

# Shoreham Cement Works

[Home](#) [Places](#) [possible future visits](#) [hints n tips](#)



**Just when we thought we'd seen pretty much everything locally, we remembered this leviathan.**

**We'd heard the phrases "concrete cathedral" and "industrial masterpiece" bandied around a lot in conjunction with this place and let me tell you...**

**It doesn't disappoint.**

Mission Operatives: Ghost, Skyframe & Shades.

## **HISTORY:**

Roughly 3 miles north of Shoreham and its famous flyover, on the main road between Shoreham and Upper Beeding is the site of Shoreham Cement Works. This site was originally the home of the largest employer in the area, but now after 20 years, the majority of its towering structures are now empty.

There has been a limestone quarry on this site since 1851, which in conjunction with the nearby Shoreham and Steyning Railway, brought about a large amount of rail based traffic to and from the site. However, the railway was closed to passenger traffic on 7th March 1966 and whilst part of the original line between Shoreham and Bramber stayed open to support the activities of the Cement Works, the running down of the site started in 1980, when the rail links to the site were removed. By the end of the 1980's, the site was deemed as obsolete and the end to production on the site in 1991 marked the end of over 150 years of activity. The sites' owners had never been placed under any kind of obligation to demolish the buildings or restore the landscape to its original natural state (it is carved deeply into a substantial hillside and very pretty river valley), so production was simply halted, leaving the buildings and particularly the huge chimney as a well known local monument.

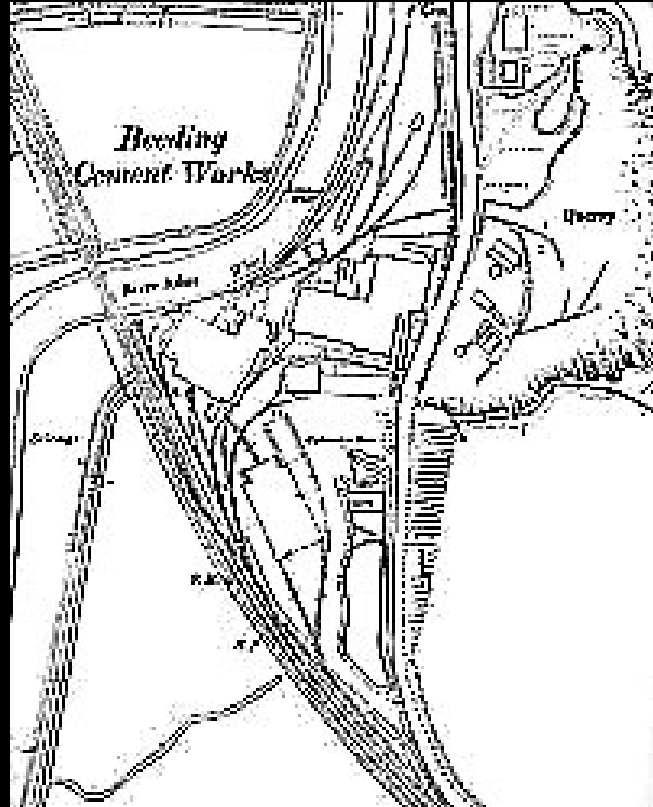
The site stands in two halves split by the main road with a tunnel connecting the two halves of the site. The western side is the main entrance to the site and the distribution plant, offices and administrative blocks. To the east side stands the industrial site and quarry. The 2 halves of the site were originally connected by a walkway that traversed the road, giving the impression of a monumental gateway into the South Downs. This was removed in the late 80's or early 90's for safety reasons.

The site has been acquired in recent years by Dudman Aggregates and there is now regular activity and pro-active security on site in the eastern half. The western half of the site isn't secured, but is home to a vast array of public transport industries: there are masses of buses and coaches in various stages of repair or disrepair, along with vintage cars and trucks and mobile home repairs. There is always someone on site in this part, but they are quite agreeable to curious visitors on this side, so long as you don't look too suspicious!



[CLICK HERE](#) for a more in depth analysis of the Shoreham & Steyning Railway and the history of the area.

## SITE MAPS



ABOVE: This map shows the area in the early 1900's. The buildings on the western side of the road are well established next to the river. Note the huge proliferation of railway sidings into the site, the vast majority of which are still there, as will be seen later in the report. Note also the tunnel under the road, linking the 2 parts of the site. This is still a feature of the site in the present day, although rebuilt and altered. The railway between Shoreham and Steyning runs to the left (west) of the site, visible diagonally across the map from top left to bottom right.

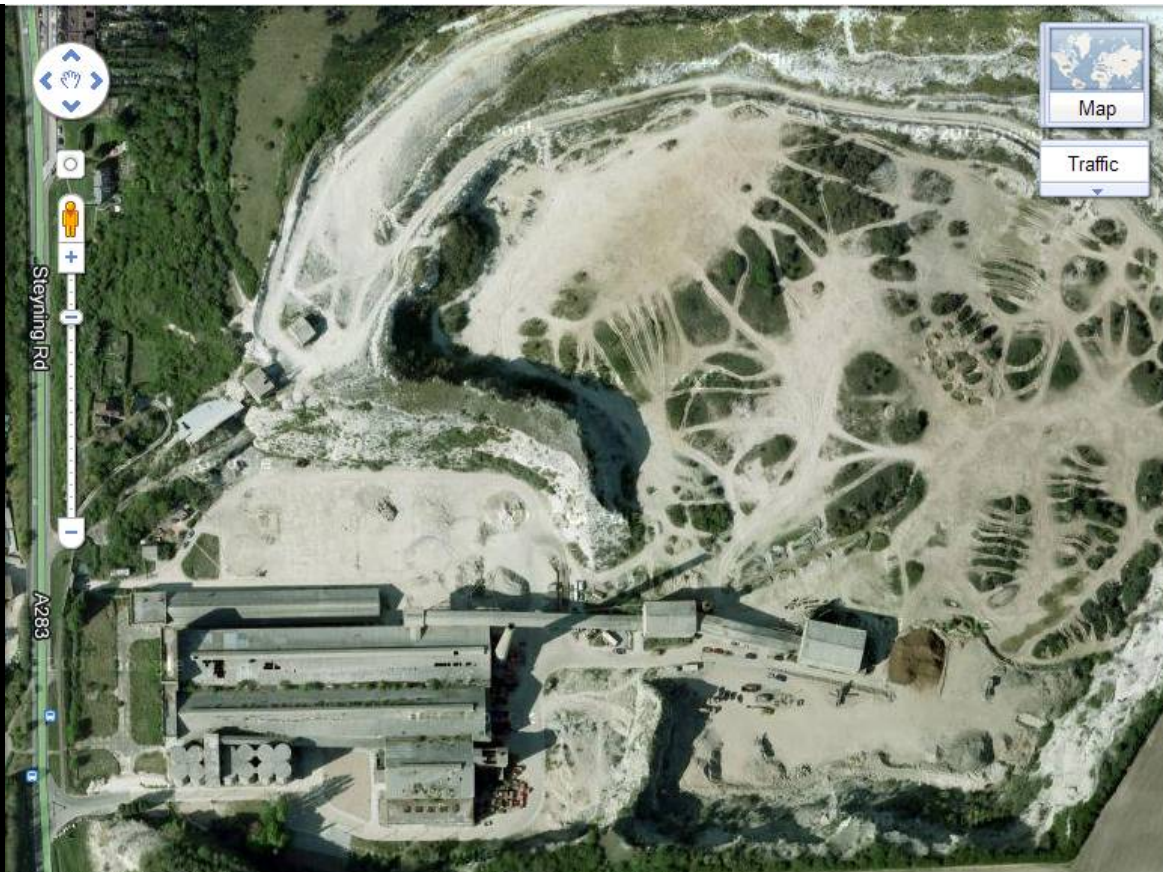


ABOVE: An aerial view of the site as seen in the present day, courtesy of Google Maps. The area shown in the 1900's map above is clearly seen to the right (west) of the road and the path of the railway, although now some 30 years gone, is still clearly visible as part of the Downslink cycle path. The massive structures to the east are our final destination: drying sheds, silos, conveyors and kilns.



ABOVE: A closer view of the western side of the site, courtesy of Google Maps. The distribution centre is the largest building visible. The site offices are visible as the rectangular block just up and to the left of what appears to be a roundabout at the northern end of the site. As has been mentioned before, the majority of the site is given over to public transport operations in various guises, which explains the vast number of bus and coach shaped rectangular things on the site. There is an enormous number of static caravans in various stages of reconstruction at the northern end of the site, also a huge amount of restoration of old vehicles. This side of the site would be a day's explore on its own for most bus enthusiasts!

BELOW: This is an aerial view of the eastern side of the site. The vast conveyor system runs left to right across the photo, whilst the unbelievably huge drying sheds are visible to the left of the chimney. In case you were thinking that the things near the conveyor were parked cars - they aren't! 2 cars can be seen near the minus sign of the zoom slider. The things bottom right are 2 crushers and an excavator.



## THE MISSION

On arriving at the site, the first thing that hit us is how incredibly secure it appears: there is an 8 foot tall wire fence that runs adjacent to the road side of the site. Just beyond, we could glimpse the grounds just in front of the buildings on the eastern side. Here, the company showcased what was possible with concrete. There is the remains of a very ornate goldfish pond as well as some rather pretty paving! It was also just about possible to glimpse the footings of one of the support towers for the enclosed walkway and conveyor that bridged the road, now removed.

The entire perimeter of the site is protected by steel eras fencing, even at the tops of the chalk cliffs of the quarry for obvious safety reasons. We knew that we would have to be ingenious in our approach if we were to gain access to the eastern side. Still, we had the western side to look at first while we concocted our stealthy plans. Mwahaha.





















\*\*\*\*\*

## RAILWAY ARTEFACTS ON SITE









\*\*\*\*\*

### EASTERN SIDE OF THE SITE































































[GO TO THE FORUM](#)



[SIGN THE GUESTBOOK](#)