

# Press release: MJ Curle Ltd ordered to pay £32,920 for environmental waste offences

On Thursday 26 January 2017, Stuart Curle, director of MJ Curle Ltd, Sunnymead Farm, Shifnal, Telford, pleaded guilty at Telford Magistrates' Court to operating a regulated facility that was not authorised by an environmental permit, both on behalf of the company, MJ Curle Ltd and separately in his capacity as the director of the company.

The 45-year-old was fined £1,200 and ordered to pay in excess of £25,000 in compensation and costs to the Environment Agency, along with a £120 victim surcharge. Additionally, the company was fined £6,600. The court also ordered that the 1,700 tonnes of waste that remains on-site is to be removed within the next 6 months, by 25 July 2017.

Environment Agency officers visited the site on 13 January 2015 to carry out an inspection. They found a large number of skips containing a variety of waste, including cardboard and green waste. Other parts of the site were used for storing and sorting a variety of waste, some of which originated from demolished conservatories. There was also evidence of waste being burned on the site.

The activities undertaken on the site require an environmental permit. However, the defendant never applied for one. As a result the defendant avoided application and subsistence fees in excess of £14,000. Around 1,700 tonnes of waste were found on the land. To dispose of this legally it will cost MJ Curle Ltd approximately £130,000.

Under caution, Stuart Curle admitted to a range of waste being brought to the site as a result of a business relationship with a local company. He also accepted that MJ Curle Ltd had been collecting skips full of waste and once they were transported back to the site, the waste was sorted and stored. He accepted that the activity required an environmental permit, something which the Environment Agency had warned him about in 2008.

During the hearing at Telford Magistrates Court, the Bench found that the previous warnings given by the Environment Agency to the defendant regarding the illegal activities on the site, in 2008, were a seriously aggravating feature of the current offending. However in mitigation the defence raised the defendant's serious ill health and the financial difficulties that have blighted the family as a result. The defendant also asked the court to take into account the defendant's co-operation with the Environment Agency and his admissions in interview.

Speaking after the case, an Environment Agency officer in charge of the investigation said:

When we entered the site in 2015, there was clear evidence of a deliberate and unlawful waste processing and storage operation. Stuart Curle was previously spoken to by Environment Agency officers about the need to obtain an environmental permit to undertake this activity. Unfortunately he failed to heed that guidance. We are pleased with the outcome of this case and we will actively bring prosecutions where deliberate unlawful processing and storage is identified.

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## **[Guidance: LPG flaring at end-of-life vehicle sites: RPS 202](#)**

If you comply with the conditions of this regulatory position statement (RPS) you can flare LPG removed from vehicles at ELV sites that have an environmental permit.

This RPS will be reviewed by 30 September 2017. You'll need to check back then to see if it still applies or if you need to apply for a permit.

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## **[RR1085 – Exploring the human and physical factors associated with telescopic handler overturning risks](#)**

A combination of machine instability and various human factors elements are important precipitating factors in telescopic handler overturn incidents.

Industry guidance makes a number of assumptions about the impact of operator “knowledge gaps”, however the link between operator knowledge gaps and overturn risk is, at present, hypothetical and remains empirically untested.

This study was done to identify:

- the full range of human factors issues that might potentially contribute to telescopic handler overturn incidents;
- the human factors issues that appear to be most important in terms of overturn risk and
- key operator knowledge gaps that could increase the probability of an operator overturning a machine.

The research indicates that a machine is more likely to overturn when its boom is raised and /or extended. Overturn incidents are also strongly related to lateral (in contrast to longitudinal) instability. As some operators were not aware of the overturn risk related to lateral instability, this implies the possibility of a knowledge gap among operators. Weaknesses in training and site management/supervision are also likely to increase overturn risk. The installation of lateral instability warning technology could reduce overturn risks by warning operators of dangerous situations before a critical threshold is reached.

Assistance in the use of Adobe Acrobat PDF files is available on our [FAQs](#) page.

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## **[Press release: Planned roadworks in Yorkshire and the Humber: summary for Monday 30 January to Sunday 5 February 2017](#)**

From:

First published:

27 January 2017

Part of:

Planned new and ongoing road improvements over the coming week.

The following summary of planned new and ongoing road improvements over the coming week is correct as of Friday 27 January and could be subject to change due to weather conditions or unforeseen circumstances. All our improvement

work is carried out with the aim of causing as little disruption as possible.

## **M1 junction 32 Thurcroft to junction 35a Stocksbridge**

The hard shoulder between junction 32 and 34 is currently closed in both directions as part of the smart motorway scheme. The southbound carriageway will be fully closed from junction 33 to junction 32 overnight five nights from Monday 30 January. The southbound entry slip road at junction 33 will be closed overnight for five nights from Monday 30 January. The southbound carriageway will be fully closed between the slip roads at junction 33 overnight for two nights from Saturday 4 February. The southbound carriageway will be fully closed between the slip roads at junction 34 overnight for three nights from Wednesday 1 February. The southbound carriageway will be closed between the slip roads at junction 32 overnight for two nights from two nights from Saturday 4 February. The northbound carriageway will be fully closed between the slip roads at junction 34 overnight on Friday 3 February. There will be narrow lanes and a 50mph speed limit in place between junction 32 and junction 34 until the project is completed in March 2017. The closures will take place between 8pm and 6am, and drivers will be able to follow clearly signed diversion routes.

## **M62 junction 26 Bradford (M606 interchange)**

The slip roads and roundabout will be reduced to a single lane overnight, between 7pm and 6am, from Monday 30 January for five nights to complete landscaping and other minor works associated with the junction improvement. Drivers will be able to follow clearly signed diversion routes.

## **M62 junction 30 to junction 31 Normanton**

The east and westbound carriageway will be fully closed overnight on Sunday 5 February for power line replacement scaffold works. The closures will take place between 8pm and 6am, and drivers will be able to follow clearly signed diversion routes.

## **A160 – Rosper Road**

Rosper Road will be closed for 400m from the junction with A160 Humber Road as part of the A160/A180 Port of Immingham improvement scheme on Sunday 29 January from 9am to 5pm.

### **General enquiries**

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

### **Media enquiries**

Journalists should contact the Highways England press office on 0844 693 1448

and use the menu to speak to the most appropriate press officer.