womersley (The Waterclub):** Asked about the capacity of the area for trailer parking.

**Response: Barbara Southworth (V&A Waterfront)** responded that there would be capacity provided for trailer parking taking into account what is currently available at the Oceana Power Boat Club. Barbara also stated that options for overflow during peak seasons were being considered. The types of restaurants considered would be demand-based.

**Lori Lake (Recreational paddler):** Stated that she did not see the storm figures accounted for in the current designs, and that Three Anchor Bay could get an 8-9 metre swell. Additionally, Lori added that sea-level rise with global warming should be a concern.

**Response: Anton Holtzhausen (PRDW)** responded that the model used a design wave height of 10.5 metres and also considered sea-level rise and intense winds associated with global warming.

**Clyde Thomas (Oceana Power Boat Club):** Asked what the schedule of events are and what the plans are for the restaurants and clubhouses in the area.

**Response: Jeremy Rose (Infinity Environmental)** answered that timing of the detailed designs is tied to the EIA process, and detailed designs would only proceed if environmental authorisation (EA) is granted. The EA would contain conditions that the applicant has to comply with, and issues should be raised now to ensure these can be included as part of the EA.

**Jamii Hamlin:** Asked if the extension of the breakwater at the Granger Bay Marina has ever been considered.

**Response: Anton Holtzhausen (PRDW)** responded that extending the existing seawall would increase silting, reduce user space, and the depth of the sea wall would make construction very costly.

**Jamii Hamlin:** Stated that it would be useful to see what other options were considered before the current proposal, to add context to the design.

**Jeremy Gauntlett (The Waterclub):** Stated that the architectural drawings and models presented were not shared with the public. Jeremy Gauntlett asked what the V&A Waterfront is not showing them and why they were not invited to see the model. He queried whether the V&A Waterfront is using its influence with the City of Cape Town to improve water quality in the area.

**Response: Neil Schwartz (V&A Waterfront)** answered that the focus of the EIA is on the coastal development and reclamation, which will inform land-based designs. The principles have been investigated but the actual configuration would not be designed at this point in the process. **Barbara Southworth (V&A Waterfront)** added that the design is at the level of concept and intended to define building envelopes and form, rather than architectural design.

**Lori Lake (Recreational paddler):** Asked about the reports that have been published and if they included Heaviside's dolphins.

**Response: Jeremy Rose (Infinity Environmental)** responded that a Marine Mammal Impact Assessment was conducted, and that the Environmental Management Programme would include mitigation measures for the construction period. He invited her to refer to the project website for more details.

**Tom Donaldson (The Waterclub):** Stated that the water quality in the surrounding area is poor due to the outfalls.

**Response: Jeremy Rose (Infinity Environmental)** discussed the various aspects that play a role in coastal water quality, including stormwater inputs and rainfall-related increases in pollutants, and referred to reports available on the City of Cape Town's website on marine outfall monitoring and coastal monitoring.

**Jamii Hamlin:** Stated that the horseshoe shape of the proposed development would lead to the accumulation of poor quality water and solid waste, and that waste management would be a big issue for the development.

**Response: Anton Holtzhausen (PRDW)** answered that wave modelling conducted indicates that circulation in the bay would be sufficient to ensure flushing of the bay.

**Solly Heyns:** Commented on the proposed development at the V&A Waterfront and said that it will be a great product, and that he is looking forward to seeing it progress.