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Export date: Fri Oct 30 6:43:37 2026 / +0000 GMT

# Road study delays development

In the year that has slipped away since Shelburne held a major public meeting on development of Shelburne Market Village to the east of County Roads 124/11, and the months that have gone since completion of the town's east end transportation study, the proposals for the new commercial area and for redevelopment of Wrigglesworth's Corner have remained in limbo.

The delay is being blamed on implementation of the transportation study, undertaken jointly by Shelburne, County of Dufferin and the ministry of transportation (MTO) at a cost of about $80,000.

Shelburne CAO/Clerk John Telfer said recently that the study's recommendations have to be implemented before anything is developed, and it would generally be up to one of the developers to come up with the money, and no one is likely to invest such that others would benefit more than the investor.

But there might be other ways to solve the problem, provided that everyone was committed to investing their share of the million-dollar or so cost of implementation.

The market village proposal is for early development of 5.6 hectares to house a 35,367 square foot food store, a 27,380 square foot retailer such as Canadian Tire, a bank and two restaurants.

The Wrigglesworth redevelopment would include what is believed to be a Tim Hortons drive-through and eat-in at the former Chinese restaurant that had been developed as ?Martha's? in about 1980, and a possible expansion of the Beer Store, among other things.

To the south of those proposals, Loblaw's has long been planning some kind of expansion to the east of its present No Frills supermarket. That expansion also relies, among other things, on implementation of the traffic study.

In the meantime, while the east-end commercial proposals have remained in limbo, a 320-unit residential development a bit north on CR 124 is well under way, and development of the Neighbourhoods of Summerhill has begun at the northwest side of town.

Summerhill's 355 residential units will have a single access to Highway 10 for the time being at least. The access involves realignment of Melancthon's Third Line with the subdivision's Colonel Phillips Way. Mr. Telfer said the intersection would eventually be controlled but only when MTO agrees that traffic lights would be justified.

**By Wes Keller**