

Byfleet Residents' Neighbourhood Forum



Neighbourhood Plan 2024-2029 (Referendum Version)



Shaping the future of Byfleet Village



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1. Introduction & Background

The Localism Act of November 2011 sought to provide communities with a greater ability to participate in the planning and development of their localities. Neighbourhood Plans play a key part in this. The Byfleet Village Neighbourhood Plan (BRNP) has been prepared by the Byfleet Residents' Neighbourhood Forum (BRNF) through a series of consultations with local residents, businesses and other parties who are interested.

In 2014 Woking Borough Council approved the designated neighbourhood area (see map) and this was re-designated in 2021. The Neighbourhood Area is approximately 3.877 square miles. The Byfleet Neighbourhood Area is the most easterly part of the Borough of Woking in Surrey. It comprises urban, housing, retail, open land with some pockets of woodland. The Neighbourhood Area contains the main settlements of Central Shopping (Area 1); North West (Area 2); North East (Area 3) South East (Area 4) and South West (Area 5).

In obtaining approval of this plan, BRNF hopes to maintain the Byfleet's special sense of community and its residential character.

The intention of the plan is to ensure that Byfleet retains a pleasant, safe and sustainable environment for the community.

Neighbourhood plans form part of the government's overall approach to planning, with the aim of giving local people more say about what goes on in their area. When the BRNP is passed at a referendum, it will be made (adopted) by Woking Borough Council and will form part of the development plan for Byfleet Neighbourhood Area. It will also become a legal document which must be used as part of the response to all planning applications in Byfleet Neighbourhood Area. It will, once adopted, entitle us to an increase in Community Infrastructure Levy contributions (CIL fund) from 15 to 25%. A neighbourhood plan cannot be used to prevent development, but it gives us the opportunity to identify the best ways to deliver it, directing development towards what the community may need and want, while protecting our natural environment and cultural assets and ensuring a more sustainable future to ourselves and future generations.

The policies in our plan do not duplicate policies already adopted in the Woking Core Strategy but aim to provide direction specific to Byfleet and its surroundings.

The BRNP should be read in conjunction with the National Policy Planning Framework (NPPF updated December 2024) and Woking Core Strategy to 2027 (adopted October 2012).

The BRNP covers the period 2024 - 2029 but will be subject to review at five-year intervals to ensure that its policies are still compliant with national and local policy, are responsive to climate and other environmental changes, and are meeting the overall strategic vision for the future of Byfleet.

All Neighbourhood Plans must comply with European Regulations on strategic environmental assessments and habitats and the NPPF, and conform to the strategic policies in the adopted Local Plan. These are known as the Basic Conditions set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990.

Robust evidence is the foundation on which a Neighbourhood Plan has to be based. This includes evidence of community engagement and consultation and how the views, aspirations, wants and needs of local people have been considered, as well as a Local Green Space Assessment.

Woking Borough Council have prepared a Screening Statement on whether a Strategic Environmental Assessment (SEA) or Habitats Regulations Assessment is required for the BNP. This statement is currently being consulted on with the statutory bodies Historic England, Natural England and the Environment Agency.

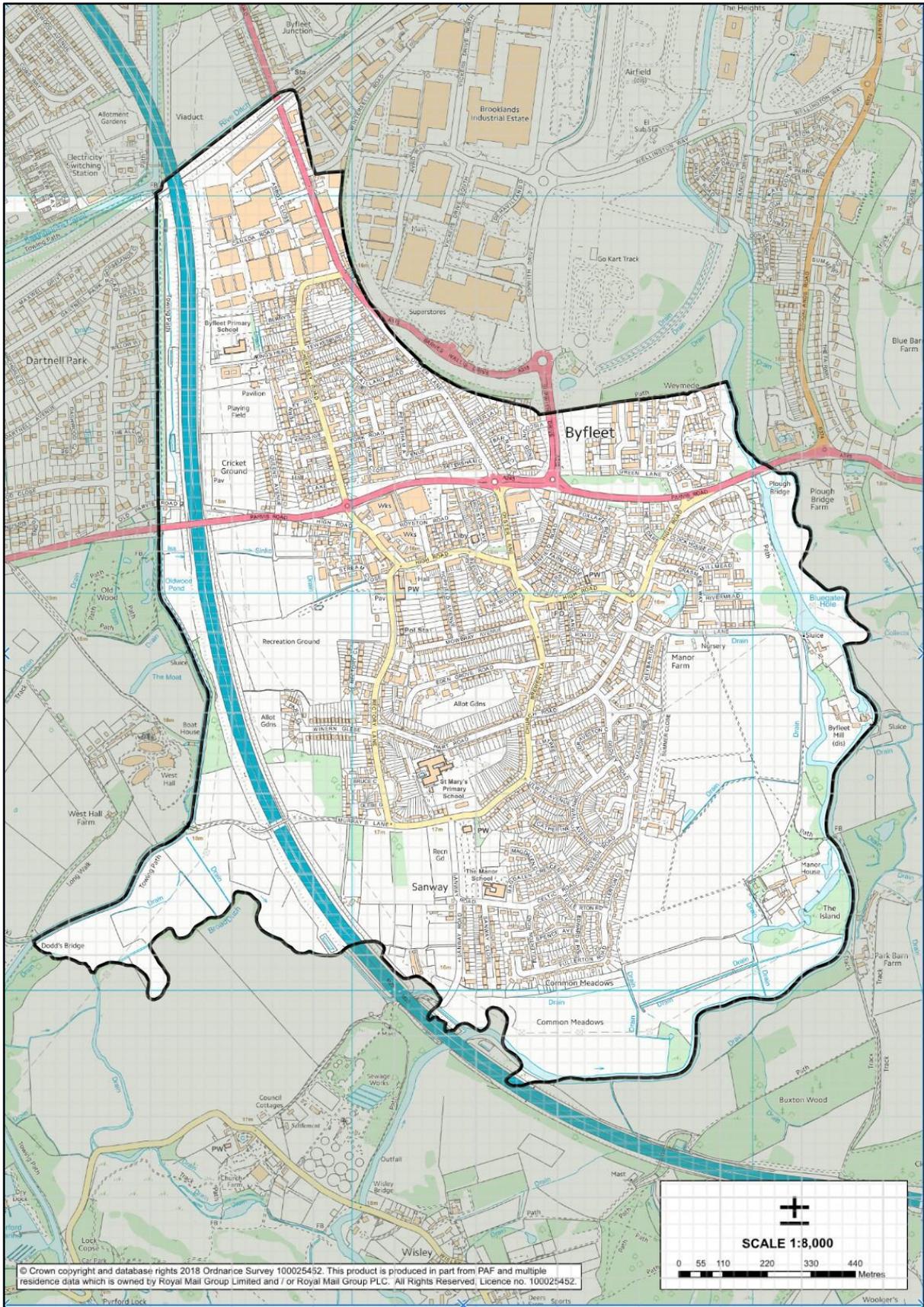


Figure 1 - Designated Byfleet Neighbourhood Area

2. Preparing the Byfleet Neighbourhood Plan

In 2014 Byfleet officially announced their decision to develop a Neighbourhood Plan, following overwhelming public support at a well-attended public meeting. A Steering Group was formed, composed of 12 volunteers. Terms of reference for the steering group were agreed in 2014, followed by public consultation to determine the vision for Byfleet's future and the key objectives to ensure its achievement.

From 2014 until 2016 a series of events were undertaken to consult residents. These included a village-wide questionnaire, completed by 1,598 residents, and a series of 'drop-in' meetings and the Regulation 14 Consultation.

In 2019 the Steering Group completed a draft plan and submitted this to Woking BC for comment. Following comments from WBC it was clear that many of the policies needed either alteration or a higher level of evidential support. In 2020 Covid struck and very little work was undertaken. During this period our neighbourhood designation period lapsed so in 2021 we needed to apply for re- designation, which was granted by Woking BC in December 2021.

Since then, a new steering committee has been formed and a new plan, based on the findings of the original community consultations but with policies aligned to the Woking Core Strategy plan, has been created.

There has been extensive consultation with Byfleet residents throughout the planning process:

- in a series of open meetings and workshops from 2014 to 2016, and most recently at Byfleet Parish Day 2022;
- through regular updates at the monthly meetings;
- in printed fliers and questionnaires;
- in the village's and Residents Association quarterly newsletters;
- on the Neighbourhood Plan web site;
- in Byfleet Community newsletters
- and in other social media.

At each stage in the process, village residents have been invited to express their views in person or in writing, and a full record of that consultation has been maintained by the Steering Group.

A full Consultation Statement will be presented when the Plan is submitted to Woking Borough Council at Regulation 16.

3. Vision and Key Objectives

The vision and key objectives which follow have been developed after consultation with Byfleet residents about their hopes and aspirations for the future of the Byfleet Neighbourhood Area and the surrounding countryside. This process and evidence gathering has been taking place since the Forum's inception in 2013 and has included a number of information gathering events such as drop-in sessions in the village hall, stalls at Parish Day and Market days, underpinned by a series of questionnaires on key issues.

Our strategic aims and objectives are:

- to conserve and enhance the distinctive character and heritage of Byfleet, promoting Byfleet as a vibrant business and residential community with an improved public realm. By 2030 the Byfleet Neighbourhood Plan seeks to ensure that there is a sustainable future for the people who live and work in the area including access to housing, infrastructure, business and community facilities.
- to conserve and enhance the natural environment, especially the valued green spaces identified by its residents.
- to have a strong and diverse economic base which meets the employment needs of the local community and beyond.
- To create a well-maintained village infrastructure and a greater range of community services, shops and amenities.

4. About Byfleet

History

The first documented reference to Byfleet dates back to the year 727, when Byfleet was granted, along with other land, to Chertsey Abbey. This grant was confirmed by King Edgar in 967. It is however likely that there may have been a settlement of some description back as far as the Neolithic age, from which period there have been local discoveries of flints, and finds of pottery dating from the late Celtic or Roman periods.

The Domesday Book of 1086 records that there was a church in Byfleet, predating the present church of St Mary the Virgin, which was built circa 1310.

At the time of the Norman Conquest, Ulwin the Saxon held land in Byfleet, probably as a tenant of Chertsey Abbey. The manor was part of Windsor Great Forest, a Royal hunting ground.

Over the centuries there have been several Royal connections. It is known that King Edward II stayed here, as there are documents signed by him at Byfleet in 1307. In 1327, Byfleet Manor passed to Queen Isabella, the mother of King Edward III. She surrendered it to the King's brother, Prince John of Eltham, Earl of Cornwall, in 1330. When Prince John died in 1336, the Manor reverted to the Crown. Edward, the Black Prince, inherited it in 1337, the same year that he was created Duke of Cornwall, aged seven. King Edward III signed a number of documents whilst at Byfleet between 1338 and 1345. In his Register, the Black Prince made many references to his Byfleet estate between 1346 and 1365, and stayed here for several periods from 1371 and extensively in the year prior to his death in 1376.

In 1389, Geoffrey Chaucer was appointed Clerk of Works for Byfleet and other manors. Noblemen, rather than members of the Royal family, took possession of the Manor of Byfleet for a number of years. In 1400, King Henry IV granted the Manor to his son, Henry, Duke of Cornwall. King Edward IV evidently visited, as there are documents signed by him at Byfleet.

There are reports that King Henry VIII stayed at Byfleet, possibly as a child, then later whilst engaged in hunting, at a property known as Dorney House, near the River Wey. There is no documentary evidence to support these reports. He certainly visited Byfleet occasionally after his Accession in 1509. Similarly, Queen Elizabeth I almost certainly stayed here whilst stag hunting. Anne of Denmark, the consort of King James I of England (and James VI of Scotland) acquired Byfleet Manor in 1617, whereupon she set about a major rebuilding programme. She died in 1619 before these works were completed.

For centuries, Byfleet was essentially a small rural community, depending much on farming and ancillary activities, such as blacksmiths and farriers. There was a mill, located by the River Wey, which operated from the 17th century until the late 19th, dealing variously with paper, corn, and iron.

The major events which have changed the nature of Byfleet over the years include:

- the opening of the Wey Navigation Canal in 1653;
- the coming of the railway in 1887;
- the building of Brooklands motor-racing circuit and the establishment of aircraft manufacturing also at Brooklands, from 1907;
- extensive housing developments in the 1960's
- the London Orbital motorway, the M25 was built in the 1980s.

There was also an extensive housing development in the 1960s, including The Fullertons (Manor Farm) and Weymede. The population of the Byfleet increased substantially following this development and the developments at Brooklands in the early and late 20th century, leading to an increase in shops, housing and road traffic. The straightening of Parvis Road when the M25 was built in the 1980s split Byfleet in two.

Demographics

The most recent Census survey, conducted in 2021, reports an increase in population of 4.7% since the previous census in 2011. Details on specific changes to Byfleet have not been released in full detail at the time of publication of this report. Some basic details from the census data form the basis of information below, with the exception of the ward map, which is based upon the 2011 data. Further information can be found in **Appendix III**.

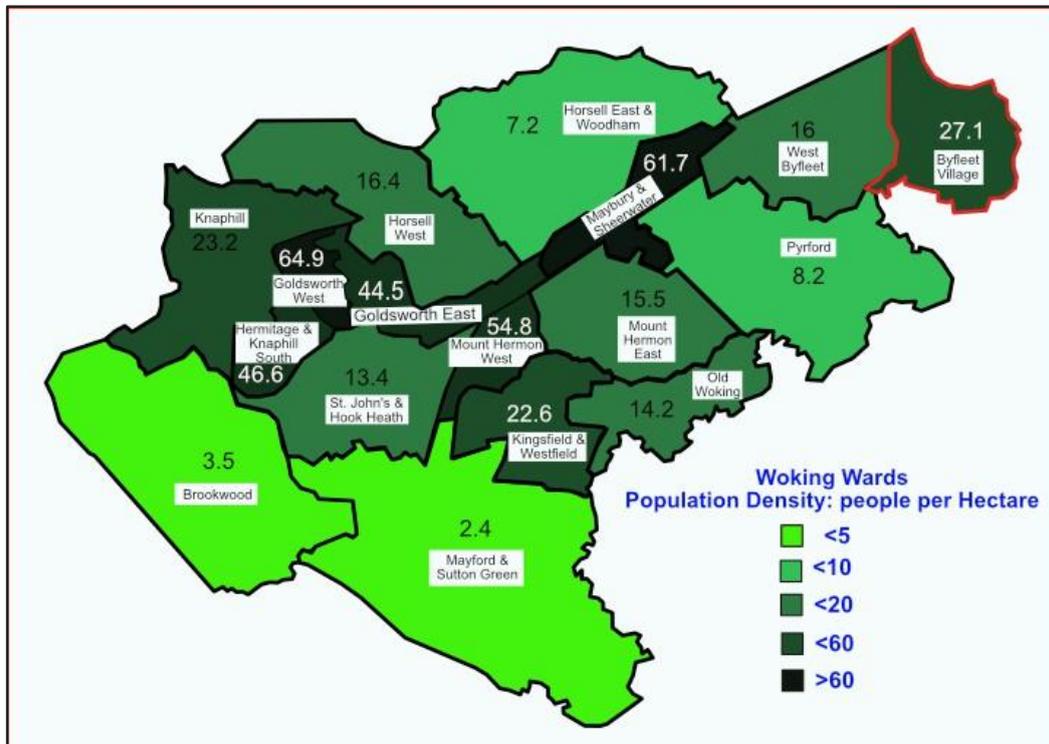
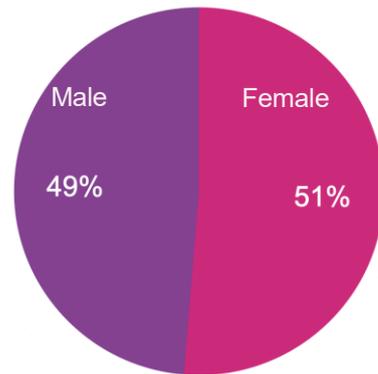


Figure 2 - Population Density of the Woking Wards

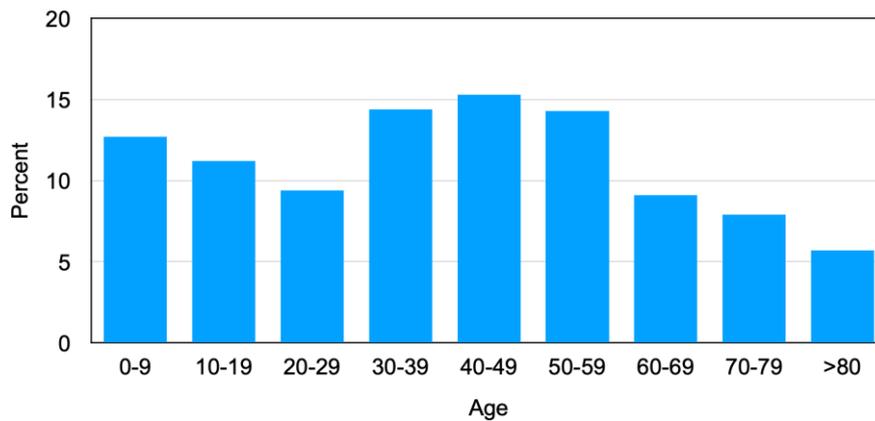
Byfleet: Demographic summary (2021 Census. Early results.)

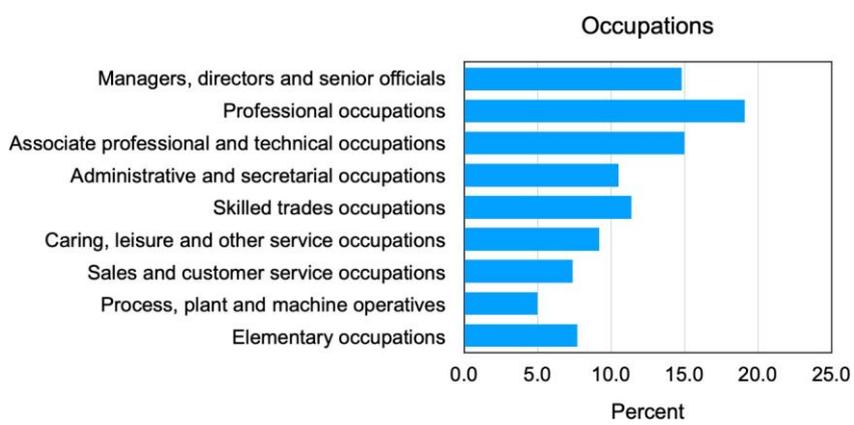
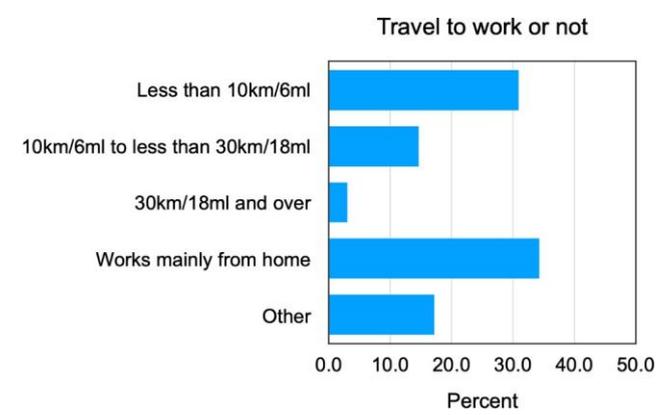
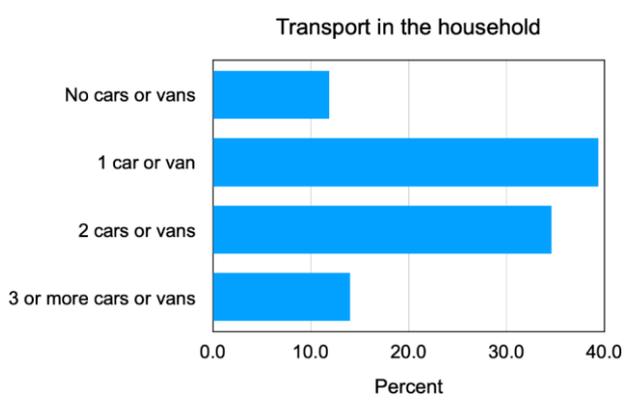
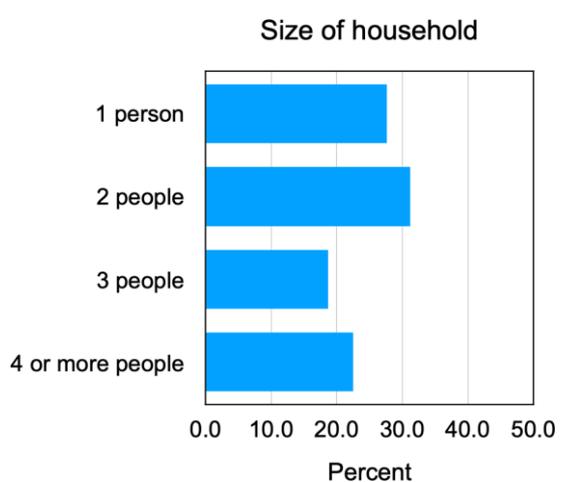
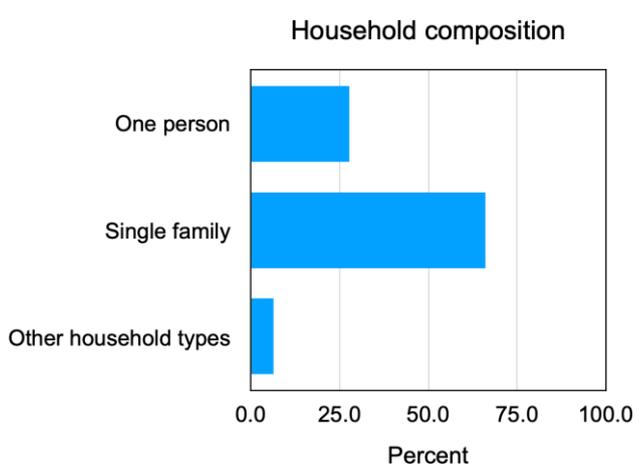
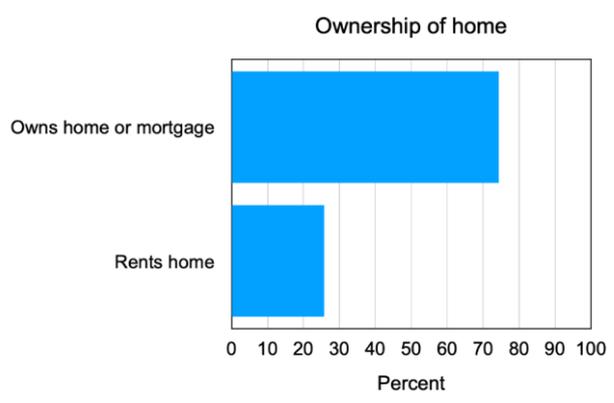
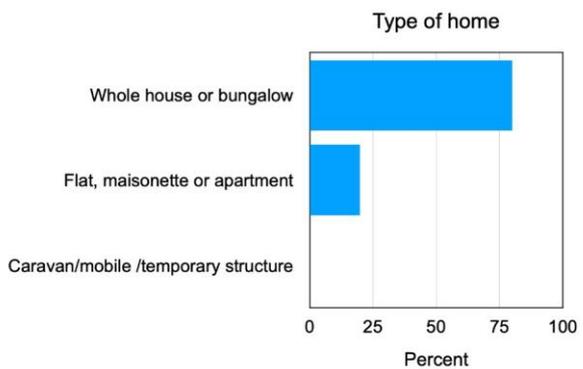
The people of Byfleet Village

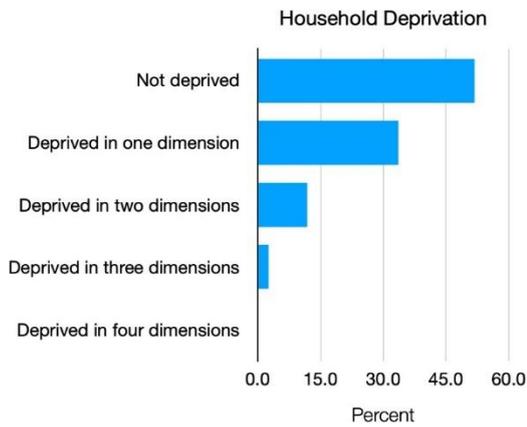
Population (nearest 100 people) 8,000
Number of households (nearest 100) 3,300



Age Distribution of Residents by percent



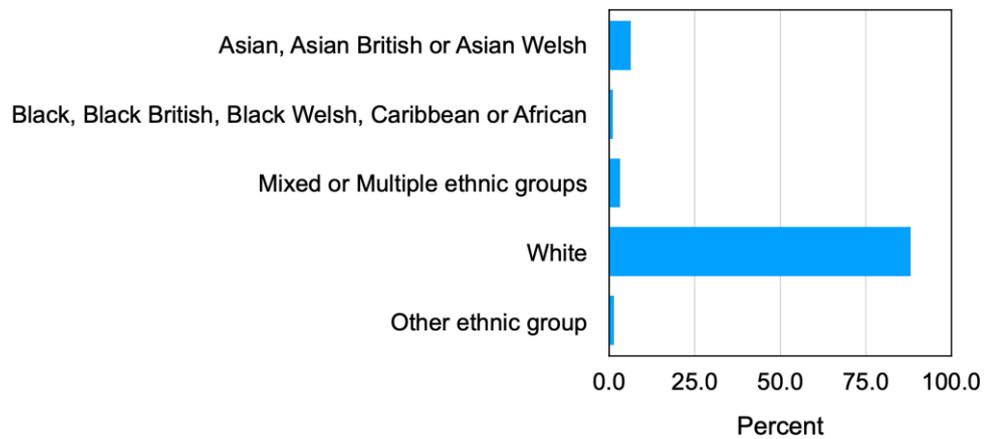




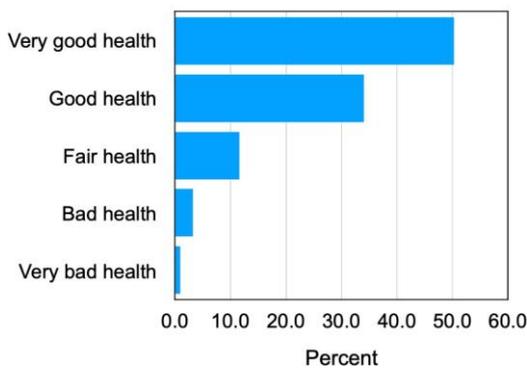
This dataset provides Census 2021 estimates that classify households in England and Wales by four dimensions of deprivation:

- Employment
- education
- health and disability
- household overcrowding

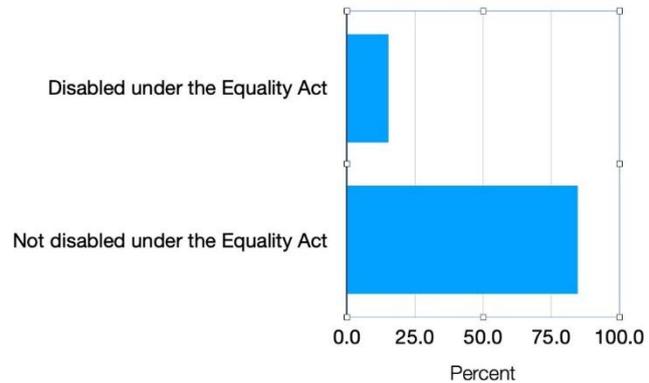
Ethnic group



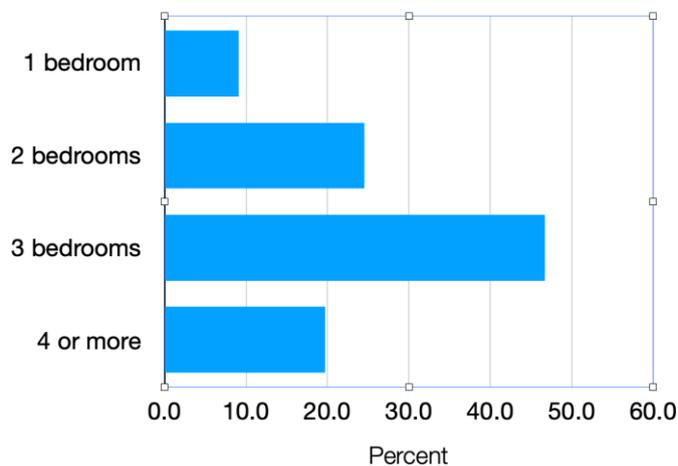
State of health



Disability



Number of Bedrooms



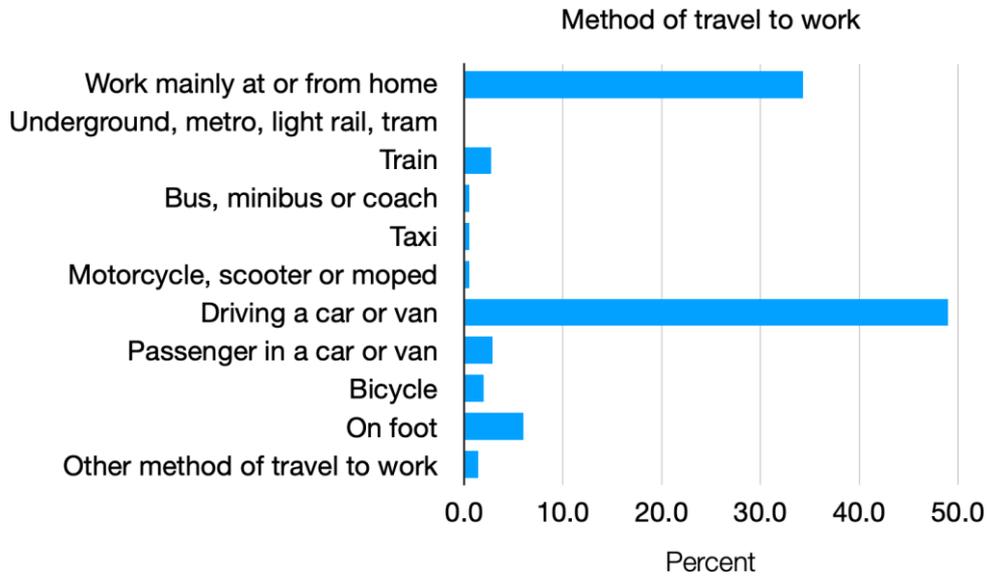


Figure 3 - A summary of the demographics of Byfleet

Area 1: Central Shopping Area The Central area surrounds the original High Road that traditionally formed the main route through Byfleet.



Figure 5 - Vanners Parade, High Road: Co-operative Store and C&E Electrical



Figure 6 - Wey Retail Park

Area 2: North West The North West portion of Byfleet includes playing fields, housing and a commercial area



Figure 8 - The premises that were formerly Screwfix, Halfords and Access Self-Storage, Chertsey Road/Byfleet Road



Figure 7 - Chertsey Road

Area 3: North East the North East is a residential area, with two housing developments bisected by Sopwith Drive.



Figure 10 - Weymede Estate



Figure 9 - Viscount Gardens

Area 4: South East In the South East Area are lands owned by Surrey Wildlife Trust which are subject to flooding, and contain a mixed variety of housing.



Figure 12 - Eden Grove Road



Figure 11 - Rectory Lane

Area 5: South West Much of the area in the south west, alongside the M25 is often subject to flooding. Elsewhere in this area, housing is varied in type.



Figure 14 - Byfleet Manor



Figure 13 - Mill Lane

Buildings that have been recorded as being of note in a “Heritage of Woking” compendium produced by Woking Borough Council Planning Services (amended in 2000) are scattered throughout, as well as there being a higher concentration of listed buildings within the Conservation Area.

Commercial Environment

Within a few paces of the High Road there are around 70 shops and businesses.

The history of Byfleet shops, which is one of development along the High Road, means that shops and businesses are laid out primarily as a series of parades of small premises, for the most part on the south side of the High Road.



Figure 15 - High Road: parade of shops

The High Road, being one lane in either direction, is often narrowed by kerb-side parking. Some larger vehicles, including the local bus service, join local traffic in negotiating this. At times when Parvis Road is subject to queueing, the High Road is used as an alternative.

Custom for the shops in the High Road has been disadvantaged over the past twenty years by the re-development of Brooklands, which includes a large Tesco superstore. Some independent shops such as greengrocers and butchers have failed due to competition from Tesco but there are now two small Co-operative supermarkets.

Whilst the High Road is Byfleet's main retail area, Sanway Stores to the south is a small convenience store. Situated just off the High Road is the Wey Retail Park, which was built in 2004, and contains four larger retail units that attract shoppers from outside of Byfleet. The Park has a good number of parking places for customers. In addition, the Brooklands shopping area provides larger stores such as Marks & Spencer and Tesco, as well as a Lidl store, Currys, Screwfix and Toolstation all with free parking.

In a survey in 2014, convenience stores were chosen as the most important shops to maintain in the village. They are an essential lifeline for the small number of residents who do not have their own transport. They also fulfil the title of 'convenience stores' for residents who don't want to join the through traffic to reach larger supermarkets further away, and thus benefit the environment. Byfleet is fortunate not only to have two Co-op supermarkets, but also a Home Bargains store in Wey Retail Park.

The Post Office came a close second in importance in the 2014 survey, with Newsagents third. The Post Office has expanded its services to fill the void now there are no banks in Byfleet and, along with other small businesses, to serve as a collection/dispatch point for deliveries from Internet services.



Figure 16 - Byfleet Post Office

Other shops are mainly independent and include restaurants and takeaways, several hairdressers, a florist, three estate agents, a chemist, and a bakery. The Boots pharmacy provides an essential resource in the absence of medical facilities within Byfleet itself. Residents have also identified a charity shop and coffee shops as being businesses that are important to Byfleet.



Figure 17 - The Plough Public House

Byfleet also has three public houses: The Queen's Head, The Blue Anchor and The Plough.

Some of the retail units have changed hands several times over the years but, in the main, don't remain vacant for very long.

Common complaints from residents are generally around lack of diversity of retail premises, specifically too many take-aways and hairdressers and that one or two of the retail units would be better located away from the centre for aesthetic reasons and where their deliveries wouldn't cause a traffic hazard. Lack of parking is also a constant irritation.



Figure 18 - Emerald House

A site in Berry's Lane , a residential street in the east of Byfleet, has until recently had a commercial unit

standing on it. The Berry's Lane site has now been developed for housing. At the northernmost end of the High Road stands Emerald House, an office block that has been converted into residential units.

To the north of the Neighbourhood Plan Area, off the A318 between Chertsey Road and the railway line, there is a large commercial area with a mixture of large and smaller industrial and retail units.

There are also a few larger commercial units in the centre of Byfleet that could possibly be redeveloped for housing should they ever become available, with businesses instead encouraged to occupy premises in the commercial area. It might also be desirable to encourage those businesses to move out of the centre to a better location on the outskirts of the Neighbourhood Plan Area, provided that didn't have a negative impact on local employment.

Infrastructure

Infrastructure Delivery

The definition of infrastructure is wide and includes a range of services and facilities provided by both public and private bodies.

Transport

Access to the rail system is from Byfleet & New Haw station at the very northern end of the Neighbourhood Plan Area perimeter providing access to London within 45 minutes. Buses run around Byfleet on a regular schedule linking Woking/West Byfleet and Tesco in Brooklands (437 irregularly on school days, to and from school) and Weybridge Town Centre (436 half-hourly). In general we have good links to airports, ports, rail and bus networks. However, the road network and cycling and walking infrastructure are in need of improvement - especially the cycling route from Byfleet to West Byfleet which is the main cycling route for school children coming from Byfleet to the secondary schools in West Byfleet (Fullbrook) and Sheerwater (Bishop David Brown).

Road network

Surrey County Council serves as the local transport authority (LTA) and is responsible for road maintenance across the borough, excluding motorways, which are managed by National Highways.

The London Orbital Motorway (M25) passes Byfleet closely from the south-east and loops to the north-west. Crossing and forming a junction with the M25 from the south-east to the south-west is the A3, the principal road from London to Portsmouth and is managed by the Highways Agency.

The Byfleet Neighbourhood Area is bisected by the A245 Parvis Road which forms part of the principal highway between the A3 and Woking.

From the centre of the Parvis Road within Byfleet, the A318 travels in a northerly direction towards New Haw, Addlestone and Chertsey.

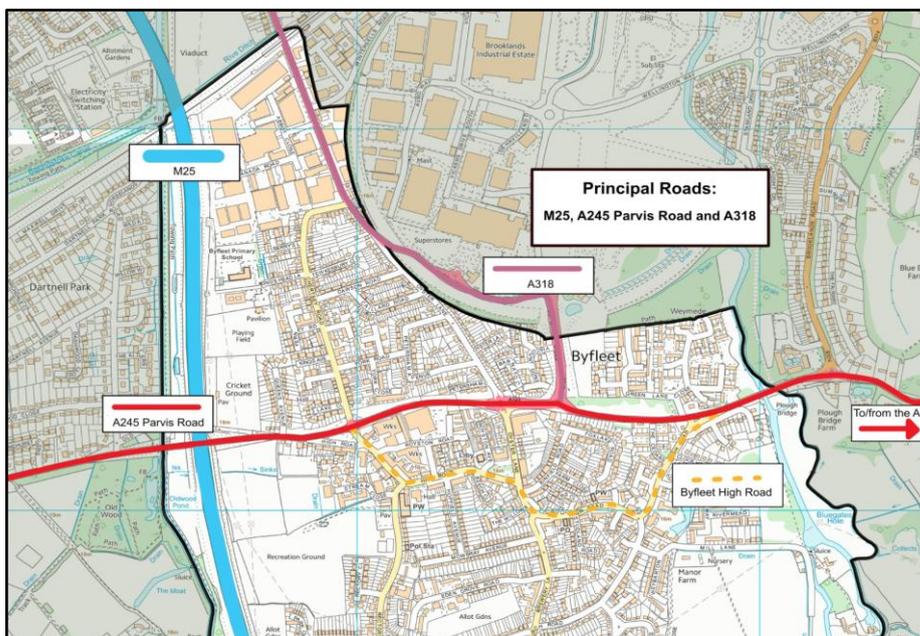


Figure 19 - Principle roads to the north of Byfleet Neighbourhood Area

Under normal circumstances all of these roads are busy, but when the A3 or M25 is affected by incidents, then the A245 and A318 form the alternative routes for the traffic, isolating Byfleet with long queues of traffic. An incident on the A245 itself has the same effect and the High Road through Byfleet, becomes highly congested

The number of vehicles using Parvis Road is increasing annually, not only by local users but also a vast amount of through traffic for Woking and London.

This increase in road traffic, not only for Byfleet but also for surrounding villages, is now responsible for a worrying upsurge in emissions and noise, resulting in pollution at an ever-increasing rate.

To the north, the industrial estates at Brooklands and The Heights bring in traffic that isn't simply tidal - heavy articulated lorries operate in all directions at all hours from the estates along the A245, day and night. Recent additions of Amazon, Evri, Ocado & John Lewis distribution depots have exacerbated the traffic issues.

Road surfaces are always a cause for concern, especially the poor surfacing apparent on our road network within Byfleet, away from the main roads. As some potholes have been as much as 10cms deep this is dangerous for vehicles and cyclists alike. This is in sharp contrast to the high maintenance of the A245 which used to be part of the annual Ride Surrey cycle race.

Cycling and walking infrastructure

With the encouragement of Surrey County Council and Woking Borough Council for promoting cycling in the borough, it is highly desirable that provision is made for dedicated cycleways within the Byfleet Neighbourhood Plan area and that they are clearly defined and maintained within Byfleet.

There are many footpaths, and they are well used in our local area. There is far less provision for cycleways and there is no safe exit from the Byfleet Neighbourhood Area for cyclists travelling to or from either West Byfleet or Weybridge.

Our plan will seek to safeguard key locations such as the bridlepath known as Muddy Lane and the towpath on the River Wey as user friendly for residents. There also needs to be provision to increase, where appropriate, cycleways, walkways and bridleways.

Health

At present all health needs are dealt with by West Byfleet Health Centre, which meets primary care needs. Some years ago, Byfleet had its own surgery opposite the Village Hall.

We have the option of the walk-in centre at Woking Community Hospital. Until the fire that destroyed the building, Weybridge Health Centre was an additional option for walk-in services.

All more seriously ill patients are cared for at Ashford and St. Peters Hospitals and Royal Surrey County Hospital at Guildford. All the above give a very good service, although such is the local need with a growing and ageing population that we are in near desperate need of a Health Surgery in Byfleet.

Our local population is growing and, with the addition of a new care home at West Byfleet, the upcoming development for retired living at Botanical Place, also at West Byfleet, the already stretched local health service is going to need additional capacity.

There is no public transport service of any kind that provides access to the major hospitals, although Woking Community Hospital is accessible by bus. This plan will address the need for a local Byfleet Health Centre and developments that include healthcare facilities will be supported.

Supported Living & Social Infrastructure

In Byfleet we have a significant number of units of supported accommodation, such as Ferney Court, Shires House in Eden Grove Road, Brewery Lane, Stream Close as well as other private assisted living developments at Barnes Wallis Court, Laurel Grange and the Clock House.



Figure 20 - Ferney Court supported accommodated

There are social and community facilities evident in the club at Byfleet Village Hall, St. Mary's Centre for the Community, three public houses, two church halls, a bowling club, a cricket club, a football club, riding and horse livery stables. Byfleet Players provide entertainment usually three times per annum, both churches have choirs and are always seeking new member singers.



Figure 21 - Rugby at Byfleet Recreation Ground

Our Recreation Ground is well used for dog walking, sports especially rugby union and cricket and for some 154 years it has hosted Friends of Byfleet Parish Day with consent of Woking Borough Council and Byfleet United Charity. This area of open space is an absolute godsend to residents of Byfleet and features in many of the aspirations to improve amenities in Byfleet.



Figure 22 - Byfleet Village Football Club at King's Head Lane

The Recreation Ground has rugby and football pitches and also contains a much-used play space for children as does part of the Three Acre Field, owned by St. Mary's Church, in Sanway Road.

Sports facilities are also to be found at St. Mary's Primary School in Hart Road, Byfleet Primary School in Kings Head Lane and the cricket club and football field at the end of Kings Head Lane. The urgent need to cater for a children's playground to serve the north-west area of the Byfleet Neighbourhood Area should be considered.

Public Services

Byfleet Community Partnership Library is under the overall control of Surrey County Council. The Volunteers who number approximately forty residents of Byfleet and adjacent village locations are operating the Library most efficiently, and have been doing so for the last 10 years. Membership is open to all residents.



Figure 23 - Byfleet Community Library

The library building also hosts Byfleet Heritage Society, a very active and well-frequented repository of historical materials, and additionally there are monthly meetings in St. Mary's Centre for the Community throughout the year.

The library site is one that could benefit greatly from a complete redevelopment project and has been included in the Woking Site Allocation Development Plan document. Development of this site to include a three-story structure providing a larger library, community space for youth and health services and, at least 12 dwellings would be supported under this plan, so long as it comes with adequate parking provision. Priority would be given first to health services and then to youth and community space.

The cemetery adjoining St. Mary's Church is gradually becoming full to capacity and the need to use its covenanted Three Acre Field will become necessary over time.

The churches (ecclesia) of St. Mary The Virgin and Byfleet Methodist Church provide spiritual comfort to residents as well as contributing to the social wellbeing of the entire Community. There exists a helpful and useful synergy of Churches Together, throughout the Borough of Woking and the Diocese of Guildford.

The emergency services (police, fire, ambulance) are under severe pressure to cater for all the needs thrust upon them by nearly 7,724 residents in Byfleet (2011 National Census, almost certainly increased since then).

Medications are administered at the West Byfleet Health Centre in Madeira Road, West Byfleet where there are three surgeries to cover over 30,000 registered patients.

Utility Services

Byfleet is adequately connected to the services that provide gas, electricity, heating, water, wastewater treatment and telecommunications, although all these need to be regularly maintained to keep up with growing demand. Continued provision of high-speed internet connection is a high priority as work from home options are becoming the new normal for many residents. All new development should consider the integration of combined heat and power or other forms of low carbon district heating that comply with Woking BC sustainability targets.

Electric Vehicle Charging Points

In keeping with Woking BC's policy of actively promoting electric vehicle charging points, there needs to be adequate provision of these in and around Byfleet as vehicle technology moves away from the traditional carbon fuels. Byfleet currently has a limited number of public EC points.

Parking

Byfleet has outgrown its infrastructure in the last forty years. There is currently not enough parking close to the shops, there are two Co-ops which were built without adequate consideration to future parking requirements. Parking near to the Co-op and Post Office has also been compromised by the conversion of the village DIY store to a fencing distribution yard, causing daily congestion due to large delivery vehicles requiring fork truck off-loading. There are growing concerns around health & safety issues at this location.



Figure 24 - Parking in Byfleet High Road

School Provision

Currently Byfleet has two primary schools. St Mary's Church of England Primary School, Hart Road, Byfleet, KT14 7NJ and Byfleet Primary School, King's Head Lane, Byfleet, KT14 7AT.



Figure 26 - St. Mary's Church of England Primary School



Figure 25 - Byfleet Primary School

At St Mary's there is one intake in September for children who are three years old by 31st August of that year. For Reception class the published admission number is 60 at age 4+. At Byfleet Primary School, the published admission number is 30 at age 4+. Byfleet Primary School has Academy status. Children start here in September of the school year in which they will become five.

Byfleet lacks a secondary school for ages 11yrs to 16yrs and any further education for 16+yrs. The nearest secondary schools are in either Addlestone or Weybridge. The nearest sixth form colleges are Old Woking and Weybridge.

Pre-school Early Years education is provided for ages 3 to 5 at St Mary's Pre-School and from 2 to 5 years by King's Pre-School which has premises at Byfleet Primary. King's is generally oversubscribed and would use additional accommodation if suitable premises were available. There is no Nursery provision for babies in Byfleet, although there are several good childminders. For a Nursery, families have to travel to Busy Bees in West Byfleet or Cherrylands at Brooklands, which are both usually oversubscribed, or further afield.

Prior to Surrey County Council cuts in 2019, there was a Sure Start Children's Centre in Byfleet which offered support to local families and also had baby weighing facilities. Byfleet families now have to travel to the Health Centre in West Byfleet to have their babies weighed. The nearest Family Centre is now in Sheerwater.

Open Spaces

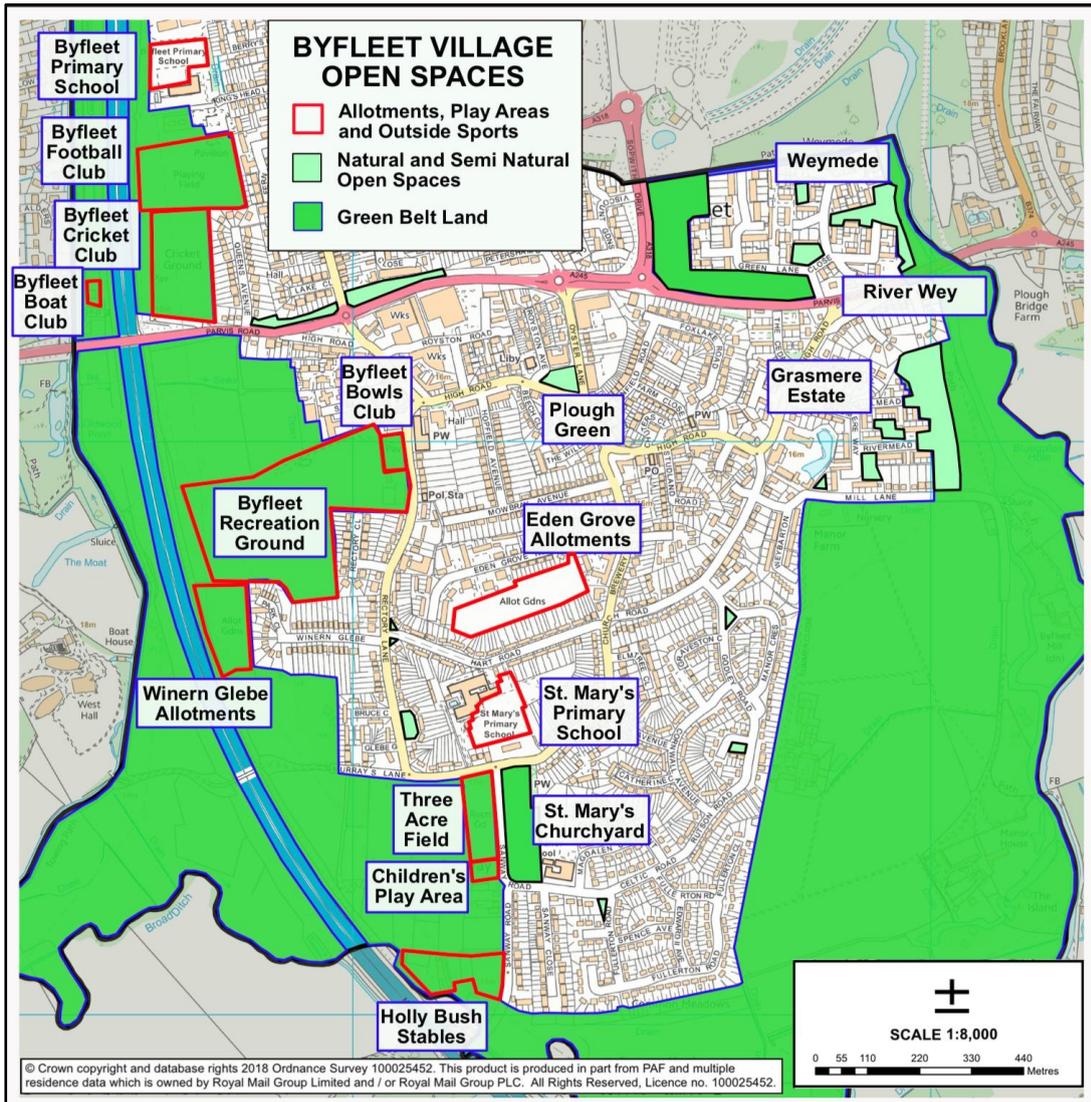


Figure 27 - Byfleet's Open Spaces

Green open spaces within the local area are a defining characteristic of Byfleet. The Neighbourhood Plan wishes to protect these green spaces and to also support maintenance and enhancement of open spaces to support their individual character.

These open spaces and the surrounding green infrastructure are of great importance to the residents of Byfleet and are vital for the general well-being of the community. Both the NPPF and WBC Core Strategy stress the importance and need to protect and improve green infrastructure assets where possible. The NPPF states that Neighbourhood Plans are able to identify areas of land that are of particular importance to the local community and these can subsequently be designated as Local Green Spaces. A Local Green Space Assessment has been undertaken. A designated Local Green Space is afforded the same protection as the Green Belt.

Local Green Spaces must be reasonably close to the proximity of the community it serves, must be demonstrably special to the local community, hold particular community significance and be part of the local area character.

Allotments, Play Areas and Outside Sports

These are well used by residents of all ages. Eden Grove Allotments and Winern Glebe Allotments. Each allotment area in Byfleet has its own history and both are very well-subscribed. They are convenient for local residents and produce features strongly each year in the produce section of Byfleet Parish Day, when the

produce is shown in Byfleet Village Hall and prizes are awarded.



Figure 28 - Eden Grove Allotments

Regular use is made of the sports facilities at the Recreation Ground, particularly the football pitches and rugby pitches with local teams using these. However, the tennis courts need urgent refurbishment and are currently unusable. Our plan will encourage increased usage and upgrades to recreational facilities.

Byfleet Parish Day

Byfleet Parish Day is a key date in the diary of Byfleet each year. Parish Day is held on Byfleet Recreation Ground and is an extremely well-attended and popular village occasion. It is one of a series of events that are planned through each year that underline the sense of community that exists in Byfleet.



Figure 29 - Recreational Ground on Parish Day

Sanway Road Play Area

The swings, slides and other playing equipment of Sanway Road Play Area are well used by the many local children. The play area is located opposite St. Mary's Church and provides play facilities for children living in the south of Byfleet Neighbourhood Area, as well as other children throughout Byfleet.

Three Acre Field

Adjacent to Sanway Road Play Area is Three Acre Field, which is regularly used by residents and community pursuits such as running, outdoor exercise, dog walking and children's games.

School Playing Fields St Mary's Primary School and Byfleet Primary School

These recreational fields are regularly used by St Mary's Primary School and Byfleet Primary School.

1st Byfleet Scout Group

The Scout Group has been part of Byfleet life for over 100 years. In 2015 the Group moved into fantastic new headquarters in Murray's Lane. Sessions are run every evening of the week for young people ages 6 to 18 years to have fun and learn Scouting skills. There are great opportunities to get involved too.



Figure 30 - 1st Byfleet Scout Group

Outside Sports

Byfleet Boat Club

Byfleet Boat Club Situated next to the River Wey with the land and mooring bay owned by the National Trust, the Boat Club has a thriving membership and busy annual calendar of events.

Byfleet Bowls Club

Byfleet Bowls Club was formed back in 1926, the first bowl being played on the green by Frederick Stoop, a local philanthropist and owner of West Hall at the Time. At present the Club has around 50 playing members and 15 social members ranging in ages from 10 to 80+. The club caters for bowlers of all abilities, from absolute beginners to County level. Their club night is Tuesday evenings and they play local friendly and league matches with other clubs from mid-April to the end of September. The season starts in April with a yearly open day.



Figure 31 - Byfleet Bowls Club

Byfleet Cricket Club

Byfleet Cricket Club an active and modern community asset, available to local organisations, which enables the Club to offer enhanced facilities and opportunities for local children and residents to participate in the cricket community.

Byfleet Football Club

Byfleet Football Club matches are played on the Byfleet recreation ground and at Kings Head Lane. The Club has been awarded the FA Charter Standard Youth 2019/2020 meaning they are one of the best places for children to play and enjoy football.



Figure 32 Byfleet Football Club Members

Holly Bush Stables

Holly Bush Stables is a family run riding centre and livery yard. The centre specialises in pony parties and private lessons for children and young adults. Their philosophy is to help clients achieve emotional, social and behavioural growth.

Natural and Semi Natural Open Spaces

Plough Green

Plough Green is the central village green, hosting events such as the Christmas lights switch on. Residential green spaces, green intersections at road junctions and grass verges. The green spaces within residential areas form a key part of Byfleet's character.

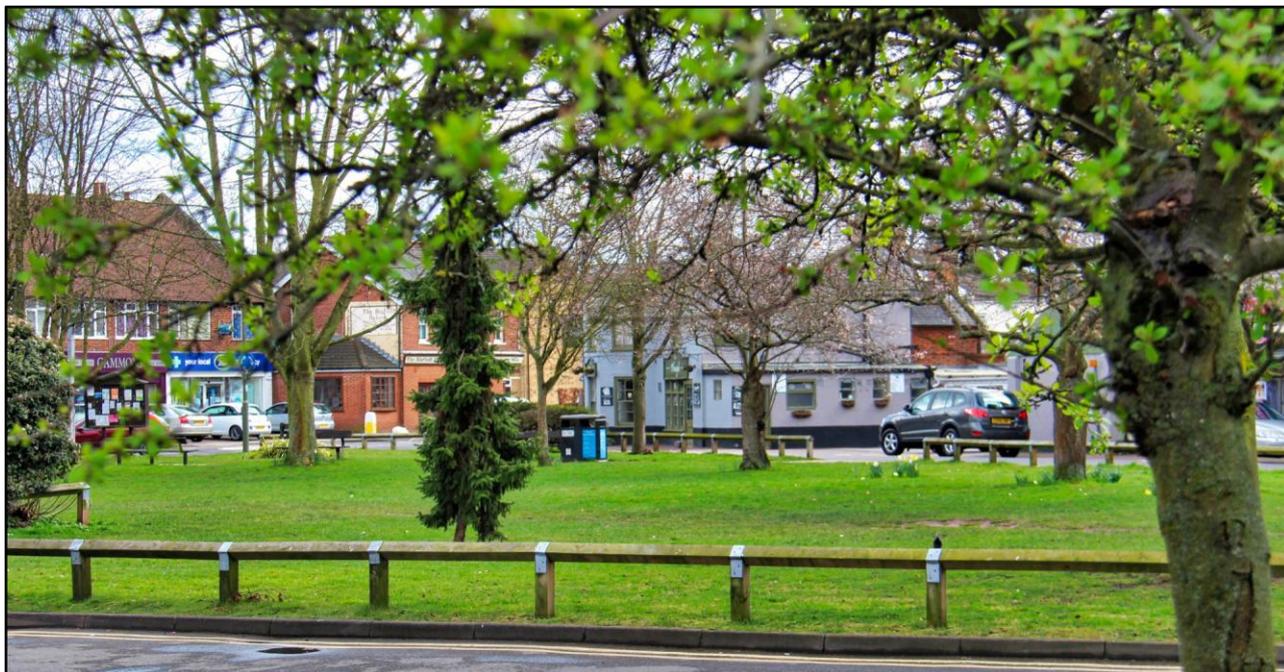


Figure 33 - Plough Green

St Mary's Churchyard

The Church Yard at St Mary's is a tranquil open space and part of the church grounds that have been in place since at least the 13th Century. Alongside the Church Yard a Quiet Area has recently been established, known as The Copse.



Figure 34 - St. Mary's Churchyard

Green Belt

The Green Belt areas and the areas alongside the Wey Navigation canal are popular peaceful retreats for many members of the community and there is a strong wish for areas to be preserved for the peaceful enjoyment of residents both now and for future generations. Byfleet Green Belt is part of the fundamental character of Byfleet and the local community prioritises its retention and future protection.

Location of special interest for wildlife and plants are: the land at the Manor Farm Nature Reserve and the surrounding flood plains south of Fullerton Road, green belt land at Murrays Lane leading to the Wey Navigation canal and the wildlife corridors alongside the Wey Navigation Canal.



Figure 35 - Manor Farm



To the east of the bottom of Muddy Lane are fields (flood plain) that are locations of wildlife: dragonflies, grass snakes. The nearby M25 and the A245 Parvis Road both cut through Byfleet Village ward. Both are extremely busy, yet through its Green Belt land, Byfleet is able to sustain a wide variety of flora and fauna.

Trees and Hedges

The 'lungs' provided by the trees that grow in the Green Belt are supplemented by trees within Byfleet itself. At one time most roads within Byfleet benefited from trees that grew in the grass verges that divide pavements from the road. Over time many of these trees have been taken out, either as a result of adding modern infrastructure - for example, verges were excavated to lay cables for television. Where this was done, it is not possible to replace the trees.

The shortage of parking and the profusion of cars in Byfleet means that in many places where there were trees in the verges, the verges themselves are now being destroyed by parked cars, this produces dips in the earth that make walking on the pavement hazardous after dark for pedestrians. Woking Borough Council has, in appropriate places, sought to replace the trees when the house owner requested that this be done. A number of footpaths and bridleways are very regularly used by a large variety of different types of resident, whether cycling, walking, walking dogs or horse riding.

Byfleet's Character

By virtue of the relatively small land area of Byfleet Neighbourhood Area and the relatively high density of population means that Byfleet has many homes within its boundary. This makes the surrounding countryside particularly important, as it means residents do not need to drive in order to enjoy green spaces; it also means there are fewer vehicles on the busy roads locally. Within Byfleet there are many trees, and it is important to ensure that these remain, not only for the purpose of retaining the character of Byfleet, but also to help in sustaining wildlife, helping clean the air of pollution caused by the local busy roads and removing moisture from a moisture rich environment.

The Environment, climate change and biodiversity.

Byfleet is ideally placed geographically to allow this plan to be ambitious environmentally in terms of green spaces and biodiversity. It is critical that Byfleet is ambitious in the light of climate change, the degradation of waterways and habitat and Byfleet's proximity to the pollution of the M25.

Byfleet benefits from proximity, around much of the Neighbourhood Area, to waterways and to many green corridors. The Surrey wildlife Trust Nature Reserve at Manor Farm and the ecological potential of the Sanway-Byfleet Flood Alleviation Scheme offer great opportunities and benefits. Byfleet sits near the River Wey and Wey Navigation and near many old, established habitats which support a rich range of wildlife including bats. Additional opportunities could be taken to encourage nesting birds and other wildlife.

During the lifetime of the plan we will work to reduce the degradation of our environment and an increase in biodiversity. To achieve this we have the following key objectives.

- to retain and increase Byfleet's tree canopy (breadth and variety choice) to impact water take up and cooling
- to retain sites which count as wet habitat to retain and enhance hedgerows
- to value and maintain our riverbanks
- to have our waterways and air monitored and reported upon and strategies put in place to reduce pollution in these
- to see more native and wildlife-friendly planting of communal borders and raised beds
- to see traffic speed controlled through Byfleet to improve road safety and reduce noise and pollution
- to see grass verges retained

5. Byfleet Neighbourhood Plan Policies

Built Environment

High Quality Design

The purpose of this policy is to ensure that any new development in Byfleet is of a high standard, is compatible with existing development and preserves the local character.

Consultation statement: One of the principal concerns of the community noted at drop-ins was the quality and design of the current built environment.

Policy 1 – High Quality Design

1. All new developments are expected to meet a high standard of design and to make a positive contribution to the character of the local area.
2. Where innovative and contemporary building designs are proposed, they must be complementary to their local context, and respect the scale, spacing and external materials of existing buildings in the area.
3. All development proposals should take into account the relevant planning and design guidance issued by Woking Borough Council. Where relevant, proposals should also take account of the adopted plans, guidance and strategies published by Surrey County Council.
4. Development over 3 storeys in height will be supported where it matches the existing building line and does not result in a visually dominant appearance.

There are several elements that combine to create good design for built development, including the form, scale, and detailing of the building, layout of a site, positioning and spacing, together with its relationship to adjacent buildings and the wider landscape. New developments often fail to have regard to every aspect, because they have tried to import an alien design at variance from the special local characteristics of Byfleet.

One of the principal concerns of the community is the quality and design of the built environment. Byfleet has no single coherent style and although there are some interesting individual buildings and features, including good examples of modern development, other development lacks distinctive features and do not add to the quality of the built environment. There are also prominent examples of poor design. Byfleet currently has no high-rise buildings, this plan would only support future construction projects over 3 storeys in height if it matches the existing building line.

References

Woking 2027 Local Development Framework NPPF 2022/23

Renewable Energy and Sustainability

The purpose of this policy is to ensure that all new developments make a positive contribution to tackling the effects of climate change.

Consultation statement: Air pollution was considered a major issue for the neighbourhood with the M25 and A3 being in very close proximity to Byfleet.

Policy 2 – Renewable Energy and Sustainability

1. Proposals for energy generating infrastructure using renewable or low carbon energy sources to serve individual properties or groups of properties in the Plan area, and which requires planning permission, will be supported provided that:
 - a. The energy generating infrastructure is located as close as practicable to existing buildings and is in proportion to the scale of the existing buildings or proposed development it is intended to serve; and,
 - b. The impact on heritage assets, community facilities and open spaces through the siting, scale and design of the development of the energy generating infrastructure is minimized and does not compromise public safety; and,
 - c. Adjoining uses are not adversely impacted in terms of noise, vibration and other amenity impacts; and,
 - d. Where appropriate, the energy generating infrastructure and its installation complies with the Micro-generation Certification Scheme or equivalent standard.

Energy generating infrastructure includes renewable or low carbon energy sources such as solar panels, air or ground source heat pumps, small wind turbines, biomass boilers etc.

It is noted that some forms of energy generating infrastructure can be installed under permitted development under Part 14, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. However, development which does not constitute permitted development, will require planning permission.

The community highlights climate change as a key sustainability issue, and it is critical to determine how resilient we are to its potential consequences, such as flooding, heatwaves and drought. The impact of climate change will vary from place to place, and different communities will be more or less resilient (or vulnerable) to these different impacts.

Parliament has confirmed that climate change represents a national and international emergency. The current figure for production of electricity from renewable energy sources is 40% and this needs to increase if the targets set for 2040 are to be met. Technology is moving rapidly in this area and locally-based small scale schemes, such as locally generated clean energy initiatives, should be actively investigated by the community and positively supported.

The Byfleet Neighbourhood Forum will also support modal shifts to more sustainable modes of transport such as walking and cycling by encouraging investment that will improve and provide public rights of way for all.

References:

Climate Change - Woking 2027

Woking Borough Council Climate Neutral Development Checklist BREEAM New construction - BRE Group

Climate Change and Sustainable Energy Act 2006 (legislation.gov.uk) WBC Tree strategy

Natural Woking Strategy 2016

Byfleet Village Heritage

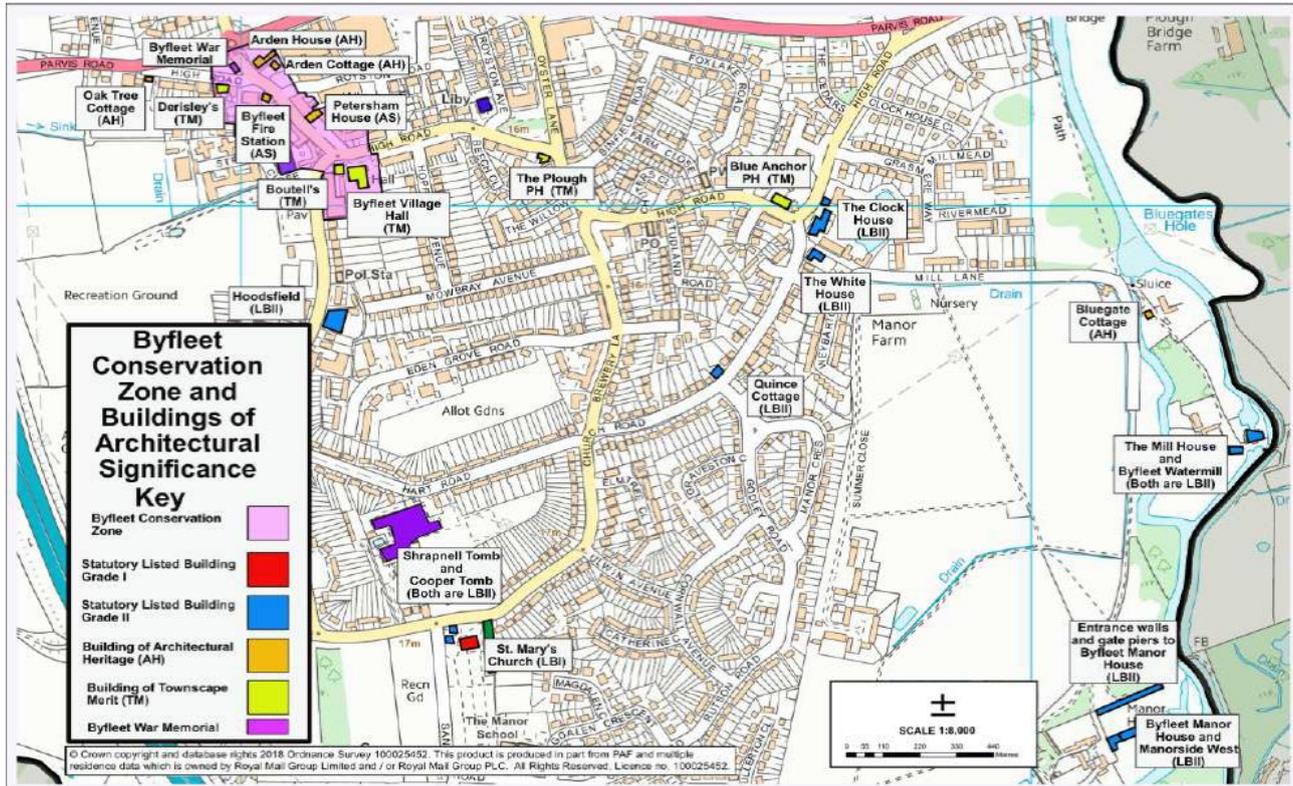


Figure 36 - Notable buildings within the Byfleet Village Conservation Area

The purpose of this policy is to ensure that all new developments make a positive contribution to the Byfleet Village Conservation Area.

The Conservation Area is in the western section of the Byfleet Neighbourhood Area from its entrance at the junction of Parvis Road and High Road up to Byfleet Village Hall. Although there are a number of good Statutory Listed Buildings throughout Byfleet, there has been extensive infilling and redevelopment so that little of the original historic character of Byfleet has remained intact. The area has a coherent character with a substantial number of late Victorian buildings, many with interesting architectural features and ornamentation which are worthy of inclusion on a Local List. Being remote from the railway, Byfleet did not develop extensively until the turn of the Century and particularly after the building of Brooklands racetrack in 1905. The area contains a good cross section of civic, commercial and residential properties from the late Victorian and early Edwardian period and typifies the character of Byfleet.

Consultation Statement: Residents confirmed a strong desire to ensure that the rich heritage of the Byfleet should be protected for future generations.

Policy 3 – Byfleet Village Heritage

Development proposals should make a positive contribution to the local character of the designated Conservation Area and have regard to the provisions of any adopted Conservation Area Appraisal.

Where appropriate, support will be given to proposals that sensitively increase density of the Neighbourhood Plan Area and compliment key features of historic value including:

- a. listed, locally listed, non-designated heritage assets, dwellings and community buildings;
- b. historic shop fronts, street surfaces, lighting, distinctive local street furniture and walls;
- c. important views, open spaces and vegetation;
- d. buildings of architectural and community interest

Where possible and appropriate, applications to remove and replace negative features within the Conservation Area that are the product of previous unsympathetic development or alterations, e.g., car parking and drive surfaces, windows, uPVC conservatories, boundary treatments and unsympathetic domestic extensions, will be supported.

Byfleet has retained many of the buildings that have been the backbone of the village since the late Nineteenth Century and the early Twentieth. While Byfleet has grown substantially since then, these buildings give Byfleet an important part of its identity. The land area of the Byfleet Neighbourhood Area is small, and this has resulted in the retention of a distinct village identity both physically and culturally.

The Byfleet Conservation Area has seen some uncharacteristic buildings that are not in keeping with the area and this policy will serve to reuse, restore or enhance historic buildings and sites within and around the Conservation Area. The reinstatement of features such as these would be greatly beneficial to the character and appearance of the Conservation Area.

Byfleet Village Conservation Area was designated in April 1992 in accordance with section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in order to protect the area's special architectural and historic character.

This plan highlights a number of buildings that are either Listed (LB), of Architectural Heritage (AH), of Township Merit (TM) or of community or historic interest:

Church of St. Mary the Virgin (Grade I)

The Church of St. Mary the Virgin is the only Grade I listed building in Byfleet. The northern part of the church dates back to the 13th Century. The church was extended in 1841 and 1864/65 and 1881.



Figure 37 - St Mary's Church

St Mary's Church interior features some very rare wooden crosses (grave markers) recovered from Europe shortly after World War I.

The church was among the possessions of the abbey of Chertsey at the time of the Domesday Survey, and it so continued until after 1284, in which year Geoffrey de Lucy, who held Byfleet of the abbey, was patron of the church. Shortly after this, however, the church passed into the king's hands with the manor (q.v.). From that time until the present the patronage has remained in the gift of the Crown. The living, a rectory, is now in the gift of the Lord Chancellor.

Within the grounds of St. Mary's are two tombs that are Grade II listed, Shrapnell and Cooper.

The White House (Grade II)

Grade II listed building dated from c. 1820 with whitewashed brick on rendered plinth. Private home.



Figure 38 - The White House

Quince Cottage (Grade II)

Grade II listed C17 timber framed cottage. Private home.



Figure 39 - Quince Cottage

The Clock House (Grade II)

In the early 19th century, Dissenters met there, and it was a Sunday school and a girls' school. It then became private property. In 1964 the Clock House building was purchased and turned into flats. It was officially opened by HM Queen Elizabeth, the Queen Mother, on 9th November 1967. The site has been further developed in the 1980s/ 90s.



Figure 40 - The Clock House Byfleet Mill (Grade II)

Byfleet Mill is a building dating from the mid-18th century (circa 1754) with 19th century additions. It has Grade

II listed status. It is provided with water from a pond, connected by a leat to the River Wey, which isolates the mill and the mill house on an island. The exterior of the mill has brickwork up to first floor level and weatherboarding above, under a tied roof.



Figure 41 - Byfleet Mill (By kind permission of Byfleet Heritage Society)

The existing mill dates from the early 19th century, although it had to be rebuilt following a serious fire in the early 1990s. Over many years, its activities have included the manufacture of paper, iron, brass, and copper, and the milling of corn until 1930, when the mill ceased working and the waterwheels were removed. Following the restoration after the fire, the building is now used as office accommodation.

The Mill House (Grade II)

The Mill House was built by John Bardow circa 1710 and was occupied for some time by the Holroyd family. John Holroyd achieved fame when, on 15th May 1800, he attended the Theatre Royal, Drury Lane to see a play, which was attended by King George III.



Figure 42 - The Mill House

As the King came to the front of the royal box to acknowledge the cheers of the audience a man named James Hadfield, who was in the second row, fired a horse pistol twice at the King. John Holroyd, who was in the next seat, knocked Hadfield's arm upwards, diverting the shots which went through the curtain above the King's head, missing him by inches. The King offered John Holroyd a pension, which he refused, but he enjoyed royal patronage for the rest of his life. Some of the King's gifts included two stone flower containers and two lead garden statues from Hampton Court Palace, which remained at Byfleet Mill until it was sold in 1957, although the statues were earlier used as target practice by Canadian troops who were billeted there during World War II.

Byfleet Manor and Manorside West (Grade II)

There are also a number of other Grade II listed buildings in Byfleet: these include the Byfleet Manor House and Manorside West plus the entrance walls and gate piers at Manor House. There has been a building on the site for many centuries, but the present building principally dates back to Queen Anne of Denmark (wife of King James I), who had it substantially rebuilt in the early 17th century. Prior to the rebuilding, the house was a hunting lodge.

Hoodsfield (Grade II)

Grade II listed building dated from the early C16 with timber frame and whitewashed brick infill. Private home.

Byfleet Village Hall

The village hall was a village project to commemorate the Diamond Jubilee of Queen Victoria. The land where it stands was given by Mr Hugh Locke King, the creator of Brooklands racetrack; the finance was provided by Mr Frederick Stoop, of West Hall. Inhabitants of the village paid for the furniture and fittings by subscription.



Figure 43 - Byfleet Village Hall

St. Mary's Centre for the Community

Originally this building was the first purpose-built school in Byfleet, built in the 1850s after the Rector of St. Mary's Church had applied for a grant towards its cost. It was enlarged in 1872 and remained in use as overflow accommodation when the new school was opened in Hart Road in 1967. Ultimately, it was renovated and converted to St. Mary's Centre for the Community and opened officially by Diana, Princess of Wales, in 1986.



Figure 44 - St. Mary's Centre for the Community

Petersham House

Petersham House was the location of the last bank in Byfleet, closing 1st November 2018. It was originally built around 1859 by Sir John Whittaker Ellis, on land that was formerly Breaches Farm, and he named it Petersham House, in view of his links with Petersham, near Richmond. In 1872 the house, grounds and building sites were offered for sale - the Petersham Estate was extensive. Sir John established the village fire brigade.



Figure 45 - Petersham House

Byfleet Methodist Church

A Methodist Society has existed for almost 145 years in Byfleet. There are even links to young people who attended a Band of Hope in the hall of the chapel which preceded the first church. However, the story of Methodist buildings in Byfleet starts on the 27th May 1875 when the foundation stones were laid for the small building which stood in High Road opposite the War Memorial; this building was opened in the following autumn. However, it is clear that Nonconformist worship existed in Byfleet long before that in the form of a Congregational Chapel on a nearby site.



Figure 46 - Byfleet Methodist Church

Subsequently the present site at the corner of Rectory Lane was acquired by the Trustees of Byfleet Methodist Church. The old building was sold to Mr F Stoop and later used as St Mary's Hall and as a Public Library. This building was ultimately demolished. The current building was opened in 1939 and extended in 1967. Further refurbishment was carried out in 2001.

Byfleet Fire Station (Grade II)

When Sir John Whittaker Ellis, one-time Lord Mayor of London and occupant of Petersham House (until recently Lloyd's Bank) in the High Road, suffered a fire on his estate in the early 1870s, he decided to form a village fire brigade. He provided the finance to build a fire station opposite his estate in 1885. When the horse-drawn appliance was replaced by a motorised fire engine in 1923, the fire station had to be extended, with the addition of a larger building attached to the south of the original.



Figure 47 - Byfleet Fire Station

The Fire Brigade was made up of volunteers from the village, most of whom had other jobs. When the bell was sounded at the fire station, these men would leave their work and make their way as quickly as possible to the station, then travel with the appliance to the site of the fire. In later years, bells were installed in the firemen's houses to alert them to a call-out. A wartime 'watch room' was added at the rear in the early 1940s.

Byfleet War Memorial (Grade II)

The War Memorial, which was listed as Grade II in 2023, forms a focal point at the western end of the Byfleet Neighbourhood Area and attracts up to 500 people for the annual Remembrance Service every year.



Figure 48 - Byfleet War Memorial

Buildings of architectural and community interest

The following buildings have been identified under this plan as buildings that have either Architectural Significance (AH), Townscape Merit (TM) or historic interest to Byfleet. The identification of these buildings has been informed by the criteria set out in The Heritage of Woking: An Historic Conservation Compendium.

- Arden House, 1 High Road (AH)
- Arden Cottage (AH)
- Byfleet Fire Station (AH)
- Oak Tree Cottage, 6 High Road (AH)
- Petersham House (AH)
- Bluegate Cottage, Weir Lane, Mill Lane (AH)
- The Blue Anchor Public house (TM)
- 50 High Road, (known as Amptwade House) (TM)
- Byfleet Village Hall (TM)
- 26-28 High Road (Derisley's) (TM)
- The Plough Public House (TM)
- 90-100 High Road
- 105 High Road
- 123-125 High Road (opposite Vanners Parade)
- Byfleet Autos building at 132 High Road 138 High Road has 'ancient lights' status 1-15 Brewery lane
- The Old Pumping Station, Brewery Lane
- 3 Oak House adjoins the Old Pumping Station
- The Beeches, between 112A and 124 High Road,
- On the corner of The Willows (The Old Brewmaster's House)
- Cornerways Cottage, 33 Church Road, corner with Godley Road
- Unnumbered house, corner of High Road and Circle Gardens
- Clearstream Cottage in Mill Lane, just before bridge at Bluegate's Hole (approx. 300 years old)
- Bridge Farm, east of Plough Bridges, 1634
- Chertsey Cottages, 3-5 Chertsey Road, 1881-1886
- Pretoria, Binfield Road, 1900
- Richmond Cottages and Suffolk Cottages, Sanway, circa 1856
- Victoria Cottages, 11-13 Chertsey Road, 1883
- York Terrace, 18-2- York Road, 1894
- Juniper Cottage, Chertsey Road, may also be of interest as this was the home of the Choate family. PC Walter Choate was killed whilst on duty with the City of London police in the Houndsditch jewellery heist.

References:

Planning (Listed Buildings and Conservation Areas) Act 1990 (legislation.gov.uk)

Heritage of Woking (Historic compendium amended 2000)

Commercial Environment

Byfleet Centre Regeneration

The purpose of this policy is to improve Byfleet Local Centre retail and hospitality by supporting existing businesses and attracting new businesses – creating a vibrant, attractive, characterful village centre.

Consultation statement: 94% of respondents thought convenience stores and a post office were the most important shops to have in the village.

Policy 4 – Byfleet Centre Regeneration

1. A diverse range of retail and other uses, such as class E offices, cafes, gyms, restaurants will be supported within the centre of Byfleet subject to compliance with Policy 5;
2. Other than on sites in retail, social, community and office uses, changes of use to residential and new residential development above ground floor level will be supported at an appropriate scale, provided parking facilities meet Woking Parking Standards SPD guidance. This will support the vibrancy and vitality and increase footfall;
3. Applications for redevelopment within the Byfleet Local Centre will be supported where proposals apply the following approaches;
 - a. Any redevelopment will need to have regard to the massing and character of buildings in the immediate vicinity;
 - b. Employment floorspace should form part of any development proposals which require the loss of existing employment provision;
 - c. An appropriate level of car parking will need to be incorporated into all schemes, and, as a minimum, comply with Woking Parking Standards SPD guidance.
4. Proposals that seek to improve the public realm of Byfleet centre and enhancing green spaces, such as new seating, signage, planting, new pavements and lighting will be supported, including through the use of Neighbourhood Community Infrastructure Levy funds. Measures to reduce the risk of surface water flooding will also be supported.

Part of Byfleet centre is designated as a Conservation Area and has retained its independent character and a range of traditional shops. There is a mixture of independent and national chain outlets and there is a need to maintain this balance. With the exception of the Wey Retail Park, which includes Home Bargains, Pets at Home, Benson Beds and Halfords, most retail premises are relatively small, so there is limited scope for improvement and expansion.

A range of local and thriving businesses is important to the sustainability of any village. Diversity in shopping and the night-time economy encourages people to visit the village to socialise and contribute to a thriving community. Enhancements to Byfleet centre, public spaces and Conservation Area can create a vibrant and attractive place in which to live and work.

Larger industrial/commercial businesses should be encouraged to be established in the northern area of the Byfleet Neighbourhood Area where the trading estates and industrial units are predominantly located. If businesses already located within Byfleet centre become vacant, their redevelopment for housing should be encouraged.

The Byfleet Questionnaire in 2014 asked a number of questions about what people thought about living in Byfleet. The most concerning issues raised included flooding, building on green belt and traffic and the most important development needed in Byfleet was a medical centre, youth centre and school places.

References

Town and Country Planning (General Permitted Development) (England) Order 2015, as amended.

Safeguarding Business and Employment sites

The purpose of this policy is to promote new economic and employment opportunities in appropriate locations and encourage the retention of existing employers in Byfleet.

Consultation statement: When asked respondents felt a high percentage of current businesses and employment sites should be retained within the Byfleet.

Policy 5 – Safeguarding Business and Employment Sites

1. Existing employment uses and premises will be protected and enhanced. Any new general industrial development (Class B2) will be supported where it can be demonstrated that existing facilities in Byfleet, such as pavements, cycle paths and car parking capacity are not compromised or reduced.
2. The loss of employment sites or premises will be supported where an application is accompanied by clear evidence demonstrating that the site or premises is not currently viable and that an appropriate alternative site or premises can be identified.

Byfleet has a considerable number of businesses, including retail, therapy and medical support services, takeaways, restaurants, pubs and a large number of small businesses run from residents' homes. The main retail outlets are located along High Road in Byfleet.

For businesses in Byfleet to remain viable and sustainable, it is vital that these businesses are supported. As demonstrated in the survey, many residents feel that shops and service organisations in Byfleet should be retained and, if possible, increased. It also seeks to protect existing retail and related activities in Byfleet to the long-term benefit of the local community.

The businesses in the Byfleet area have indicated specific concerns about crime, both shop-lifting and burglaries, parking and the local street scene. It would be of great benefit to Byfleet if this area were a more pleasant place for customers and staff.

Parking in Byfleet is a long-standing issue which impacts local businesses and many Byfleet residents living in surrounding roads. Accordingly, the Byfleet Forum will work with the council to secure a long-term solution, although it is recognised that this may involve wider strategic decisions. Many people run small businesses from their homes or from small business premises and this is important locally, reducing the need for commuting on our very busy roads.

Byfleet's Environment

Flood Management

The purpose of this policy is to ensure water management and flood mitigation is considered when new developments are initially planned.

Consultation statement: Over 90% of respondents considered flooding to be the most concerning aspect to Byfleet.

Policy 6 – Flood Management

1. Where it is appropriate new development will be supported where it can be demonstrated that the development will not increase the risk of flooding from any source either on-site or off-site. There should also be consideration of opportunities presented by development to reduce local flood risk to other land, that could arise from the development.
2. All proposals for new development which could affect drainage on or around the site, in compliance with Policy CS9 of the adopted Woking Core Strategy 2012-2027, should provide full details of the proposed surface water drainage (including details of its route, design and specification, how consideration has been given to the use of Sustainable Drainage Systems (SuDS), and details of its future management and maintenance) and which have been approved in writing by the Local Planning Authority, after the necessary consultation with the Lead Local Flood Authority, the Environment Agency and Thames Water.

Flood risk assessments will be required for all developments in Flood Zones 2 & 3 and areas of risk of Surface Water Flooding (Detailed in Woking SFRA 2009).

Byfleet is an island village fully surrounded by water courses. As such water management and flood mitigation are major priorities for residents and businesses within Byfleet.

Much of the Byfleet Neighbourhood Area is sited within flood zones 2 and 3, and Byfleet has a significant and long history of flood events with the worst event occurring in 1968. More recent flood events have occurred in 2000/2001, 2003, 2010 and 2013/14.

The Byfleet Flood Forum was founded in January 2014 with the objective of achieving a co-ordinated multi agency response and action plan in order to prevent future flood damage and to protect properties. This has resulted in the Sanway-Byfleet Flood Alleviation Scheme, due to commence in 2026. Work is ongoing to formulate protection schemes for other vulnerable areas within Byfleet and this Plan supports this activity.

Many of the surface water drainage systems and sewers are outdated and were designed for a lower water capacity than that required for modern day living. Additionally, the effects of climate change have increased the frequency of river flooding events and the pressure on surface water drainage systems. Surface water and flood management is therefore a priority to protect residents and businesses from harm by limiting the impact from potential future flood events. It is the responsibility of the developer to make proper provision for surface water drainage to ground, watercourses or surface water sewers. It should not be allowed to drain to the foul sewer network to reduce the risk of sewer flooding.

National policy states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Land alongside watercourses is particularly valuable for wildlife and it is essential it is protected. Development that encroaches on watercourses has a potentially severe impact on their ecological value and can increase flood risk. Development proposals likely to affect a watercourse and its associated corridor should seek to conserve and enhance its ecological, landscape and recreational value. This should include providing adequate natural buffer zones to the watercourse, to ensure there is no increase in flood risk.

Riparian owner is the person, or people, with watercourses on, next to or under their property. Riparian owners have the responsibility for maintenance of these watercourses. Riparian responsibilities usually lie with the person who owns the land or property but may be the tenant depending upon the agreement in place.

References:

The Woking Development Plan 2027 - Policy CS9 WBC Strategic Flood Risk Assessment 2015

The Flood Risk Regulations 2009 (legislation.gov.uk)

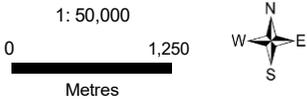
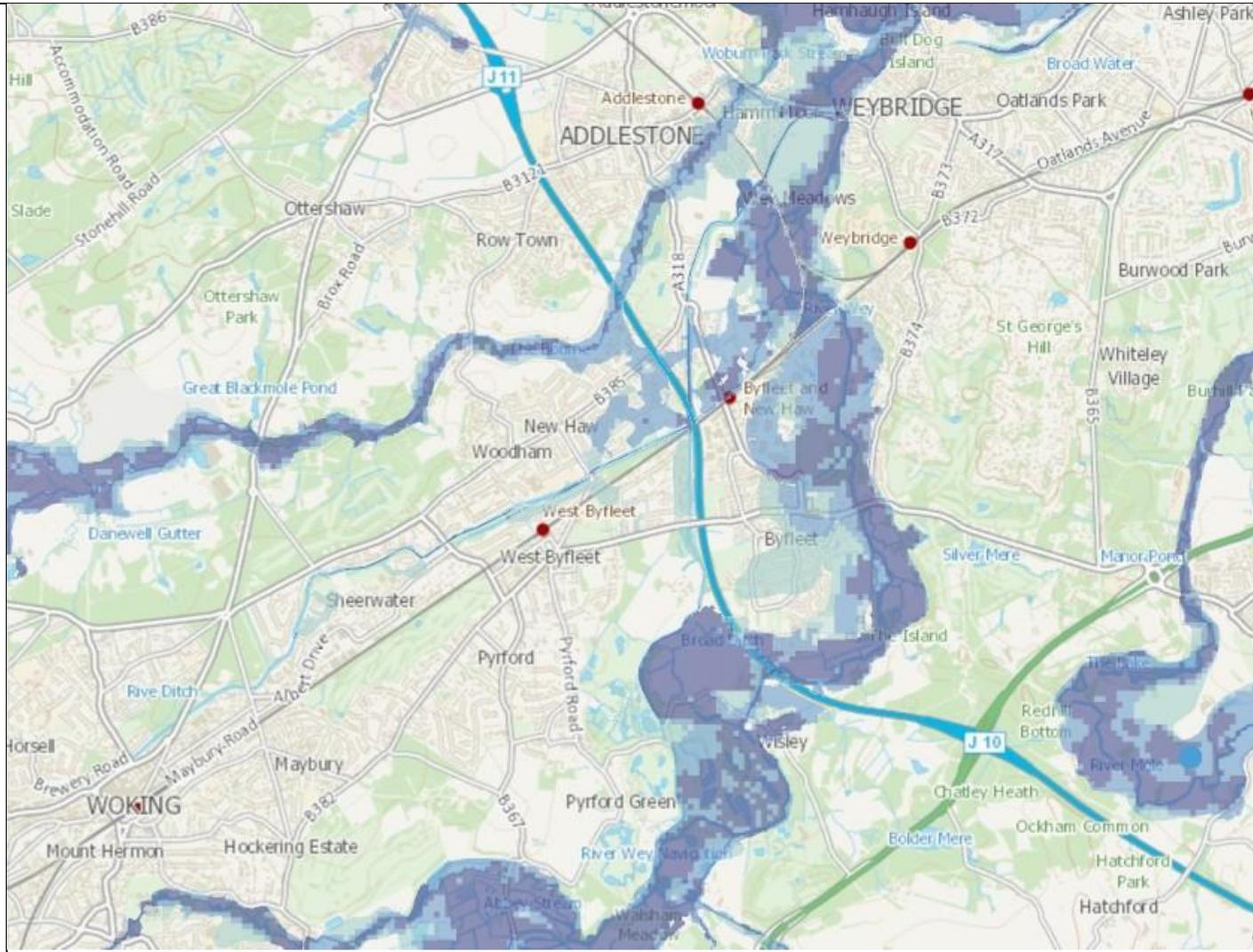
Byfleet risk of flooding



Legend

Risk of flooding from Rivers and Se

- High ($\geq 3.3\%$)
- Medium (3.3% - 1%)
- Low (1% - 0.1%)
- Very Low ($< 0.1\%$)



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Figure 49 - Byfleet areas at risk of flooding

Byfleet's Infrastructure

The purpose of this policy is to ensure new infrastructure is planned when required.

Consultation statement: Over 80% of respondents considered traffic, potholes and footways a real concern for Byfleet.

Policy 7 – Infrastructure

All proposals for new development within the Plan area should include appropriate provision for any necessary supporting infrastructure that will be required to meet the needs of the development. In particular, development proposals should address the following matters:

1. New developments should include all necessary provision for wastewater/sewerage and water supply and the provision of other utilities infrastructure, such as electricity, gas and telecommunications, including any necessary off-site enhancements, that may be required by the utility companies responsible for such infrastructure
2. Where possible, development should be accompanied by appropriate transport infrastructure improvements (e.g., footways and pedestrian crossings, cycle routes, bus stop improvements) required for and related to the development. Any infrastructure required to support development must be implemented concurrently.
3. New developments shall, where practicable, connect to walking and cycling routes, public and community transport, and provide walking and cycling access to the social, community and retail facilities in Byfleet.
4. Wastewater, sewerage and water supply infrastructure is essential for any development within the Plan area. Failure to ensure that any required upgrades to the infrastructure networks are delivered alongside development could result in adverse impacts in the form of internal and external sewer flooding and pollution of land and watercourses.
5. Where appropriate, planning permission for developments which result in the need for offsite upgrades, may be subject to appropriate conditions to ensure the occupation is aligned with the delivery of necessary infrastructure enhancements.
6. Developers are encouraged to contact Thames Water, who have responsibility for wastewater/sewerage and water supply within the Plan area, as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements, both on-site and off-site. It will be the responsibility of the developer in liaison with Thames Water to ensure that any necessary infrastructure enhancements are completed ahead of the occupation of the proposed development.

There are a number of places in Byfleet where pedestrian movement is encumbered. These include points where people wish to cross the High Road or negotiate other busy roads. In addition, local residents often express concern about pedestrian safety at some of the junctions in Byfleet.

Byfleet's size, layout and distribution of shops, pre-schools, schools, services, amenities and facilities means that, with some intervention, walking or cycling can be viable alternatives for many trips currently made by car. Although there is a wide network of footpaths and cycle paths covering most of Byfleet, in some places this needs to be better maintained and improved.

Cycling is an important mode of transport, and Byfleet's size and layout lend themselves to the creation of a more cycle-friendly place. Peak time congestion could be eased by encouraging the use of cycles in preference to cars. The development of a better-connected network of walking and cycling routes between Byfleet, West Byfleet and New Haw would assist this ambition, with complementary measures such as 'bike to work' and 'bike to school' schemes, and the provision of safe, secure and sheltered cycle parking. In particular, it is important that there is an adequate provision of cycle racks in each village and developers are encouraged to make appropriate provision for them where possible.

References:

National Infrastructure Strategy

Woking Borough Council Infrastructure Capacity Study and Delivery Plan

Local Green Spaces

The Purpose of this policy is to protect the local green spaces used and enjoyed by Byfleet residents and also to support maintenance and enhancement of open spaces to underpin their individual character.

Consultation statement: Over 85% of respondents expressed a strong desire to maintain green belt areas and local green spaces. A Local Green Space Assessment has been carried out to identify which open spaces are suitable for designation and protection.

Policy 8 – Local Green Spaces

1. The following green spaces are designated as Local Green Spaces as shown on the accompanying inset maps for each site:
 - a. S17: Plough Green
 - b. S22: The Weymede Estate Eastern Fields
2. Development proposals within the designated Local Green Spaces will be consistent with national policy for Green Belt.
3. The BRNF supports the delivery of SANG site GB12 as Suitable Accessible Natural Greenspace.

The Government attaches great importance to Local Green Spaces but providing them with the same level of protection as within Green Belts. This ensures that inappropriate development on Local Green Spaces will only be supported in very special circumstances. Very special circumstances will not exist unless the potential harm to the Local Green Space by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. Some development is also not classed as inappropriate and this is set out in paragraphs 153-160 of the NPPF.

The loss of public open space will not be permitted where there will be adverse impacts on biodiversity. Development which would create additional pressures on the Green Infrastructure network should, as part of the planning application process, incorporate details of how it is intended to mitigate these pressures. The Council encourages the improvement of the quality and quantity of the Green Infrastructure network in the Borough. The protection and enhancement of physical access, including public rights of way to open space and green infrastructure is supported. The number of allotments in the Borough should be protected. There will be 'in-principle' support for new allotments and opportunities sought to contribute to meeting the Council's standards.

Inset Map - S17: Plough Green



Inset Map - S22: The Weymede Estate Eastern Fields



References:

Open Spaces Act 1906 (legislation.gov.uk)

Trees, hedges and woodland

The purpose of this policy is to ensure that all new developments make a positive contribution to the green infrastructure network in Byfleet.

Consultation statement: When asked to prioritise the important aspects of Byfleet respondents included five areas of Woodland/Open Spaces within the top ten features.

Policy 9 – Trees, hedges and woodland

1. All development proposals should seek to protect and where possible enhance biodiversity and avoid or mitigate against damage to existing trees and/or hedges. Developers should demonstrate that they have sought to retain ancient trees, veteran trees, trees that are subject to Tree Protection Orders, Conservation Area trees, trees that are of good arboricultural and amenity value, or native hedges.
2. Development will be supported where it is accompanied by an attractive landscape scheme which should include native tree and hedgerow planting.

Byfleet has seen a reduction in its tree population in recent years. At one time most roads from Byfleet benefited from trees that grew in grass verges that divide pavements from roads. Over time many of these trees have been removed either as a result of verges excavated to lay cables for television and internet or to allow for additional parking on verges. In some cases, replacement trees have been planted. Despite these losses there are still many trees within the Byfleet Neighbourhood Area bounds and it is important to ensure that these remain, not only for the purpose of retaining the character of Byfleet but also to help in sustaining wildlife, helping clean the air of pollution caused by the local busy roads and removing moisture from a moisture rich environment. New planting should be sourced from biosecure sources and preferably be native species from UK grown stock.

References:

Woking Core Strategy Tree Policy

Tree Preservation Orders and trees in conservation areas - GOV.UK (www.gov.uk) The Hedgerows Regulations 1997 (legislation.gov.uk)

Recreational & Leisure Facilities

The purpose of this policy is to ensure that all new developments make a positive contribution to supporting social and community facilities.

Consultation statement: Provision of a youth centre was considered the second most important development required for Byfleet after a health centre.

Policy 10 – Recreational & Leisure Facilities

Development proposals which would result in the loss of existing areas of formal and informal recreation such as playing fields, amenity open spaces and allotments detailed within this Plan will only be supported where the following requirements are met:

1. The applicant must provide details of an assessment that has been undertaken which shows the facility to be surplus to the requirements of residents; and that the site is not viable for any other social or community use; or
2. The proposals make alternative provision elsewhere within the neighbourhood area that is at least equivalent in terms of size and number of facilities offered or would result in a net improvement in the quality of the facilities, and show that there is no requirement from any other public service provider for an alternative social or community facility that could be met through change of use.

Recreational facilities in Byfleet include, but are not limited to:

- Byfleet Boating Club
- Byfleet Football Club
- Byfleet Cricket Club
- Byfleet Bowls Club
- Holly Bush Stables
- Woking Rugby Football Club

Community Facilities

The purpose of this policy is to maintain and improve facilities for the residents of Byfleet and to safeguard existing facilities. The National Policy Planning Framework recognises the need to take account of and to support community facilities that enhance health and social, cultural wellbeing, education and sporting provision.

Consultation statement: Over 85% of residents considered a medical centre the most important development required for Byfleet.

Policy 11 – Community Facilities

1. Development proposals that would result in the loss, or significant harm to the value, of Byfleet community facilities will be supported where:
 - a. there is no identified need for the facility in its original purpose and that it is not viable for any other social or community use. These community facilities are identified throughout Section 5.11; and
 - b. adequate alternative facilities will be provided in a location with comparable (or greater) accessibility for the community it is intended to serve.
2. The provision of additional community facilities and services within the Byfleet area, particularly a youth centre and health centre, will be supported provided proposals are in accordance with other policies in this Plan and are consistent with Woking Core Strategy. Proposals should protect Byfleet's local character.

Community facilities in the Parish include Byfleet Children's Centre at St. Mary's School, Byfleet Scout Centre, Byfleet Library, Sanway Road Playground, St Mary's recreation ground St Mary's Centre for the Community, Byfleet Village Hall, Byfleet War Memorial, Eden Grove Allotments, Winern Glebe Allotments. These facilities are discussed in further detail below.

Allotments

Byfleet's two long standing allotments are located within the village and are considered a valuable community resource.

Play Areas

It has previously been identified that Byfleet has a shortage of children's play areas which increases the importance of suitable protection of the areas that are already in place.

Byfleet Recreation Ground

The recreation ground is the location for the Byfleet Parish Day, an annual event that dates back some 155 years and is normally held in July. The recreation ground is used throughout the year for a wide range of activities that are not necessarily organised. It is also recognised as a safe dog walking area. Younger children use the well-equipped playground which includes swings, roundabouts, tree houses and climbing frames. Adjacent to the playground as a skate park.

Sanway Road Play Area (including three-acre field)

The Sanway Road play area serves the southerly end of the Byfleet Neighbourhood Area with a selection of climbing frames provided whilst Three Acre Field is used for dog walking and also hosts the annual Byfleet Running Festival.

St Mary's Primary School and Byfleet Primary School

The school playing fields are an important asset for both of Byfleet's primary schools. Community events such

as annual summer fairs, community fireworks displays and children's after school and holiday clubs.

The National Policy Planning Framework recognises the need to take account of and to support community facilities that enhance health and social, cultural wellbeing, education and sporting provision.

These types of facilities are highly valued by the Byfleet community and play an important part in maintaining a sustainable community for all and a village identity. Development proposals that result in the loss of or harm to any of these should not be permitted unless it is demonstrated that they meet the criteria set out in CS 19 of the Woking Core Strategy;

The Byfleet Neighbourhood Forum have conducted an audit of community facilities which includes;

- Byfleet Cricket Club
- Byfleet Community Library
- Byfleet Methodist Church and Hall Byfleet Primary School
- Byfleet Scout Hut Byfleet Village Hall
- Former Manor County Infants School St Mary's Church and Community
- Hall St Mary's C of E Primary School
- Byfleet Bowls Club Byfleet Football Club Byfleet War Memorial
- Byfleet Recreation Ground Holly Bush Stables Sanway Road Playground
- St Mary's Centre for the Community Woking Rugby Club
- Byfleet Boat Club

The provision of suitable community facilities for education, sports and recreational use is encouraged. These should be sufficient and suitable for the size, demographic and population of Byfleet.

Infrastructure improvements are needed now, and if any new development were to occur within Byfleet there is a strong community feeling that a proportion of any CIL (Community Infrastructure Levy) should be used to further improve community and social facilities within the area to benefit the wider community.

Health Care Facilities

A facility that Byfleet lacks, and one that is viewed to be greatly needed within Byfleet. The nearest Health Centre, which is situated one and a half miles away by road, has limited public transport options and lacks sufficient parking. This can cause difficulties for many, particularly the elderly who need to visit a GP or require specialist care which is provided at the centre. St Peters Hospital is 6 miles away but has no public transport options.

6. Community Priorities

Recreational

- Improvements to outdoor public recreation areas including outdoor gym equipment, additional child play equipment, additional aesthetic planting, picnic benches etc at Byfleet Recreation Ground at Stream Close or Sanway Park.
- Provision of a cycling and running track around the edges of the Byfleet Recreation Ground. Refurbishment of tennis courts.
- Provision of a small Indoor sports area to include facilities for snooker, darts, table tennis etc

Infrastructure

- For a cycle path along Parvis Road from Byfleet to West Byfleet to join up with the new path already in place at the West Byfleet Broadoaks development.
- Electric vehicle charging points
- Cycle paths also to link up with canal paths to bypass traffic and across country. Improved parking facilities
- Bicycle parking racks for Byfleet Village Hall and Byfleet Library. New village signs for Byfleet (like the West Byfleet ones).

Safety

- CCTV cameras around Stream Close Recreation Ground at path entryway off Rectory Lane and carpark entrance and toddlers play area.
- Improved lighting around the Recreation ground and approaches.

Health & Well-being

- Re-instatement of a health centre to provide walk in facility with trained medical advice available. This in turn would alleviate the enormous pressure on the surgeries in West Byfleet.

Community

- A facility for the Girl Guides as the Scouts have their own activity centre but the Rainbows/Brownies/Guides do not. A suitable site for this has been suggested as part of the Manor School development.
- Improvements/refurbishment of the public toilets at Byfleet Recreation Ground and on High Road. Installation of a youth club building with facilities for all ages on the Byfleet Recreation Ground.

7. Monitoring and Review

During the period up to 2029, the BRNF will monitor the effectiveness of the Plan's policies to ensure that they continue to meet the Vision and Key Objectives as set out in Section 3.

Woking Borough Council is presently preparing a new Local Plan to cover the period from 2027 to 2044. In due course, this Neighbourhood Plan will be reviewed when necessary in order to align the Neighbourhood Plan with the new Local Plan, and to ensure that its policies are in general conformity with the strategic policies in the new Local Plan.

8. Appendix I Buildings of Interest

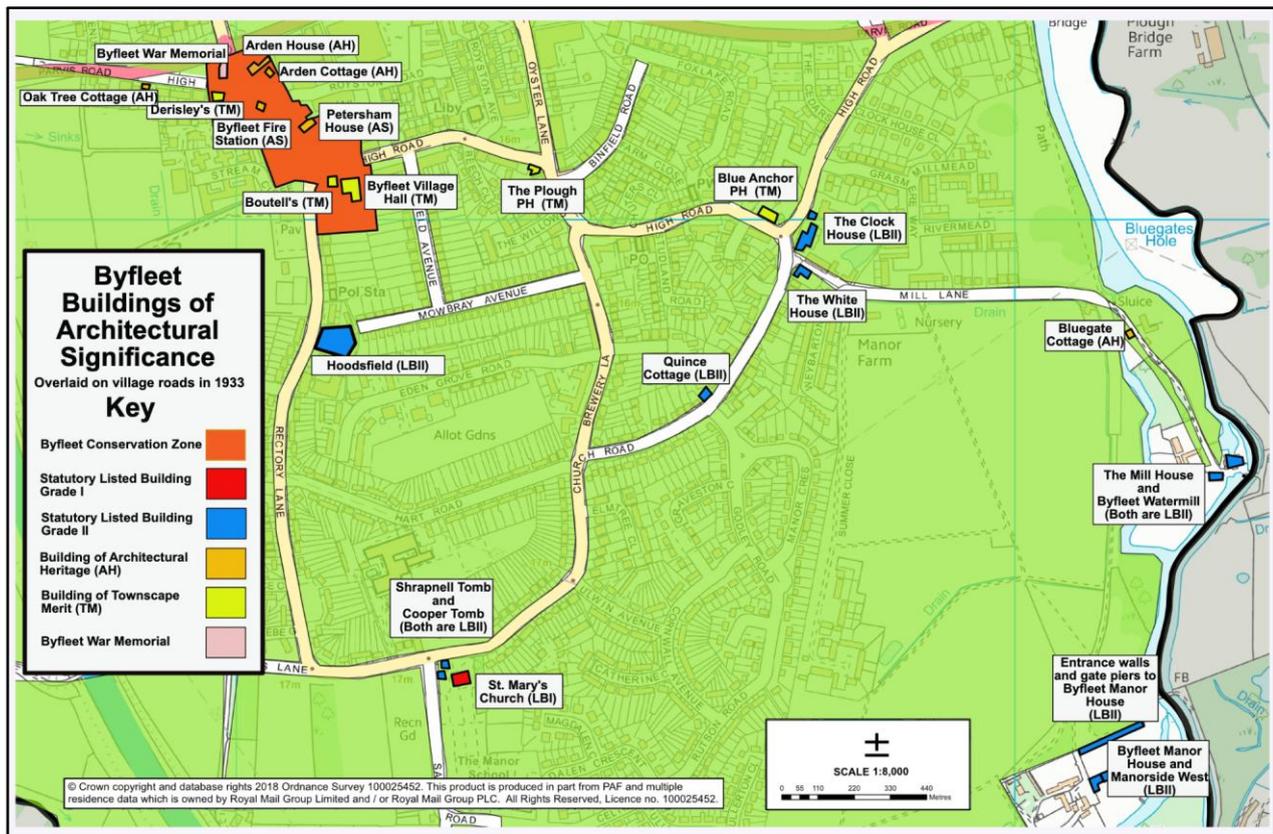


Figure 50 - Locations of buildings of architectural significance shown in relation to Byfleet Village roads as they were in 1933, overlaid on today's road map.

Buildings of architectural and community interest

The following buildings have been identified under this plan as buildings that have either Architectural Significance (AS), Townscape Merit (TM) community or historic interest to Byfleet. Buildings of AS are older properties which are not statutorily listed but are intact buildings earlier than 1840, buildings between 1840-1914 of good architectural character, selected buildings between 1914-1939 which have interesting or unusual architectural detail, or exceptional early post-war buildings. Buildings of TM are buildings of any age up to post-war which are representative of their architectural period and notable for their interesting character or distinctive location.

Listed Buildings

- **St Mary's Church (LBII):** Grade I listed
- **Byfleet Manor & Manorside West, plus the entrance walls and gate piers at Manor House (LBII):** Grade II listed
- **Quince Cottage (LBII):** Grade II listed C17 timber framed cottage.
- **The Clock House (LBII):** In the early 19th century, Dissenters met there, and it was a Sunday school and a girls' school. It then became private property. In 1964 the Clock
- **Byfleet Mill (LBII):** Byfleet Mill, Grade II listed status.
- **The Mill House (LBII):** The Mill House was built by John Bardow circa 1710.
- **The White House (LBII):** Grade II listed building dated from c. 1820 with whitewashed brick on rendered plinth
- **Hoodsfield (LBII):** Grade II listed building dated from the early C16 with timber frame and

House building was purchased and turned into flats. It was officially opened by HM Queen Elizabeth, the Queen Mother, on 9th November 1967. The site has been further developed in the 1980s/90s.

whitewashed brick infill

- **Byfleet Fire Station** (LBII): Grade II listed building

Byfleet Buildings of Architectural Significance (AS)

- Bluegate Cottage, Weir Lane, Mill Lane (AS)
- Arden House, 1 High Road (AH), Arden Cottage (AS)
- Byfleet Fire Station (AS)
- Oak Tree Cottage, 6 High Road (AS), Petersham House (AS)

Byfleet Buildings with Townscape Merit (MT)

- The Blue Anchor Public house(TM)
- 50 High Road, (known as Amptwade House) (TM) Byfleet Village Hall (TM)
- 26-28 High Road (Derisley's) (TM) The Plough Public House (TM)

Buildings of Neighbourhood Importance

- **St Mary's Church:** also of local and national historical significance due to its age. The northern part of the church dates back to the 13th Century. The church was extended in 1841 and 1864/65 and 1881. The interior features some very rare wooden crosses (grave markers) recovered from Europe shortly after World War I. Within the grounds of St. Mary's are two tombs that are Grade II listed, Shrapnell and Cooper. The churchyard itself is an area of great tranquility for residents and visitors. The wooded copse is much loved by children, it encourages them to take an interest in plants and wildlife and is a source of information therein.
- **Byfleet Manor:** also of local and national historical significance dating from the 1300s with connections to King Edward II, Edward III, Anne of Denmark, the consort of King James I of England (and James VI of Scotland) acquired Byfleet Manor in 1617. Has been a community tea house in the past. The current owner has gracefully and sympathetically renovated and restored the house and grounds, improving public right of way paths and encouraging wildlife with new plantings.
- **Byfleet Village Hall:** is a well-used space for clubs, markets, Parish Day activities, bands and
- **St Mary's Centre for the Community:** is a well utilised and much valued space for many community activities including Mum's & toddlers and the elderly. It provides meeting room space for local clubs. Originally this building was the first purpose-built school in Byfleet, built in the 1850s after the Rector of St. Mary's Church had applied for a grant towards its cost. It was enlarged in 1872 and remained in use as overflow accommodation when the new school was opened in Hart Road in 1967. Ultimately, it was renovated and converted to St. Mary's Centre for the Community and opened officially by Diana, Princess of Wales, in 1986.
- **Byfleet Mill** (Grade II): is also of local significance. Dating from the mid-18th century (circa 1754) with 19th century additions.
- **The Mill House** (Grade II): also of community interest, was built by John Bardow circa 1710 and was occupied for some time by the Holroyd family. John Holroyd achieved fame when, on 15th May 1800, he attended the Theatre Royal, Drury Lane to see a play, which was attended by King George III. John Holroyd saved the King's life at the Theatre Royal, Drury Lane, when he knocked the arm of a gunman who was

also provides meeting room space. The front garden attracts attention and enhances the area with colourful hedging and colour-co-ordinated bedding plants. was a village project to commemorate the Diamond Jubilee of Queen Victoria. The land where it stands was given by Mr Hugh Locke King, the creator of Brooklands racetrack; the finance was provided by Mr Frederick Stoop, of West Hall.

- **Byfleet Methodist Church:** The current building was opened in 1939 and extended in 1967. Further refurbishment was carried out in 2001. The hall and meeting rooms provide meeting spaces for diverse groups, including a local Foodbank which is an invaluable commodity to those in need. is of community interest. A Methodist Society has existed for almost 145 years in Byfleet. There are even links to young people who attended a Band of Hope in the hall of the chapel which preceded the first church. However, the story of Methodist buildings in Byfleet starts on the 27th May 1875 when the foundation stones were laid for the small building which stood in High Road opposite the War Memorial; this building was opened in the following autumn. However, it is clear that Nonconformist worship existed in the village long before that in the form of a Congregational Chapel on a nearby site. Subsequently the present site at the corner of Rectory Lane was acquired by the Trustees of Byfleet Methodist Church. The old building was sold to Mr F Stoop and later used as St Mary's Hall and as a Public Library. This building was ultimately demolished.
- **Byfleet Fire Station (Grade II):** also of historical significance and is run by a Trust who are restoring it for use by the local community. With much hard work the Trust has gained planning permission for the building to become a community hub. When Sir John Whittaker Ellis, one-time Lord Mayor of London and occupant of Petersham House (until recently Lloyd's Bank) in the High Road, suffered a fire on his estate in the early 1870s, he decided to form a village fire brigade. He provided the finance to build a fire station opposite his estate in 1885. When the horse-drawn appliance was replaced by a motorised fire engine in 1923, the fire station had to be extended, with the addition of a larger
- attempting to shoot the King.
- **Petersham House:** also has local significance. It was originally built around 1859 by Sir John Whittaker Ellis, on land that was formerly Breaches Farm, and he named it Petersham House, in view of his links with Petersham, near Richmond. In 1872 the house, grounds and building sites were offered for sale - the Petersham Estate was extensive. Sir John established the village fire brigade. Part of the building is a space for a highly rated and attended Toddler group.
- **Byfleet War Memorial (Grade II):** of community and historical interest. A significant monument that can be seen from the main Parvis Road when driving past. and forms a focal point at the western end of the village and attracts up to 500 people for the annual Remembrance Service every year
- **90-100 High Road:** from the 1901 census these first appear as "Commercial Buildings" (Albrecht Grocers is there, and someone (occupation not specified) is in the next building.
- **105 High Road:** Formerly Binfield Bakery, this building appears in the 1911 census. The Byfleet Heritage Society possess old postcards showing the Hovis sign in the place it is now, so apart from the extension built in the 1980s, and the odd alteration like the original door being on the corner of Binfield and High Road, the building is pretty much the same as it was.
- **123-125 High Road (opposite Vanners Parade):** small dwellings of interest due to character.
- **Byfleet Autos building at 132 High Road:** Byfleet's only art deco building. It was a Brooklands tuning depot and opened in 1935. An article featured in "Motor Sport" newspaper of August 1935 shows various motor owners servicing their vehicles in readiness for the racing at the Brooklands track.
- **138 High Road:** has 'ancient lights' status, i.e. a window or other opening that has been used 20 or more years without interruption and is therefore protected at common law against obstruction by an adjoining holder.
- **1-15 Brewery lane:** of interest due to character and age.
- **The Old Pumping Station, Brewery Lane:** of interest due to character and age.
- **3 Oak House** adjoins the Old Pumping Station: of interest due to character and age.
- **The Beeches,** between 112A and 124 High Road, on the corner of The Willows (The Old Brewmaster's House, on the old Byfleet Brewery site). The house is shown on the 1870 Ordnance

building attached to the south of the original. The Fire Brigade was made up of volunteers from the village, most of whom had other jobs. When the bell was sounded at the fire station, these men would leave their work and make their way as quickly as possible to the station, then travel with the appliance to the site of the fire. In later years, bells were installed in the firemen's houses to alert them to a call-out. A wartime 'watch room' was added at the rear in the early 1940s.

- **Cornerways Cottage**, 33 Church Road, corner with Godley Road. Of interest due to character and age.
- **Unnumbered house**, corner of High Road and Circle Gardens. Of interest due to character and age.
- **Clearstream Cottage in Mill Lane**, just before bridge at Bluegate's Hole (approx. 300 years old)
- **Bridge Farm**, east of Plough Bridges, 1634.
- **Chertsey Cottages**, 3-5 Chertsey Road, 1881-1886 of interest due to character and age.
- **Pretoria, Binfield Road**, 1900 of interest due to character and age.
- **Richmond Cottages and Suffolk Cottages**, Sanway, circa 1856: of interest due to character and age.
- **Victoria Cottages**, 11-13 Chertsey Road, 1883 – of interest due to character and age.
- **York Terrace**, 18-2- York Road, 1894 of interest due to character and age.
- **Juniper Cottage**, Chertsey Road: of interest as this was the home of the Choate family. PC Walter Choate was killed whilst on duty with the City of London police in the Houndsditch jewellery heist.

Survey map. Byfleet Heritage Society have a picture from the 1980s which shows the house with steps coming down the front.

Additional buildings not on the plan's formal list that may qualify as of neighbourhood importance for future listing as Buildings of Local Architectural or Historic Significance [AH], Townscape Merit [TM] and/or even Listed Building [LB] are:

- Piper's Hill, Murray's Lane [AH] [LB] Inglenook House, 22 Church Road [AH] 58-88 High Road row of shops [TM]
- 29-33 High Road [AH]
- Bill Shepherd Automotive, 100 Royston Rd [AH] Greyholme Villas, 8-10 Chertsey Rd [TM]
- 7-9 Chertsey Rd [TM] 45-47 Chertsey Rd [AH] 49-51 Chertsey Rd [AH]
- Tewkesbury Cottage, 60 Chertsey Rd [TM] Vine Cottages, 68-70 Chertsey Rd [TM] 69-83 Oyster Lane [TM]
- 87 Oyster Lane [TM]
- Orchard House, 89 Oyster Lane [TM] 12 Oyster Lane (behind dentist) [AH] 51 Parvis Rd [TM]
- 16-18 Sanway Close [TM] 20-28 Sanway Close [TM]

References:

- Planning (Listed Buildings and Conservation Areas) Act 1990 (legislation.gov.uk)
- Heritage of Woking (Historic compendium amended 2000)
- Ordnance Survey map of 1870
- Motor Sport" newspaper, August 1935 National Census 1901
- National Census 1911

9. Appendix II Committee Members

Committee members

The original committee (2014)

Mr. J. Bond (Chair) Ms. J. Downey
Mr. G. Chapples (Chair) Mr. M. Beazleigh
Mrs C. Harwood (Secretary) Mr. J. Fothergill
Mrs K. Rooney (Secretary) Mr. S. Trippit
Mrs V Baldwin (Treasurer) Mrs. S. Stennett
Mr. K. James (Treasurer) Mrs. F. Syrett
Mrs. D Jones (Organiser) Cllr. D. Farrant
Mrs. L Downing (Organiser) Cllr. E. Watson-Green
Mrs. M. Bridgeman (Community Representative)
Cllr. R. Wilson
Ms. H. Longworth (Community Representative)

The committee until 2022

Fiona Syrett (Chair) Claire Calder
Mary Bridgeman (Treasurer) John Curd
Lynn Cozens (Secretary)
Carly Baker-Harwood John Fothergill
Alan George John Bond Alan Smith Amanda Boote
Kathy Young Bruce Bovill

The present committee

Andrew Weiss (Chair) Bruce Bovill
Russell Bowes (Treasurer) Claire Calder
Tony Evans (Deputy Chair) Steve Howes
Lynn Cozens (Secretary) Barry Jones
Krista Rooney
Cllr Amanda Boote Cllr Steve Howes Cllr Daryl Jordan

10. Appendix III Byfleet Village Demographic Data

Byfleet_Village

Custom area profile data for Byfleet Village			
Source: Office for National Statistics - Census 2021			
Data generated by the Build a custom area profile tool on 8 Aug 2023			
The data in this profile are aggregated from small areas on a best-fit basis, and therefore may differ slightly from other sources.			
Variable	Category	Byfleet Village	Unit
Population	Population	8000	people
Number of households	Total households	3300	households
Age profile	Aged 0 to 4	6.2	%
Age profile	Aged 5 to 9	6.5	%
Age profile	Aged 10 to 14	6.1	%
Age profile	Aged 15 to 19	5.1	%
Age profile	Aged 20 to 24	4.3	%
Age profile	Aged 25 to 29	5.1	%
Age profile	Aged 30 to 34	7.5	%
Age profile	Aged 35 to 39	6.9	%
Age profile	Aged 40 to 44	7.9	%
Age profile	Aged 45 to 49	7.4	%
Age profile	Aged 50 to 54	7.1	%
Age profile	Aged 55 to 59	7.2	%
Age profile	Aged 60 to 64	4.8	%
Age profile	Aged 65 to 69	4.3	%
Age profile	Aged 70 to 74	4.5	%
Age profile	Aged 75 to 79	3.4	%
Age profile	Aged 80 to 84	2.6	%
Age profile	Aged 85 and over	3.1	%
Sex	Female	51.3	%
Sex	Male	48.7	%
Legal partnership status	Never married and never registered a civil partnership	34.2	%
Legal partnership status	Married or in a registered civil partnership	46.9	%
Legal partnership status	Separated, but still legally married or still legally in a civil partnership	2.2	%
Legal partnership status	Divorced or civil partnership dissolved	9.9	%
Legal partnership status	Widowed or surviving civil partnership partner	6.8	%
Country of birth	Born in the UK	84.6	%
Country of birth	Born outside the UK	15.4	%
Passports held	UK passport	82	%
Passports held	Non-UK passport	8.7	%
Passports held	No passport held	9.4	%
Length of residence in the UK	Born in the UK	84.6	%
Length of residence in the UK	10 years or more	10.3	%
Length of residence in the UK	5 years or more, but less than 10 years	2.2	%
Length of residence in the UK	2 years or more, but less than 5 years	1.9	%
Length of residence in the UK	Less than 2 years	1	%

Household size	1 person in household	27.6	%
Household size	2 people in household	31.2	%
Household size	3 people in household	18.7	%
Household size	4 or more people in household	22.5	%
Household composition	One person household	27.7	%
Household composition	Single family household	66	%
Household composition	Other household types	6.4	%
Household deprivation	Household is not deprived in any dimension	51.8	%
Household deprivation	Household is deprived in one dimension	33.6	%
Household deprivation	Household is deprived in two dimensions	11.8	%
Household deprivation	Household is deprived in three dimensions	2.6	%
Household deprivation	Household is deprived in four dimensions	0.2	%
Ethnic group	Asian, Asian British or Asian Welsh	6.3	%
Ethnic group	Black, Black British, Black Welsh, Caribbean or African	1	%
Ethnic group	Mixed or Multiple ethnic groups	3.2	%
Ethnic group	White	88.1	%
Ethnic group	Other ethnic group	1.4	%
National identity	One or more UK identity only	89.6	%
National identity	UK identity and non-UK identity	2.2	%
National identity	Non-UK identity only	8.2	%
Religion	No religion	37.6	%
Religion	Christian	51.3	%
Religion	Buddhist	0.3	%
Religion	Hindu	0.9	%
Religion	Jewish	0.3	%
Religion	Muslim	3.1	%
Religion	Sikh	0.3	%
Religion	Other religion	0.4	%
Religion	Not answered	5.8	%
General health	Very good health	50.3	%
General health	Good health	34	%
General health	Fair health	11.6	%
General health	Bad health	3.2	%
General health	Very bad health	0.9	%
Disability	Disabled under the Equality Act	15.2	%
Disability	Not disabled under the Equality Act	84.8	%
Provision of unpaid care	Provides no unpaid care	92	%
Provision of unpaid care	Provides 19 hours or less unpaid care a week	4.2	%
Provision of unpaid care	Provides 20 to 49 hours unpaid care a week	1.5	%
Provision of unpaid care	Provides 50 or more hours unpaid care a week	2.2	%
Proficiency in English	Main language is English (English or Welsh in Wales)	93.2	%
Proficiency in English	Can speak English very well	3.5	%
Proficiency in English	Can speak English well	2.5	%
Proficiency in English	Cannot speak English well	0.6	%
Proficiency in English	Cannot speak English	0.2	%

Accommodation type	Whole house or bungalow	80	%
Accommodation type	Flat, maisonette or apartment	19.9	%
Accommodation type	A caravan or other mobile or temporary structure	0.1	%
Number of cars or vans	No cars or vans in household	11.9	%
Number of cars or vans	1 car or van in household	39.4	%
Number of cars or vans	2 cars or vans in household	34.6	%
Number of cars or vans	3 or more cars or vans in household	14	%
Central heating	Does not have central heating	1.1	%
Central heating	Does have central heating	98.9	%
Number of bedrooms	1 bedroom	9.1	%
Number of bedrooms	2 bedrooms	24.5	%
Number of bedrooms	3 bedrooms	46.7	%
Number of bedrooms	4 or more bedrooms	19.7	%
Occupancy rating for bedrooms	+2 or more	35.8	%
Occupancy rating for bedrooms	1	34.5	%
Occupancy rating for bedrooms	0	26.5	%
Occupancy rating for bedrooms	-1	2.8	%
Occupancy rating for bedrooms	-2 or more	0.5	%
Tenure of household	Owns outright	34.1	%
Tenure of household	Owns with a mortgage or loan or shared ownership	40.2	%
Tenure of household	Social rented	11.5	%
Tenure of household	Private rented or lives rent free	14.2	%
Second address indicator	No second address	95.9	%
Second address indicator	Second address is in the UK	3	%
Second address indicator	Second address is outside the UK	1.1	%
Distance travelled to work	Less than 10km	30.9	%
Distance travelled to work	10km to less than 30km	14.6	%
Distance travelled to work	30km and over	3	%
Distance travelled to work	Works mainly from home	34.3	%
Distance travelled to work	Other	17.2	%
Method of travel to workplace	Work mainly at or from home	34.3	%
Method of travel to workplace	Underground, metro, light rail, tram	0.1	%
Method of travel to workplace	Train	2.7	%
Method of travel to workplace	Bus, minibus or coach	0.5	%
Method of travel to workplace	Taxi	0.5	%
Method of travel to workplace	Motorcycle, scooter or moped	0.5	%
Method of travel to workplace	Driving a car or van	49	%
Method of travel to workplace	Passenger in a car or van	2.9	%
Method of travel to workplace	Bicycle	2	%
Method of travel to workplace	On foot	6	%
Method of travel to workplace	Other method of travel to work	1.4	%
Economic activity status	Economically active: In employment	64	%
Economic activity status	Economically active: Unemployed	2.8	%
Economic activity status	Economically inactive	33.2	%

Employment history	Not in employment: Worked in the last 12 months	15.4	%
Employment history	Not in employment: Not worked in the last 12 months	65.4	%
Employment history	Not in employment: Never worked	19.2	%
Occupation	1. Managers, directors and senior officials	14.8	%
Occupation	2. Professional occupations	19.1	%
Occupation	3. Associate professional and technical occupations	15	%
Occupation	4. Administrative and secretarial occupations	10.5	%
Occupation	5. Skilled trades occupations	11.4	%
Occupation	6. Caring, leisure and other service occupations	9.2	%
Occupation	7. Sales and customer service occupations	7.4	%
Occupation	8. Process, plant and machine operatives	5	%
Occupation	9. Elementary occupations	7.7	%
Socio-economic Classification (NS-SeC)	L1, L2 and L3: Higher managerial, administrative and profes	15.3	%
Socio-economic Classification (NS-SeC)	L4, L5 and L6: Lower managerial, administrative and profes	22.6	%
Socio-economic Classification (NS-SeC)	L7: Intermediate occupations	13.3	%
Socio-economic Classification (NS-SeC)	L8 and L9: Small employers and own account workers	12.4	%
Socio-economic Classification (NS-SeC)	L10 and L11: Lower supervisory and technical occupations	5.4	%
Socio-economic Classification (NS-SeC)	L12: Semi-routine occupations	11.5	%
Socio-economic Classification (NS-SeC)	L13: Routine occupations	9.3	%
Socio-economic Classification (NS-SeC)	L14.1 and L14.2: Never worked and long-term unemployed	5.4	%
Socio-economic Classification (NS-SeC)	L15: Full-time students	4.8	%
Hours per week worked	Part-time: 15 hours or less worked	10.4	%
Hours per week worked	Part-time: 16 to 30 hours worked	19	%
Hours per week worked	Full-time: 31 to 48 hours worked	59.6	%
Hours per week worked	Full-time: 49 or more hours worked	11.1	%
Highest level of qualification	No qualifications	16.3	%
Highest level of qualification	Level 1, 2 or 3 qualifications	42.7	%
Highest level of qualification	Apprenticeship	5.7	%
Highest level of qualification	Level 4 qualifications and above	32.2	%
Highest level of qualification	Other qualifications	3	%
Schoolchildren and full-time students	Student	18.7	%
Schoolchildren and full-time students	Not a student	81.3	%

