

Whitby Neighbourhood Plan - Non-Designated Heritage Asset

Name: Prospect Rise Bridge

NDHA No.: 10

Address/Location: Cinder Track, between Larpool Viaduct and Mayfield Rd, Whitby

Type of NDHA	Age of NDHA Approximately	Local Significance Reason
1. A building or structure 2. A monument or site of archaeological remains 3. A group of buildings 4. A landscape 5. A place, street, lane, park/ parkland, formal garden or natural green space	Pre 1850 1851 - 1900 1901- 1950 1951 on	1. Design Value 2. Group Value 3. Archaeological Interest 4. Designed Landscape Value 5. Landmark Status 6. Rarity 7. Local Distinctiveness 8. Documentary Evidence 9. Historic Association 10. Social and Communal Value 11. Intactness

Detailed Description:

Note: The naming of this bridge is purely for identification purposes and does not imply that it has been named as such either at construction or in the intervening years.

This 3-arch bridge was constructed sometime between 1880 and 1885 (opening of the railway lines which it spans) as part of the construction of the Whitby, Redcar and Middlesbrough Union Railway, and the Scarborough and Whitby Railway. It is often overlooked due to the presence of the nearby (Grade II) listed Larpool Viaduct, constructed using the same techniques but on a significantly larger scale, but nevertheless is an imposing structure within the Prospect Hill Junction former railway cutting. The bridge in question is not mentioned explicitly in the Scarborough and Whitby Railway Act 1880, but the Larpool Viaduct, and the bridge for the public footpath (through fields 173 and 176) are mentioned, and thus it is expected that this bridge was completed during the same period. Given that it is on two levels to accommodate the two railway lines, and the cutting and these lines were only excavated during the late 1870s and throughout the 1880s then its point of construction is quite well defined.

Its use is related to connectivity between farm land, with Airy Hill Farm to the east, and Prospect Hill Farm to the west, present prior to the construction of the railway cutting. Field 192 on the following map was substantially impacted by the creation of the railway cutting, and provision of a connecting bridge to retain access to farmland is normal practice.

Note: This bridge should be put on the "At Risk NDHA" Report:

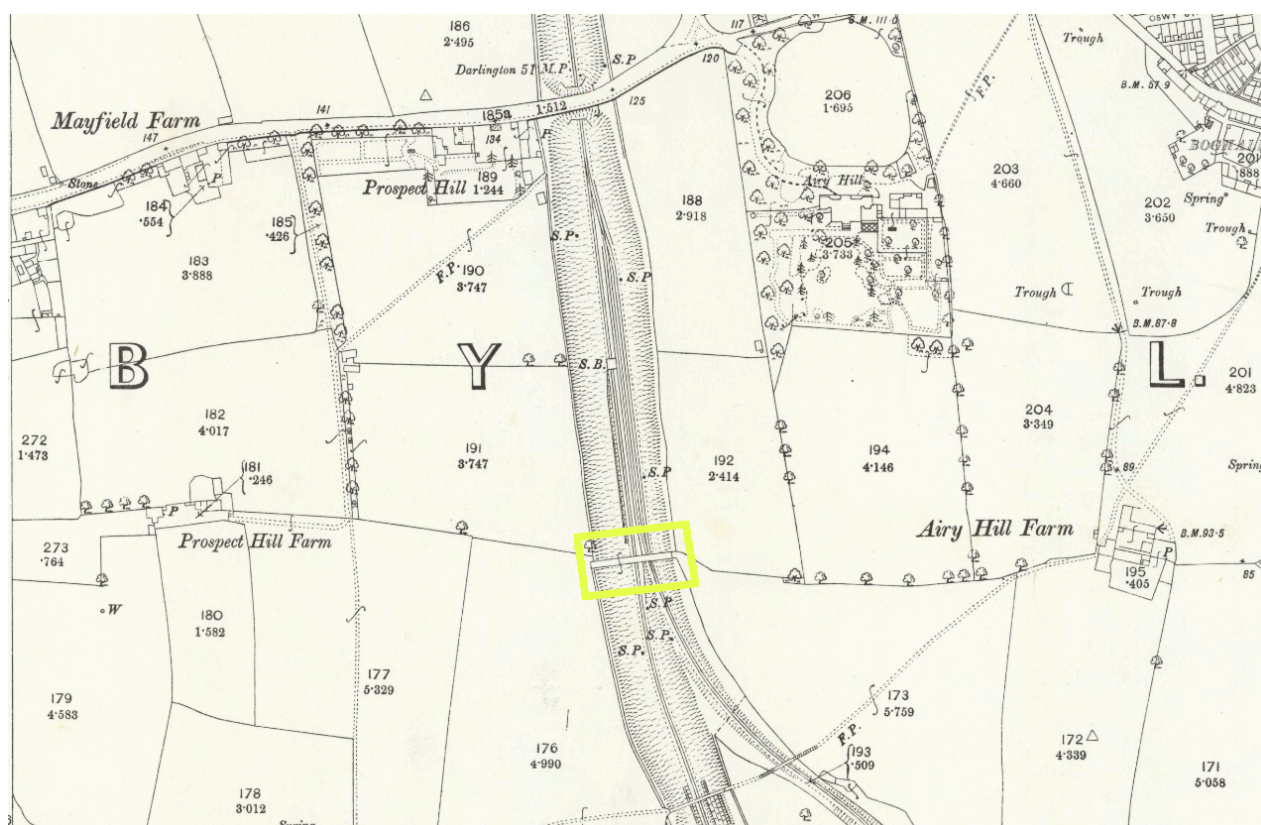
For the last several years it has suffered from poor surface drainage, resulting in the discolouration down the sides of some parts of the bridge, together with the spalling exhibited under the arches (similar to the spalling that the Larpool Viaduct suffered before restoration). Work was undertaken in 2023, by North Yorkshire Council, to remove the side wall from on top of the bridge, as well as to clear an amount of the vegetation, including extensive ivy that had overgrown the bridge in the years since its last use.

Photo(s) of NDHA:



Map of NDHA:

This map is from 1891, showing the railway cutting, and the “Prospect Rise” bridge (highlighted in yellow).



And this image is from 1849 showing the area as farmland, with the location of the future railway cutting superimposed.



List of Sources:

The 1891 map with the bridge shown is here <https://maps.nls.uk/view/125625241>.

The 1849 map without the railway cutting or bridge shown is here <https://maps.nls.uk/view/102344254>.

Owner Notification: Yes/No