

Woodland Multiuse Trail Association
c/o 1784 East Sable River Road
Sable River, Nova Scotia, B0T 1V0

18 June 2026

Municipality of the District of Shelburne
414 Woodlawn Drive, PO Box 280
Shelburne, Nova Scotia, B0T 1W0

Re: Roseway River Trail

On 16 April 2024, as a result of a public meeting on 28 March 2024, the Woodland Multiuse Trail Association (WMTA) and the Shelburne County ATV Association (SCATVA) applied for various approvals to achieve a connected shared use (motorized) trail across the Municipality of Shelburne (MDS). MDS provided a support letter and was kept informed of the public meeting and the request letters (see attachments).

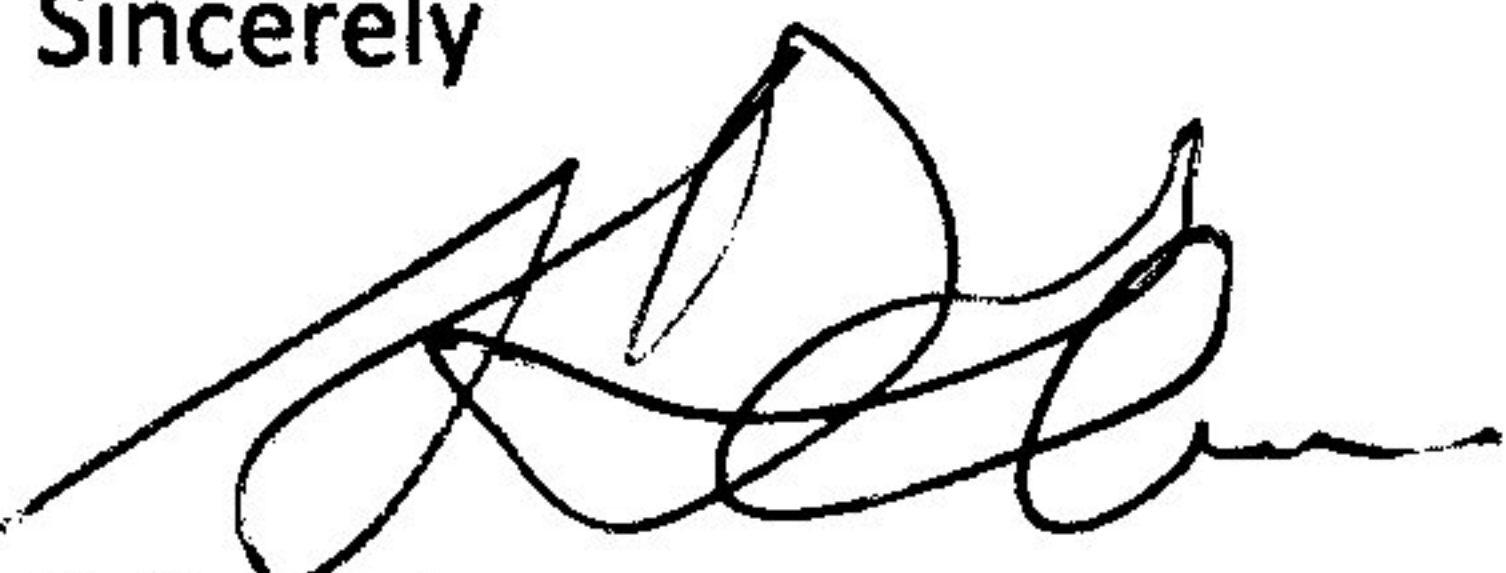
The Province of Nova Scotia approved most of the requests. The Town of Shelburne passed a related by law allowing Off Highway Vehicle (OHV) passage through the town connecting trails at either end of town. The result was legal access for OHVs across eastern Shelburne County primarily on rail bed but also on road trails approved as part of the Road Trails Act. The exception is the one kilometer long Roseway River Trail from the Town of Shelburne to the Islands Provincial Park entrance.

This remains the sole remaining unauthorized link to a legal, connected OHV and shared multiuse trail across MDS as part of the Trans Canada Trail. The DNRR response (attached) was that the Letter of Authority holder for the Roseway River Trail was the necessary applicant: MDS instead of WMTA or SCATVA.

It is requested that the MDS, as holders of LOA # 2004-304 March 25, 2004 for the Roseway River Trail, request DNRR change the LOA from multiuse to an authorized shared (motorized) multiuse trail.

Your attention and support is very much appreciated by many.

Sincerely



S.B. Embree
Treasurer, WMTA
Director, SCATVA

Attachments:

OHV Road Trail Requests acknowledgement, May 13, 2024
DLF Ministerial Order Rail bed closures removal requests, 16 April 2024
Public Meeting 28 March 2024 report
DNRR reply Log # PNS-54053-Q4X5R8 undated (email 24 Nov 2025) to rail bed closure removal requests 16 April 2024

May 13, 2024

Sherm Embree, Director, SCATVA
1784 East Sable River Road
Sable River, NS B0T 1V0
scombree@auracom.com

Dear Sherm Embree:

Thank you for your correspondence dated April 25, 2024, supporting a road trails designation in Birchtown, Port Clyde, Port Saxon, Churchover, and Gunning Cove in Shelburne County.

The Department of Public Works acknowledges that it has received the application package for these sites and will work with the All-Terrain Vehicle Association of Nova Scotia (ATVANS) to assess the application in accordance with the Road Trail Designation Policy.

The process to assess and approve a portion of provincial shoulder or roadway for designation as a "road trail" is governed by the Road Trail Designation Policy and an application form. Criteria to be assessed are identified in the policy and these include provincial roads with low-to-moderate traffic volumes, demonstrated connection trail to trail or trail to services, distance of proposed route, sufficient sight distances at access points, and demonstration of landowner permissions at the points where the trail connects to the roadway.

I appreciate your support for the Road Trails program and for the proposal of the Woodland Multiuse Trail Association.

Kind regards,



Derek Harvey, CPA, MBA (he/him)
Director of Policy and Legislation
Department of Public Works

Shelburne County ATV Association
Woodland Multiuse Trail Association
c/o S. Embree, 1784 East Sable River Road
Sable River, Nova Scotia, B0T 1V0

Minister of Natural Resources and Renewables
P.O. Box 698
Halifax, NS B3J 2T9

16 April 2024

Dear Minister Rushton:

The Shelburne County ATV Association (SCATVA), in close cooperation with the Woodland Multiuse Trail Association (WMTA), is requesting changes to the 14 January 1985 "Notice of former CNR rail bed closure to all vehicular traffic". A newsprint copy of that notice and map is attached.

The changes would support the work that has been done by the WMTA and SCATVA since 2006 to develop a connected shared multiuse trail across Shelburne County as part of the Trans Canada Trail. They have already built, operate and maintain 78.3 km of shared multiuse trail in Shelburne County of its 125.8 km of rail bed. The Municipality of Shelburne has developed 4.8 km and the Black Loyalist Heritage Society has developed 1.5 km also. The Town of Shelburne is developing a bylaw, in accordance with the OHV Road Trails Act, to connect the rail bed trails at the north and south ends of town. A total of 88.1 km of 125.8 km of rail bed has been assigned by Letters of Authority and is built, operated and maintained by the various trail managers. DNRR manages the remaining 37.7 km of rail bed most of which is used as trail.

Work to develop such a trail has also been done across Nova Scotia by the ATV Association of Nova Scotia (ATVANS), NS Trails and the Trans Canada Trail (TCT). This trail development and connectivity has also been recently supported by the OHV Road Trails Act legislation. All this is to provide a connected shared multiuse trail around western Nova Scotia for the benefit of NS recreation, health, tourism and business and fits within the NS Trails Strategy.

To continue to achieve the desire, progress and need for a connected shared multiuse trail across Shelburne County changes are requested to the 14 January 1985 "Notice of former CNR rail bed closure" of DNRR managed rail bed to allow for vehicular traffic use on some of the sections identified. These requests if approved would minimize the use of approved public OHV roads trails while providing trail connectivity.

Specifically at Notice #3:

- "Mileage 75.18 (Port Saxon Crossing near 6980 Shore Road) to Mileage 76.00 (Port Clyde Crossing at Lyles Road / Port Latour Road Highway 309 intersection)" we request the closure to vehicular traffic be removed for the whole section of this rail bed. (See attachments Constraint Table 1997 HSW Rail Bed Mile Point 73.4 to MP 76.0 and Map

Port Clyde Notice 3 MP73.4 MP76.0). This would reduce the use of public roads by trail users and OHVs.

- The 0.80 km long section of rail bed northwest of 6980 Shore Road is currently used by OHVs without enforcement of the notice and without complaint.
- While we await this change to the March 1985 notice #3 we are seeking approval from DPW / TIR, via ATVANS, of an OHV Road Trail in the area to bypass: the section at Notice #3 of closed rail bed, the Clyde River Trestle Bridge which needs repair and the further section of unused / undeveloped rail bed southeast from 6980 Shore Road to Kenny and Ross Ltd at 6493 Shore Road.

With respect to Notice #2:

- "Mileage 57.35 (Hartz Point Road near Birchtown) to Mileage 62.86 (Gunning Cove Crossing)" we request the closure to vehicular traffic be removed from Mile Point 57.35 to MP57.9 (Boulder Cove Road). Rail bed closure to vehicular traffic should remain in place for rail bed between MP 57.9 (Boulder Cove Road) to Mileage 62.86(approx 1619 Shore Road). (See attachments Constraint Tables 1997 HSW Rail Bed Mile Point 54.5 to 63.8 and Map Birchtown to Churchover Notice #2 MP57.35 to MP59.5.)
- This rail bed between MP 57.35 and Civic 119 Boulder Cove Road (Boulder Cove Cottages) is currently used as trail primarily by OHV users without enforcement of the notice, without complaint and would be a beneficial trail connection avoiding use of public roads by trail users. Closure to vehicular traffic is requested to be removed.
- While we await this change to the March 1985 notice #2 we are seeking approval from DPW / TIR via ATVANS of OHV Road Trail in the area to bypass the section of closed rail bed between 119 Boulder Cove Road and 1619 Shore Road as well as OHV road trail around the Birchtown Brook trestle bridge which is in poor condition.
- The Black Loyalist Society supports removal of closure to vehicular traffic on rail bed assigned to them by Letter of Authority #2916739 to be changed to allow motorized shared use of the 1.5 km of trail starting at MP 57.5. Their support letter is attached.

With respect to Notice #1:

- "Mileage 50.60 Charlotte Street, Shelburne) to Mileage 53.03 ("The Islands" Provincial Park Road)" we request the notice of closure to vehicular traffic be removed from Mile point 52.5 (McGills Point Lane, Shelburne) to MP 53.03. (See attachments Constraint Tables 1997 HSW Rail Bed Mile Point 51.0 to MP54.3, and Map Town to Islands Notice #1 MP52.4 to MP53.03)
- One kilometer of this section of rail bed to MP 53.03 (Islands Park Road) is the Municipality of Shelburne Roseway River Trail. "...the MDS supports the SCATVA / WMTA applications for use of the Road Trails Act and request to remove OHV restrictions from various sections of trail." Their support letter is attached. This would be a beneficial trail connection to Town amenities, avoid use of public roads as Road Trail and achieve trail connectivity.
- Mile Point 53.03 at Islands Park Road to MP57.35 (Hartz Point Road near Birchtown) is the rail bed between Notice #2 and Notice #1. It is DNRR managed rail bed trail

currently used as shared multiuse trail primarily by OHV users with no restriction on motorized use.

With respect to Notice #4:

- This closure has been superseded by Letters of Authority approved by DNRR to the Woodland Multiuse Trail Association LOA 11-015 (amended) 18 Nov 2014.

The SCATVA is also requesting approval of three sections of OHV Road Trail through the ATV Association of Nova Scotia and NS DPW in conjunction with these Ministerial Notice amendments. By working together in assessing our proposal, the NS departments of DNRR and DPW can approve a connected shared multiuse trail across Shelburne County as part of the Trans Canada Trail.

Community consultation, regarding these proposals for changes to the 1985 Notice of rail bed closure and for the OHV Road Trail requests, was held by a public meeting at the Gunning Cove Fire Hall in the local community on 28 March 2024. After discussion at the public meeting, 86% of the attendees provided written support for the SCATVA / WMTA proposals. Support letters from the Municipalities of Barrington, Municipality of Shelburne, Town of Shelburne, Shelburne area Chamber of Commerce, NS Trails, Boulder Cove Cottages and the Black Loyalist Heritage Society. The 86% level of support and comments received as a result of the public meeting are summarized in the meeting report and comment sheet data included among the attachments.

Upon approval of a connected trail across Shelburne County by means of changes to the 1985 closure notice and by approval of our OHV road trail requests continued development, operation and management of the rail bed could occur. The intent would be for further development of the connected DNRR rail bed trail for use by other trail users such as bicycles, walkers, horses and tourists as connected shared multiuse trail and as part of the Western Loop of the Trans Canada Trail.

We look forward to your support and to working with the NS departments of DPW and DNRR to achieve a legal connected trail route from the Roseway River to the Clyde River that will become part of the Trans Canada Trail for the benefit of all users and the community. Please do not hesitate to contact us for further explanation, information or comment.

Signature

S.B. Embree
Treasurer, WMTA Director, SCATVA

Info Copies to:

Minister DPW
CCTH Trails Consultant, Communities, Sport and Recreation Division
ATVANS
DNRR Western Region Forester and Trails Coordinator

Attachments:

- 1 Rail corridor closure notice 14 January 1985
- 2 Rail corridor closure map 14 January 1985
- 3 Constraint Table Mile Point 73.4 to 76.0 1997 HSW Rail Bed
- 4 Map Port Clyde Notice 3 MP75.18 to MP76.0
- 5 Constraint Table Mile Point 54.5 to 57.9 1997 HSW Rail Bed
- 6 Constraint Table Mile Point 57.9 to 61.9 1997 HSW Rail Bed
- 7 Map Birchtown to Gouldens Road Notice #2 MP57.35 MP59.5.
- 8 Constraint Table Mile Point 51.0 to 54.3 1997 HSW Rail Bed
- 9 Map Town to Islands Notice #1 MP52.4 MP53.03
- 10 Report of community public meeting regarding changes to the 1985 Notice of rail bed closure and for the OHV Road Trail Requests, held on 28 March 2024.
- 11 Public meeting comment sheet data and comments

Support Letters from:

- 18 Municipality of the District of Shelburne
- 15 Town of Shelburne
- 16 Municipality of Barrington
- 14 Shelburne and Area Chamber of Commerce (and Tourism Association)
- 12 Black Loyalist Heritage Society
- 13 Boulder Cove Cottages
- 17 NS Trails

SCATVA Trail Connections Meeting 28 March 2024 Report

The public community meeting was called by the Shelburne County ATV Association (SCATVA) and the Woodland Multiuse Trail Association (WMTA) to get public advice and input on proposed trail connections between Roseway River and Clyde River, Shelburne County.

The meeting was advertised by 518 flyers distributed by Canada Post to adjacent landowners two weeks prior to meeting date. The meeting was also advertised by notices on social media sites, word of mouth and personal calls to some government representatives and concerned adjacent landowners.

Invitations were made to Municipality of the District of Shelburne, NS Trails, ATVANS and NS CCTH who had representatives attend. The Town of Shelburne was invited, could not attend but provided some information. Invitations were also made to Municipality of Barrington, RCMP, Saltwire media, NS DNRR, NS DPW/TIR representatives to observe or to assist presenters but were not in attendance.

The meeting was facilitated and conducted by a professional advisor / master of ceremonies / chairperson (Mr. Max Chauvin) who has done a lot of similar public meeting work in the past and in the Municipality.

Attendance was over 105 at the central community location, Gunning Cove Fire Hall and Community Center, and provided good representation across the community. Comment sheets (attached) were requested from each attendee after the presentation.

The presentation presented proposals for trail connections and development between Roseway River and Clyde Rivers in Shelburne County. Its key point was that the community has been in its current status of trails for forty (40) years and no one is satisfied: neither adjacent landowners, nor community members nor users. OHVs and trail users are not going away and are bound to increase so please accept these proposals so the community can adapt to the situation. The province has facilitated community adaptation by proclaiming the OHV Road Trail Act.

There was about a ten (10) minute break after the presentation for attendees to tour information displays and to prepare for the discussion period. The meeting was wrapped up and concluded by the facilitator with a plea for everyone to provide a comment sheet as everyone did not speak but all that wanted to did speak. The discussion period which lasted about 45 minutes ended about 8:30 pm on a wet foul night when no more speakers offered to speak.

Questions asked / discussion / topics raised verbally during public discussion

included:

- Who owns what part of the rail bed – the crown, DNRR, the municipality, adjacent landowners, etc?
 - Who owns rail bed in Churchover / Gunning Cove area? Rail spur lines ownership?
 - Is closeness to shore a reason the rail bed is not used from Boulder Cove to Gunning Cove?
 - How much traffic is on the trails and rail beds? Trail user counts.
 - How does trail traffic change after development from rail bed to shared multiuse trail?
 - Rail bed / trail use as wood hauling road / driveway/ access to and from hunting.
 - What is effect of community support on trail development and approval process?
 - What is the width of the barricades and trail bridges?
 - Are the trails built to allow emergency vehicle access or use?
 - Provincial trail organizations, and trail development across the province.
 - NS Trails Etiquette program / respect among users, within community.
 - How are the legal trail / road trail accessed from those not adjacent or close to the trail?
 - Maintenance of DNRR managed rail bed and trail under Letter of Authority (LOA).
 - Are you planning on taking over maintenance of the DNRR managed rail bed and getting a Letter of Authority (LOA) at this time?
 - What are the effects on the number of trail users as result of rail bed improvement to developed trail?
 - What are the trail development plans in Town of Shelburne?
 - What are the rules/regulations/etiquette for OHVs on approved public roads?
 - What public access will there be to the meeting report?
 - How are these meeting attendees going see the results of this meeting, synopsis of this or meeting analysis of comment sheets received at / after meeting?
 - Describe the approval process.
 - What happens if these proposals are not approved?
- Praise is being received for a well conducted meeting, clearly presented information and the open discussion. The results clearly indicate the community interest in trail connections and development in this area. Virtually all of the meeting attendees submitted a comment sheet. Some were in envelopes filled out before the meeting possibly for privacy reasons. Four were received by mail at the address provided on the meeting notice and comment sheet. There were 15 comments of “don't support” and 96 comments of support.

Most replies had some comment on them. There were 15 comments of “DON’T SUPPORT” including four by mail, 11 adjacent landowners rail bed/road, 12 Municipality Shelburne citizens, one from Town and three trail users. There were 96 comments of “SUPPORT” including 35 adjacent landowners rail bed / road, 71 Municipality of Shelburne citizens, ten County Shelburne citizens, 12 Town of Shelburne citizens, two other citizens from out of Shelburne County and 69 trail users. One comment sheet only was received from the proponent / presenting group made up of two representatives from NS CCTH, three from ATV Association of NS, one from NS Trails, a hired meeting facilitator and the SCATVA/ WMTA presenter.

These numerical results will be made public on the Facebook page:

"Shelburne County ATV Association - bulletin board" where there is also a video of the last half of the meeting. That video is also on YouTube posted by Scotian Off-Road as "Shelburne County Trail Connections Meeting SCATVA" with over 270 views in two days.

There were numerous comments from all whether they were supporters or non-supporters regarding safety, policing / enforcement, disruption, access, and trail connection options (use more or less rail bed, use more or less public road). There were no comments against the concept of connecting a trail. This proposal was presented to the community as a way to have a legal trail route. Those comments are useful to agencies submitting, analyzing and assessing the requests. The public support for the approval of the proposals presented is strong and widespread.

Log # PNS-54053-Q4X5R8

S.B. Embree
Shelburne County ATV Association
Woodland Multiuse Trail Association
c/o S. Embree, 1784 East Sable River Road
Sable River, Nova Scotia, B0T 1V0

Dear S.B.Embree:

On behalf of the Minister, I am responding to your letters dated April 16, 2024, April 4, 2025, and June 6, 2025, requesting changes to the 14 January 1985 "Notice of former CNR rail bed closure to all vehicular traffic", and to remove the notice from several sections of the abandoned rail corridor.

Some of the sections of the abandoned rail corridor currently have a Letter of Authority (LOA) and others do not. For sections of trail that have an existing LOA, it is recommended that you work with the LOA holder. An LOA holder can request an amendment to their LOA, which could include lifting the notice, if approved. If a section does not currently have an LOA, an application would need to be completed. The link to the application form can be found at https://novascotia.ca/natr/land/pdf/use_sale_application.pdf. Please note that there may be added requirements for changes to LOAs, or new LOA applications, that have a notice applied to them, for instance, public consultation.

The following highlights the sections that you have requested with information on who currently holds a LOA.

- Mile point 52.5 (McGills Point Lane, Shelburne) to MP 53.03 ("The Islands" Provincial Park Road)
 - Town of Shelburne- Charlotte Street to Roseway River
 - Municipality of Shelburne- Roseway River to Islands Park Road
- Mile Point 57.35 (Hartz Point Road near Birchtown) to MP 57.9 (Boulder Cove Road)
 - The Black Loyalist Heritage Society holds LOA on a small section of trail in Birchtown. (Old Birchtown Road to Brown's Lane)
 - For the remaining section there is no LOA in place and would require an application.
- Mileage 75.18 (Port Saxon Crossing near 6980 Shore Road) to Mileage 76.00 (Port Clyde) Crossing at Lyles Road / Port Latour Road Highway 309 intersection
 - Would require an application.

If you have questions about the application process, please contact the local Department of Natural Resources office.

Regards,



Gordon Delano
Executive Director
Natural Resources