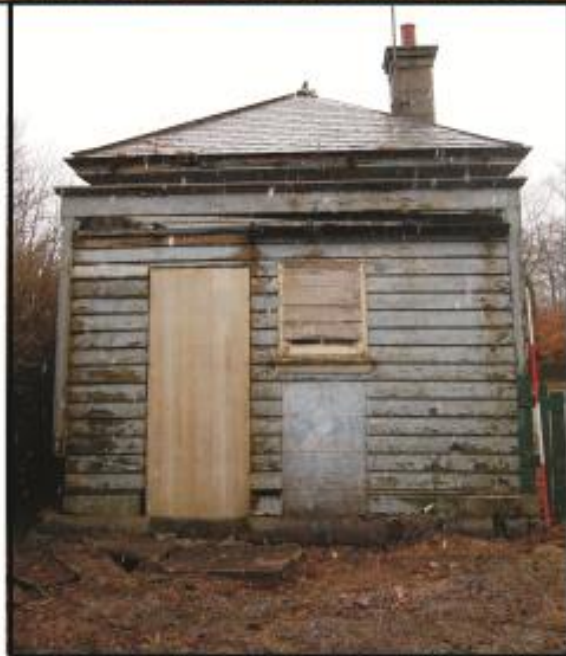


STANDING BUILDING SURVEY,
PITFODELS STATION AND COTTAGE,
ABERDEEN, AB15 9PJ



CAMERON ARCHAEOLOGY
10 February 2011

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SUMMARY

A standing building survey was carried out on 7 February 2011 of the former Pitfodels Station building and former Stationmasters Cottage. No access to the interior was possible but extensive photographs by Acanthus Architects have been used to compliment this survey.

CONTENTS

1	INTRODUCTION	3
2	ARCHAEOLOGICAL BACKGROUND	5
3	THE STANDING BUILDING SURVEY	6
4	RECOMMENDATIONS	13
5	ACKNOWLEDGEMENTS	13
6	REFERENCES	13
	APPENDIX 1: Photographs	14

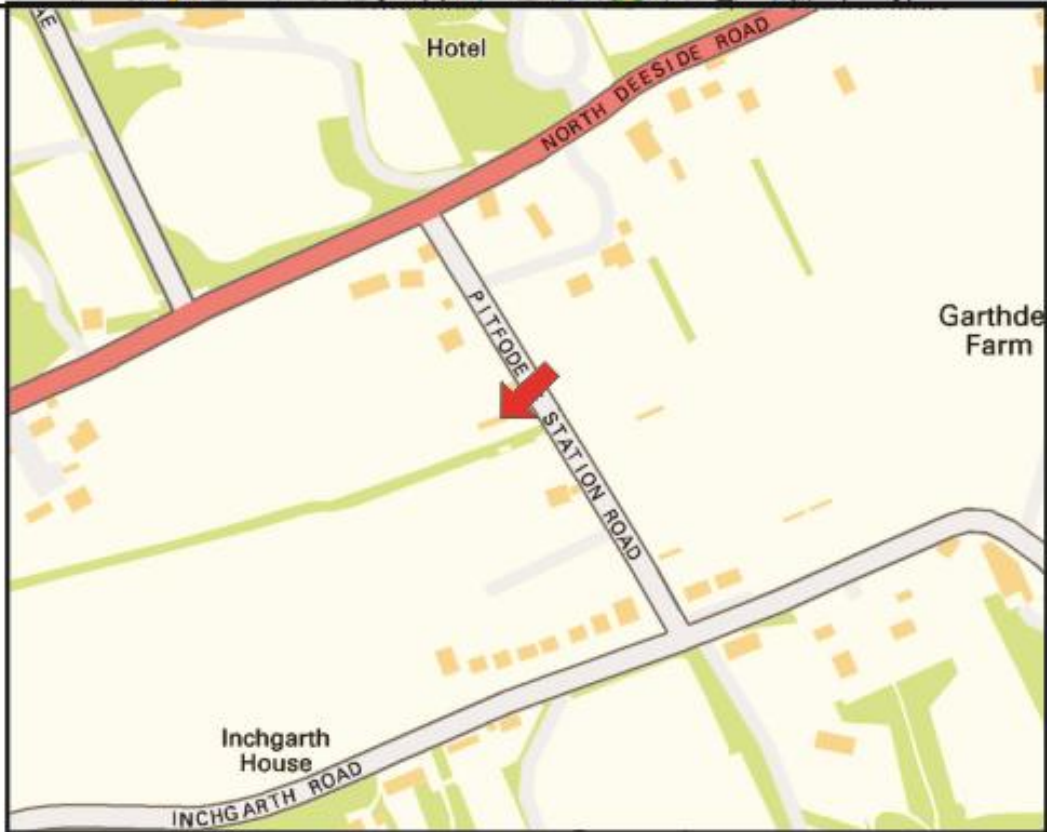
ILLUSTRATIONS

	Cover: top Station building from the north	
	Station building from the east	
III 1	Location plan	3
III 2	Station Building (right) and cottage (left) from the north	6
III 3	Plan of station and cottage showing camera points	7
III 4	The north facade of the station	8
III 5	The extension to the west end of the station building	8
III 6	The extension on to the east end of the station building	9
III 7	The extension	9
III 8	The terracotta ridge tiles	10
III 9	The station, the former Deeside Line and platform	10
III 10	The interior of the station (Acanthus Architects)	11
III 11	The interior of the station (Acanthus Architects)	11
III 12	The west front facade of the cottage	12
III 13	The west front facade of the cottage	12
III 14	The station from the east prior to lifting of railway line in early 1970s	13

1 INTRODUCTION

This report relates to Aberdeen Planning Application P100689 (condition 6) which states that a Level 2 Standing Building Survey must be carried out prior to the restoration, conversion and extension of an existing station masters cottage and adjacent station building to create two four bedroomed dwellings. The work was commissioned by Acanthus Architects, Spence Mill, Gordon Street, Huntly, Aberdeenshire, AB54 8ES on behalf of Mr A Hutcheon & Mrs M Logie, Cults Hotel. The site (NJ 90666,03349) lies on the west side of Pitfodels Station Road in the Parish of Aberdeen and lies at 35-40m OD. The station building and cottage are Grade C Listed. It was not possible to access the interiors of the buildings but photographs supplied by Acanthus Architects are considered satisfactory.

The standing building survey took place on 7 February 2011 and was carried out in the context of Scottish Planning Policy (SPP) Planning Advice Note 42 (PAN 42) and Scottish Historic Environment Policy (SHEP), which state that archaeological remains should be regarded as part of the environment to be protected and managed.



Ill 1 Location plan (Contains Ordnance Survey data © Crown copyright and database right 2010)

Pitfodels Station and Cottage buildings (site code CA029-2010)
 Company registered in Scotland 372223; VAT registration no 990 4373 00

2 ARCHAEOLOGICAL BACKGROUND

The station and cottage (NJ90SW 255) were constructed in 1894. The station building is a tall single storey, 7-bay, rectangular-plan, good quality timber station building retaining much interior detail. It was formerly part of small suburban station complex on Old Royal Deeside Railway now used as footpath. It has horizontal clap-board on a granite and concrete base.

It has a rare unusually intact interior retaining boarded timber lining throughout. 3 rooms with timber fire surround, 1 with cast iron horseshoe grate, and kitchen with small range. Wall presses, fitted roller shutters to some windows, Belfast sink and Shanks Patent toilet with timber seat and decorative high level cistern brackets.

The former Pitfodels Station was opened on 2 July 1894. It is a rare survival in mostly original condition. The station building is of a slightly higher specification than the majority of GNSR's smaller stations, with its terracotta ridges, chimney stacks piercing the rear roof pitch and bracketted eaves reflecting the suburban Aberdeen status at the eastern end of the network on the Aberdeen to Ballater line. Since closure in 1966, the line has become a much used footway with the few remaining railway buildings becoming increasingly important as reminders of the Royal Deeside Railway.

Pitfodels station building follows the pattern of a smaller GNSR station with a rectangular main block with flat-roofed outshots at each end, often for stores and toilets. Piended roofs and single flue stacks, and tall narrow windows with decoratively-astragalled top lights are all representative of the building type. Most, however, have not remained as intact.

The associated station master's house to the NE is an L-plan granite building with an interesting ancillary building to the rear constructed entirely of vertically positioned railway sleepers.

The Deeside Railway originally ran from Aberdeen to Banchory. It was opened on 8 September 1853. Suburban trains were introduced in 1894, with no fewer than 8 stations between Aberdeen and Culter (a short distance to the west of Pitfodels), a distance of some 7 miles. The local suburban, or 'subbie', trains operated between Culter and Aberdeen but were withdrawn on 5 April 1937 due to the increasing popularity of bus services. The line finally closed in 1966 (G Daniels and L Dench 1980; R V J Butt 1995).

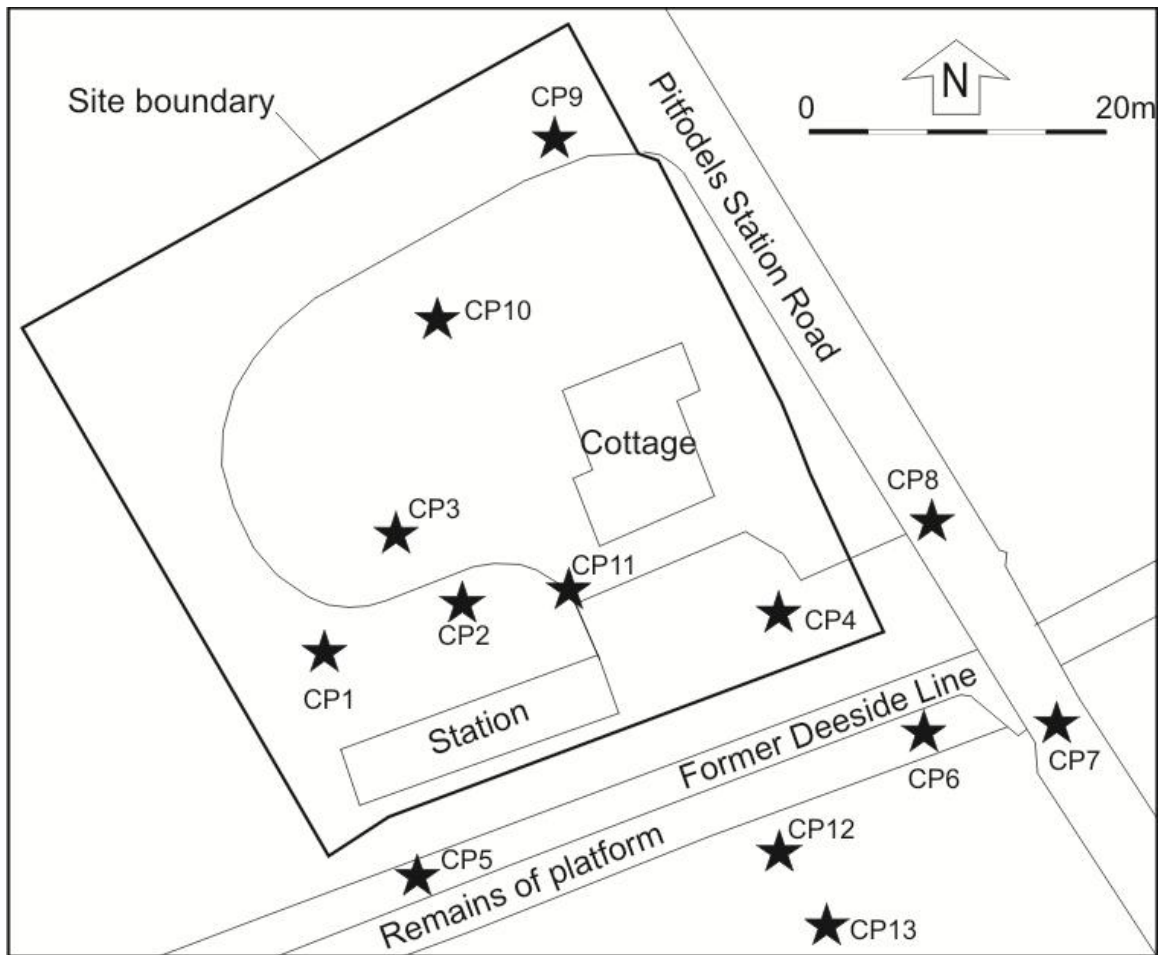
3 THE STANDING BUILDING SURVEY



Ill 2 Station Building (right) and cottage (left) from the north

THE STATION BUILDING

The station building is rectangular in form with additions on both the east and west end. The main building is 15.3m long and 4.3m wide, the addition to the east 2.1m long and 4.3m wide and the addition to the west 2m long and 4.3m wide. The whole complex is 19.5m x 4.3m wide on an E-W orientation. The wall height is 4m and the complete building height 5.8m. The building was divided into three main rooms - booking office, general waiting hall and ladies waiting room. The extension to the east was divided into two small rooms - a coals store and parcel store and the extension to the west was occupied by ladies and gents toilets.



Ill 3 Plan of station and cottage showing camera points used in standing building survey

The building has a stone foundation with concrete skirt and is topped with terracotta ridge tiles (Ill 8). The roof is slate tiles and there are three stone chimneys on the north-facing roof. The exterior walls are of horizontal wooden clapboard (Ill 6) and there is internal vertical wooden panelling throughout (Ills 10, 11).



III 4 The north facade of the station



III 5 The extension to the west end of the station building



III 6 The extension on to the east end of the station building



III 7 The extension on to the east end of the station building



Ill 8 The terracotta ridge tiles



Ill 9 The station (right), the former Deeside Line (centre) and the remains of the platform (left)



III 10 The interior of the station (Acanthus Architects)



III 11 The interior of the station (Acanthus Architects)

THE STATIONMASTERS COTTAGE

The cottage is built of granite blocks with cherry cocking. It is 11.3 x 11m in size and was divided into three main downstairs rooms, kitchen, bathroom and hallway. The cottage was occupied by the Stationmaster prior to the station closing. Many original features including doors and fireplaces survive inside the building.



Ill 12 The west front facade of the cottage



Ill 13 The west front facade of the cottage



Ill 14 The station from the east prior to lifting of railway line in early 1970s (copyright Acanthus Architects)

4 RECOMMENDATIONS

It is recommended that no further work is required during the current development but the final decision remains with Aberdeen City Council.

5 ACKNOWLEDGEMENTS

Thanks to Kirsten Hamilton, Acanthus Architects; Judith Stones, Aberdeen City Council.

6 REFERENCES

Butt, R V J (1995) The directory of railway stations: details every public and private passenger station, halt, platform and stopping place, past and present, Sparkford, nr Yeovil, 186. Held at RCAHMS J.6.7.BUT

Daniels and Dench, G and L (1980) Passengers no more, London, 74. Held at RCAHMS J.6.7.DAN

Historic Scotland Listed Building documentation.

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APPENDIX 1 PHOTOGRAPHS

PHOTO NO	DESCRIPTION	FACING	Camera point
DSC 0420	Station building showing extension to west end	S	CP1
DSC 0425	Station building showing extension to west end	S	CP1
DSC 0430	Station building showing extension to west end	S	CP2
DSC 0436	Station building showing clap board construction, concrete capping on foundation and terracotta ridge tiles	S	CP2
DSC 0442	Station building showing clap board construction, concrete capping on foundation and terracotta ridge tiles	S	CP2
DSC 0448	Station building showing clap board construction, concrete capping on foundation and terracotta ridge tiles	S	CP2
DSC 0453	Station building showing clap board construction, concrete capping on foundation and terracotta ridge tiles	S	CP2
DSC 0460	Station building showing extension to east end	S	CP2
DSC 0465	Station building showing extension to east end	S	CP2
DSC 0471	Station building showing extension to east end and station forecourt	SE	CP2
DSC 0477	Station building showing extension to east end and station forecourt	SW	CP3
DSC 0483	Station building showing clap board construction, concrete capping on foundation and terracotta ridge tiles	S	CP3
DSC 0495	Cottage front facade	E	CP3
DSC 0500	Cottage front facade	SE	CP10
DSC 0506	Station building showing extension to east end	S	CP11
DSC 0512	Station building east facade	W	CP4
DSC 0517	Station building east facade	W	CP4
DSC 0523	Cottage front facade	SE	CP3
DSC 0530	Cottage front facade	SE	CP3
DSC 0535	Cottage front facade	SE	CP10
DSC 0540	Cottage east gable	W	CP8
DSC 0544	Deeside line with remains of platform (left)	W	CP6
DSC 0552	Deeside line with remains of platform (left) and station (right)	WSW	CP6
DSC 0560	Deeside line with remains of platform (left) and station (right)	WNW	CP6
DSC 0567	Deeside line with remains of platform (left) and station (right)	WNW	CP6
DSC 0573	Station south facade surrounded by vegetation	NW	CP12
DSC 0579	Station south facade surrounded by vegetation	NW	CP5
DSC 0584	Station south facade surrounded by vegetation	NE	CP5
DSC 0589	Station south facade surrounded by vegetation	NE	CP5
DSC 0593	Station south facade surrounded by vegetation	NE	CP5
DSC 0600	Remains of platform and waiting room on south platform	NE	CP13

DSC 0601	Station south facade surrounded by vegetation	N	CP13
DSC 0610	Station detail of terracotta ridge tiles	N	CP12
DSC 0613	Deeside line (now cycle track), remains of platform (left) and station (right)	NW	CP7
DSC 0621	Deeside line (now cycle track), remains of platform (left) and station (right)	NW	CP7
DSC 0625	Deeside line (now cycle track), remains of platform (left) and station (right)	WNW	CP7
DSC 0634	Cottage east facade	W	CP8
DSC 0643	Station building east facade	W	CP8
DSC 0650	Cottage (left) and station (right)	S	CP9
DSC 0659	Cottage (left) and station (right)	SSW	CP9
DSC 0668	Cottage (left) and station (right)	S	CP9





DSC_0552



DSC_0560



DSC_0567



DSC_0573



DSC_0579



DSC_0584



DSC_0589



DSC_0593



DSC_0600



DSC_0601



DSC_0610



DSC_0613



DSC_0621



DSC_0625



DSC_0634



DSC_0643



DSC_0650



DSC_0659



DSC_0668