

TONBRIDGE & MALLING

Cllr Matt Boughton

Leader of the Conservative Group
Borough Councillor for Medway Ward, Tonbridge

BOROUGH COUNCIL



18 July 2021

The Review Officer (Tonbridge and Malling)
Local Government Boundary Commission for England (LGBCE)
PO Box 133
Blyth
NE24 9FE

Dear LGBCE,

This proposal achieves a warding pattern which meets all of the criteria determined by the Local Government Boundary Commission for England, one which has broad electoral equality, reflects community identities and interests and provides for effective and convenient local Government.

In making this submission each member of the 39 strong Conservative Group on Tonbridge and Malling Borough Council has been involved in devising these proposals and this is the agreed position of the Group. We have also consulted with Chatham and Aylesford Conservative Association, Tonbridge and Malling Conservative Association, Conservative County Councillors in Tonbridge and Malling Andrew Kennedy, Sarah Hohler, Sarah Hudson and Harry Rayner, as well as Tracey Crouch, MP for Chatham and Aylesford and Tom Tugendhat, MP for Tonbridge and Malling.

Our proposal is for a warding arrangement for 43 Councillors, the number which the Commission was minded to recommend. This involves 13 Councillors representing communities in Tonbridge and Hildenborough and a further 30 Councillors representing the remaining parts of the Borough.

We believe that it will be essential to create a ward, named Hildenborough and Tonbridge West, which includes both an area which has a Parish Council and one which does not. This is because the community interests which Hildenborough shares with Tonbridge are much stronger than any of its neighbouring parishes. We will explain in detail why we believe this to be the case.

Each of our proposals adheres to full electoral equality in 2027 as per the requirement from the Commission. However, in relation to East Malling and Lunsford we do provide an option for the Commission which although would strengthen community identity, would result in this ward falling below the required variance. We also invite the Commission to look at adding an additional Councillor in Burham, Eccles and Wouldham given the scale of development which is expected in coming years, thus increasing the size of the Council to 44 members.

A note about how your personal data is used: As your councillor, I am the "data controller" of any personal data you provide to me. I will use this personal data to enable me to deal with your query or matter. This may also require me to share your personal data with Tonbridge & Malling Borough Council to make sure your query gets handled appropriately. If you have any questions about how your personal data is used, please let me know. For full details about your data rights and about how we will process your personal data please see the Councillors' privacy notice which can be found at: https://www.tmbc.gov.uk/_data/assets/pdf_file/0007/583981/Privacy-Notice-for-Councillors.pdf

There are four ward; East Peckham, Tonbridge North East, Tonbridge North West and Tonbridge South which fall above the 10% variance in 2021, but each of these falls to 10% or under based on 2027 projections. We believe that this is acceptable given the lack of projected growth in these areas and the community interests in the area.

Finally, the majority of Tonbridge and Malling is covered by a Parish Council and as a result it means that parish wards will have to be altered in Aylesford, Snodland and – if the Commission is minded to do so – East Malling and Larkfield. However we do propose that the parish of Mereworth, which is currently split between 2 wards, is all returned to the same ward, Mereworth and Wateringbury.

We will speak about each of our proposals in detail, starting in the south of the borough and moving north throughout this submission.

HILDENBOROUGH AND TONBRIDGE WEST (3 Councillors)

The existing two member Hildenborough ward cannot be retained on its current boundaries. Therefore, we considered whether it would be better included in the same ward as the neighbouring parishes of Shipbourne and Hadlow, or whether we could include it within the same ward as parts of neighbouring Tonbridge.

In coming to this recommendation we looked at the growth of Hildenborough over time and where it looks for most of its services. Hildenborough is a linear village with many of the older properties located around St John's Church, and in recent decades it has developed to the south east along the B245 towards Tonbridge. Indeed, without any obvious marker beyond a road sign the Tonbridge boundary already goes across both the B245 and Hilden Park Road, where it meets Stacey Road in Tonbridge. This is unlike its connection to Hadlow parish, as there is no road link, and Shipbourne where the only direct road connection is on Riding Lane. However this is an extremely rural road at its north with only a handful of homes, and the vast majority of residents in Hildenborough live much closer to Tonbridge than Shipbourne.

In addition, while Shipbourne does not sit on a railway line Hildenborough station falls on the Southeastern mainline between Sevenoaks and Tonbridge stations. Although located further west than many of the residential homes, this provides a clear connection and ability for ease of transport between Tonbridge and those residents living around Noble Tree Road, Philpots Lane and Nizels Lane. Indeed the rail user group Tonbridge Line Commuters covers issues from both Tonbridge and Hildenborough stations¹.

The strength of the public transport network between Hildenborough and Tonbridge also extends to bus routes as well. The 402 bus provides a direct link along the B245 towards Tonbridge, as does the 202 which also serves the Brookmead estate. The other regular buses in the village, including the 210 also come from Tonbridge and even those buses which serve the rural north of the village nearest Shipbourne, such as the 204, do not extend to Shipbourne itself – indeed this service subsequently crosses the borough boundary. As a result we have concluded that the road, rail and bus networks² are much stronger from Hildenborough to Tonbridge than to Shipbourne.

The ease of travel between Hildenborough and Tonbridge means that many students also cross the boundary to attend school. The Kent County Council Education Commissioning Plan for Primary and Secondary Schools includes a 'Tonbridge North and Hildenborough'

¹ <https://tonbridgecommuters.org.uk/hildenborough/>

² Arriva Tonbridge and Tunbridge Wells Zone Map <https://www.arrivabus.co.uk/kent-and-surrey/bus-travel-in-tonbridge>

planning group, taking into account four Primary Schools in Tonbridge and two in Hildenborough. Meanwhile the nearest five Secondary Schools are located in Tonbridge as well.

In addition to travel and education, we also looked at other facilities which residents in Hildenborough use. The local GP surgery is part of Tonbridge Primary Care Network, Hildenborough and Tonbridge Medical Group³. This includes a surgery not only in Hildenborough but also at Trenchwood in Tonbridge, strengthening the link between the two communities with residents expected to cross the boundary for some healthcare appointments.

The relationship between Tonbridge and Hildenborough is strong when it comes to crime prevention as well. Both Hildenborough and parts of Tonbridge, the existing Castle and Medway wards, share a PCSO. Whoever the incumbent has been is well regarded within the local community and has been able to resolve issues across both Tonbridge and Hildenborough equally.

Finally, we also looked at the environment around Hildenborough, and especially how the village has grown towards Tonbridge over recent decades. Indeed, like much of Tonbridge, Hildenborough has significant issues with flood prevention which are distinct from Shipbourne to the north, which lies in the catchment of the River Bourne rather than the River Medway. As noted as recently as the Environment Agency newsletter of June 2021, which speaks in detail about the Hildenborough Embankment scheme, this is a project of interest to both Hildenborough and Tonbridge residents. The issue involves the construction of an embankment which would not only assist in flood prevention for properties in and around the Brookmead estate and Hilden Park Road and Hawden Close in Hildenborough, but also for neighbouring properties in Stacey Road and Correnden Road in Tonbridge⁴. Therefore we would argue that flood prevention is also a strong community interest and residents affected by this particular scheme have a shared interest, that would be best represented in the same ward.

Consequently we concluded that despite the need to include a ward which would cover both an area covered by a Parish Council and one without a lower tier of governance, in order to produce wards which demonstrate community cohesion Hildenborough would be better served with residents from Tonbridge, rather than residents in Shipbourne. We believe that the educational, transport and environmental links are much stronger between Hildenborough and Tonbridge than any other community in the Borough.

Therefore, our proposal is for a 3 member ward, named '*Hildenborough and Tonbridge West*'. In addition to the whole of Hildenborough this would include the majority of residents in the existing Castle Ward, including the whole of the TCB Polling District and all bar 640 electors from the existing TCA Polling District.

This ward would extend from Hildenborough east as far as A227 Shipbourne Road, as well as the cul-de-sacs of Elm Lane, Portman Park and Keswick Close to the east of Shipbourne Road. It would extend as far south as the existing boundary between Castle Ward and Judd Ward on the River Medway, and north to the Pinnacles roundabout.

Hildenborough and Tonbridge West would see Tonbridge Racecourse Sportsground and Tonbridge Farm Sportsground unite within the same ward. These have natural synergies in

³ <https://www.hildenboroughmedicalgroup.co.uk/>

⁴ <https://www.gov.uk/government/publications/leigh-expansion-and-hildenborough-embankments-scheme/leigh-expansion-and-hildenborough-embankments-scheme>

being the home to Tonbridge Parkrun and Tonbridge Junior Parkrun too, while both having children's play areas and skate parks which are used by residents across the area. Public Rights of Way MU21 and MU22 assist in providing a clear link from residential homes in The Slade to the western end of Tonbridge, while the existing road network at Darenth Avenue and Welland Road provides for good vehicle access to these shared community facilities too.

In addition, the inclusion of A227 Shipbourne Road from The Pinnacles roundabout in the north to its boundary of the High Street ensures that a community is kept together. There are many issues that residents on both sides of Shipbourne Road share, especially around parking concerns and therefore we propose keeping both sides of the road in the ward until the nature of the A227 changes from The Pinnacles to be much wider, with more detached homes than closer to the Town Centre. In addition, we propose retaining the boundary along Tonbridge High Street because of the difference in housing from The Slade to the west with many of the newer developments to the east of the High Street. In essence, the pressures in The Slade are very similar to those faced by residents on Shipbourne Road south of The Pinnacles and indeed in Hildenborough around Mount Pleasant in the historic village centre, so we would recommend they all being included in the same ward.

TONBRIDGE SOUTH (3 Councillors)

We propose retaining the existing boundary between Castle ward and Judd ward, but while this part of Castle ward will join the Hildenborough and Tonbridge West ward, we are proposing that the whole of the existing Judd ward and much of the existing Vauxhall Ward become a new, 3 member ward, called '*Tonbridge South*'.

The housing stock in both Vauxhall and Judd are very similar. The areas around Barden Road, Meadow Lawn and Priory Road are some of the oldest in Tonbridge and have developed around the station since the railway came to Tonbridge in the 19th century. Quarry Hill Parade, located south of the railway line, has a series of shops where residents on both sides of the road look towards for immediate local facilities, with the entrance to Tonbridge Station close by meaning it is well populated and an area the majority of residents use. Therefore we consider Quarry Hill Parade as the centre of a community in the south of town and subsequently brings the two wards together in a shared interest. .

We also propose including the homes along Brook Street and Upper Hayesden Lane in this ward, as well as homes either side of Pembury Road as far as Lavender Hill and Deakin Leas. There are strong community links between all the developments in the south of Tonbridge with Haysden County Park providing the nearest open space for residents on both sides of Quarry Hill.

In addition, St Stephens Church would sit right at the heart of this ward, giving a central location to the needs of the community. The parish extends to both sides of A26 Quarry Hill and Quarry Hill Parade which is why we support bringing this together and recognising the central role that the Church plays in local life. The pre-school which operates on site is also attended by children living on both sides of the A26.

At present the town of Tonbridge is currently divided up by Kent Police who have dedicated Police Community Support Officers (PCSO) for different parts of the town. All of the proposed ward of Tonbridge South would be covered by the same PCSO who looks after matters in south Tonbridge, covering the existing Vauxhall and Judd wards. Therefore we

consider it appropriate that sharing the same Councillors as well would create effective and convenient local Government, including strong relations with the local PCSO.

Transport links are also strong between each of the parts of the existing Judd Ward which warrant retaining them. The 211 bus⁵ serves both the Barden Road area as well as the development off Brook Street and Upper Hayesden Lane, while Public Rights of Way MU28 and MU29 mean that the Barden, Meadow Lawn and Brook Street communities are only a short walk from the nearest Primary School, Sussex Road. The area east of A26 in the existing Vauxhall Ward shares a planning group for educational purposes under the KCC Commissioning Plan and is within the catchment area here too, while it too is also served by the 211 bus. The proposed ward would also mean that not only is there a boys Grammar School, The Judd School, in the ward but also a girls Grammar School, Tonbridge Grammar School on Deakin Leas.

Finally, we consider that there is a shared interest in healthcare in this ward. All of the ward would fall within the catchment area for Tonbridge Medical Group, which has recently moved from Pembury Road to its new premises in River Lawn Road. This would ensure that its new location remains in the same ward as much of the catchment area.

In order to provide for suitable electoral equality, we recognise that some residents in either the existing Judd ward or existing Vauxhall ward cannot be a part of our proposed Tonbridge South Ward. As Barden, Meadow Lawn and Brook Street are very much three distinct communities with strong links, we propose that the boundary of this ward and that of our proposed Tonbridge East move from the Tonbridge-High Brooms railway line, west to the Pembury Road junctions with Lavender Hill to the north and Deakin Leas to the south.

This is marked by a zebra crossing over Pembury Road which we consider provides a much stronger boundary for residents than the existing boundary, as the railway is in a tunnel when it passes under Pembury Road. There is also a significant change in housing mix on Pembury Road at the junctions of Lavender Hill and Deakin Leas respectively, with properties located to the east much more densely populated than those to the west located closer to Tonbridge Police Station. The existing boundary is not characterised by any physical markers and therefore we do not consider this to be strong, and that using the zebra crossing as the boundary between wards best reflects the areas where Pembury Road's housing mix changes.

TONBRIDGE EAST (3 Councillors)

In order to provide for effective and convenient local government, we propose that those homes on Pembury Road east of Lavender Hill and Deakin Leas respectively become part of our proposed '*Tonbridge East*' ward. This would include all of the existing Medway ward, as well as the remainder of Castle ward which isn't in Hildenborough and Tonbridge West, and part of the existing Cage Green ward. We would also like this ward to have at least one additional Polling Station, with a dedicated polling place for the Somerhill Green development being necessary to make sure residents can easily vote.

As explained during our submission for Hildenborough and Tonbridge West, we consider that the High Street continues to act as a natural boundary between communities to its west and east. While the community at The Slade shares many characteristics with housing heading north on A227 Shipbourne Road, mainly the terraced nature of properties and associated pressures relating from this, in recent years development to the east of the High

⁵ <https://bustimes.org/services/211-castle-to-tonbridge-cottage-hospital>

Street in Tonbridge has been significant. This has taken place on both sides of the River Medway with the advent of development on Lyons Crescent to the north and conversion and erection of many newer flats here, including but not limited to Harry's Wharf and Ronnie's Wharf on the site of The Wharf Pub. In addition, the same development patterns have happened on the south with the conversion of properties such as The Bank House for residential use and also the erection of newer developments at Cannons Wharf, with additional planned at the Gasholders site.

The challenges with these developments is usually manifested through liaison with management companies and Residents Associations, and therefore to achieve effective and convenient local government it is essential that both sides of the River Medway remain in the same ward to the east of the High Street.

The development of Tonbridge Retail Park in recent years has resulted in an alternative shopping area for residents living in the east of Tonbridge, either north of Cannon Lane or by increasing connections from the south along Cannon Lane, Vale Road and Vale Rise. The current TLB Polling District looks much closer to this area for its amenities instead of Quarry Hill Parade or Tonbridge High Street due to the A26 running along the east of Tonbridge as a mini-bypass. Therefore, we consider that a ward in the east of town with the A26 running from north to south would bring together areas which rely on those amenities jointly.

We also seek to retain the link that the community around Hillview School for Girls has with residential development in Tonbridge town centre. Public Right of Way MU35 and the Strawberry Vale railway tunnel provide direct links with this area for residents in the south east of Tonbridge, rather than looking west towards Quarry Hill Parade which is a further distance away. As a result the railway line does not act as a defined boundary since both communities share the same amenities, with especially strong footpath links to the main retail areas.

We also consider it necessary that Yardley Park Road and The Ridgeway, and all roads off them apart from Thorpe Avenue and Royal West Kent Avenue, also move into Tonbridge East. The two main arterial roads in and out of Tonbridge run north-south, A26 Hadlow Road and A227 Shipbourne Road. Both Yardley Park Road and The Ridgeway connect the A26 and A227 and we consider that the nature of both communities is that they have stronger identity with Hadlow Road properties than those on Shipbourne Road. The housing stock of both roads is much more similar to those on Hadlow Road, mainly detached, while properties on A227 Shipbourne Road south of Pinnacles roundabout are primarily terraced or semi-detached. Both Yardley Park Road and The Ridgeway are wide and properties have off street parking options, like Hadlow Road properties do in this area. However those properties on Shipbourne Road have to rely on street parking in many cases instead, resulting in many residents looking east for their services, including for ease of access.

As a result of residents in Yardley Park Road and The Ridgeway, as well as the cul-de-sacs off, looking towards Hadlow Road this has created strong concerns about road safety along the A26 Hadlow Road at the junctions with Yardley Park Road and The Ridgeway in particular, and the level of traffic at each shows they are far better used than the junctions at the Shipbourne Road end despite not having the benefit of a roundabout. In addition, the 208 bus service⁶ travels along part of The Ridgeway and this in turn would ensure a defined public transport route between the far north and far south of the proposed ward.

⁶ <https://www.go-coach.co.uk/timetable?routeid=129>

This warding arrangement also compliments the existing network of Public Rights of Way in the area, which ensure better connection with Tonbridge Retail Park than any other retail area in the town. MU11 connects The Ridgeway and Town Acres with Dernier Road off Yardley Park Road, while MU19 and MU20 ensure that Haydens Mews can access A227 Hadlow Road easily. This is just a short walk through Mill Stream to the closest facilities at Tonbridge Retail Park, as described above as being conveniently located for residents in the south of the ward too. Public Right of Way MU32 is accessible east of the A26, the nearest open space outside of the built up area of Tonbridge, as is Swanmead.

Finally, the proposed ward of Tonbridge East would unite many of the areas around Warders Surgery on East Street in the same area. It is the most accessible GP surgery and within the catchment area for the majority of residents living on the part of the Hadlow Road located within this ward as well as Yardley Park Road and The Ridgeway.

TONBRIDGE NORTH WEST (2 Councillors)

The remaining areas of Tonbridge that do not fall in Hildenborough and Tonbridge West, Tonbridge South and Tonbridge East fall in the north of the town. The number of electors here mean that this area is best served by four Councillors, and we would propose two, two member wards, each based around the local retail areas of York Parade and Martin Hardie Way.

York Parade would be the centre for the '*Tonbridge North West*' ward. This would include all of the existing Trench ward and much of the TBA Polling District in the existing Cage Green ward. It would ensure that the York Parade retail area and Sainsbury's on Shipbourne Road are included within the same ward, rather than being divided between two.

Many of the areas to the east of A227 Shipbourne Road which are proposed to be in Tonbridge North West are self-contained communities, with no other connection to north east Tonbridge. Towngate Wood Park only has access from A227 Shipbourne Road, as does the Denbeigh Drive area. The homes at the western end of Whistler Road have their primary access on to A227 Shipbourne Road and share a recreation area at Frog Bridge with those residents living in the Denbeigh Drive development, as well as those living west of A227 Shipbourne Road on and around Willow Lea, where there is a traffic island to assist with pedestrian access. In addition the Thorpe Avenue area has two different accesses on to A227 Shipbourne Road at Cage Green Road and White Cottage Road respectively, while only one to the south. This proposal would also have the advantage of bringing Hugh Christie School into a ward which covers much more of its catchment area, including Longmead Community Primary School, which is part of the same federation.

Since the last time the Commission looked at the boundaries here there has been a well-used and popular pedestrian crossing installed between Sainsbury's and York Parade, which increases the relationship between the two retail areas. Therefore we consider it necessary that we recognise this unity through including them in the same ward, with both sides of A227 Shipbourne Road and all roads off it north of The Pinnacles roundabout. York Parade is also home to Tonbridge North Library⁷ which helps bring local residents into this area, rather than the town centre. In addition, the location of Trenchwood Medical Centre⁸ at the

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<https://webapps.kent.gov.uk/KCC.Libraries.Web.Sites.Public/LibraryDetails.aspx?aid=0&lid=97&uprn=200000961894>

⁸ <https://www.hildenboroughmedicalgroup.co.uk/trenchwood-medical-centre>

junction of Shipbourne Road and Trench Road means that it is the main catchment for residents living on both sides of the A227.

The existing Trench ward is a clearly defined community with the Six in One Club and Tonbridge Baptist Church in Darenth Avenue operating as the key community landmarks. We therefore would resist any attempts which would extend the ward boundary further south than Pinnacles Roundabout at the junction of Darenth Avenue and A227 Shipbourne Road, where the housing stock is very different as already described in our submission for Hildenborough and Tonbridge West ward.

TONBRIDGE NORTH EAST (2 Councillors)

The creation of Tonbridge North West means that we would replicate a 2 member ward based around the Martin Hardie Way parade of shops, which we propose calling '*Tonbridge North East*'. This would include all of the existing Higham ward as well as those parts of Cage Green ward which do not fall in either Tonbridge East or Tonbridge North West.

Specifically, the extension of the ward beyond Woodlands Walk to take in Salisbury Road and the roads off it, as well as Norwich Avenue would bring together a community which currently has no identifiable boundaries and would consider itself a part of the historic Higham Wood. These areas look much more towards facilities on Martin Hardie Way and Hunt Road for amenities, with Public Right of Way MU7 providing a clear link for residents in Hopgarden Road and Parkway, while the lack of any junction between Romney Way and Salisbury Way brings the communities together rather than sets them apart. Scotchers Field, which currently sits on the boundary of Higham and Cage Green, is the nearest accessible public open space for all residents living at both sides of Woodland Walk.

Like Tonbridge North West all of the community facilities would be located in the centre of the ward at Martin Hardie Way and rather than being towards the edge of a ward, which is why we would include all those properties which look towards it as their nearest local retail centre. This would also include a part of Whistler Road and neighbouring roads near Woodlands School. This is to ensure that all of those properties nearest to Woodlands can be located in the same ward, since it is the appropriate school for the majority of the proposed Tonbridge North East Ward.

In addition at the other end of Hunt Road to Woodlands Primary School lies Tonbridge Methodist Church, which acts as the key centre of community activity in north east Tonbridge. It is home not only to the Church but also to Scouts, Guides and Feast.

This ward would, based on the 2021 electorate, be marginally over the 10% variance. However there are no developments of any note planned in the area between 2021 and 2027 and therefore based on future electorate this would end up being within variance, while also reflecting community identity.

BOURNE (2 Councillors)

The proposed '*Bourne*' ward would be a 2 member ward comprising of the parishes of Hadlow, West Peckham, Plaxtol and Shipbourne. The name of the ward is derived from the River Bourne which runs through the ward from Plaxtol in the north, through or adjacent to Shipbourne and West Peckham parishes, and then through Hadlow parish and Golden Green to the south.

The nature of the River means there is a shared interest in each parish as it travels from one end to the other. In addition, as the largest population centre Hadlow village would be located centrally and is certainly where residents in Golden Green and West Peckham look for their services. Some of the amenities in Hadlow, such as Hadlow Osteopath⁹, also serve Plaxtol and Shipbourne too.

Plaxtol and Shipbourne are located a little further west than Hadlow but like the other parishes they share many similar characteristics, with a strong emphasis on the rural economy. In recent years issues such as broadband connectivity and tackling unauthorised traveller encampments have evoked strong local feeling and it would create effective and convenient local Government to ensure that communities with this shared interest were included within the same ward.

In addition, Hadlow Rural Community School would act as the nearest Secondary School in the centre of the ward, while for a number of years The Bourne Partnership¹⁰ has brought together Hadlow Primary School and Shipbourne Primary School to work together, sharing resources and learning for local school children. Both Hadlow and Shipbourne share an Executive Headteacher. In addition, the catchment area for Plaxtol Primary School has stretched beyond the parish boundary too to take children from neighbouring parishes such as Hadlow and West Peckham, which does not have a Primary School. Therefore we consider that the strong educational links between these villages, as well as the shared interest of the River Bourne, means that a 2 member Bourne ward would be appropriate to ensure effective representation.

EAST PECKHAM (1 Councillor)

The parish of *East Peckham* is projected to have 2,724 electors by 2027, which at 10% over the variance is appropriate to be a single member ward of its own, which we consider would reflect community identity.

At the south east of the borough, the major road network which serves East Peckham is the A228 Hale Street bypass. The road enters the borough at the south of East Peckham and the dual carriageway bypass ends in the parish, before becoming Seven Mile Lane heading north. As a result, many residents in East Peckham use this road as the main entrance and exit to the village on Hale Street, subsequently looking out of borough for their services, primarily Paddock Wood in the borough of Tunbridge Wells.

This is best demonstrated in healthcare, where East Peckham patients fall under Paddock Wood's Woodlands Health Centre¹¹, which is where all patients have to go after the closure of the Branch Surgery in East Peckham some years ago. Paddock Wood is also the nearest railway station and location of major shops, although there are a number of stores in East Peckham village meaning it can be considered, to some extent, a self-sustaining community.

In addition, the main bus network for East Peckham is the number 6 service¹², as part of the route between Maidstone and Tunbridge Wells. At the point in which it enters and leaves East Peckham, it also crosses the borough boundary. While this is supplemented by some other routes, such as the 208 towards Tonbridge, the majority of local buses head north, south or east from the village. This means that for Secondary Schools many parents in East

⁹ <http://www.hadlowosteopaths.co.uk/>

¹⁰ <https://www.hadlow.kent.sch.uk/bourne-partnership/>

¹¹ <https://www.woodlandshealthcentre.org.uk/order-a-repeat-prescription>

¹² <https://bustimes.org/services/6-the-merry-boys-to-railway-station>

Peckham send their children to schools in Maidstone or Paddock Wood, unlike neighbouring communities in the west which almost exclusively head towards Tonbridge or Hadlow.

East Peckham does have a small parade of shops at including its Library, Village Butcher and Store, Pantry, Pharmacy and Fish Bar around the junctions of Old Road, Pound Road, Snoll Hatch Road and The Freehold. This lies in the centre of the village although there are no facilities here which are greater than what is available in neighbouring villages, such as Hadlow, which attracts residents from other parishes within the borough.

Due to its position on the edge of the borough and that many of the key facilities are located in neighbouring boroughs, we consider that East Peckham should be a single member ward using the same boundaries as the Parish Council.

PILGRIMS (2 Councillors)

We are proposing that the parishes of Trottiscliffe and Addington join the existing Wrotham, Ightham and Stansted ward to retain the 2 members that this ward currently has.

The villages of Trottiscliffe and Addington both have a similar identity to existing three parishes in the ward. They each lie on or close to the North Downs and are extremely rural in their nature. Each has the same constraints of the greenbelt and proximity to the Kent Downs Area of Outstanding Natural Beauty.

In addition, since the closure of Stansted C of E Primary School many parents have had to travel to schools in Wrotham or Trottiscliffe, and the latter remains the closest to Addington, a parish which doesn't have a Primary School. The main Secondary School in the area is Wrotham School¹³ which has a catchment which covers all five parishes, and acts as a hub for secondary education here.

There is also a long history of minerals quarrying with backfilling in the proposed ward. This has had an impact in Ightham and still has in Trottiscliffe and Addington.

The travel to work pattern for each of the 5 villages is equally varied. There are road connections to Maidstone, Tonbridge, Gravesend, West Malling and London via the M20 and M26. There is a shared identity through the impact of the motorway on quality of life for residents and desire for preservation of the existing countryside. Although each community is closest to Borough Green for its amenities – whether they be for GPs, railway links or shops, the characteristics of each of the five parishes is very different to that of Borough Green, being much more rural in nature.

With the M20 and M26 cutting through the heart of this ward, there is a shared identity around the impact that the motorway brings in terms of quality of life for residents and preservation of the existing countryside. Alongside the village of Ightham, which shares a close relationship and community interest with Wrotham, we consider that this ward would enable 5 parishes with similar interests to share representatives.

In terms of a name for the ward, we would propose '*Pilgrims*'. This is to recognise the strong rural identity that is linked by the historic Pilgrims Way which provides connectivity between each in the ward.

¹³ <https://www.wrothamschool.com/admission-policy/>

BOROUGH GREEN AND PLATT (2 Councillors)

The parishes of *Borough Green and Platt* are currently both within the Borough Green and Long Mill ward, and while we propose a smaller ward, this would retain Borough Green and Platt in the same ward, with two Borough Councillors.

Both Borough Green and Platt are more densely populated than their neighbouring parishes and the residential area of each village directly adjoins the other along the A25 at the Minters Orchard junction. This means that residents from both parishes use community facilities such as King George's Field, which are close to the boundary between them.

Borough Green High Street is also vibrant which acts as a draw for this ward, as is the fact that both village's Primary Schools take pupils from each parish. In addition, the impact of traffic from the A25 affects both parishes equally and each has issues with air quality resulting from this. Therefore, as this falls within the variance comfortably and the nature of both parishes is different to those of its neighbours in Pilgrims, we propose this two-member ward best reflects the interests of both communities.

MEREWORTH AND WATERINGBURY (1 Councillor)

The existing ward of Wateringbury, sharing the same parish boundary, is too small to retain a member of its own. With only road links to East Malling and Mereworth in the borough, we would propose that it joins the same ward as the latter as it has much greater community interest.

Both Mereworth and Wateringbury lie on the A26 between Maidstone and Tonbridge, with each sharing concerns about speeding traffic arising from this road. This road though does present a clear link between two parishes and both are served by the number 7 bus¹⁴, which operates along most of the A26 three times an hour during peak times. This bus route extends west from Wateringbury rather than north towards East Malling, meaning there is no public transport heading from Wateringbury to the north. In addition, both Mereworth and Wateringbury are in the same benefice and there is lots of joint work between places of worship in both communities.

This ward also gives us the opportunity to reunite both parish wards in Mereworth within the same Borough Council ward, with the Airfield Estate being able to move from Kings Hill ward into *Mereworth and Wateringbury* ward. The A228 acts as a clear boundary between Mereworth and Kings Hill parish and considering both parishes can fit comfortably into the variance in their own prospective wards, we see no reason to continue proposing that Mereworth parish falls in two separate wards.

KINGS HILL (3 Councillors)

With the exception of moving the Airfield Estate of Mereworth parish, which currently falls in Kings Hill ward, back to the same ward as the remainder of Mereworth parish, we propose that *Kings Hill* be a ward of no other change, either to the number of members or external boundaries. Indeed, this minor change would see it adopt the same boundaries as Kings Hill parish.

¹⁴ <https://www.arrivabus.co.uk/find-a-service/7-maidstone-to-tunbridge-wells>

Kings Hill is a separate community in its own right. It has its own Parish Council¹⁵, community and education facilities which means that residents do not need to leave the area for many facilities. There are only two entries and exist by road and the A228 forms clear barrier between it and neighbouring communities. Although this would be a variance of -9% in 2021, the level of expected growth within the parish means that the variance would be 3% by 2027, which gives enough scope for future development in this ward as expected as well as being within the variance in both 2021 and 2027.

WEST MALLING (3 Councillors)

We propose that the existing West Malling and Leybourne ward be retained, but along with the addition of the parishes of Birling, Ryarsh and Offham which would ensure that it remained a 3 member ward.

The historic town of West Malling has for many decades served as the heart of the communities that surround it. Since the sheer scale of development at Kings Hill, the population has increased and this has resulted in the need for the A228 Ashton Way bypass, forming a clear eastern boundary for West Malling. Consequently, it has created an obvious separation between East Malling and West Malling, and why we propose that it be included within the same ward as communities to its north and west instead, which it now retains much stronger links with.

St Mary-the-Virgin in West Malling currently shares a Vicar/Rector with St Michael & All Angels in Offham¹⁶, meaning there is significant synergy in worship between the two neighbours. Indeed Offham looks towards West Malling for all its services and its main local bus, the 70¹⁷, connects it with Leybourne to after West Malling. Therefore we would argue that there is a joint community interest in Offham and West Malling remaining in the same ward.

In addition, we propose the retention of Leybourne (including Leybourne Chase) with West Malling and Offham because these communities clearly look towards each other for services. While many local restaurants and shops are located in West Malling, at the time of writing the GP surgery in West Malling has proposed moving its services predominantly to Leybourne¹⁸. Therefore being able to ensure these communities both remain in the same ward will be essential for many local residents having to travel frequently between one and the other. Indeed, pedestrian crossings on the A20 have already been upgraded in recent years to allow better connectivity between West Malling, Leybourne and Leybourne Chase.

Rather than reduce the number of Councillors here, we propose keeping this a 3 member ward by the addition of the parishes of Ryarsh and Birling as well. As rural settlements Birling and Ryarsh have a much stronger community connection to Leybourne than it does Snodland, which is both more urban in nature and weaker in terms of road connections.

This is based on the shared community factors, especially around the Ryarsh Park and Leybourne Chase developments. Both of these new developments comprise of a significant number of properties adjacent to the M20, and have the same management company, Trinity Estates. Both communities have issues following their construction with roads not yet adopted and under the management of Trinity, so having the same councillors representing

¹⁵ https://www.kingshillparish.gov.uk/Home_Page_3497.aspx

¹⁶ http://www.stmaryswestmall.org.uk/?page_id=14

¹⁷ <https://bustimes.org/services/70-lunsford-park-leybourne-west-malling-offham-bor>

¹⁸ <https://www.westmallgpp.nhs.uk/news/practice-developments>

both Leybourne Chase and Ryarsh Park will be essential to ensuring the community is best represented.

The communities of Birling and Ryarsh are closely linked, which is why we do not propose breaking this historic link. There are both members of the same group of churches and Ryarsh Primary School takes children from both villages since Birling does not have a Primary School. Both communities are linked by the same road, Birling Road in Ryarsh and Ryarsh Road in Birling, are both served by both the 58 bus¹⁹ which then heads into Leybourne and West Malling, and also look towards West Malling Group Practice for their nearest GP.

Therefore, with almost all communities sharing the same GP, local buses connecting each parish, community facilities at West Malling acting as a hub for each area and other shared factors including management companies and places of worship, we believe that the proposed 'West Malling' ward, comprising also of the parishes of Birling, Ryarsh, Leybourne and Offham provides for good community interests within the ward.

In terms of the name, we suggest that the name '*West Malling*' will be sufficient as this is the main town at the centre of the ward which each community will look to, and that residents in Birling, Ryarsh, Leybourne, Leybourne Chase and Offham would consider this to be appropriate given the strong links.

SNODLAND WEST AND HOLBOROUGH LAKES (2 Councillors) and

SNODLAND EAST AND HAM HILL (2 Councillors)

Snodland is a small town in the north of the Borough and is served by its own Town Council. The community retains a suburban feel despite the growth in previous decades for the now declining paper and cement industries.

As a result it has a very different feel to Birling to the west, which is much more sparsely populated. To the south Leybourne Lakes Country Park and the A228 provide a clear boundary between it and the communities of Larkfield and Leybourne, and the tidal River Medway to the east separates it from Burham and Wouldham. Despite the recent construction of Peters Bridge there is no historic link between communities on each side, and prior to it opening there has been no direct connection since a private ferry in the 19th century which ceased in 1948. Consequently we consider it essential that 4 Councillors be self-contained within the town itself.

We recommend that the existing names of '*Snodland East and Ham Hill*' and '*Snodland West and Holborough Lakes*' be retained, however for the latter ward to be reduced to 2 Councillors. This would involve a slight variance to the current boundaries which would see 578 current electors transferred from Snodland West and Holborough Lakes to Snodland East and Ham Hill.

There are no clear boundaries in Snodland that can be used to split it into two wards, as the minimum required in order to accommodate the 4 Councillors which it is entitled to in a 43 member council. However, using the current boundary we can make this amendment which would avoid splitting Malling Road across both wards and also moves the roads closest to the existing boundary into Snodland East and Ham Hill. Each road has a link to Malling Road

¹⁹ <https://bustimes.org/services/558-maidstone-east-malling-west-malling-ryarsh-add>

and consequently can't easily be retained in Snodland West and Holborough Lakes if Malling Road is to transfer into Snodland East and Ham Hill in full.

The new community of Holborough Lakes in the north of the town is becoming integrated within the town itself, looking towards Snodland for the provision of services having no shops or community facilities of its own, apart from Valley Invicta Primary School. This has been helped by the High Speed train service to London, and subsequent use of local footpaths, cycle links and buses by residents. However, while we support it being in the same ward as Snodland West we would also request that it has its own Polling Station.

LARKFIELD (3 Councillors)

The parish of East Malling and Larkfield has existed for many centuries and there is a strong sense of community within the two villages that it comprises, Larkfield and East Malling. It is currently served by three, two member wards.

Under the proposal for 43 Councillors, there should be 5 Councillors representing East Malling and Larkfield parish, in at least two wards. We do not consider it appropriate for a ward to take in only part of the parish due to the stronger community interests its neighbours of Watlingbury, Ditton, Snodland, West Malling and Leybourne have with other communities.

Larkfield and East Malling are two distinct communities, separated by the A20 which acts as the natural boundary between the two villages. Although bisected by the M20 Larkfield acts as a single community through the link of New Hythe Lane, which also brings New Hythe into the influence of Larkfield. Both schools serving the community are off Swallow Road and therefore parents in both of the existing wards send their children there. There are also extensive playing fields off New Hythe Lane which have excellent footpath links to all parts of the community, and a further footbridge over the motorway. The Village Hall and Church Farm nearby are used as a hub by many community groups.

Therefore, as the existing Borough Council wards of Larkfield North and Larkfield South are not big enough to sustain 2 members each, by creating a three member ward called '*Larkfield*' this would ensure both electoral equality and also a strong community interest.

EAST MALLING AND LUNSFORD (2 Councillors)

As mentioned earlier, despite falling in the same parish the A20 acts as a clear boundary between Larkfield and East Malling, a village which has a strong community of its own.

St James The Great Academy and The Malling School lie in the heart of the main residential area which gives great Primary and Secondary School access to parents and children in the village. In addition the King and Queen Pub and East Malling Institute Hall are located centrally as hubs where the community comes together. The fields adjacent are regularly used and East Malling Football Club²⁰ currently play here.

To the south, East Malling has no public transport links with Watlington and there are a large rural area in between. NIAB East Malling Research land to the east of the main village

²⁰ [https://www.kentfa.com/play-football/Football-Club-near-West-Malling/East-Malling-FC?p.FaDwCentreId=19531924168&Provider.ProviderType=1&p.Northing=162979&p.Easting=592145&p.ProviderType=2-1-9%2C2-1-9%2C2-1-9%2C2-1-9%2C2-1-9&st=ME10%204NL](https://www.kentfa.com/play-football/Football-Club-near-West-Malling/East-Malling-FC?p.FaDwCentreId=19531924168&Provider.ProviderType=1&p.Northing=162979&p.Easting=592145&p.ProviderType=2-1-9%2C2-1-9%2C2-1-9%2C2-1-9%2C2-1-9%2C2-1-9&st=ME10%204NL)

provides a clear difference with Ditton to the east, with only a network of one very minor road Via Kiln Barn Road, Easterfields and Rock Road providing any direct link between the two villages.

To the west, the links with West Malling are weaker given the farmland between the two villages and construction of the A228 Ashton Way bypass, as well as West Malling station, acting as a clear boundary between the two communities.

Given that the parish of East Malling and Larkfield should be represented by 5 Borough Councillors in a 43 member Council, we do not consider it appropriate that it, and specifically the village of East Malling, be considered with any other parish. Ideally, the parish would be represented by 3 Borough Councillors in a single ward for Larkfield and 2 Borough Councillors in East Malling, maintaining the current boundaries.

However, this in turn would mean that the East Malling ward, retaining two members on its current boundaries, would fall under the required number of electors with a variance of -16%. Therefore, in order to create electoral equality it would be necessary to break the established boundary between East Malling and Larkfield.

Therefore 251 electors who are currently in Larkfield South would need to be transferred into the East Malling ward, which would result in an electoral variance of -10%. These electors would be located on Lunsford Lane, south of M20, and Willow Road. We would recommend these roads as the best for community interest given the need for each ward to be within the 10% variance. The ward would be renamed '*East Malling and Lunsford*'.

There are no other roads which could be transferred given the natural boundary of the A20. The confirmed planning permission at Forty Acre Field²¹, which lies immediately south of Lunsford Lane on A20 will see several hundred homes developed here. This development will extend the build up area of East Malling west, bridging the gap between East Malling and the west of Larkfield. Due to the strong boundary between East Malling and Larkfield further east, as a number of businesses and retail stores including B&Q and Morrisons separate the two communities, we propose that this arrangement would result in the best possible community interest with boundaries of both wards that fall within the appropriate electoral variance.

However, we would like to emphasise to the Commission that this Group would support a three member Larkfield ward, and a two member East Malling ward, despite the variance being below the 10% threshold as this ward would better reflect community identity.

DITTON AND HOLTWOOD (2 Councillors)

The parish of Ditton is a distinct and separate community to its neighbours in Larkfield and Aylesford, first mentioned in the Domesday Book. It has its own Parish Council²², Primary School²³ and Church²⁴. Although the parish is bisected by the A20 the minority of residents who live north of the A20 are very much part of the Ditton community and have been for hundreds of years, a link that we do not wish to break.

²¹ <https://www.kentononline.co.uk/malling/news/forty-acres-field-will-go-to-homes-244366/>

²² <https://www.dittonparishcouncil.gov.uk/community/ditton-parish-council-15073/home/>

²³ <http://www.dittonprimary.co.uk/website>

²⁴ <https://dittonchurch.org.uk/>

Ditton is not big enough to retain its current two members in a 43 member council. Therefore, considering that Larkfield has a strong community identity to the west and the link to East Malling is weak due to the presence of NIAB East Malling Research and only one rural lane, we consider it most appropriate that Ditton joins with part of Aylesford to its immediate east.

The connection between Aylesford and Ditton is long established and the parish boundary runs along many residential roads, including the A20 London Road, Woodlands Road and Station Road. Much of what is now the Holtwood area of Aylesford was once in Ditton ward under previous boundary changes. We propose reintroducing this link in a '*Ditton and Holtwood*' ward.

The current ward boundary between Ditton and Aylesford South is at its junction with Gorse Crescent. However the properties to the east of this junction on Woodlands Road, the roads immediately off it and south of the A20 look much more towards Ditton than they do the historic village of Aylesford due to its closer proximity. The parade of shops on Woodlands Road itself includes a Costcutter store, beauty salon and fast-food outlets which are the nearest local amenities for residents in Holtwood area.

In addition, residents in Holtwood are also much closer to the other facilities which Ditton offers. This includes the Scouts, Cubs and Beavers which operate out of the Scout Hut and the Squadron Air Training Corps based on the Territorial Army centre within the village. The K Sports complex²⁵ on Station Road also has numerous football and hockey pitches and is the nearest green space for all residents in Ditton and Holtwood.

AYLESFORD (3 Councillors)

The historic parish of Aylesford dates from 455 and includes the Neolithic long barrow at Kits Coty, the oldest known man-made structure in the UK. This has resulted in many other villages being included within the parish over decades including Pratling Street, Kits Coty, Blue Bell Hill, Eccles and those parts of Walderslade which fall within Tonbridge and Malling.

The outlying villages of Aylesford parish have a history of being moved between borough council wards and often have as much or more in common with their geographical neighbours that their fellow parishioners. For example, the communities of Blue Bell Hill, Kits Coty and Walderslade (in the far north of the borough) once formed a two member ward in their own right. Eccles has previously been in a stand-alone Aylesford ward and more recently as part of Burham, Eccles and Wouldham ward, whilst Aylesford village and Pratling Street have been in their own standalone Aylesford ward and most recently in Aylesford North & Walderslade.

Despite the Holtwood area joining with Ditton to form a ward due to its proximity and shared identity, the rest of the parish of Aylesford is still too big to be a three member ward of its own. However, with the removal of the village of Eccles to join in the same ward as Burham and Wouldham the remaining communities, as listed above, can form the basis of a strong three members ward based around the historic village on the River Medway.

The creation of an Aylesford ward would therefore make sense both in terms of representative democracy and community. It will reunite the historical village and local hub of

²⁵ <https://ksports.co.uk/>

shops, restaurants and pubs in Aylesford village with neighbours who share common history and sense of community.

Walderslade and Blue Bell Hill in the north of the parish have a very strong link through road connections around the M2 motorway, as well as the catchment area for Tunbury Primary School²⁶ which extends into both communities. This ward would have a direct connection from these areas in the north to the centre of Aylesford village via the A229 (Blue Bell Hill) as well as a strong network of local roads, interconnecting farms, Public Rights of Way and bridleways. The ward would also include Aylesford Priory, host of the regular Farmers Market²⁷ which attracts visitors from across the area, as well as a number of community facilities and the Anglican church. It also ensures the most rural and isolated communities of the borough keep a strong representative and geographical link with the majority, avoiding the fear of these areas being unheard due to their proximity to their neighbours in the Medway Towns over the borough boundary.

BURHAM, ECCLES AND WOULDHAM (2/3 Councillors)

Burham, Wouldham and Eccles are three separate, small, independent villages on the East Bank of the River Medway, united by the Pilgrims Way which runs through all three villages, the 155 bus service²⁸ and also a shared history of quarrying and farming. Burham and Wouldham have their own Parish Councils, and whilst Eccles is historically part of Aylesford Parish it shares many community and transport links along with a joint history of non-conformity with its eastern neighbours.

Before the 2013 boundary changes all three villages were in the same ward and share many problems in terms of new housing developments, economic readjustment following the demise of traditional employment, traffic and congestion issues following the opening of a new Medway crossing at Peters Bridge. Phoenix Medical Practice extends to the whole area and is currently based in both Eccles and Burham²⁹. They also share many social issues such as retaining village schools, shops and pubs with ageing populations and a general need to integrate newer housing developments on brownfield sites with older established communities. The catchment area for the three Primary Schools at Peters Village, Burham and Eccles all cater for children in other areas and the community facilities at Peters Village which are due to open later this year would provide another draw for residents from Eccles. Therefore a strong case can be made to until these three villages together so they speak with one voice at the Council.

However, we would like to draw the attention of the Commission to the letter of Cllr Roger Dalton and Cllr Dave Davis, the current Borough Councillors for Burham and Wouldham dated 16 July 2021 and will not repeat the calculations here. We share the concerns of Cllrs Dalton and Davis in relation to potential growth in this area, which would take it significantly beyond the 10% variance in 2027. This is primarily due to the potential for development at Bushey Wood in Eccles, with plans due to be submitted later this year for the start of construction. Subsequently, the addition of a second major development in addition to that in Peters Village would push the variance significantly beyond 10% by this time. We therefore would invite the Commission to look closely at whether it would be appropriate to add an

²⁶ <https://www.tunbury.kent.sch.uk/Admissions/>

²⁷ <https://aylesfordfarmersmarket.co.uk/>

²⁸ <https://www.arrivabus.co.uk/find-a-service/155-chatham-to-maidstone>

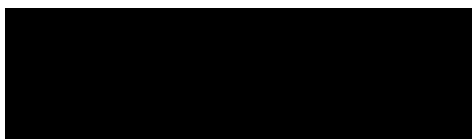
²⁹ <https://www.phoenixsurgery-burham.nhs.uk/>

additional Councillor in this ward, and create a 3 member ward of Burham, Eccles and Wouldham, to account for this, making a total of 44 members.

Overall, our proposal provides for a Council size of 43 members, which is what the Commission is minded to recommend following stage 1 of the process, with the invitation to increase this by an additional member in Burham, Eccles and Wouldham. Our proposal also ensures that every single ward is within a variance of 10% of the mean, while inviting the Commission to consider whether East Malling could retain its current boundaries as the arguments in favour of community identity outweigh those of electoral equality in the East Malling and Larkfield parish.

The Conservative Group of Tonbridge and Malling Borough Council, following consultation with Tracey Crouch MP (Chatham and Aylesford), Tom Tugendhat MP (Tonbridge and Malling), Chatham and Aylesford Conservative Association, Tonbridge and Malling Conservative Association and Conservative Kent County Councillors in Tonbridge and Malling firmly believe that the proposed boundaries in this report provide for the best way of balancing the three criteria of the Local Government Boundary Commission for England. Not only do they ensure electoral equality in all wards where possible but they also fairly and accurately reflect community identity and interest, and provide for effective and convenient local government too. We are very pleased that our proposals have also been agreed by Tonbridge and Malling Borough Council, and trust the Commission will look favourably upon them.

Best wishes,



MATT BOUGHTON

Leader of the Conservative Group, Tonbridge and Malling Borough Council

matt.boughton@tmbc.gov.uk

CC:

Tracey Crouch MP, Chatham and Aylesford

Tom Tugendhat MP, Tonbridge and Malling

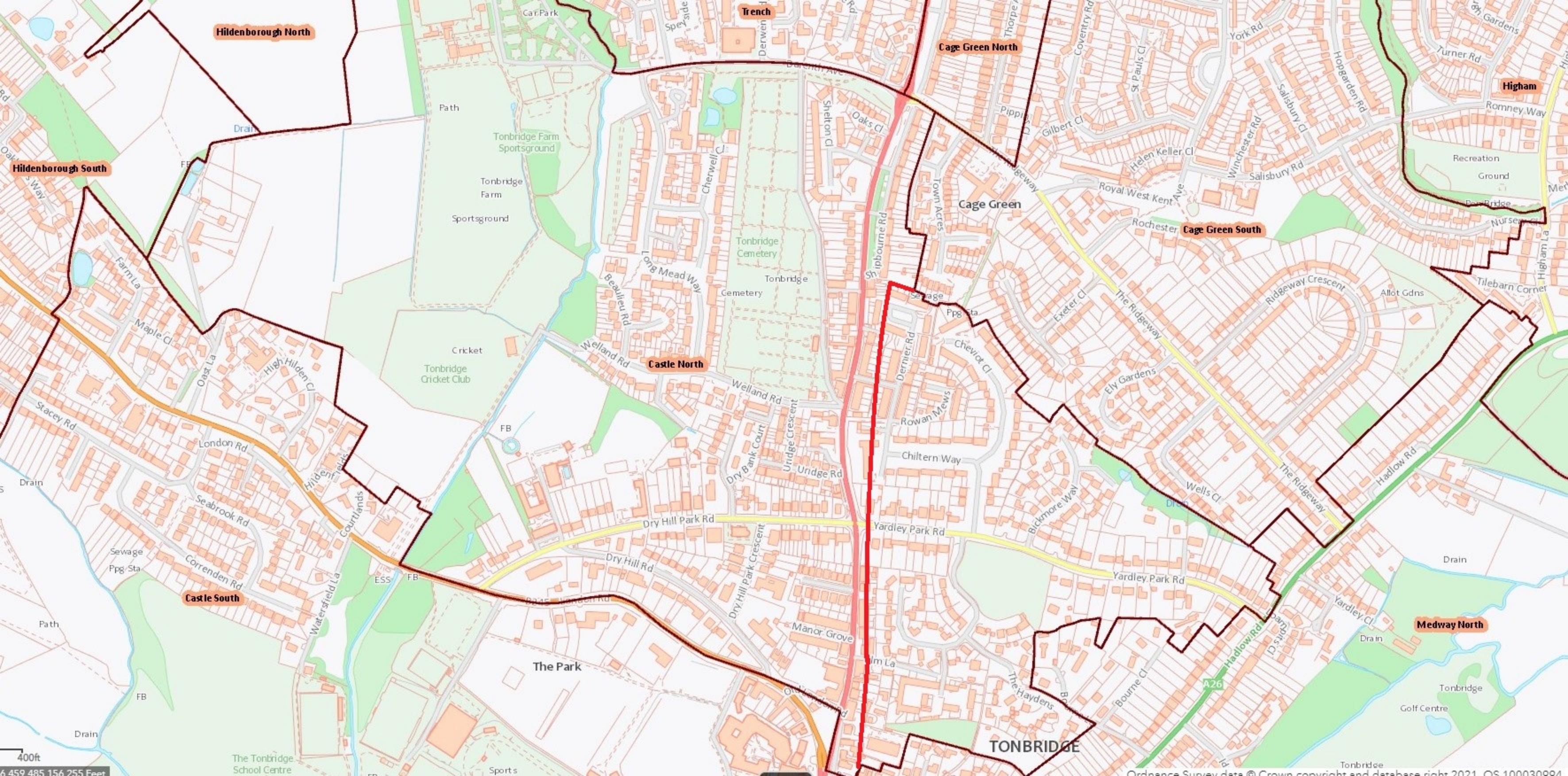
Chatham and Aylesford Conservative Association

Tonbridge and Malling Conservative Association

APPENDIX

Proposed Warding Arrangements

Name of ward	Number of Cllrs	Electorate 2021	Variance 2021	Electorate 2027	Variance 2027
Aylesford	3	7,062	3%	7,607	2%
Burham, Eccles and Wouldham	2	4,171	-9%	5,388	8%
Ditton and Holtwood	2	4,379	-4%	4,683	-6%
Snodland East and Ham Hill	2	4,227	-6%	4,498	-9%
Snodland West and Holborough Lakes	2	4,351	-6%	4,548	-8%
Larkfield	3	6,715	-2%	7,163	-4%
East Malling and Lunsford	2	4,121	-10%	4,464	-10%
West Malling	3	7,265	6%	7,761	4%
Kings Hill	3	6,269	-9%	7,662	3%
Mereworth and Wateringbury	1	2,372	4%	2,564	3%
Borough Green and Platt	2	4,514	-1%	4,783	-4%
Pilgrims	2	4,563	0%	4,861	-2%
Bourne	2	4,495	-2%	4,813	-3%
East Peckham	1	2,547	11%	2,724	10%
Tonbridge North East	2	5,089	11%	5,454	10%
Tonbridge North West	2	5,054	11%	5,413	9%
Tonbridge East	3	6,779	-1%	7,212	-3%
Tonbridge South	3	7,722	13%	8,137	9%
Hildenborough and Tonbridge West	3	6,629	-3%	7,093	-5%
TOTAL	43			106,828	



Hildenborough North

Hildenborough South

Castle North

Castle South

Cage Green North

Cage Green South

Higham

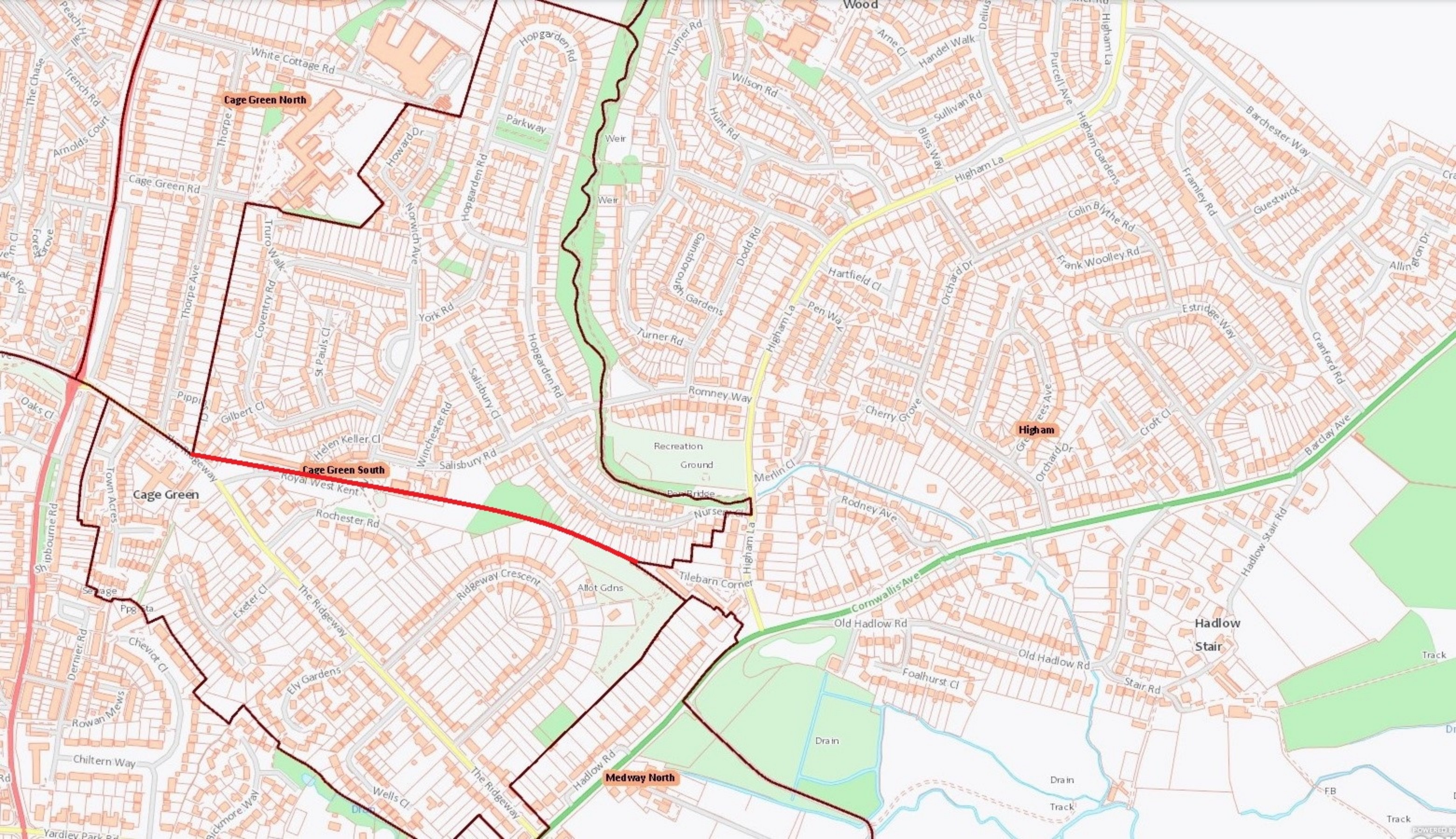
Medway North

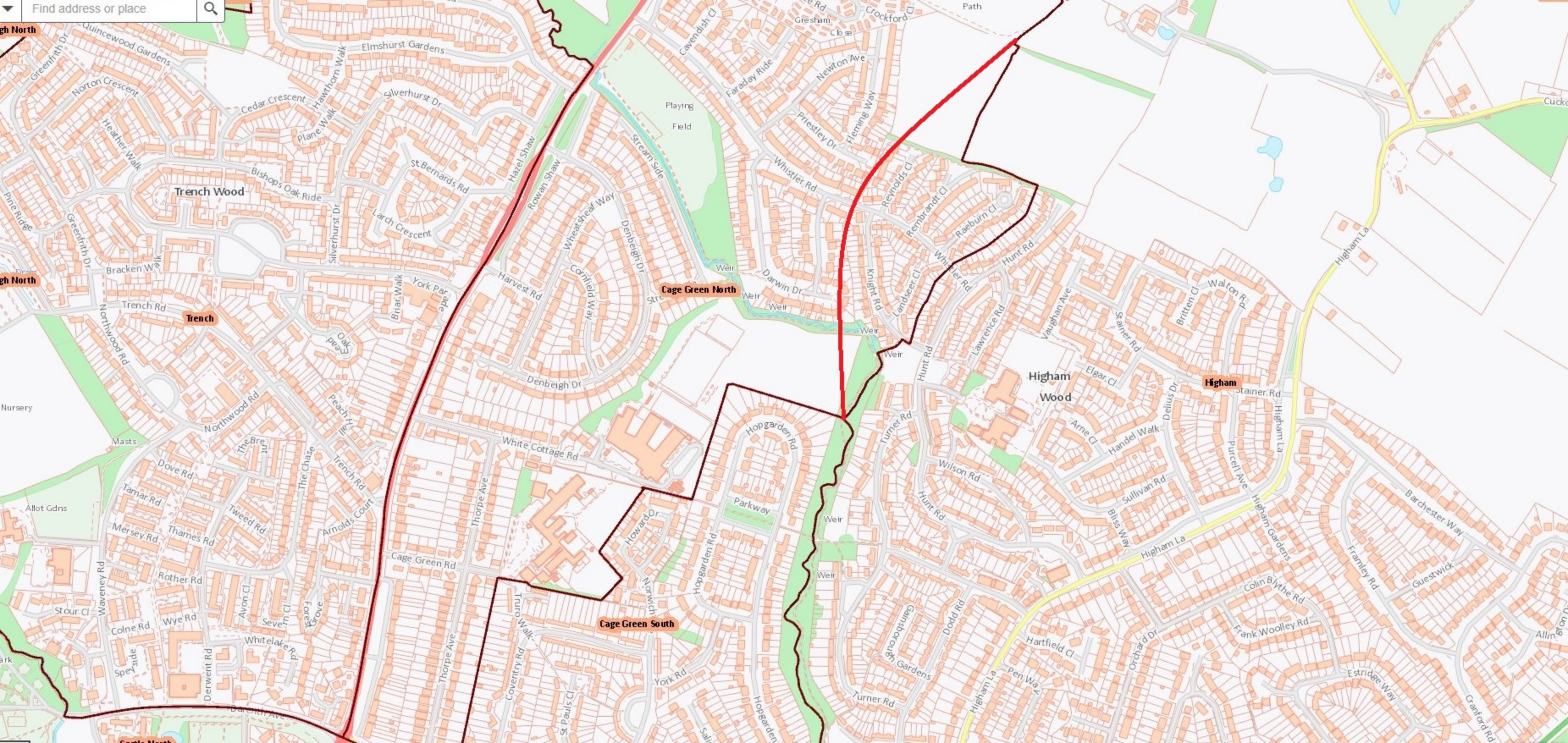
TONBRIDGE

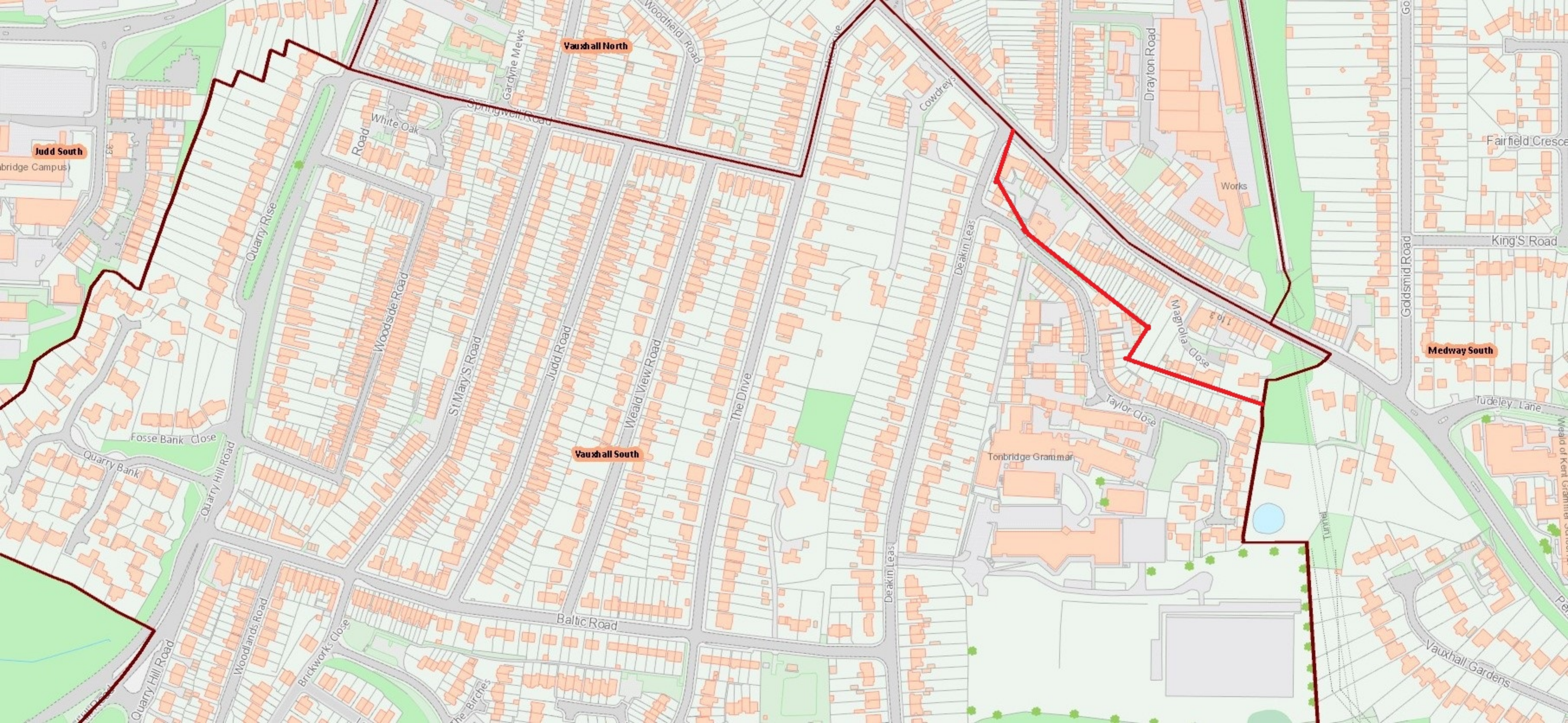
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The Tonbridge School Centre

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Vauxhall North

Judd South

Vauxhall South

Medway South

Gardyne Mews

Springwell Road

Woodfield Road

Cowdreys

Drayton Road

Fairfield Cresce

King'S Road

Works

Magnolia Close

Taylor Close

Tonbridge Grammar

Tudeley Lane

Vauxhall Gardens

Tunnel

Deakin Leas

The Drive

Weald View Road

Judd Road

St Mary'S Road

Woodside Road

Quarry Rise

White Oak Road

Fosse Bank Close

Quarry Bank

Quarry Hill Road

Woodlands Road

Brickworks Close

Baltic Road

The Birches

Quarry Hill Road



Judd Central

Vauxhall North

Vauxhall South

200ft

