

A large teal graphic element on the left side of the page, consisting of a triangle at the top and a trapezoid below it, forming a shape that resembles a stylized building or a roofline.

# **Almaty Airport Expansion - VIP Terminal Building**

Conservation Performance Guidelines

July 2022

This page left intentionally blank for pagination.

Mott MacDonald  
Spring Bank House  
33 Stamford Street  
Altrincham WA14 1ES  
United Kingdom

T +44 (0)161 926 4000  
mottmac.com

JSC Almaty International  
Airport

# **Almaty Airport Expansion - VIP Terminal Building**

## **Conservation Performance Guidelines**

July 2022

# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	26/04/2022	J. Critchley	K. Luker	C. Hewitson	For Client Review
P02	01/07/2022	J. Critchley	C. Hewitson	J. Stroud	For Formal Issue

**Document reference:** 100107121 | 100107121-005 | P02 |

**Information class:** Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

---

# Contents

Executive summary	1
1 Definition of acronyms and terms	2
2 Introduction	4
2.1 Overview	4
2.2 Background to the proposals	4
2.3 Scope of the assessment	5
3 Legislation, treaties and guidance	6
4 Methodology	7
4.1 Desk-based research	7
4.2 Assessment of cultural significance and heritage interpretation	7
4.3 Evaluation of alternatives	7
5 Conservation performance guidelines	8
5.1 Overall design approach	8
5.1.1 Approaches to reconstruction	8
5.1.2 Nature of reconstruction	8
5.1.3 Considerations for reconstruction of the VIP Terminal Building	9
5.1.4 Principles of reconstruction of the VIP Terminal Building	9
5.2 Significant fabric and architectural features	10
5.3 Fabric of low or no cultural significance	12
5.4 Architectural form	12
5.5 Setting	13
5.6 Spatial context	14
6 Management and monitoring	16
6.1 Management and monitoring measures	16
6.2 Competencies and training	17
7 References	1
Tables	
Table 1.1: Definition of Acronyms	2
Table 1.2: Definition of Terms	2

Table 1.3: Definition of Reconstructions	3
Table 3.1: Legislation, treaties and guidance	6
Table 5.1: Significant fabric and architectural features conservation performance guidelines	10
Table 5.2: Fabric of low or no cultural significance	12
Table 5.3: Architectural form conservation performance guidelines	13
Table 5.4: Setting conservation performance guidelines	14
Table 5.5: Spatial context conservation performance guidelines	14

# Executive summary

These conservation performance guidelines have been produced by Mott MacDonald Ltd, as commissioned by JSC Almaty International Airport, the client. In producing this, Mott MacDonald has worked closely with TAV Airport Holdings Co. (hereafter referred to as TAV), who led the acquisition of Almaty Airport in 2021. The VIP Terminal Building in its current form shall hereafter be referred to as such or as 'the Building'. The reconstructed building will be referred to as the 'new building'.

This report has outlined conservation performance guidelines, which are requirements identified to conserve the cultural significance of the VIP Terminal Building upon its demolition, and reconstruction of the building in a manner that minimises negative impacts on culturally significant fabric to the south-east of the original location. It includes an overview of the project, background of the proposals, relevant legislation, treaties, guidance and a methodology.

The conservation performance guidelines outline an overall design approach which takes account of the authenticity of the building and guidelines for historical reconstruction outlined in the Riga Charter (2000). This concludes with some overarching principles of reconstruction for the Building. It examines in further detail the approach to the culturally significant fabric, architectural form, setting and spatial context.

Finally it provides outline proposals for management and monitoring of the reconstruction to ensure that these conservation performance guidelines form part of the design, construction and delivery of the reconstructed new building.

# 1 Definition of acronyms and terms

**Table 1.1: Definition of Acronyms**

Acronym	Definition
EBRD	The European Bank for Reconstruction and Development was established to support Central and Eastern Europe after the Cold War. Today, EBRD offers financial investment projects, business advisor services, trade finances and loan syndications across three continents.
ESIA	An Environmental and Social Impact Assessment predicts the potential impacts a project might have towards the surrounding environment and social aspects. From this assessment mitigation measures are presented.
ICOMOS	The International Council on Monuments and Sites is a non-governmental international organisation which helps to conserve the world's monuments and sites.
IFC	The International Finance Corporation is a global economic development organisation aiming to encourage private sector growth in developing countries.
SSR	Soviet Socialist Republic – a member state of the USSR
UNESCO	The United Nations Educational, Scientific, Cultural Organisation aims to promote peace through international cooperation in education, sciences and culture.
USSR	Union of Soviet Socialist Republics – The communist state which spanned Eurasia and lasted from 1921 to 1991, controlled centrally from Russia

Source: Mott MacDonald

**Table 1.2: Definition of Terms**

Term	Definition
Akimat	In Kazakhstan the Akimat is the municipal, district, or provincial government.
Associations	The connections that exist between people and a place.
Adaptation	Changing a place to suit the existing use or a proposed use.
Authenticity	A measure of the degree to which the attributes of cultural heritage (including form and design, materials and substance, use and function, traditions and techniques, location and setting/spatial context, and spirit and feeling, and other factors) credibly and accurately bear witness to their significance <sup>1</sup> .
Belvedere	A turret, tower or open sided gallery, typically at rooftop level, commanding a fine view.
Cold War	The period of geopolitical tension between the United States and the Soviet Union and their respective allies from 1947 to 1991.
Conservation	All the processes of looking after a place so as to retain its cultural significance.
Cornice	Any horizontal decorative moulding that crowns a building.
Cultural Heritage Value	The significance of a heritage asset because of its heritage interest. That interest may be aesthetic, historic, scientific, social or spiritual. Value derives not only from a heritage asset's physical presence, but also from its setting.
Cultural Significance	The aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
Fabric	All the physical material of the place including elements, fixtures, contents and object.
Heritage Asset	Heritage assets are buildings, objects or places that have intrinsic historic, aesthetic, scientific, social or spiritual value. They include historic buildings, monuments, archaeological sites, protected areas, and artefacts. The term heritage asset is used through this report to describe the VIP Terminal Building. These are referred to as monuments of history and culture in Kazakh law. See also place.
Historic Context	Historic context is the patterns, themes, or trends in history by which a heritage asset or place and its cultural significance within history are understood. Historic context provides the background necessary to understand why a heritage asset or place may be significant.
Intangible Cultural Heritage	The practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artefacts and cultural spaces associated therewith – that

<sup>1</sup> UNESCO 2000, Riga Charter on authenticity and historical reconstruction in relationship to cultural heritage.



Term	Definition
	communities, groups and, in some cases, individuals recognize as part of their Cultural Heritage <sup>2</sup> .
Interpretation	All the ways of presenting the cultural significance of a place.
Intrusive	Renovation or redesign which has negatively impacted the historic fabric and value of the asset.
Loggia	A covered outdoor gallery.
Maintenance	The continuous protective care of a place, and its setting and is distinguished from repair which involves restoration or reconstruction.
Meanings	What a place signifies, indicates, evokes or expresses to people.
Non-replicable cultural heritage	Nonreplicable cultural heritage may relate to the social, economic, cultural, environmental, and climatic conditions of past people, their evolving ecologies, adaptive strategies, and early forms of environmental management, where the (i) cultural heritage is unique or relatively unique for the period it represents, or (ii) cultural heritage is unique or relatively unique linking several period in the same site <sup>3</sup> .
Pishtaq	An arched opening within a rectangular frame, most comely associated with Islamic architecture.
Physical Cultural Heritage	See Tangible Cultural Heritage. Also defined as '...movable or immovable objects, sites, groups of structures as well as cultural or sacred spaces associated therewith, and natural features and landscapes that have cultural significance <sup>4</sup> .'
Preservation	Maintaining a place in its existing state and retarding deterioration.
Place	A geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions. The place in this sense will have cultural significance. The term place is used to describe the culturally significant historic landscape around the VIP Terminal Building in this report. See also heritage asset.
Reconstruction	Returning a place to a known earlier state that is distinguished from restoration by the introduction of new material.
Related Places	Related place means a place that contributes to the cultural significance of another place.
Relocation	The process of moving an asset to a different place.
Replicable cultural heritage	Replicable cultural heritage is defined as tangible forms of cultural heritage that can themselves be moved to another location or that can be replaced by a similar structure or natural feature to which cultural values can be transferred by appropriate measures. Archaeological or historical sites may be considered replicable where the particular eras and cultural values they represent are well represented by other sites and/or structures <sup>5</sup> .

Source: Mott MacDonald

**Table 1.3: Definition of Reconstructions**

Term	Definition
True to original reconstruction	Reconstruction where authenticity is maximised by using the same materials as the former building.
Modelled/stylistic reconstruction	Reconstructed not using 100% original materials but incorporating to a lesser or greater degree, key/signature elements reused from the former building representing a particular period of that building's history;
Replicative reconstruction	Reconstruction that replicates the old building using all or mostly new materials. Replicative reconstructions are strongly discouraged in terms of the Riga Charter (2002) and Burra Charter (2013).
Contemporary Interpretation	Reconstruction, which uses a new design incorporating reused elements from the old building as feature elements, and clearly distinguishing old from new.

Source: Mott MacDonald

<sup>2</sup> UNESCO 2003, Text of the Convention for the Safeguarding of the Intangible Cultural Heritage.

<sup>3</sup> IFC 2012, Performance Standard 8: Cultural Heritage.

<sup>4</sup> EBRD, Environment and Social Policy, EBRD Performance Requirement 8: Cultural Heritage.

<sup>5</sup> IFC 2012, Performance Standard 8: Cultural Heritage.

## 2 Introduction

### 2.1 Overview

These conservation performance guidelines have been produced by Mott MacDonald Ltd, as commissioned by JSC Almaty International Airport, the client. In producing this, Mott MacDonald has worked closely with TAV Airport Holdings Co. (hereafter referred to as TAV), who led the acquisition of Almaty Airport in 2021.

There is a process underway to determine the solution for terminal facility expansion at the airport, specifically the need to locate these new facilities in an area currently occupied by the VIP Terminal Building. Shortlisted options for this comprise:

- Option 1.1: Incorporation of the VIP Terminal Building, in-situ, into the proposed new terminal building, including double-storey vehicle access ramps immediately in front of the building; and
- Option 2.2: Replacement of the VIP Terminal Building by a new building (located within the airport, further south) which is designed to heavily reflect the design of the existing building, and incorporate key elements of heritage that would be transferred over to the new building (termed a “reconstruction” in this report). The new passenger terminal would then be built on the site of the existing building without incorporation.

For further information on these options, see the Evaluation of Alternatives Report (report number 100107121-004).

This report considers the feasibility of Option 2.2 in terms of the Conservation Performance Guidelines if it were to be constructed, to understand further how conservation would be managed in such a reconstruction. Conservation Performance Guidelines for Option 1.1 have not been developed at this stage as the guidelines on incorporation, passenger access, and seismic compliance would be developed at the next stage.

Therefore, henceforth, this report concerns Option 2.2 only.

#### 2.1.1 Report purpose

This report has outlined conservation performance guidelines, which are requirements identified to conserve the cultural significance of the VIP Terminal Building upon its reconstruction in a manner that minimises negative impacts on culturally significant fabric to the south-east of the original location. This report forms part of a suite of documents with the Significant Fabric Assessment (report number 100107121-001), Heritage Interpretation Plan (report number 100107121-002), and Heritage Statement (report number 100107121-003).

### 2.2 Background to the proposals

TAV is proposing airport terminal expansion works and associated infrastructure development at Almaty International Airport, Kazakhstan, hereafter referred to as ‘the scheme’. The proposed airport terminal expansion will require either the adaptation and integration of the VIP Terminal Building into a new passenger terminal, or the development of a reconstruction of the VIP Terminal Building in a manner that minimises negative impacts on culturally significant fabric at another site at the airport.

The VIP Terminal Building in its current form shall hereafter be referred to as such or as ‘the Building’. The proposed reconstructed building will be referred to as the ‘new building’.

The Akimat of the City of Almaty approved the relocation of the VIP Terminal Building on 11th November 2020 in Resolution No. 4/492 which states:

*'In accordance with the subparagraph 2) of paragraph 2 of Article 29 of the Law of the Republic of Kazakhstan dated December 26th, 2019 'On protection and exploitation of objects of historical-cultural heritage' and based on the conclusion historical-cultural examination of the monument of history and culture having local heritage significance dated October 26th, 2020, Akimat of the city of Almaty resolves:*

13. *To relocate the monument of history and culture of local heritage significance "Airport (International airlines airport)", located at the address: Mailin street 1a, Almaty, 420 meters to the south-east of the territory of Almaty International Airport.*

14. *Municipal state body 'Department of culture of the city of Almaty' shall:*

- a. ensure the integrity and safety of the monument during the relocation;*
- b. undertake other measures arising from this resolution; and*
- c. control over the implementation of this resolution shall be assigned to the Deputy mayor of the city of Almaty.'*

The prerequisites of this approval are:

- That the image of the Building shall be preserved after relocation; and
- The new building will be utilised as the 'Presidential and General Aviation Terminal' following relocation.

### **2.3 Scope of the assessment**

This report provides conservation performance guidelines which are requirements for the management of the Building and its associated fabric, its setting and spatial context. These guidelines have been produced to allow the cultural significance of the VIP Terminal Building to be legible in the new building. This will reconstruct the new building in a manner that minimises negative impacts on culturally significant fabric, and reflects the general form and character of the existing, original structure. These guidelines have been produced in accordance with the Burra Charter.

Management and mitigation measures have also been provided as actions which can be independently verified to ensure the adherence to the conservation performance guidelines.

### 3 Legislation, treaties and guidance

Full details of the relevant legislation, treaties and guidance are provided in the Heritage Statement (report number 100107121-003). The following provides a summary:

**Table 3.1: Legislation, treaties and guidance**

Title	Year
<b>Legislation</b>	
Environmental Code of the Republic of Kazakhstan No. 212 <sup>6</sup>	2007
Law on Culture of the Republic of Kazakhstan No.207 <sup>7</sup>	2006 (amended 2019)
Law on the protection and use of historical and cultural heritage sites of the Republic of Kazakhstan dated December 26, 2019 No. 288-VI 3PK <sup>8</sup>	2019
<b>Treaties</b>	
UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage <sup>9</sup>	1994
UNESCO Riga Charter on authenticity and historical reconstruction in relationship to cultural heritage <sup>10</sup>	2000
UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage <sup>11</sup>	2020
<b>Guidance</b>	
EBRD Performance Requirement 8: Cultural Heritage <sup>12</sup>	2014
IFC Performance Standard 8: Cultural Heritage <sup>13</sup>	2012
Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) <sup>14</sup>	2013
Australia ICOMOS Understanding and assessing Cultural Significance <sup>15</sup>	2013
ICOMOS Principles for the recording of monuments, groups of buildings and sites <sup>16</sup>	1996

Source: Mott MacDonald 2022

<sup>6</sup> Legal information system of Regulatory Legal Acts of the Republic of Kazakhstan 2012, Environmental Code of Republic of Kazakhstan.

<sup>7</sup> Wipo IP Portal 2012, Kazakhstan KZ134.

<sup>8</sup> Legal information system of Regulatory Legal Acts of the Republic of Kazakhstan 2012, on the protection and use of historical and cultural heritage site.

<sup>9</sup> UNESCO 1994, Convention concerning the Protection of the World Cultural and Natural Heritage.

<sup>10</sup> UNESCO 2000, Riga Charter on authenticity and historical reconstruction in relationship to cultural heritage.

<sup>11</sup> UNESCO 2020, Basic Texts of the 2003 Convention for the Safeguarding of the Intangible Cultural Heritage.

<sup>12</sup> EBRD, Environment and Social Policy.

<sup>13</sup> IFC 2012, Performance Standard 8: Cultural Heritage.

<sup>14</sup> ICOMOS 2013, The Burra Charter.

<sup>15</sup> ICOMOS 2013, Understanding and Assessing Cultural Significance.

<sup>16</sup> ICOMOS 1996, Principles for the recording of monuments, groups of buildings and sites.

## 4 Methodology

### 4.1 Desk-based research

Desk-based research has been undertaken for the compilation of the Heritage Statement (report number 100107121-003). This will form the baseline for the conservation performance guidelines.

### 4.2 Assessment of cultural significance and heritage interpretation

The Significant Fabric Assessment (Report number 100107121-001) and Heritage Statement (report number 100107121-003) have informed the Heritage Interpretation Plan (report number 100107121-002). This has highlighted the elements of the building, including its **composition, significant fabric** and **setting** which are of greatest cultural significance. The culturally significant elements of the **historic spatial context** of the VIP Terminal Building have also been highlighted. These documents will form the reference for cultural significance for the conservation performance guidelines.

### 4.3 Evaluation of alternatives

In accordance with international guidelines within the Burra Charter it is stated that:

*'the physical location of a place is recognised as part of its cultural significance. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.'*

*'If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate use. Such action should not be to the detriment of any place of cultural significance.'*

With these guidelines in mind, the greatest cultural significance is retained if the VIP Terminal Building remains in situ. However, the site of the existing VIP Terminal Building has been identified as being required for the expansion of Almaty Airport and the construction of a new terminal building to ensure the continuing commercial viability of the international airport. The scenarios and options for alternatives have been examined in detail in the Evaluation of Alternatives Report (report number 100107121-004).

### 4.4 Identification of conservation performance guidelines

Conservation performance guidelines have been developed in order to retain where possible the Building's **composition, significant fabric** and **elements of its setting** that contribute to its cultural significance, in a new building to be constructed to the south-east of the current main terminal building. In accordance with the Burra Charter, conservation performance guidelines have also sought to ensure that the new location is appropriate, and can provide a new setting which offers some legibility of the way in which the relationship between the VIP Terminal Building and its surroundings contributes to its cultural significance. In addition consideration of the **historic spatial context** of the VIP terminal building has been made and how it, in combination with use of the performance guidelines, can be preserved and enhanced by the new terminal building.

Conservation performance guidelines have been developed in balance with the socio-economic benefits of the scheme. This ensures that conservation efforts are focused on elements of fabric, design and setting of the new building and the historic spatial context which contribute to the cultural significance of the VIP Terminal Building.

## 5 Conservation performance guidelines

### 5.1 Overall design approach

The design approach to the reconstruction will need to consider the level of reconstruction that is appropriate for the new building. This should take into account the cultural significance of the VIP Terminal building and the surviving level of authenticity within it.

#### 5.1.1 Approaches to reconstruction

It should take into account of comments within the Riga Charter (2002)<sup>17</sup>, in particular:

- the value of cultural heritage is as evidence, tangible or intangible, of past human activity, and that intervention of any kind, even for safeguarding, inevitably affects that evidential quality, and so should be kept to the minimum necessary;
- recognise that each historical period has its own particular style which does not replicate previously used formal vocabulary and means of expression;
- the purpose of reconstruction is to maintain and reveal the significance of the cultural heritage;
- authenticity is a measure of the degree to which the attributes of cultural heritage credibly and accurately bear witness to their significance (see Heritage Statement, Report Number 100107121-003, Section 6.3 for a more detailed discussion of the authenticity of the VIP Terminal Building); and
- replication of cultural heritage is in general a misrepresentation of evidence of the past, and that each architectural work should reflect the time of its own creation, in the belief that sympathetic new buildings can maintain the environmental context.

The reconstruction of the building should ensure:

- appropriate survey and historical documentation is available;
- the reconstruction does not falsify the overall urban or landscape context;
- existing significant historic fabric will not be damaged; and
- the need for reconstruction has been established through full and open consultations among national and local authorities and the community concerned.

#### 5.1.2 Nature of reconstruction

The degrees to which a building or place are reconstructed can vary and the Riga Charter was produced as a response to the lack of authenticity in many reconstructions. The following represents a summary of how reconstructions vary and can be categorised:

- A 'true to original' reconstruction, using the same materials as the former building, but relocated where authenticity is thereby maximised;
- A modelled/stylistic reconstruction, not using 100% original materials but incorporating to a lesser or greater degree, key/signature elements reused from the former building representing a particular period of that building's history;
- A replicative reconstruction, constructing a replica of the old building using all or mostly new materials. Replicative reconstructions are strongly discouraged in terms of the Riga Charter (2002) and Burra Charter (2013). Replicas lack authenticity and can be historically misleading. New buildings or additions to old buildings should be architectural products of their time. Replication creates confusion between what is authentic fabric recovered from the old building, and new fabric constructed to look like, or match

---

<sup>17</sup> UNESCO 2000, Riga Charter on authenticity and historical reconstruction in relationship to cultural heritage.

the old. Because of the confusion between what is new and genuinely old, the significance of the old can, by implication, be devalued; and

- A contemporary interpretative reconstruction, i.e. a new design incorporating reused elements from the old building as feature elements, and clearly distinguishing old from new.

### 5.1.3 Considerations for reconstruction of the VIP Terminal Building

The Options of Alternatives has highlighted the likely outcome is for the VIP Terminal Building be reconstructed, aligned to Zakarpatskaya Street in the southern apron of the airport runway (Report Number 100107121-004, Option 2.2). The following should be considered:

- The significance of fabric and key architectural features of significance within the VIP Terminal Building (Significant Fabric Assessment (Report Number 100107121-001) and the Heritage Statement (Report Number 100107121-001). The approach to these features is highlighted in detail in Section 5.2.
- Fabric that is not of cultural significance or lacks authenticity. Section 5.3 below outlines the fabric of low or no cultural significance.
- Requirements to utilise materials and techniques which will allow the building to conform with necessary airport and earthquake resistance regulations.
- Elements of the form of the building which contributed to its cultural significance as highlighted in the Heritage Statement (Report Number 100107121-001). These are highlighted below in Section 5.4 below.

### 5.1.4 Principles of reconstruction of the VIP Terminal Building

The overall design approach should consider the building as a contemporary interpretative reconstruction. This means:

- The fabric of the VIP Terminal Building is largely considered significant, is of low cultural significance and/or is inauthentic (as outlined below). Most of these elements will not be retained and instead new material will be used.
- The architectural features of the VIP Terminal Building which are considered authentic and/or of moderate or high cultural significance will be retained incorporating reused elements from the old building as feature elements in the new design. These will be differentiated from the original through their detailed design. These are the pishtaq; belvedere; cast cement relief decorative panels, cornices, ornamental relief and engaged columns; artistic stained glass panels; and window openings and surrounds including decorative tympana.
- Consideration will be given to the feasibility of retaining original features of the VIP Terminal Building in an authentic form. Where authenticity is not possible due to the poor quality of materials, they will be reconstructed in a form that reflects the key elements of their cultural significance.
- Where historic fabric is reconstructed, this should be differentiated from new fabric to ensure the attributes of cultural heritage credibly and accurately bear witness to their significance.
- The principles of the architectural form of the VIP Terminal Building will be retained. These are: an east-west alignment perpendicular to the airport runway; a central block formed of a pishtaq, mounted by a belvedere; and flanking low wings.
- The principles of the setting of the VIP Terminal will be retained. These are: the contrast between private (airport) and public space defined by the alignment of the VIP Terminal Building and the contrasting style of the eastern and western facades; the association with the airport runway; and the retention of a space to the west to enable an appreciation of the form of the building.
- The principles of the spatial context of the historic landscape will be retained. These are: the historic location of the airport runway; the axial alignment of Mailin Street; and the culturally significant relationship between the terminal complex, runway and alignment of Mailin Street.
- Where possible cultural significance of the new VIP terminal building and landscape should be enhanced.

## 5.2 Significant fabric and architectural features

Elements of fabric and their contribution to the cultural significance of the VIP Terminal Building, including their degree of cultural significance have been discussed in detail in the Significant Fabric Assessment (Report number 100107121-001) and are given an ID number within that document. The overall degree of significance of these architectural features is defined in the Heritage Statement (Report number 100107121-001, Table 6.1) as of medium cultural significance.

Table 5.1 below identifies conservation performance guidelines for each element of fabric which is considered to be of moderate or high cultural significance. The former loggia (ID15) is included as, whilst in its current form is considered to be intrusive, current designs of the new building include a restored loggia with Corinthian columns.

**Table 5.1: Significant fabric and architectural features conservation performance guidelines**

ID	Fabric	Degree of cultural significance	Conservation performance guideline
6	Exterior: Pishtaq (western elevation)	High	<p>The form of the pishtaq would be reconstructed in the design of the new building. The pishtaq includes:</p> <ul style="list-style-type: none"> <li>• Central rectangular facade retaining its form and proportions;</li> <li>• Four centred arch and decorated surround;</li> <li>• Decorated engaged columns; and</li> <li>• Two decorated panels located either side of the central arch.</li> </ul> <p>The size, scale, proportions and decoration of the existing pishtaq will be reconstructed.</p> <p>The pishtaq would be located centrally on the front facade of the central block, and will incorporate a single central opening with a four centred arch, with flanking engaged columns.</p> <p>The materials of the Building do not contribute to the cultural significance of this element of historic fabric. Therefore, the new pishtaq will be constructed using modern building materials most appropriate to providing an accurate reflection of the character and appearance of the original. The exception will be the stained glass panels (ID 12). Stained glass panels will be dismantled from the VIP Terminal Building during demolition and relocated into the new building (discussed in ID12 below).</p> <p>Retention of elements of decoration of the Pishtaq including the surrounds, engaged columns and panels will be considered. The ability to retain these elements will be established during the demolition phase of the VIP Terminal Building.</p>
7	Exterior: Belvedere	High	<p>The form of belvedere would be reconstructed in the design of the new building. This includes:</p> <ul style="list-style-type: none"> <li>• Two tiers, with supporting columns;</li> <li>• Decorated parapets (including those now lost); and</li> <li>• Spire/ finial.</li> </ul> <p>The size, scale, proportions and decoration of the existing belvedere would be reconstructed.</p> <p>The new belvedere will be constructed as a functional gallery, with access to balconies from the interior of the building.</p> <p>The new belvedere would be constructed in a central location on the roof of the central block of the new building.</p> <p>Given that the materials of the Building do not contribute to the cultural significance of this element of historic fabric, the new belvedere would be constructed entirely using modern building materials most appropriate to providing an accurate reflection of the character and appearance of the original.</p> <p>Retention of elements of the Belvedere will be considered. The ability to retain these elements will be established during the demolition phase of the VIP Terminal</p>



ID	Fabric	Degree of cultural significance	Conservation performance guideline
			Building although structural integrity concerns with the structure are currently understood..
11	Exterior: Cast cement relief decorative panels, cornices, ornamental relief and engaged columns.	High	<p>The form of cast cement decorations would be reconstructed in the design of the new building.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>• South Kazakh style patterned cornices;</li> <li>• South Kazakh style floral patterned blind openings, including two in the pishtaq and three in the southern façade;</li> <li>• South Kazakh style decorated engaged columns on the pishtaq; and</li> <li>• South Kazakh style floral window surrounds, including 12 on the western façade and ten on the eastern facade.</li> </ul> <p>The size, scale, proportions and decorative designs of the existing cast cement decorations would be reconstructed to correspond to the original form of those elements.</p> <p>Cast cement decorations would be reproduced with the exception of later renders with marble chips which reduce the definition of decoration on existing fabric due to their depth and texture.</p> <p>Given that the materials of the Building do not contribute to the cultural significance of this element of historic fabric, they would be constructed using modern building materials most appropriate to providing an accurate reflection of the character and appearance of the original.</p> <p>Retention of elements of cast cement relief, decorative panels, cornices, ornamental relief and engaged columns will be considered. The ability to retain these elements will be established during the demolition phase of the VIP Terminal Building.</p>
12	Exterior: Artistic stained glass panels	High	<p>Artistic stained glass panels would be retained for reuse in the new building. This includes:</p> <ul style="list-style-type: none"> <li>• exterior panels of the pishtaq;</li> <li>• eight full height windows in the western façade; and</li> <li>• eight full height windows in the eastern façade.</li> </ul> <p>Glass panels contained in the former loggia, and the interior of the pishtaq would not be reconstructed, though glass will be retained as spares for those windows being retained.</p> <p>Stained glass would be dismantled in accordance with the 'Method Statement for the Demounting &amp; Repositioning Works of the Decorative Glass for the VIP Building'.</p> <p>The method statement would be updated to include the transport, storage, conservation and reassembly of the stained glass panels in the new building. This will be undertaken at agreed stages in the scheme programme.</p> <p>These works would be undertaken by professionals with experience in the conservation of decorative window glass.</p> <p>Necessary repair works and conservation measures would be identified prior to and during the dismantling of the glass and would be undertaken when most appropriate during the programme of works to prevent further deterioration of their fabric.</p>
13	Exterior: Window openings and surrounds including decorative tympana	Moderate	<p>The form and scale of window openings and surrounds, including decorative tympana, would be reconstructed in the design of the new building. This includes:</p> <ul style="list-style-type: none"> <li>• eight full height windows in each façade;</li> <li>• twelve ground storey windows with decorative surrounds and tympana in each facade;</li> <li>• twelve undecorated windows in the first storey of the eastern façade;</li> <li>• three undecorated windows in the first storey of the southern façade; and</li> <li>• eight undecorated windows in the first storey of the eastern façade in the western façade.</li> </ul> <p>The size, location, scale, proportions and decorative designs of the tympana and window architraves would be reconstructed to correspond to the original form of those elements as outlined in ID11.</p>

ID	Fabric	Degree of cultural significance	Conservation performance guideline
15	Former loggia (eastern facade)	Intrusive	<p>A representation of the former loggia will be incorporated into the design of the new building. Engaged columns, as per the original design of the VIP Terminal Building, would be employed in lieu of marble cladding (ID10).</p> <p>The size, scale, proportions and decorative details of the loggia, including column capitals and bases, eaves cornices, and bands, would be reconstructed based upon evidence of the original form of the Building.</p> <p>Given that the materials historically used to construct the former loggia do not contribute to the cultural significance of this element of historic fabric, it would be constructed using modern building materials most appropriate to providing an accurate reflection of the character and appearance of the original.</p>

### 5.3 Fabric of low or no cultural significance

It is considered that the following elements in Table 5.2 of fabric are not of heritage value and make low or no contribution to the cultural significance of the VIP Terminal Building:

**Table 5.2: Fabric of low or no cultural significance**

ID	Fabric	Degree of cultural significance
1	Reinforced concrete foundations, reinforced concrete frame and reinforced concrete floors and vault	None
2	Brickwork of walls and partition between concrete frame	None
3	Timber roof truss structures	Low
4	Structural element: Roof covering of galvanized sheet steel with folded joints on timber battens.	None
5	Structural element: undecorated concrete columns of the building	None
8	Coating of facades with polymer textured paint.	None
9	Cement render over top of historical façade with marble chippings	Intrusive
13	Window frames within original openings	None
16	Interior existing decorative stuccos on plasterboard sheathings of walls, columns, plasterboard ceilings (mouldings, rosettes, cornices, etc)	None
17	Interior porcelain stoneware floor coverings	None
18	Interior partition internal walls within the main block	Low
19	Interior staircases and balconies in the central atrium	Low
20	Northern annex	Intrusive

The treatment of these elements will not be controlled by requirements defined within this report. It is anticipated that the reconstruction of the new building will utilise materials and techniques which will allow the building to conform with necessary airport and earthquake resistance regulations.

The former loggia (ID15) and marble cladding of the columns of the eastern façade of the central block (ID10), has been identified as intrusive and detrimentally contributing to the cultural significance of the VIP Terminal Building. These elements are included in Table 5.1 given proposed designs which would restore part of the original appearance of the loggia.

### 5.4 Architectural form

The aesthetic value of the VIP terminal Building including its proportion, scale and size are integral elements of the composition of the Building and plays a significant role in defining its architectural form as defined in the Heritage Statement (Report Number 100107121-001, Section 6.1.1). The overall degree of significance of the architectural form is defined in the Heritage Statement (Report number 100107121-001, Table 6.1) as of medium cultural significance.

Table 5.3 below outlines what these elements entail and the requirements for their treatment in the design of the new building.

**Table 5.3: Architectural form conservation performance guidelines**

Fabric	Degree of cultural significance	Conservation performance guidelines
Proportions	Medium	<p>The proportions of the Building, including the relationship of key architectural features of the central block and pishtaq, flanked by wings, would be reconstructed in the new building. Particular consideration should be given to the western and eastern elevations.</p> <p>This should retain important elements of the aesthetic value of the VIP terminal building including axial symmetry and low, wide façades to provide a sense of harmony, and a balance to its composition as defined in the Heritage Statement.</p> <p>Later intrusive elements including changes to the 1975 marble clad replacement to the loggia, and the northern annex should not be reconstructed.</p>
Scale	Medium	<p>The human scale of the Building, including overall height would be reconstructed in the new building as defined in the Heritage Statement.</p>
Exterior plan	Medium	<p>The proportions and relationship between the central block and flanking wings of the exterior plan of the Building would be reconstructed in the new building including axial symmetry and low, wide façades to provide a sense of harmony, and a balance to its composition as defined in the Heritage Statement.</p> <p>The exterior plan of the building would not be limited as this does not form a key element of the aesthetic value of the VIP Terminal Building that contribute to cultural significance.</p> <p>Later intrusive elements of the exterior plan including the northern annex should not be reconstructed.</p>
Interior plan	Medium/ None	<p>Elements of the interior plan that survive from the original design of the Building would be reconstructed in the new building. These only include the atrium in the central block. Other spaces are part of later design changes and are not considered to be culturally significant.</p> <p>Later changes to the interior plan should not be reconstructed. This includes the northern annexe.</p>
Style and proportions of windows and doorways	Medium	<p>The style and proportions of the windows and doorways on the eastern and western façades would be reconstructed in the new building.</p> <p>Later intrusive elements of the fenestration including the 1975 marble clad replacement to the loggia and northern annex should not be reconstructed.</p> <p>Where the loggia has been removed the original Stalinist design may be utilised to inspire the new design.</p> <p>Where later inserted doorways have been added on the north and south wing of the western elevation the style and proportions of the surviving earlier windows may be utilised to inspire the design.</p>

## 5.5 Setting

The setting of the VIP Terminal Building has been identified as contributing to the ability to understand the cultural significance of the Building. However, this setting is considered to be degraded, and some elements now have a detrimental contribution to the ability to understand the Building’s cultural significance. In order that the cultural significance of the new building is legible, the character of the new building’s location will meet the requirements set out in the conservation performance guidelines detailed below which seek to provide reference to the historic character of the existing setting.

**Table 5.4: Setting conservation performance guidelines**

<b>Setting</b>	<b>Conservation performance guideline</b>
Overall	<p>An appropriate landscape setting should be created around the new VIP terminal building.</p> <p>The historic spatial context of the VIP Terminal building should be used to highlight the symmetry of the new building's façades. The design process should utilise historic images of the VIP Terminal Building and look to replicate or be inspired by them.</p> <p>The landscape design surrounding the VIP terminal building should incorporate soft landscaping, including shrubs and vegetative screening appropriate to the local context, as had been used historically at the VIP Terminal Building (see Heritage Statement, Report number 100107121-003, p.17), and in accordance with aviation guidelines. The function of the new landscape is to enable the architectural composition of the new building to be appreciated from the exterior. This means that sufficient space should be allowed around the building on all elevations to appreciate its form.</p>
Airport Apron (east)	<p>The landscape between the new building and the airport apron would be created to preserve views from the airside area. The landscape will be kept free of development, storage, permanent works areas, or vehicle parking which would block views between the new building and wider airport.</p>
Public area (west)	<p>An appropriate landscape setting would be created in front of the western facade of the new building.</p> <p>This would be achieved using a landscape design which will be retain space in front of the elevation with a dropping off area with no or little permanent car parking facilities. This will prevent distraction from the buildings main public facing façade. Hard standing will be provided in front of the western elevation for drop off points.</p> <p>Clear and uninterrupted views between the new building and Zakarpatskaya Street will be made to provide a sense of visual dominance of the western facade of the new building on approaches from the west. This would include the prevention of future infill development and the removal of existing buildings, fencing and structures where possible.</p> <p>A central feature, for example a fountain, statue, monument, or park following the axis of the building should be included to highlight the symmetry of the new building. This should take account of historic landscape design, enhancing views along Mailin Street towards the airport (and not be screened by e.g. barrier infrastructure).</p> <ul style="list-style-type: none"> <li>- Such a design feature could be placed as standalone element to draw the eye in front of the new passenger terminal reflecting the culture and/or heritage of Almaty or the airport specifically, and include stakeholder and Akimat participation to inform the design of this, as part of a medium-term aspiration for such a feature. This process would be managed by JSC Almaty Airport as a separate process from the development works of the new passenger terminal. The existing landscaping would be preserved and potentially enhanced.</li> </ul> <p>Positioning of signage, kiosks or other street furniture will be sited with consideration of the preservation of views towards the new building from Zakarpatskaya Street. This will prevent the gradual degradation of views towards the new building, which is apparent in views along Mailin Street to the VIP Terminal Building.</p>

## 5.6 Spatial context

The historic spatial context of the VIP Terminal Building has been identified as contributing to the ability to understand the cultural significance of the Building. However, the relationship with the culturally significant elements of the historic landscape have been lost. In order that the cultural significance of the historic landscape is still understood, improvements to the landscape should be undertaken which will meet the requirements set out in the conservation performance guidelines detailed below in Table 5.5.

**Table 5.5: Spatial context conservation performance guidelines**

<b>Spatial Context</b>	<b>Conservation performance guideline</b>
Overall	<p>The historic spatial context of the VIP Terminal Building including the symmetrical relationship with Mailin Street would be lost in the location of the new building. This would represent a loss in some of the VIP Terminal Building's cultural significance. However, the historic landscape would be largely retained without the focus of the VIP Terminal building.</p> <p>It would, therefore, be appropriate to seek compensation through measures that address elements of the cultural significance that will be degraded. This would involve compensation to address loss of cultural significant elements or mitigation to improve surviving elements of the historic spatial context that are of cultural significance.</p> <p>These measures should ensure that the principal facades of the new VIP Terminal Building retain the setting of a public space to the west and an airport runway to the east in order to retain the elements of cultural significance associated with the original design (see Table 5.4 above).</p>

**Spatial Context**      **Conservation performance guideline**

	<p>These measures should ensure that Mailin Street remains a focus for the new passenger terminal building and if possible enhanced to ensure key views up the street, towards the airport, are enhanced (see immediately below).</p>
<p>Location of the VIP Terminal Building</p>	<p>The historic location of the VIP Terminal building should be acknowledged in the new terminal and its cultural significance explained.</p> <p>A presentation or plaque within the new terminal building to acknowledge the importance of the former Building, its location and cultural significance in the development of the city of Almaty. This could involve material or decorative elements recovered from the VIP Terminal building, historic images and highlight culturally significant events.</p>
<p>Mailin Street</p>	<p>The historic spatial context and alignment of Mailin Street has been weakened due to the development of the Main Terminal and additional airport infrastructure.</p> <p>The spatial relationship could be improved by ensuring the alignment of the new terminal forms a focus for visitors arriving at the airport as they approach along Mailin Street. This could be achieved through the removal or reconfiguration of the gateway gantry at the entrance to the airport, and ensuring the new terminal is configured to become a focal landmark terminating Mailin Street. As noted in Table 5.4, a visual landmark should also be part of the design considerations as a feature along Mailin Street when looking towards the airport.</p>
<p>Former worker's suburb</p>	<p>The historic spatial context of the airport and surrounding suburbs has evolved. Working with the local community it may be possible to enhance or explain this historic relationship through information signs. In particular this would explain how the landscape around the airport terminal has changed and how elements of cultural significance have been retained.</p>

## 6 Management and monitoring

This document is a statement of intent and relies upon implementation backed up by a system of management, monitoring and verification.

This section identifies the requirements in relation to the management and monitoring of the demolition of the VIP Terminal Building and construction of the new building.

Regular monitoring meetings can provide a useful opportunity to bring together the different people involved in the overall management to check that objectives are being followed, monitor progress of planned works, and identify any changed circumstances. This is also an opportunity to amend the work programme if necessary.

Monitoring implementation will usually continue on a day-to-day, week-by-week basis as works are carried out.

### 6.1 Management and monitoring measures

The following management and monitoring requirements have been identified to ensure the successful delivery of conservation performance guidelines.

**Table 5.1. Management and monitoring measures**

ID	Element	Requirement	Responsibility	Verification
6, 7, 11, 12, 15 & 16	Existing composition and significant fabric	<p>A full evidence base of current appearance will be produced prior to demolition from which designs can be cross referenced. This will include:</p> <ul style="list-style-type: none"> <li>A full suite of as-built drawings, including elevations and plans;</li> <li>Laser scan survey of significant fabric including the pishtaq, doorway and window decorations; cornice decoration and the belvedere; and</li> <li>A photographic survey of the Building including an archive register.</li> </ul>	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.
16-19	Existing interior finishes	<p>Following soft strip demolition of the interior a photographic survey will be undertaken to identify historic finishes decoration which may survive. If none survive a photographic survey should record the negative evidence.</p> <p>A laser scan survey will be undertaken if historic decorations are discovered. Conservation performance guidelines will be updated to account for any new findings.</p> <p>Recording will be undertaken by a cultural heritage specialist in accordance with ICOMOS Principles for the recording of monuments, groups of buildings and sites (1996).</p>	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.
6, 7, 11, 12, 15 & 16	Existing exterior: significant fabric	<p>Photographic survey will be undertaken before and after stripping of modern paints from cast cement decoration by a cultural heritage specialist in accordance with ICOMOS Principles for the recording of monuments, groups of buildings and sites (1996).</p>	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.

ID	Element	Requirement	Responsibility	Verification
6, 7, 11, 12, 15 & 16	Proposed new building size, proportions and scale	Drawings including elevations and plans of the design of the new building, including detailed drawings of significant fabric, will be produced.	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.
6, 7, 11, 12, 15 & 16	Proposed new significant fabric	Drawings must detail how significant fabric, size, proportions and scale will be reconstructed. Method statement for the reproduction of detailed elements of significant fabric, including: <ul style="list-style-type: none"> <li>• Cast cement cornices, window surrounds, engages columns and blind panels;</li> <li>• Pishtaq; and</li> <li>• Belvedere.</li> </ul>	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.
12	Reuse of existing Artistic stained glass panels	The Method Statement for the Demounting & Repositioning Works of the Decorative Glass for the VIP Building will be implemented, and an addition made to the method statement to include the transport, storage, conservation and reassembly of the stained glass panels.	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.
n/a	Proposed new setting & spatial context	Proposed landscape drawings, including models, will be produced. These will ensure an appropriate landscape is provided around the eastern and western facades of the new building. This includes a landscape in front of the western façade which incorporates a dropping off area with little or no car parking, soft landscaping in line with aviation guidelines and a features which highlights the axial symmetry of the building. The landscape around the eastern façade will ensure views are maintained between the new building and the runways of the airport. Landscape drawings and proposals for the new terminal will include proposals in line with the above.	TAV Construction/ Kazrestovratsiya	Department of Culture for the Almaty Akimat; EBRD/ IFC (the lenders); and Mott MacDonald on behalf of JSC Almaty International Airport.

## 6.2 Competencies and training

A plan identifying the competencies and training of key staff members should be produced. This will detail roles, responsibilities and experience of key staff members to ensure the delivery of the scheme.

Training needs for all staff involved in the demolition of the VIP Terminal Building and construction of the new building shall be identified at the outset, before demolition and construction works commence.

If additional training is required this should be identified in a training plan to ensure the skills and knowledge to undertake the requirements identified in Section 4 are held by relevant staff.

## 6.3 Deliverables and programme

Weekly monitoring meetings should form part of the construction plan. Additionally, monthly monitoring meetings should include cultural heritage experts to ensure the elements of the VIP Terminal Building are proceeding to plan. In addition, a final on-site meeting should be undertaken, including cultural heritage

experts, to confirm that the VIP Terminal Building and landscape arrangements has been constructed to the standards required by these conservation performance guidelines.

The following deliverables will need to be produced in advance and during demolition of the Building. These are highlighted in the table below and include review points and a final sign off meeting.

**Table 5.2 Programme stages**

<b>Programme</b>	<b>Element</b>	<b>Deliverable</b>
Final design	Existing composition and significant fabric	Drawings/ models, photographic survey
	Proposed new building size, proportions and scale	Drawings
	Proposed new significant fabric	Drawings, method statement
	Reuse of existing artistic stained glass panels	Drawings, method statement
	Proposed new setting & spatial context	Drawings/ models
Review Point		Sign-off for drawings, surveys and method statements
During dismantling	Existing interior finishes	Photographic survey, updated drawings and method statement (if required)
	Existing exterior significant fabric	Photographic survey, updated method statement
Review Point		Sign-off for drawings, surveys and method statements
Construction of new building	New building	Agreed sign-off process in line with supplied drawings and models



## 7 References

EBRD, Environment and Social Policy. Available online at:  
[https://www.ebrd.com/downloads/about/sustainability/ESP\\_PR08\\_Eng.pdf?msckid=4d746079b9a511eca48aa5324565607c](https://www.ebrd.com/downloads/about/sustainability/ESP_PR08_Eng.pdf?msckid=4d746079b9a511eca48aa5324565607c) Accessed 11/04/2022

ERM 2021, Report on Cultural Heritage Management and Stakeholder Engagement.

ICOMOS 2013, The Burra Charter. Available online at: <https://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf> Accessed 29/03/2022

ICOMOS 2013, Understanding and Assessing Cultural Significance. Available online at:  
[https://australia.icomos.org/wp-content/uploads/Practice-Note\\_Understanding-and-assessing-cultural-significance.pdf](https://australia.icomos.org/wp-content/uploads/Practice-Note_Understanding-and-assessing-cultural-significance.pdf) Accessed 29/03/2022

IFC 2012, Guidance Note 8 Cultural Heritage. Available online at:  
[https://www.ifc.org/wps/wcm/connect/9fc3aaef-14c3-4489-acf1-a1c43d7f86ec/GN\\_English\\_2012\\_Full-Documents\\_updated\\_June-14-2021.pdf?MOD=AJPERES&CVID=nXqnsJp](https://www.ifc.org/wps/wcm/connect/9fc3aaef-14c3-4489-acf1-a1c43d7f86ec/GN_English_2012_Full-Documents_updated_June-14-2021.pdf?MOD=AJPERES&CVID=nXqnsJp) Accessed 31/03/2022

IFC 2012, Performance Standard 8: Cultural Heritage. Available online at:  
[https://www.ifc.org/wps/wcm/connect/topics\\_ext\\_content/ifc\\_external\\_corporate\\_site/sustainability-at-ifc/policies-standards/performance-standards/ps8](https://www.ifc.org/wps/wcm/connect/topics_ext_content/ifc_external_corporate_site/sustainability-at-ifc/policies-standards/performance-standards/ps8) Accessed 11/04/2022

Legal information system of Regulatory Legal Acts of the Republic of Kazakhstan, The Law of the Republic of Kazakhstan, On Culture, dated 15 December 2006 No. 207. Available online at:  
<https://adilet.zan.kz/eng/docs/Z060000207>, Accessed 23/05/2022

Legal information system of Regulatory Legal Acts of the Republic of Kazakhstan, Environmental Code of Republic of Kazakhstan. dated 9 January, 2007 No.212. Available online at: <https://adilet.zan.kz/eng/docs/K070000212>, Accessed 23/05/2022.

Legal information system of Regulatory Legal Acts of the Republic of Kazakhstan 2012, Environmental Code of Republic of Kazakhstan. Available online at:  
<https://adilet.zan.kz/eng/docs/K070000212> Accessed 11/04/2022

Legal information system of Regulatory Legal Acts of the Republic of Kazakhstan, On the protection and use of historical and cultural heritage sites, Law of the Republic of Kazakhstan dated December 26, 2019 No. 288-VI 3PK. Available online at:  
<https://adilet.zan.kz/eng/docs/Z1900000288>, Accessed 23/05/2022.

UNESCO 1972, Convention Concerning the Protection of the World Cultural and Natural Heritage. Available online at:  
<https://whc.unesco.org/en/conventiontext/?msckid=648160dabb2811ecb3b6e204156cebe3> Accessed 13/04/2022

UNESCO 1994, Convention concerning the Protection of the World Cultural and Natural Heritage. Available at: <https://whc.unesco.org/archive/1994/whc-94-conf001-6e.pdf> Accessed 11/04/2022

UNESCO 2000, Riga Charter on authenticity and historical reconstruction in relationship to cultural heritage. Available online at: [https://www.iccom.org/sites/default/files/publications/2020-05/convern8\\_07\\_rigacharter\\_ing.pdf](https://www.iccom.org/sites/default/files/publications/2020-05/convern8_07_rigacharter_ing.pdf)

UNESCO 2003, Text of the Convention for the Safeguarding of the Intangible Cultural Heritage.  
Available online at:

<https://ich.unesco.org/en/convention?msclid=6c186ca9b9a411ec9d042b1f98173c5c> Accessed  
13/04/2022

Wipo IP Portal 2012, Kazakhstan KZ134. Available online at:

<https://wipolex.wipo.int/en/text/539187?msclid=b6aa69b1b9a311ecb328a3095b66d3f6>  
Accessed 11/04/2022

