

Proposal: The Desborough Development Routing Enforcement Scheme (DDRES)

To: Desborough Town Council, Rothwell Town Council, Rushton Parish Council, and North Northamptonshire Council Planning Department

Prepared in Conjunction with: The Desborough Developments Working Party (DDWP)

Date: 17th June 2026 (v2.0 — Amended)

1. Executive Summary

As the Desborough, Rothwell, Rushton, and surrounding North Northamptonshire areas undergo vital housing and infrastructure growth, managing the impact of Heavy Goods Vehicle (HGV) construction traffic is critical to preserving resident well-being, road safety, and infrastructure integrity.

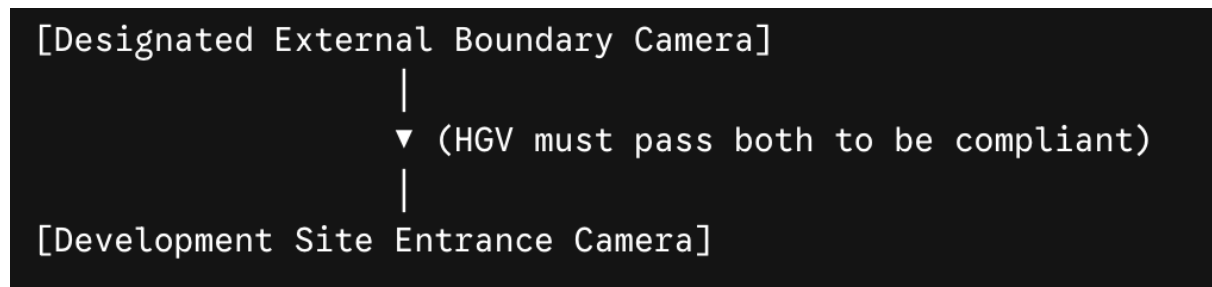
Drawing directly from the successful operational precedent established by the Rothwell North Working Party (RNWP) for the Woodland Valley development, this proposal outlines a comprehensive, net-cost-neutral network of Automatic Number Plate Recognition (ANPR) cameras. The scheme will monitor and encourage strict adherence to approved Construction Management Plans (CMPs), ensuring community protection and environmental compliance across a flexible geographic scope.

2. Scheme Objectives

- **Enforce CMP Compliance:** Ensure all construction-related HGVs strictly adhere to the designated routes specified in each project's approved planning documentation and CMPs.
- **Prioritize Community Protection & Road Safety:** Mitigate the inconvenience, noise, air pollution, and safety risks posed to residents by large volumes of construction traffic over multi-year periods.
- **Self-Sustaining Framework:** Utilize a robust routing breach charge structure to cover all operational and administrative costs, ensuring local authorities and the community bear no financial burden for enforcement.
- **Community Reinvestment:** Redirect any secondary excess funds generated by non-compliance directly back into the local community via a dedicated grant scheme.
- **Scalable & Dynamic Architecture:** Create an adaptable framework capable of absorbing new developments affecting neighbouring communities as they are approved, and phasing out completed schemes dynamically over a multi-year horizon.

3. Operational Mechanics & ANPR Framework

The DDRES will utilize a privately operated ANPR network completely independent of police networks or systems.



The Two-Camera Verification Model

Based on verified operational practices, each active development included in the scheme will require a minimum of two synchronized cameras:

- **Site Entrance Camera:** Positioned directly at the access gate of the specific development site.
- **Boundary Gateway Camera:** Positioned at a strategic external location (e.g., major junctions or A-road entry points) defining the authorized entry route into the area as dictated by the CTMP.

Monitoring and Enforcement Workflow

1. **Data Capture:** Registered construction HGVs must trigger both the boundary camera and the corresponding site entrance camera within an acceptable, logistically viable timeframe.
2. **Alert Generation:** If a registered HGV fails to trigger both cameras (indicating a deviation from the approved CTMP routing), an automated alert is generated.
3. **Weekly Reporting:** The contracted system operator will compile these alerts into weekly compliance reports for review.
4. **Charge Issuance:** Developers and main contractors will be contractually obligated via the planning framework to liaise with their supply chain and issue **compliance charges** (or **routing breach charges**) for every recorded violation.

4. Legal Enforceability & Planning Integration

To give this scheme necessary legal weight and satisfy planning authorities, participation in the DDRES will not rely on a single prescriptive mechanism. Instead, it will be secured through a comprehensive combination of the following planning instruments:

- **Construction Management Plans (CMPs):** Incorporation of the DDRES two-camera ANPR tracking framework as a mandatory logistical constraint within the site's approved CMP.
- **Planning Conditions:** To give this scheme legal weight, we request that the North Northants Council Planning Department formally integrate participation in the **DDRES** as a standard, negotiated planning condition for all upcoming major developments within Desborough and Rushton. This will result in explicitly worded conditions requiring developers to fund initial camera integration, participate in the monitoring network, and enforce the compliance charge framework in partnership with the DDRES. NNC Officers are asked to ensure that these conditions are legally enforceable as required.
- **Section 106 (S106) Town and Country Planning Act 1990 Obligations:** Where appropriate, legal agreements will be utilized to secure long-term financial contributions for operational costs, framework governance, and binding commitments to route compliance.

5. Financial Structure, Compliance Charges, and Community Grants

The core principle of the DDRES is that **the community must not bear the cost of enforcement**, and compliance, road safety, and community protection remain the primary objectives. The scheme is explicitly designed *not* to be a revenue-generating enterprise.

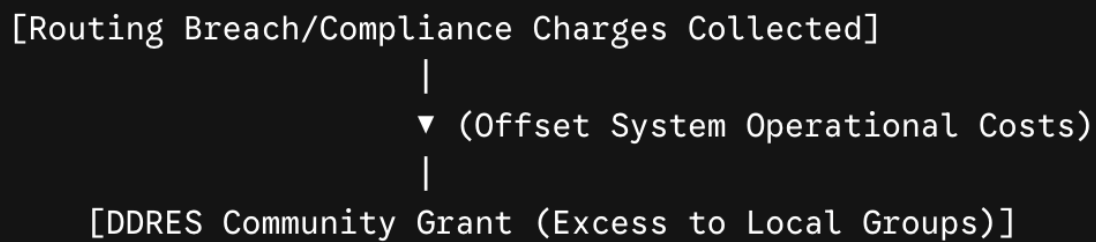
Compliance Charge Structure

To align with standard planning and legal terminology, all financial penalties for deviations from approved routes are defined as **Compliance Charges** or **Routing Breach Charges**. This ensures the framework remains defensible and distinct from statutory fines.

Net-Cost Neutrality

The compliance charge structure will be scaled so that revenues directly offset the ongoing setup, maintenance, and administrative expenses charged by the ANPR operator. Beyond initial setup and monitoring costs (funded by the developer for the first year), there will be no operational cost to primary developers who remain fully compliant, and zero cost to local authorities.

The DDRES Community Grant (Secondary Benefit)



While compliance is the goal, any secondary excess funds generated by routing breach charges will be pooled into a ring-fenced community fund. This follows successful regional precedents—such as the Rothwell North/Woodland Valley scheme where upwards of £56,000 was successfully redistributed to local groups. Local charities, volunteer organizations, and community groups within the affected areas will be invited to apply for quarterly grants to fund local amenities, environmental improvements, and safety projects on an annual basis. The administration of this scheme will be managed by the DDWP in partnership with the local community and Parish/Town Councils.

6. Precedent and Evidence Base

The DDRES is modelled on established, successful regional precedents, most notably the **Rothwell North Working Party (RNWP) framework for the Woodland Valley development**.

By analysing the data from the Rothwell scheme, the DDWP can demonstrate measurable success criteria to planning officers:

- **Proven Compliance Rates:** Historical data demonstrates a significant, measurable reduction in HGV routing breaches within months of camera activation.
- **Reduction in Complaints:** A clear drop in resident complaints regarding HGV intrusion into unauthorized residential zones.
- **Tangible Community Benefits:** The delivery of over £56,000 in funding directly back into community infrastructure via breach-derived grant allocations.

7. Infrastructure Ownership & Data Governance (GDPR)

To ensure complete transparency and satisfy North Northamptonshire Council's legal requirements, a strict governance framework has been established for data and infrastructure.

Infrastructure Ownership & Management

- **Camera Hardware:** The ANPR cameras will be provided, installed, and maintained by a designated, accredited third-party remote security partner.
- **Data Controller:** The independent system operator will act as the primary **Data Controller** (and Data Processor), ensuring that data collection is strictly limited to the enforcement of the CTMP. Neither the local councils nor the DDWP will directly store or process raw ANPR data.

Data Protection & GDPR Compliance

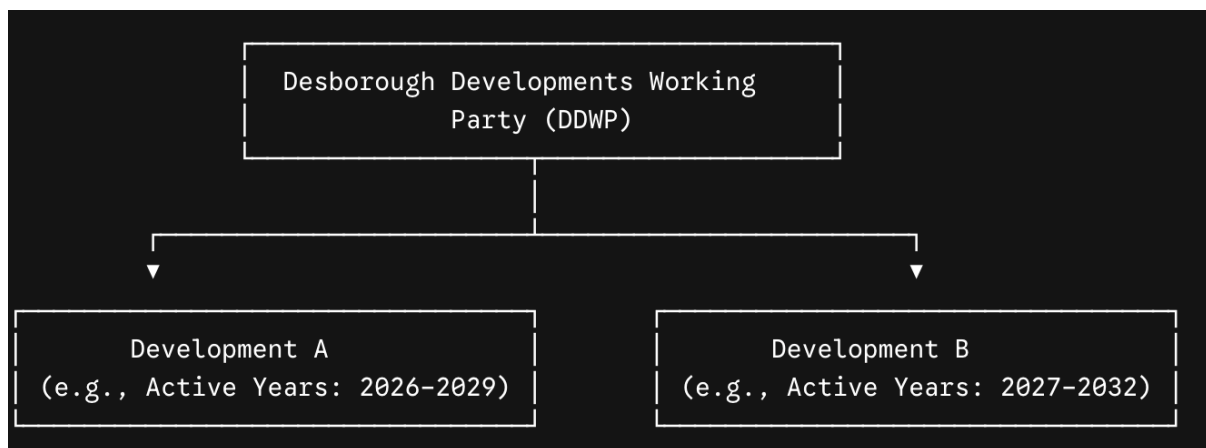
- **Data Minimisation:** The ANPR system will capture only the data necessary to confirm compliance (vehicle registration mark, timestamp, and location images). Non-commercial, non-construction vehicular data will be filtered out immediately.
- **Data Retention:** In accordance with GDPR principles, data relating to compliant journeys will be deleted automatically within a brief window (e.g., 24–48 hours). Data regarding alleged routing breaches will be retained only for as long as necessary to process the compliance charge or resolve an appeal.
- **System Integrity:** The network will operate completely independently of police networks and will be used solely for the monitoring of construction traffic movements.

8. Appeals Process

To guarantee fairness, robustness, and transparency, the DDRES incorporates a clear, formal appeals process for contractors, operators, and hauliers who wish to challenge an alleged routing breach.

1. **Notification:** When an alert is generated, the contractor is issued a Preliminary Notice of Routing Breach.
2. **Submission of Evidence:** The contractor/operator has 14 business days to submit mitigating evidence to the independent system operator. Legitimate grounds for appeal include:
 - Emergency road closures or diversions ordered by Highways authorities or emergency services.
 - Mechanical breakdowns requiring immediate recovery via the nearest safe route.
 - Evidence of data/registration mismatch.
3. **Adjudication:** Appeals will be independently reviewed by the system operator in consultation with the DDRES and DDWP to ensure a fair, consistent, and unbiased decision.

9. Governance, Scalability, and Geographic Scope



(e.g., Active Years: 2026-2029)

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Community Management

The scheme will be overseen by the DDWP through a joint DDRES committee featuring representation from if taken up Desborough Town Council, Rothwell Town Council, and Rushton Parish Council. This group will review weekly operator compliance metrics, track developer compliance, and oversee the distribution of community grant funds.

Scalability and Wider Geographical Scope

The DDRES is explicitly designed as a rolling, flexible, multi-year program. While initially centred on the immediate Desborough, Rothwell, and Rushton areas, the framework possesses a wider geographical scope. As North Northamptonshire Council approves future developments impacting neighbouring communities, those sites can be seamlessly onboarded into the framework.

- **Onboarding:** Developers will be mandated to integrate their site into the DDRES framework via their planning/S106 obligations. Funding for the initial camera setup and first-year monitoring costs will be the responsibility of the developer.
- **Offboarding:** Upon a development reaching practical completion, its specific site entrance camera will be decommissioned or relocated, allowing the scheme to adapt fluidly over a 5-to-10-year regional growth horizon.

10. Proposed Supplier Context

To ensure swift deployment and proven reliability, the scheme proposes engaging a specialist remote security partner experienced in this specific application, such as the VPS Group (VPS UK):

- **Recommended Vendor:** VPS UK
- **Address:** Broadgate House, Oldham Broadway Business Park, Middleton, Greater Manchester, OL9 9XA

- **Telephone:** 0330 005 5300 **Email:** tellmemore@vpsgroup.com