

## Airservices Australia Heritage Register Place Record

<b>Airservices Australia Place ID# :</b> 096-16 SY-APT-CTC Control Tower Complex
<b>Airservices Australia Place Name:</b> Sydney Airport Air Traffic Control Tower (No.5)
<b>Location of Place (inc. link to plan/map image if appropriate):</b> Latitude: S33 56' 42.9" Longitude: E151 10' 51.5" Sydney Airport Control Tower (No.5) General Holmes Drive Kyeemagh NSW 2216
<b>CHL/RNE ID# (inc. link to CHL/RNE):</b> <u>Not a listed place on either the CHL or RNE.</u> However, the DEWHA Australian Heritage Database records the Control Tower as occurring within the Sydney (Kingsford Smith) Airport Group. The Australian Heritage Database provides that the Group has the following status on the CHL and RNE: CHL - "Indicative Place", <a href="#">Place ID: 105542</a> , Place File No: 1/16/007/0008; RNE – "Interim List", <a href="#">Place ID: 102669</a> , Place File No: 1/16/007/0008.
<b>Other known Heritage Listings Associated with Place:</b> No.
<b>Potential (non-listed) Heritage Values Associated with Place (note if investigation conducted):</b> A Heritage Assessment commissioned in 2009 by Airservices Australia concludes the Sydney Airport Air Traffic Control Tower (No.5) meets the CHL criterion (f) at a level indicative of Commonwealth Heritage values. Refer to Statement of Significance.
<b>Details if Place Located within or adjacent to known Heritage Place:</b> See CHL/RNE ID# Section.
<b>Statement of Significance for the Place (listed and/or potential):</b> <u>Potential CHL:</u> Sydney No.5 ATC tower is of aesthetic significance in the context of control tower design in Australia as a flamboyant and highly distinctive air traffic control tower design of the late twentieth century and a landmark at Sydney Airport. An assured and resolved design by a prominent award-winning architect, Sydney No. 5 ATC tower stands as the first (and to date, the only) control tower in Australia consciously designed as a landmark, and displaying such distinctive and flamboyant architectural qualities. Its predecessors in the Australian context were either utilitarian structures based on standardised models (1950s-1980s), or imposing but comparatively restrained forms comprised of slender concrete columns surmounted by amenities/services with cabins above (late-1960s to present). By way of comparison, the towers at Perth Airport (commissioned 1986) and Brisbane Airport (1988) are taller but far more restrained architecturally; both are faceted concrete columns flaring at c. 45m to accommodate amenities/services and control cabins. Since the completion of Sydney No. 5, a number of tall and aesthetically-striking control towers with 'landmark' qualities have been constructed overseas. Examples include Malpensa Airport, Italy (2001), Vienna Airport, Austria (2006), Heathrow Airport, England (2007) and Suvarnabhumi Airport, Thailand (2006), which is the world's tallest free-standing control tower.
<b>Known History and Current Use of Place:</b> Construction began in August 1993, and the tower was commissioned on 6 January 1996. In 1995 the tower was awarded a high commendation in the Australian Steel Design Award for Buildings by the Australian Institute of Steel Construction (New South Wales). The place is Sydney Airport's current operational Control Tower.

**Summary Description of Significant Physical Characteristics/Elements of Place:**

Sydney No. 5 control tower comprises a cable-stayed pre-cast concrete shaft with an external passenger lift to the north. The cabin floor is 38.5m above ground level; 42.85m to the cabin roof. A spiral escape staircase sweeps around the concrete shaft, which is positioned just off-centre of the circular single-storey base building. The amenities/equipment room level cantilevers from the top of the shaft, with the circular control cabin above. The design concept was described by architect Ken Woolley:

The geometry of the design is based on an equilateral triangle or tri-star plan with a slim pre-cast central column in which services run, supporting a steel strutted and cantilevered platform and braced by post-tensioned steel rods to three points on the base building. This ensures the most rigid, sway-free structure with the advantage of prefabrication for rapid construction. (*'Control Tower, Sydney Airport'*, Ken Woolley, of Ancher, Mortlock & Woolley, April 1995. *Courtesy of Ken Woolley*)

The doughnut-shaped plan of the base building is broken to the north-east to accommodate an opening for a paved pathway, which leads to an entrance lobby at the south of a sheltered courtyard. The lobby was extended into the courtyard in c. 1998 to create a larger reception area.

**Tenure Arrangements:** The Sydney Airport Control Tower (No.5) is owned by Airservices Australia. The tower is located on land leased from the Sydney Airport Corporation Limited (SACL). Sydney Airport is on Commonwealth land.

**Summary of Works, etc relevant to Heritage Values of Place:**

The heritage value of Sydney ATC tower (No. 5) relate primarily to its aesthetic qualities and architectural design and its status as a landmark in the evolving architectural landscape of Sydney Airport. It is not a building of particular technological distinction, although it was the first tower in Australia with a peripheral console in the cabin. The key issues to consider in a management sense relate to the external presentation of the building and in particular, the longer views to it. Lovell Chen Heritage Consultants recommend the main elements of the tower itself (concrete shaft, lift core, cranked stair, amenities pod and cabin) be retained unaltered and conserved. Should modifications or additions be required for functional reasons, the impact of these will require careful consideration so as not to adversely impact on the presentation of the building. The planning and design of the base building and associated landscaped area also contribute to the aesthetic values of the place and while there is scope to modify these (there has already been some modification to the entry), care should be taken that the original concept remains legible. Consultation with Airservices' Environment and Climate Change Branch is required prior to approving any proposal to modify those features and/or elements of the building and surrounds identified above.

**Property or Information Restrictions/ Requirements Associated with Place:**

Public access restricted – access only permitted by approval of Airservices Australia.

**Stakeholder Consultation Requirements related to Place:** Heritage related statutory obligations exist.

**Location/Details of 'off-site' Objects, Records etc of Significant Association with Heritage Values of Place:** Nil.

**Relevant Conservation Documents or References:**

Sydney Air Traffic Control Tower, No.5. Detailed Heritage Assessment, June 2009. Report by Lovell Chen Architects and Heritage Consultants, commissioned by Airservices Australia.

**Last Record Update Date:** 23 July 2009

