

BYFLEET

& THE WEY NAVIGATION

A SELF-GUIDED HERITAGE WALK



WITH NOTES & ILLUSTRATIONS ON THE HISTORY OF
THE AREA

Based on the Heritage Walk on Sunday 20th May, 2012

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www.heritgaewalks.org

A HERITAGE WALK AROUND BYFLEET & THE WEY NAVIGATION

This walk starts from the car park near the War Memorial at the junction of the High Road and Parvis Road.

Byfleet Loop Road

Originally the High Road started at Parvis Bridge (and ended at Plough Bridge), but when the new 'Loop Road' was built the small section of the High Road not by-passed was renamed Parvis Road.

There had been proposals for the by-pass since at least the 1920's and according to Howard Cook the route was one of the 'main talking points' of the local residents association in the mid 1930's (with the route finally being agreed 'in principle' in 1938), but because of the outbreak of war construction didn't start until the early 1960s. When it was complete the arguments over pedestrian crossings, and the size and shape of the roundabouts began, so that the road has been constantly developing ever since.

With your back to Parvis Road, and the War memorial on your left, look across the



road to the entrance of Derisley Close.

Derisley Close

Although the house and upper part of the 'shop' remains, the entrance archway into Derisley Close has, unfortunately, wiped away what was once one of Byfleet's best known (and loved) butcher's shops.

The shop was built in 1897 by Lloyd Derisley who had started selling meat produced on his brother's farm in Wisley. It was one of the first in the area to have cold storage and the shop was especially designed to face north, so that the sun did not spoil the meat hanging in the windows.

Lloyd
Derisley's
shop in the
1960's

In 1936 Lloyd Derisley retired and the shop was taken over by his son, Lloyd Reginald, who in the early 1920's had brought the first herd of Highland Cattle to the Byfleet farm after befriending a group of Scottish soldiers during the First World War. The shop ceased trading in 1980 and remained unaltered until 2008 when the new estate was built.



Turn left and head down the High Road, passed the old Fire Station to the roundabout at the junction with Rectory Lane.



Dated tiles on the Fire Station

The Old Fire Station

Byfleet's 'volunteer' fire brigade was started in the 1870's by Sir John Whittaker Ellis apparently after a fire at his home, Petersham House (which was evidently rebuilt in 1879). Three of his gardeners were given three lengths of hose and a hand pump that was mounted on a cart and kept in the potting shed.

In 1885 he built a new fire station opposite the house and in December 1893 the local parish council took over the running of



The old Fire Station



Byfleet Fire
Brigade -
c1923

the brigade, renting the equipment from Sir John for £10 per annum. In 1902 the council purchased the site for £310 and in 1908 the brigade was provided with the new steam powered fire engine. It was apparently financed mainly by contributions from Mr F.C. Stoop and Mr H.F. Locking (more of whom shortly). In 1923 Chertsey Rural District Council provided a new motorised engine shown here. The fire station eventually closed in 1962 after it no longer met 'national standards'.

Petersham House

Now Lloyds Bank, Petersham House is thought to have been built in about 1859 for John Whittaker Ellis, who was Lord Mayor of London in 1881-2 and

made Baronet of Byfleet in June 1882.

In 1884 he was elected M.P. for Mid Surrey in a by-election, but as the seat was abolished the following year he stood for (and was elected) to represent Kingston.

Petersham
House - now
Lloyds Bank



The house was built on (or near) the site of Breaches Farm which was owned by Maithland Maitland esq (after whom Maitland Close is named) and farmed by William Reynolds at the time of the Byfleet Tithe Award (1843).



Before turning into Rectory Lane, look across to the Village Hall to the left of Boutell's.

The Village Hall

The idea of building a village hall for Byfleet came out of a meeting held in May 1897 to suggest ways of celebrating the

Diamond Jubilee of Queen Victoria.

Mr F.C. Stoop, of West Hall, suggested that he would be prepared to pay for the erection of a hall for the village providing that a suitable site could be found, and Byfleet's other major landowner and benefactor, Mr H.F. Locke-King, then volunteered to provide the site not far from the village school. All the villagers had to do was to raise the £300-£400 to furnish

High Road showing the Village Hall on the left with the school in the background

Byfleet Village Hall



the hall—and to pay for the maintenance of the building thereafter.

It is not recorded how much the land was worth, but the hall apparently cost about £2,200 to construct.

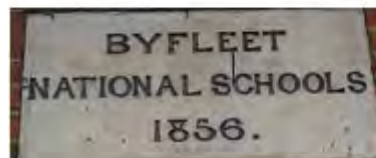
The area to the front of the hall was once a pond - fed by the stream of 'Stream Close'.

At the mini-roundabout, turn right into Rectory Lane, looking right, through the gates to the St. Mary's Day Centre.



St Mary's Day Centre

The original St Mary's School (now the Day Centre) was opened in June 1856 as a 'National School' with 146 children on the register. The



school consisted of one large hall 60ft long x 20ft wide, divided by curtains for the infants and boys and girls classes.

The cost of building the school, including the land and the schoolmaster's house, totalled £994. 15s. 1d., but it was not long before the school had to be extended with two infant rooms being added in 1877, and further alterations taking place in 1884. By 1902 there were 385 children

Byfleet National School of 1856 became the St. Mary's Day Centre in 1885

The playground in the 1950's



on the register, and in 1905 the schoolmasters house was demolished to make way for a larger hall and two classrooms to be added.

The school closed in the 1970's after the new St Mary's School, in Hart Road, was opened in April 1967 and the new Manor Infants School opened in Sanway Road in 1970.

house paupers and those temporarily in need of poor relief.

It closed in 1835, just before the Chertsey Union Workhouse was built at Murray Road, Ottershaw, and converted into a house.

Some records for the workhouse still survive (from 1795-1830) and are kept at the Surrey History Centre in Goldsworth Road.



The workhouse buildings shortly before demolition

Byfleet Workhouse

The old Workhouse in Rectory Lane (formerly Workhouse Lane) was demolished in the early 1970's to make way for the new houses of Stream Close.

The workhouse was established here in the early 18th century to





Methodist
Church

Byfleet Recreation Ground

The Recreation Ground was laid out by the Parish Council in 1899-1905 on land rented from the Byfleet United Charities.

The area is marked on the 1843 tithe map as 'Workhouse Field' covering just over 4 acres, then apparently 'owned' by James Sparkes and farmed by Henry Dennett.

The Recreation Ground was extended in 1921-3 following a gift by Henry Locke-King and Charles Charrington (of Broadoaks).

The Bowling Green and pavilion was opened in May 1926 by Mr Stoop.

Continue along Rectory Lane to the junction with Murrays Lane.

Byfleet Methodist Church

The original Methodist Chapel was apparently built in 1875 in the High Road (between Derisley's and the Fire Station), although an 'Independent Chapel' is recorded in the 1851 Religious Census as being erected in the village in 1842. The old church was closed in 1928, and later sold to the Church of England for use as a parish hall, with a new Methodist Church Hall being erected in Workhouse Lane soon after. By 1934 an average of 120 children attended the Sunday School on the site, but it was not until 1939 that the new church was finally built at a cost of £7,528 of which £2,441 was for the new vestry and classroom extension.



Hoodsfield

Halford's Farm

On the site now occupied by Bourne Court used to stand a farm, Halford's Farm, owned by James Sparkes at the time of the Byfleet Tithe Map of 1843. It was possibly the home of John & Mary Halford in the mid 18th century, who are recorded in the parish registers with the baptisms of their sons Richard (1746) and Thomas (1748).

Hoodsfield

This Grade II listed building, now called Hoodsfield, but previously known as 'Hedges' (when it was a Doctor's Surgery), dates originally from the early 16th century.

The name comes from the field behind the property (now occupied by Mowbray Avenue),

marked on old maps as

'Hoodfield', with the area to the front of Dunmow House and the electricity sub-station being called 'Hoods Slip' in 1843.

But the name 'Hoods' is recorded as far back as the early 17th century when William Richardson the elder, yeoman of Byfleet, left in his will (dated 17th May 1603) his 'best hat' to Robert Smith of Hoods, with a further 12d each to Smith's wife and daughter, Agnes.

Why the temporary name to 'Hedges' is probably obvious.

On the tithe map of 1843 it is marked as three tenements and gardens, owned by Allen Shears (paying 5s.9d. tithe) and occupied by William Chowns, William Francis and James Larkins.



Byfleet
Rectory

Glebe Gardens

The Rectory is obviously a recent replacement of the house erected in 1834 by the Rev. Charles Sumner, which itself was a replacement of the 'Parsonage House' pictured above (painted in 1823). But it is possible there was an even earlier structure on the site as the tithe map of 1843 clearly shows part of an 'L' shaped water feature that could be the remnants of a much earlier (possibly medieval) moated 'homestead' site.

Unfortunately any possible archaeological features have long since been lost under the development of the houses of Bruce Close.

Where Rectory Lane bears left towards the Church, turn right into Murrays Lane and across the M25 to the Wey Navigation.

Murrays Lane

Also known (amongst other things) as 'Stoop's Drive' and 'Chestnut Lane', Murray's Lane takes its name from one of the previous owners of West Hall (see below).

It is actually part of an ancient road that linked Byfleet Church to Pyrford and (Old) Woking.

The Wey Navigation towpath to Dodds Bridge and Dodds Lane are the continuation westward of the 'road' (although it is only marked as a bridleway on most maps).

Murray's Lane





The local Resident's Association successfully argued that it was an ancient road in the early 1970's - hence the 'road bridge' over the M25.

West Hall

Built about 1890 by Frederick Cornelius Stoop, West Hall takes its name from Richard West a previous owner of the site (rather

The Wey
Navigation
from Stoops
Bridge



West Hall

than the fact that the house is to the 'west' of the village of Byfleet.

A deed dated 1777 records Richard West as owning 6 acres of 'tenements, barns, stables and gardens', but this was soon added to so that by 1789 (when 'West Lodge' was owned by Robert Sparkes), the estate totalled between 200-300 acres.

Robert Sparkes died in 1812 leaving the property to his brother-in-law, Thomas Ticknell, who appears to have sold the property to a James Sparks in 1817 for £3,990.

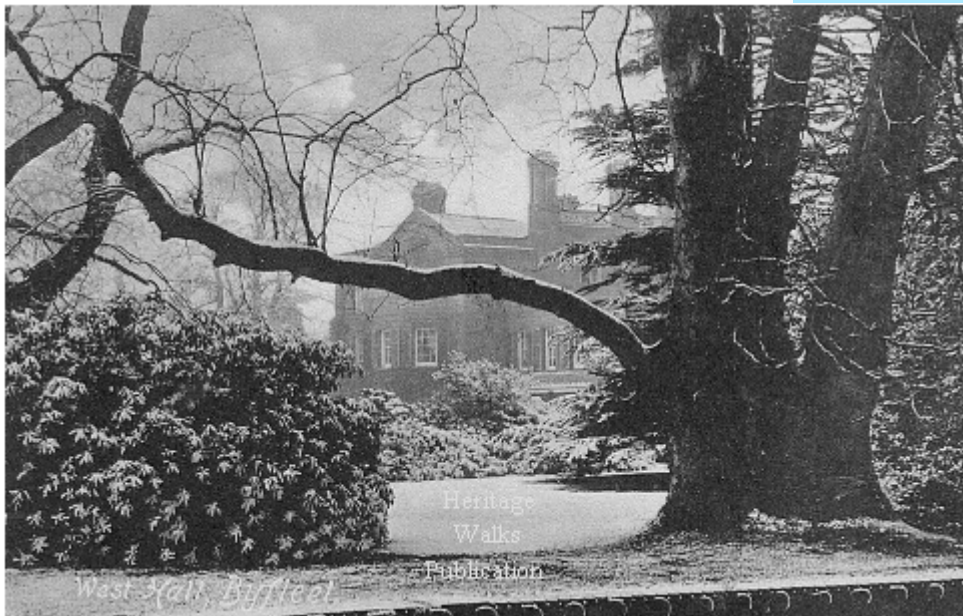
By 1862 West Lodge was owned by Robert Hay Murray, J.P. (hence Murray's Lane and

Bridge), a local benefactor who supported the restoration of St Mary's Church with the founding of what became 'Parish Day' in the grounds of his house in 1865. His philanthropic activities were continued by the next owner, F.C. Stoop, who bought the property in 1890.

A Dutch national by birth, he apparently made his fortune in the newly merged Shell and Royal Dutch Petroleum Companies.

As well as helping fund the Village Hall (mentioned above), he also supported the Church of England Waifs & Strays Society's homes at Pyrford and the building of St John's Church

West Hall
from the Wey
Navigation





at West Byfleet (as well as the Byfleet Boat Club, as we shall see in a moment).

Adrian & Tim Stoop

F.C. Stoop's two sons were keen rugby players, with the eldest, Adrian Dura Stoop playing for England fifteen times (twice as captain) and Harlequins Rugby Club for 182 times, from 1883 until 1939 when he retired at the age of 56.

Indeed the ground at Twickenham was renamed in his honour as the 'Stoop Memorial Ground' (or Twickenham Stoop). His brother F.M. (Tim) Stoop was president of the Rugby Union between 1934 and 1943.

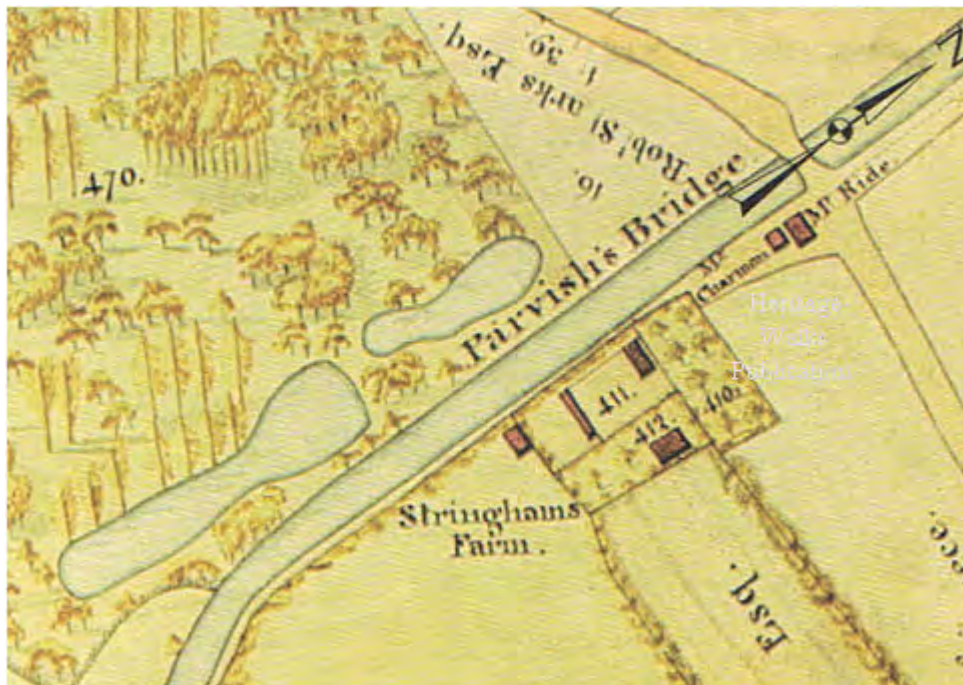
West Hall Offices

F.C. Stoop died in 1933 and during the war the house was used as a hostel for land girls and then for Latvian refugees.

Later it was used for a short while as a hotel, by Vickers at Brooklands, and eventually by the Swiss Bank as offices, before being taken over in 1964 by L.G. Mouchel & Partners, consulting engineers.

Recently the house has been sold and developed as a care home with four blocks of modern apartments surrounding the old house which now houses an indoor pool, gym, treatment rooms and a restaurant for the residents.

West Hall
Care Home



Stringhams Farm

Where the M25 now crosses the navigation there used to be a farm known as Stringhams Farm. It is marked on several old maps including the Enclosure map of 1801, Jago's Map of the Navigation (above), drawn in 1823 and the tithe map of 1846, but the farm seems to have disappeared by the early part of the 20th century.

It is possible that the gable and chimney of the farmhouse is just visible in the picture of the 'Grist Mill' on the next page, and likely that some of the original grist mill buildings were once part of the farm.

In 1846 the farm was owned by James Holroyd, whose family owned several businesses and land in the village. James' landholding totalled just over 30 acres.

Byfleet Grist Mills

The 'Grist Mill's probably date from the mid 1770's or early 1780's when there were up to six buildings on the site producing animal feed.

The Surrey Grist Mills Ltd were operating the site into the 1930's at which time the main building was extended upwards to provide a second floor store-room, and it is thought that about that time the

Stringhams
Farm in 1823



middle building shown in the picture above, was demolished (although the foundations can still be traced). The 'barn' on the right is thought to date from about 1800.

Now it is used as a chandlery with the workshops carrying out a variety of engineering work, mainly associated with the waterway.

The towpath now goes around the back of the workshops to the old Parvis Bridge.

Some details of the Grist Mills, Boat Club and Parvis Bridge can be found in the Heritage Walks Booklet (No.6) around West Byfleet.

Byfleet Boat Club

The original boathouse was on the opposite bank of the navigation (now replaced by a



house), and was originally for the sole use of the owners of properties on the Dartnell Park Estate. It was built in the late 1880's or 90's by F.C. Stoop (whose wife was apparently the heiress of the Dartnell Park land) with the boathouse and a tennis club being just one incentive for prospective purchasers of the new houses.

The Grist Mills c.1910-2 (top) and today.

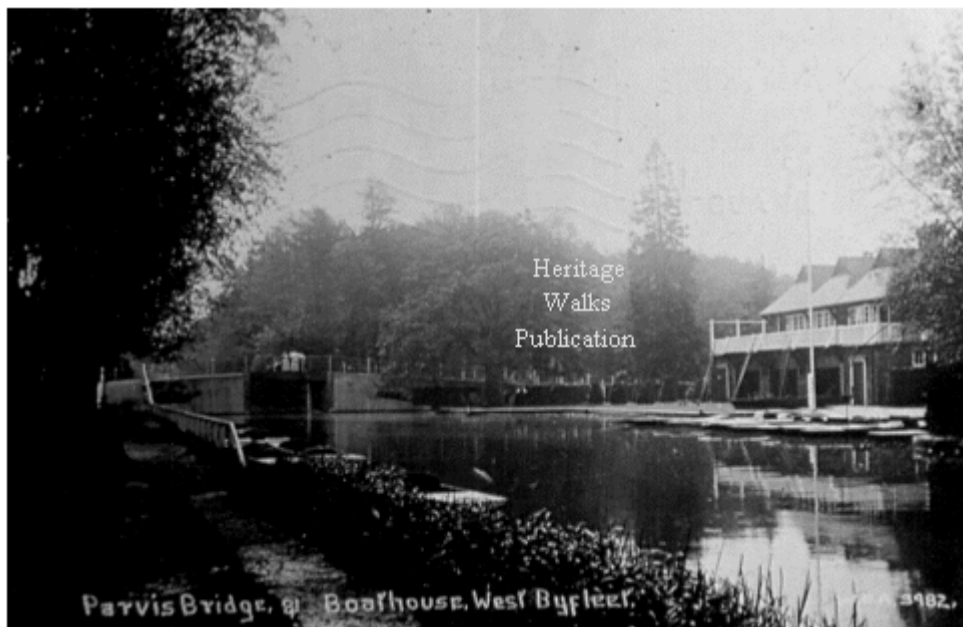
As well as providing a mooring for private craft, Stoop's idea was to provide punts and other boats for hire and by the early 20th century it was clear that the 'Dartnell Park Club' and hire boats needed more accommodations so negotiations were begun with Mr H.F. Locke-King to secure the land on the opposite bank for a new boat house to be built. It was completed in about 1911-2 to house the hire boat business.. After the First World War, as a mark of gratitude to those who had fought to free his native country, Stoop started a club for the villagers in the new boat house, eventually handing it over



to the Parish Council to run. Later still, with the abolition of Byfleet Parish Council, the ownership passed to Woking Borough Council and in 1977 to the Byfleet Boat Club Ltd, who continue to hire out boats from the site.

Byfleet Boat Club

Dartnell Park Boat House



Parvis Bridge

Originally the provision bridges over the Navigation would have been in the control of the Navigation Company, but from an early date the ownership of 'Parvis Bridge' appears to have been vested in the parish as by 1675 it was known as 'Parishes Bridge' (from which 'Parvis is a corruption).

A date stone on the bridge shows that it must have been rebuilt or repaired in 1750 with more widening taking place in the early 20th century and finally the new Parvis Road Bridge (over navigation and motorway) being added in the late 1970's early 80's.

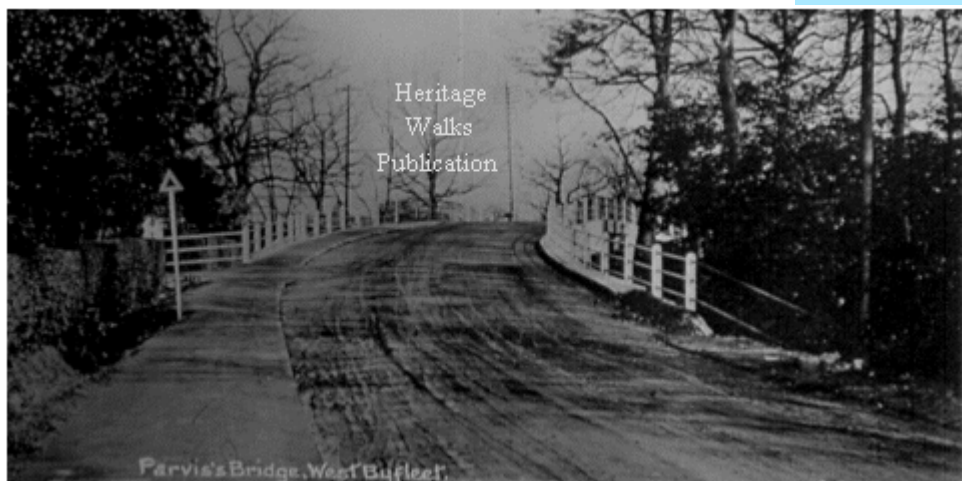
After crossing the navigation on the old Parvis Bridge, turn left (either up the footpath and

steps, or at the junction with Dartnell Park Road—for those with pushchairs/wheelchairs) onto Parvis Road, turning left again and carefully crossing Parvis Road (probably on the brow of the bridge is the safest place) to continue on the pavement to the Queens Head and back to the car park by the War Memorial.

M25

In 1905, in a Royal Commission on London's Road, Mr Rees Jeffrys (later Secretary of State of the Road Board) said that 'it was a disgrace that no road existed which encircled the English capital city' and that 'while tram, railway and road communications should all be considered together, the most urgent need is for a circular road'

The Old Parvis Bridge





Construction
of the M25 in
the early
1980's

around London.
Plans for what became the
'North' and 'South' Circular
roads were proposed in the
1920's and on either side of the
Second World War plans were
drawn up for what could have
been up to five different lines of
'London Orbital Roads'.
In the end what became the
'M25' emerged in the 1970's
and 80's, with the Wisley to
Chertsey section being
constructed in the early 1980's
(although some bridges had been
built in advance).

The Queens Head

There was a public house on or
near the site of the Queens Head
in 1847, known as the Leather
Bottle, but by 1855 George

Chuter is recorded as the
landlord of the Queens Head,
with a Mr Minnett taking over by
1870.

George Chuter was also a
carpenter and obviously a well-
respected resident of the area (at
least by most people) as when he
was murdered in 1888 a reward
of £100 was raised to encourage
the capture of the culprit.

The Queens
Head



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GUIDE

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