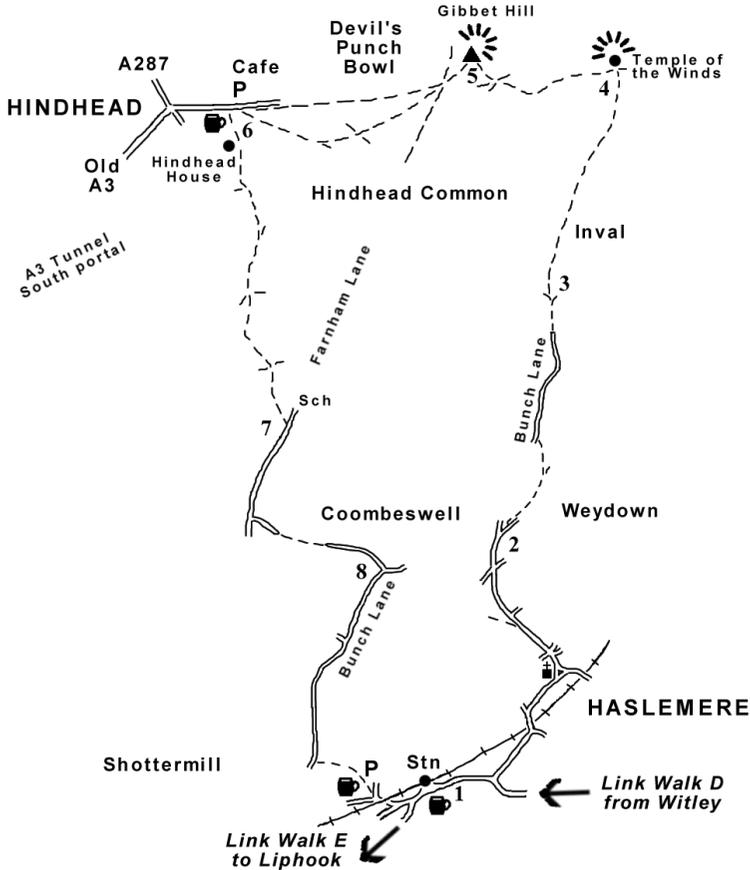


## *Circular Walk 6 – Haslemere & Hindhead*

*Visiting: Inval, Hindhead Common and Gibbet Hill*

*Distance approximately 6 miles/9.5km*

**The walk starts and ends at Haslemere Station;  
refreshment at Hindhead**



- 1 Turn left out of the station, and follow the road towards Haslemere. Turn left along Tanners Lane, cross the railway bridge at the end and follow the road to the right. Keep to the left as the road passes St Bartholomew's Church and follow it (High Lane) up and over a hill.
- 2 Take the drive forking to the right to Wispers School and soon bear left along a parallel bridle path, later taking a left fork which leads to a road (Bunch Lane). Turn right and follow this for just under half a mile to its end. The tarmac ends and it passes through a locked metal barrier.
- 3 Carry straight on up the central of three bridleways. This rises through trees in a fairly straight line before levelling off. After a bit more than half a mile

## Walk 6

you arrive at a T-junction of tracks with a large octagonal stone base straight ahead – this is known locally as the ‘Temple of the Winds’ (see Circular Walk 7 for another) with views to the north.



*The base of the ‘Temple of the Winds’*

- 4 Turn left and follow the track for just under half a mile to a metal barrier where a BOAT (Byway Open to All Traffic) crosses. Take the path straight ahead which rises sharply to the top of Gibbet Hill – on a clear day it is possible to see London from here.
- 5 Turn left, heading approximately south-west from the triangulation point, over the grass to a rectangular area which once was a car park. Cross this and take the footpath ahead, ignoring the track through a metal barrier to the left. If you prefer you can take the track to the right and walk along the now-paved original coach road from London to Portsmouth past the ‘Sailor’s Stone’ on its way to Hindhead village; the suggested path gives a more open walk across Hindhead Common parallel to the coach road. Either brings you to the old A3 opposite the National Trust car park and restaurant. Take refreshment here or at the Devil’s Punch Bowl Hotel.

After many years of deliberation, work began in 2008 to construct a twin tunnel taking the A3 London to Portsmouth road under Hindhead and away from the National Trust land at the Devil’s Punch Bowl.

- 6 Turn left before the Hotel to take the bridleway (part of the Greensand Way) which runs through woodland down the west side of Hindhead Common behind Tyndall’s Estate. Accessible through a gap in the hedge, *Hindhead House*, built in 1884 for Professor John Tyndall FRS, was the first house on Hindhead. At that time it had uninterrupted views of open heathland in all directions, but developers soon moved in and Tyndall erected 40ft-high

screens of birch and heather around his property to shield himself from his neighbours! The house remains, now converted into flats.



*Hindhead House with one of Prof Tyndall's screens in the 1880s  
(taken looking up the road from Haslemere, now the A287)*

Follow the bridleway downhill through a National Trust gate (which keeps grazing animals in) and across a valley with a fence and a gate on your right, then uphill through more open country with views to the right over Polecat valley. Continue to follow signs for the Greensand Way as it rises sharply (sharing a track with an embedded pipeline) and through another NT gate to arrive at a road (Farnham Lane).

- 7 Turn right to follow the lane downhill for a quarter of a mile, then turn left along the Greensand Way – at first a drive, then a rough ‘hollow lane’ to the left of Pucksfold, going steeply down to become a metalled road again. Follow this to its junction with another road (Bunch Lane again).
- 8 Turn right along the road, and follow it for just over half a mile. Take a footpath to the left. This brings you out beside a car park. If you need refreshment at this point, the *Crown and Cushion* pub is at hand. Follow the main road under the railway bridge to return to the station.

Haslemere was, quite literally, on the road to nowhere until the railway arrived in 1859 and opened up the area as a commuter belt. Ready access to and from London put pressure on the surrounding common land including Hindhead, giving in-comers incentives to buy and to build. In short, the area was from then on earmarked for invasion.

