

ICOMOS

Report on the ICOMOS Advisory Mission to Old Town of Galle and its Fortifications (Sri Lanka)

11 to 15 July 2016



REPORT ON THE ICOMOS ADVISORY MISSION TO
OLD TOWN OF GALLE AND ITS FORTIFICATIONS
(SRI LANKA)

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1 BACKGROUND

1.1 ACKNOWLEDGEMENTS

Thanks is due to a large number of people in Colombo and Sri Lanka who gave up their time to attend meetings and to discuss the various issues that were raised. In Colombo thanks are due to Mr Paskeralingam, Advisor to the Ministry of National Policies and Economic Affairs who chaired two meetings attended by senior members of staff from all the ministries concerned with developments at Galle.

In Galle thanks are due to Additional Secretary Ashoka Siriwardana, District Secretary Kodicara, Mr Ananda UDA Director of architecture for the southern province, Mr Samarasinghe chairman of the southern tourist bureau, Mrs Wasthanthi of the Department of Archaeology, Mr da Silva the secretary to Sri Lankan Cricket and his colleagues at the Galle cricket ground. Many thanks are due to Mr Tharanga and Mr de Silva and their colleagues from the Galle Heritage Foundation and to Professor Mandawala. Particular thanks are due to Mr. Susantha Abesiriwardana, Chief Planning Engineer and to Mr Nistahntha Weerasing chief engineer and their colleagues from the Sri Lanka Ports Authority. There are no doubt other people in Sri Lanka who deserve my thanks and apologies for missing out their names.

The advisory mission was arranged by Regina Durighello and Tara Bushe of ICOMOS International Secretariat in Paris.

1.2 BACKGROUND TO THE MISSION

The Old Town of Galle and its fortifications was inscribed on the World Heritage List in December 1988. The citations in the original ICOMOS evaluation (July 1988) were:

Galle provides an outstanding example of an urban ensemble which illustrates the interaction of European architecture and south Asian traditions from the 16th to the 19th centuries. Among the characteristics that make this an urban group of exceptional value is the original sewer system from the 17th century, flushed with sea water controlled by a pumping station formerly activated by a windmill on the Triton bastion. However, the most salient fact is the use of European models adapted by local manpower to the geological, climatic, historic and cultural conditions of Sri Lanka. In the structure of the ramparts, coral is frequently used along with granite. In the ground layout all the measures of length, width and height conform to the regional metrology. The wide streets planted with grass shaded by suriyas, are lined with houses, each with its own garden and an open verandah supported by columns – another sign of the acculturation of an architecture which is European only in its basic design.

The ICOMOS evaluation provides helpful background context, but this is no substitute for an agreed and adopted Statement of Outstanding Universal Value. This is something that should be addressed as a matter of urgency as it provides a basis for the appropriate management and protection of the property.

There have been a number of missions in the past to consider the state of conservation of the Old Town and its fortifications. In 1998 Professor Yukio Nishimura led a mission which noted that responsibility for the conservation of the fort rested with the Department of Archaeology and that what was needed was an articulated Master Plan for the Old Town to ensure that it could continue to develop as a living community without prejudicing its Outstanding Universal Value.

A mission in April 2001 by the Deputy Director of the World Heritage Centre noted the poor state of the Dutch Reformed Church.

A further mission was completed in May 2002 by Ron Van Oers a consultant at UNESCO's World Heritage Centre. This was to review the Management Plan which had been prepared by ICOMOS Sri Lanka and to generally consider how the management of the site can be strengthened and to look for possible opportunities for cooperation with the Dutch Government.

There were reports on the condition of the Old Town from the State Party in 2003 and 2009 and a further mission in 2008 (the 2016 mission has not seen the details of this – but it is referred to in the 2010 mission report).

A further mission was undertaken in February 2010 by Junhi Han (World Heritage Centre) and Rodney Melville (ICOMOS). The terms of this mission were to assess the state of conservation of the property, to consider the proposed port development, to clarify the position with regard to the illegal buildings on the cricket ground, to review the boundaries of the property and the buffer zone, to assess the progress made with the conservation and management of the World Heritage property and to review the recommendations of the previous missions. The main conclusion of the mission was that there had been disappointingly little progress since the previous mission in 2008. The main conclusions were much as previously reported. That there had been little progress with regard to the illegal buildings at the cricket ground, that the boundary and buffer zone need to be reconsidered. It noted that there appeared to be a continuation of illegal and inappropriate work to some of the properties in the Old Town and that there were still many buildings in need of major repair. It was also noted that there appeared to be a lack of appropriate experience to undertake the repairs needed in accordance with sound conservation principles. The mission did consider the proposals for the cruise ship terminal but concluded that there was insufficient information to come to any conclusion.

During this period a great deal of information was submitted by the State Party with regard to both the proposed passenger terminal in the port and with regard to the management of the World Heritage property itself.

Two ICOMOS technical reviews were carried out to review the information submitted. The first of these (submitted in June 2015) reviewed the new information submitted including the proposals for the reduced Port facility. The new documentation included the comprehensive document "Integrated Management System" and the draft Heritage Impact Assessment (HIA) together with additional information about the reduced proposals for the Port facility and breakwaters. The conclusion was a cautious welcome for the reduced proposals along with a request for some further information on points of detail.

The second ICOMOS technical review submitted in February 2016 was a response to the Heritage Impact Assessment (HIA) prepared for the Sri Lankan Ports Authority. This document prepared by Studio Thompson who are based in Morlupo in Italy is largely related to the potential impact that the proposed development of the port might have on the World Heritage property. The HIA is a competent document which is largely based on the *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, prepared by ICOMOS in 2011. The document has been prepared by a team who have experience of the management of World Heritage properties and heritage management in general.

The HIA does go a good way towards answering the outstanding questions that were posed by the June 2015 technical review and concludes with a general welcome of the proposed reduced Port facility. It concludes with recommendations:

- To allocate time and resources to a technical review of the proposed Port development with a view to moving it further away from Galle Fort.

- Further information on any possible development on shore in the present port facility area together with a review of potential developments elsewhere around the historic harbour area.
- A developed sustainable tourism strategy for the port facility, for the World Heritage property, for New Galle and an integrated offer for the Southern Province in general.

The ICOMOS technical review of February 2016 concluded that there was no fundamental objection to the development of the Port facility to accommodate passenger ships and that there was the potential for good from the advent of more tourism. It concluded that though there is some potential for damage to the Outstanding Universal Value of the World Heritage property the physical work to create the new landing stage and the breakwaters is less of a concern than the changes within the Old Town itself. The management of change within the Old Town remains a concern and the potential for damage to the cultural values of the Old Town as a living community by the advent of large numbers of tourists is a greater threat than the physical works in the harbour.

1.3 TERMS OF REFERENCE OF THE MISSION

The terms of reference given for the current mission are a general requirement to assess the overall state of conservation of the property and in particular to consider:

- (i) The proposed port development with specific reference to:
 - The large scale plans and photomontages of the proposed project
 - The findings of the Heritage Impact Assessment (HIA)
 - To consider the mitigation measures recommended by the HIA
 - To review how the project will be monitored during construction and in particular the appointment of a marine archaeologist
- (ii) The international cricket stadium
- (iii) The implementation of the Integrated Management Plan
- (iv) The progress made in reinforcing the management capacity of the Galle Heritage Foundation
- (v) The timetable for the implementation of the management plan
- (vi) The development of a tourism management strategy
- (vii) The question of the revision of the boundaries of the World Heritage property and the buffer zone

2 NATIONAL POLICY FOR THE PRESERVATION OF THE MONUMENT

2.1 THE LEGISLATIVE BACKGROUND

The protection of the buildings within the World Monument area and for a zone around it (equivalent to the WH property's buffer zone) is all the responsibility of the Department of Archaeology which administers the Antiquities Ordinance of 1948 (revised in 1998). The ramparts and a number of the buildings within the fort are under the legal ownership of the department – generally these buildings are occupied at present by various government organisations. The majority of the domestic buildings in the Old Town are privately owned and a number of these are Declared Monuments. The legislation provides that “No incompatible interventions are allowed within 400 yards of a Declared Monument” This means that full protection is provided (in theory at least) to all the buildings within the Old Town and within the buffer zone which stretches beyond the fort to encompass the whole of the cricket ground and the edges of the new town. The wreck sites discovered by the Marine Archaeology survey have

also been designated as declared monuments and these too are provided with a 400 yard protection zone.

The Department of Archaeology has a local office in Galle (based in one of the buildings in the Old Town). The Department has a Marine Archaeology Unit in Galle and it also manages the National Maritime Museum and the Maritime Archaeology Museum both of which are based in buildings in the Old Town.

The Ministry of Cultural Affairs administers the Central Cultural Fund which provides a good deal of the funding for the administration of the site and provides funds for grants for heritage protection. There is also the involvement of the Ministry of Tourism which through the local Ruhumu Tourist Board is responsible for the promotion of tourism and will have a significant part to play in the management of the tourism arising from the proposed new port facility.

Whilst the Department of Archaeology has the straightforward line of responsibility for the protection of the World Heritage property the day to day operation of the system is a good deal more complicated with various other parties involved. The Urban Development Agency (UDA), Galle Municipal Council (GMC) and the Galle Heritage Foundation (GHF) all have a role to play. The Urban Development Agency controls any proposed development with the administration of this devolved to the Municipal Council.

The Galle Heritage Foundation was established as long ago as 1994 with the remit to

“Preserve Galle Fort and its wall, establishing mutual cooperation and coordination among the people of Galle, making awareness among the people on protection of history, creating facilities for tourism and promoting it, upgrading traditional livelihoods and increasing consumer values”.

The intentions here are clearly good but it is probably fair to all parties to say that the protection of the buildings in the World Heritage property and the control of building work in the buffer zone has not been particularly effective in the past with a number of “illegal” building works of an inappropriate nature and not a great deal of control over minor works which erode the character of the Old Town.

2.2 THE PROPOSED MANAGEMENT STRUCTURE

There is a proposal in the Integrated Management Plan for a change to the way that all building work in the World Heritage property and in the buffer zone is managed. The proposal is to have a coordinated management system which becomes the responsibility of the Galle Heritage Foundation. This requires amendments to the Antiquities Ordinance and to the Galle Heritage Foundation Act. The intention is to provide for devolution of responsibilities to allow the Heritage Foundation to regulate all proposed building work, with the powers to stop inappropriate and/or illegal building activities, the power to have unauthorised building work rectified and/or demolished and in the limit to expropriate historic buildings which are considered to be at risk. This legislation has not yet been put in place - however, assurance was given by senior government officials that this will be put in place in the fullness of time. It was also confirmed that the provisions of the integrated management system have been adopted as official policy – which is certainly good news.

Encouragingly the system does appear to be working at a local level. Funding is being provided to the GHF and assurances were given that the “Task Managers” who are identified as the officers needed to deal with the day to day regulation of building works in the Old Town will be in place by the end of 2016. Mr Tharanga said, on behalf of the GHF, that the funding is in place for the appointment of these officers.

A Coordinated Working Committee (CWC) which is recommended in the Integrated Management Plan has already been set up and is meeting regularly. This is managed by the Heritage Foundation who will provide the secretariat for the Committee. The CWC will be chaired by a representative from the Department of Archaeology and will have representatives from the UDA, the GMC, the Local Police Authority (who are responsible for enforcing building regulations and dealing with any illegal building issues), the Southern Tourist Authority, The Sri Lankan Ports Authority and various other interested parties such as members of the Architecture Department of the University.

Assurances were given that the CWC was working well and that not only issues within the World Heritage property were being considered by the Committee but also developments in the wider area which could have any impact on the property.

2.3 THE RECOGNITION OF VALUES UNDER INTERNATIONAL TREATIES AND PROGRAMMES

The Integrated Management Plan (IMP) sets out the Conservation Principles to be followed and suggests that the first job of the Task Managers will be to complete an inventory of all the buildings in the World Heritage property which defines the individual characteristics of each building. The plan proposes the overarching principles that are set out as:

- To preserve and maintain all those elements and attributes that contribute to the value of the historic building/structure for which the monument has been listed and classified in the (individual building) inventory.
- To ascertain that all other elements and attributes are compatible and appropriate to the building/structure and its context.

The IMP sets out in some detail an elaboration of these basic principles – but the lack of a clear adopted Statement of Outstanding Universal Value (OUV) is a problem. With a Statement of OUV in place there will be a clear set of criteria that will make the judgements of the Task Managers and those who are monitoring their work a good deal simpler. It would be appropriate in the Integrated Management Plan to refer to some of the appropriate documents that will provide guidance to the Task Managers as to how to go about these assessments. At present the IMP does include a good deal of detail of the elements that will be recorded, the way that the Building Regulations will need to be implemented and possibly be amended. There are also guidelines for how inappropriate work or illegal work should be remedied. The nature and quality of the work and decision making will be improved by reference to the standards set out in documents such as the UNESCO *Recommendation on the Historic Urban Landscape* and the 2011 ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. It will be no simple task to assemble the information that is required by the IMP. The level of experience and knowledge of the Task Managers will be a critical factor in assembling a useful body of information. Their job will be a good deal simpler if they have a clear set of guidelines to follow which will be provided by reference to internationally agreed documentation. The work of the Task Managers will need to be moderated by the Heritage Foundation to ensure that the documentation and the judgements that have been made are of a consistent standard.

The IMP states that it will be the responsibility of the CWC to ensure that all other government agencies, occupiers of buildings and all residents in the Old Town are aware of the need for approval of any proposed works. This is clearly essential for the proper control of activities that may affect the Outstanding Universal Value of the World Heritage property. If the recommendations of the IMP are accepted (which apparently they have been) and are properly enforced there is clearly a basis here for the appropriate management of the property in the future.

3 IDENTIFICATION AND ASSESSMENT OF ISSUES

3.1 THE PROPOSED PORT DEVELOPMENT

Concerns have been raised over a number of aspects of the development of the port to provide a passenger terminal. Concerns have focussed on a number of factors that might damage the Outstanding Universal Value of Galle Old Town. A number of these issues have already been dealt with but the points that remain a concern can be broadly categorised as:

- The fact that the proposed new pier and landing area will have the effect of cutting the bay of the historic harbour in half
- That development in the port area will have an impact on the view across the harbour and will thus have an impact on the World Heritage property.
- That the breakwaters will have an adverse effect on the quality of the water in the harbour
- That the breakwaters will have an adverse effect on the appearance of the harbour when viewed from the fortifications of the Old Town
- That the work to create the new pier and mooring and to cut the channel and turning area will have potential adverse consequences for the marine archaeology of the various wreck sites in the harbour
- That blasting to create the new turning area and the approach channel could have an adverse impact on the structures in the World Heritage property.
- That there is the possibility, identified in the Heritage Impact Assessment, of creating a new quay further away from the Old Town.

These items were all discussed fully on site with the engineers from the Sri Lankan Ports Authority (SPLA). The drawings, computer generated images and the constructional cross sections were all considered. The sites of the new breakwaters and the new quay were inspected both from the ramparts of Old Galle, from the water and from the point at Rumassala. The conclusions about the various are described below:

i. The proposed new pier and landing area will have the effect of cutting the bay of the historic harbour in half.

This is to some extent true. There will inevitably be a visual impact from the new quay and landing area. The impact has been reduced by the scaled down version of the proposals. Clear assurances have been provided by the Chief Engineer representing the Sri Lankan Ports Authority that nothing would be needed as permanent structures on the quay or landing stage other than the leading beacon on the end of the quay and the mooring bollards. This does seem to be confirmed by the landing areas in the present port which is completely free of any structures, cranes, gantries and the like. The explanation is that the ships bring with them all that is necessary for loading and unloading. The quay will have some visual impact but it is relatively low lying (at 6.0 metres above the mean water level) and is at a good distance away from the WH property.

ii. That development in the port area will have an impact on the view across the harbour and will thus have an impact on the World Heritage property

Concern has been expressed about the possibility of the development of the port area to provide the necessary facilities for tourists disembarking from the ships and that any development in this area would have a visual impact on the WH property. An assurance was given by the Sri Lankan Ports Authority that the current large ship trade to the port would cease (Fig. 1). The current shipping (130 metre long carriers) dock to provide clinker to the adjacent cement works (which are quite a prominent feature on the skyline). The SPLA has agreed that it is incompatible to have the unloading of clinker in a tourist port

and this activity will cease (and probably the cement works will close). This leaves two large and attractive ranges of warehouse with clear open space internally under concrete vaulted roofs (Fig. 2). The intention of the SPLA is that any facilities needed will be accommodated in these warehouses, repaired and converted for the purpose. This seems to be an entirely appropriate solution and will make good use of what are an attractive range of buildings (Fig. 3). It would be appropriate to ensure that a sum of money, within the overall scope of the proposed port development, is set aside for the repair and refurbishment of this range of warehouses. An assurance was also given at the meeting with the Urban Development Authority that the CWC would be consulted about any future developments in the port area and that no development could take place which had been vetoed by the CWC.

iii. That the breakwaters will have an adverse effect on the quality of the water in the harbour.

The concern has been expressed that the proposed breakwaters would cause stagnation in the bay that forms the historic harbour. The tidal range in the bay is small so this could be a real concern. An assurance was given by the SPLA that they had completed hydrological modelling of the water flows in and out of the bay and this study had concluded that there would be no adverse effect on the water quality.



Fig. 1 Ship unloading clinker for the cement works



Fig. 2 Part of the range of the warehouses



Fig. 3 Interior of warehouse



Fig. 4 Part of the local fishing fleet

- iv. *That the breakwaters will have an adverse effect on the appearance of the harbour when viewed from the fortifications of the Old Town.*

There will be some visual impact from the proposed new breakwaters – though less, it is suggested, than shown by the computer generated images (CGIs) might suggest. The CGIs show both the breakwater and the quay as a bright white colour. The upper surface of the new breakwaters and quay is made up of concrete units with ‘fingers’ that interlock – so the surface will not be smooth and the colour may start off as white concrete but will be a dark brown/black similar to the rocks off the point of the Fort. The nearest point of the breakwater is something approaching half a kilometre from the rampart of the WH property and whilst there will be some change and no doubt some initial concern at its appearance it seems to be entirely probable that it simply becomes an accepted part of the seascape. It should be noted that there are considerable benefits likely to arise from construction of the proposed breakwaters. The natural harbour is exposed and can be rough. The breakwater will be of great benefit to the local fishermen and other vessels in providing a calm safe shelter (Fig. 4). It should also be remembered that Galle suffered severely in the 2004 Tsunami when some 8,000 people died and large sections of the town adjacent to the beaches were destroyed. The breakwater perhaps could not offer complete protection from such monumental threats but will certainly provide some protection from smaller natural events.

- v. *That the work to create the new pier and mooring and to cut the channel and turning area will have potential adverse consequences for the marine archaeology of the various wreck sites in the harbour.*

This does remain a significant concern, (and one which has also been raised by the World Heritage Committee itself at its most recent Session). There has been no advance in understanding the potential marine archaeology since the Impact Assessment prepared by the Western Australian Museum in 2007. The proposed works to create the new breakwaters, the quay, the turning circle for the ships and the new approach channel all avoid the known wreck sites which were identified by the Western Australian survey. The recommendations for desk based research into local record and British records such as Lloyds Register to see if further potential wreck sites could be identified has not been followed up. There does not seem to have been any further diving surveys to follow up the previous work. The best assurance that could be given by Mrs Wasthanthi was that the Department of Archaeology’s marine survey team will be closely involved in the construction work. They will have a watching brief on board the dredgers as the work is carried out. This assurance is not adequate; what is required is firstly, urgent implementation of the recommended desk based research and, secondly, appointment of a suitably-qualified marine archaeologist at an early stage, who can be responsible for evaluating potential impacts on marine archaeology, in accordance with previous recommendations of the World Heritage Committee and the recommendations of the HIA.

- vi. *That blasting to create the new turning area and the approach channel could have an adverse impact on the structures in the World Heritage property.*

This seems to be a worry that has been overstated. Looking at the detailed cross sections of the areas to be deepened to form the channel and turning area the actual amount of hard rock that will need to be removed by blasting is very small. The vast majority of the material can be removed by dredging. The small amount of material to be removed by blasting is at a good distance (more than half a kilometre at the closest point) away from the World Heritage property. This threat can be addressed through management measures, such as temporary installation of appropriate localised blast barriers.

- vii. *That there is the possibility, identified in the Heritage Impact Assessment, of creating a new quay further away from the Old Town.*

This was discussed with the SPLA and it does not appear to be a practical suggestion for a variety of reasons. The most significant of these is that the area identified in the HIA is

much shallower and so a great deal more blasting and excavation would be necessary. The site suggested by the HIA would be undesirably close to the coral reef around the Rumassala area and would interfere with an area traditionally used by the inshore fishermen. The suggestion in the HIA has not been followed up.

The Mission has concluded that the modified version of the new quay proposal will not have a serious detrimental impact on the Outstanding Universal Value of the World Heritage property. As the HIA indicates the harbour has a long tradition of shipping and the advent of the cruise ships represents the next stage in the evolving maritime history of Galle. The scale of the cruise ship themselves will have a much bigger impact on the harbour than the quay or breakwaters – however the cruise ships will be unlikely to remain in the harbour for more than a day at a time. It is appropriate for the new quay proposal to proceed, provided that mitigation measures, including those relating to marine archaeology, are implemented.

Perhaps the biggest impact on the Old Town and Fort of Galle will be the advent of the tourists off the ships. The arrival of large additional numbers of tourists has the potential to be a significant problem if it is poorly managed – but also has the potential to become a positive force if the additional dissertation can be managed in a way which generates significant income for the residents and for the Heritage Foundation.

The threat posed to the Outstanding Universal Value of the World Heritage property by the physical development of the port appears to be relatively minor compared with some of the ongoing problems within the area of the Old Town itself.



Fig. 5 The cricket ground in relation to the walls of the Fort



Fig. 6 Part of the 'illegal' pavilion



Fig. 7 The semi-ruined building housing indoor cricket nets



Fig. 8 Temporary building housing changing facilities

3.2 THE GALLE CRICKET GROUND

There has been no change to the cricket ground since previous missions raised objections to the buildings (Fig. 5). There are three significant buildings – the main pavilion – the Mahinda Rajapakse Pavilion named after the Sri Lankan president who supported the construction of the new pavilion after the damage caused by the Tsunami in 2004 (Fig. 6). Standing to the west of the main pavilion is the Galle Cricket Club Pavilion. To the east is the semi-ruined building which houses indoor cricket nets (Fig. 7). There are a variety of other small structures of a more or less temporary nature and a set of external cricket nets (Fig. 8). The whole ground is surrounded by a metal fence.

Mr da Silva, secretary of the Sri Lankan Cricket Council, came down to the ground from Colombo to discuss the present situation. The position of the national cricketing authorities is that this is a very popular ground both for club matches and for test matches. The next test match at the ground will be Sri Lanka against Australia in early August. Cricket is popular with local residents with as many as 10,000 people turning out to watch significant club matches and Test Matches (which also get a significant international audience).

It is, perhaps, worth reflecting a little on the ‘cultural heritage significance’ of the Cricket Ground itself. It is shown as an ‘esplanade’ on early maps. It is known that it was used as a race course in 1876 with a ‘Grandstand’ erected in 1892. The ground started to be used for cricket matches and was declared a ‘Stadium for Cricket in 1927 and has been in regular use by the Galle Cricket Club since that date. The first ‘First Class’ match was played on this ground more than 30 years ago and there have been regular test matches at the ground since 1998 with 23 having been played there in total to date. Given the length of time that cricket has been played here, its local popularity and its appearance on the world sporting stage the Cricket Ground is appropriately recognised as a place of cultural heritage significance. It could indeed be argued that the location of a cricket ground immediately adjacent to a military establishment epitomises much of the colonial heritage of the British era in Sri Lanka. However, the cultural heritage significance of the Cricket Ground must be considered and balanced against the Outstanding Universal Value of the Old Town of Galle and its Fortifications – being a property that is inscribed on the World Heritage List.

The new Mahinda Rajapakse Pavilion is very ‘unfortunate’ in its location as it obscures the view of the fort when approached from the town. This pavilion is a replacement for a previous pavilion which was swept away in the 2004 tsunami. The new building was supported by the then President of Sri Lanka and various international sporting figures contributed to finance its construction. The question of the legality of the cricket pavilion buildings was discussed at the meeting with representatives of the Urban Development Agency (UDA). They confirmed that in their view the new building had been erected illegally as it did not comply with the details agreed when permission was granted – it was not entirely clear from the discussion what the ‘illegal’ elements are though it appears to relate to the height of the building. The ‘objection’ to the building with regard to its impact on the World Heritage property is the scale and location of the building. The previous pavilion was smaller and set further to the west leaving a clearer view of the fortifications as one approaches the Old Town. Minor modifications to remedy any illegality are unlikely to improve the impact on this view.

The UDA also presented a scheme for a re-landscaping of the whole area in front of the Fort which envisages the removal of the fences and the opening up of the cricket field to all visitors. The UDA’s vision for the future of the landscape around the cricket ground did not appear to have been shared with the Cricket Club. They took the view, as put forward by Mr da Silva, that their buildings were all legal and fully agreed with the local authorities. He agreed that the semi-ruinous building used for indoor cricket nets would be demolished in due course – but agreed that the terraced seating which forms a part of the building was still in use. The cricket authorities had apparently heard nothing of any proposal to remove the fences and to allow

full access to the playing area. Their initial view was that this would be completely unviable – partly because of potential damage to the pitch and partly as they need the secure fencing to allow them to charge the crowds for admission to the grounds to watch matches.

There was the suggestion made during the meeting that it would be desirable to hold day/night matches on the Galle ground. This would involve the erection of floodlights which would be likely to cause additional adverse visual impact to the World Heritage property. This, of course, is not the first incidence of floodlights at a sensitive cricket ground. For example, planning permission has been granted on a temporary basis for retractable floodlights at Lords Cricket Ground, the home of the MCC in London.

The reality, or so it would seem on the basis of the information available to the Mission, is that it will be extremely difficult to resolve to the problem presented by the heritage impact of new buildings on the Galle Cricket Ground. The cricketing authorities clearly have influence and strong support and the cultural heritage value of the Cricket Ground is of value in its own right. The Urban Development Agency and the Co-ordinated Working Committee should be supported in its efforts to get a more open approach to the World Heritage property and attempt to convince the Cricket Authorities that there are ways to allow the general visitor onto the outfield without prejudicing the ability to keep the square in good condition

A pragmatic way forward would therefore be to seek acknowledgement from all relevant parties that the new Mahinda Rajapakse Pavilion was not erected in accordance with the relevant approval, but not to press for its demolition or alteration, on the basis that the new procedures and protocols are established which prevent similar impacts in future. It would be appropriate for both parties to acknowledge the status of the other. There is clearly cultural heritage significance of the Cricket Ground as well as a good deal of popular support for the game and the Galle Heritage Foundation and other authorities should acknowledge this. However this is a lesser significance than the status of the World Heritage property. In light of the impact of any development on the Cricket Ground (and specifically in relation to the Mahinda Rajapakse Pavilion) on the World Heritage property, the Sri Lankan Cricket Council and Galle Cricket club, should be requested to:

- (i) commit to a process and time frame for demolition of the semi-derelict indoor nets building;
- (ii) remove the other temporary structures on the edge of the pitch area (temporary changing rooms and a shipping container) immediately;
- (iii) deploy temporary fencing and stands when big matches are played and tickets must be sold, so that further visual impacts on the World Heritage property are avoided;
- (iv) consider potential floodlighting in close consultation with all interested parties; on the basis that if permission is granted it should be on a temporary and that only retractable floodlights would be acceptable; and
- (v) acknowledge that while the present buildings will remain for the time being that there will be no further building and that when the time comes to alter or renew the present pavilions this will occur in close consultation with the CWC and the World Heritage Committee and Advisory Bodies (as required by the *Operational Guidelines for the Implementation of the World Heritage Convention*, July 2015), to ensure that any future buildings do not intrude on the entrance to the Old Town, thereby affecting the Outstanding Universal Value of the property in the way that the present buildings do.

3.3 THE WORLD HERITAGE PROPERTY

The issues of the Integrated Management Plan, the capacity of the Galle Heritage Foundation to manage the property and a timetable are best considered together.

The progress in dealing with problems in the Old Town have been disappointing in the past – but there does now seem to be a real drive to take control of the management of the site and put in the necessary resources.

The Mission was assured at the formal meeting with the various heads of Government Departments present that the Integrated Management Plan has now been accepted as formal policy for the property. The plan does set out in some detail the way the property will be managed and how any work to buildings in the Old Town will be controlled. Essentially this puts the Galle Heritage Foundation in the key role as the secretariat for the Coordinating Committee of interested parties and through the ‘Task Managers’ the ability to be in day to day control of what is happening to the buildings in the Old Town. This will require changes to legislation to pass the necessary powers to the Heritage Foundation – but there does seem to be a willingness to cooperate between the various parties to ensure that building work is properly controlled.

Key to the control of building work are the “Task Managers” identified in the Integrated Management Plan. Assurance was given by Mr Tharanga, on behalf of the GHF, that the necessary funding has been provided through the Department of Archaeology to allow the six Task Managers to be appointed. They will be in post by the end of 2016. This should allow the detailed inspection of building work on site to ensure that it complies with permissions given and the set down standards for building work.

The Galle Heritage Foundation is starting to prepare detailed record statements of each building within the Old Town that will define its current configuration, history and significance. This seems to be an ambitious project which, if successful, will give a good baseline for the control of development and repair works. A start has been made on this by two Australian architectural students who are doing a placement in Galle at present. Whilst this is a good long term aim it is important to ensure that it does not deflect attention from current works.

A major initiative over the next few years is the removal of inappropriate Government offices and depots from the majority of the buildings in the Old Town that they now occupy. These are uses such as the Police Barracks, the Military depots (Fig. 9) and (potentially) the Magistrates Courts. The Galle Heritage Foundation expects to be able to replace these with more appropriate uses related to tourism. Whilst this is an interesting concept it is not entirely clear where the money for this work will come from. The most significant work that has been achieved in the Old Town in the last decade has come about with funding from the Nederland’s. There seemed to be a general assumption that further funding from international bodies would be available to help with this sort of large scale work – but no clear strategy that could be demonstrated as to how this fundraising would be tackled. Whilst there may be a real need to look for foreign assistance for some of the major repair and redevelopment projects this is going to require a focussed effort and a thought-through fund raising strategy.

One problem which is beginning to threaten the nature of the community and the buildings in the Old Fort is that fact that it has become “desirable”. The value of land in the World Heritage property is now ten times the value of land in the New Town. Indeed, the claim was made that the land values (and thus the property values) inside the Fort are now the highest anywhere in Sri Lanka. Inevitably this is driving out the old residents and newcomers with new businesses are moving in. An interview with a longstanding resident was arranged for the Thursday afternoon. This man had been born in the Old Town and had lived there for more than fifty years – but a few years ago his landlord (absent living abroad) had raised his rent to a level that he could no longer afford. He had been forced out to live in the New Town. He had previously made a living by selling filled roti from his house. He was now continuing to sell roti in the Old Town but from a mobile stall. This is, presumably, a problem for many popular World Heritage properties and it is difficult to see what, if anything can be done about it. The Galle Heritage Foundation have set up an organisation to represent the street traders (such as the

man interviewed) to organise pitches and to encourage traditional trades rather than tourist souvenirs. This is a sensible step – but is not going to stop the gradual transition from houses for the modest craftsmen into jewellery shops, fashion outlets and boutique hotels. This is probably the single biggest threat to the character of the Old Fort World Heritage property. This is not a problem that is unique to Galle. The Organisation of World Heritage Cities is holding a world congress in Gyeongju in 2017 which will focus on the future for local communities in such sites. It will be desirable for the Galle Heritage Foundation to be represented at this congress –and to follow the proceedings and any ideas and documentation that flow from it.

The Government, through the Department of Archaeology, is to continue to provide funding to run the Heritage Foundation. This already has a staff of twelve and the funding has been promised for additional Task Managers. It is not entirely clear where funding is to come from for some of the more significant projects – such as the conversion of the government buildings to more suitable uses nor the improvements to the National Maritime Museum. It would seem reasonable to ask the State Party for assurances that such funding will be forthcoming – this seems to be particularly appropriate for those buildings which have been occupied by government bodies such as the police and the military. It would also be desirable for the Heritage Foundation to have some money available to give grants to encourage residents to complete appropriate repairs to their buildings. This does appear to be happening to some degree at present – but there is real scope for development of such a programme as a way of getting a positive approach to the repair work.

There are some practical problems with the conservation and repair of the buildings where no satisfactory solutions appear to have been worked out. The most obvious of these is the roof tiles (Fig. 10). The traditional roofing material is a half round tile laid like roman ties with the lower course facing up wards and the two upper courses facing downwards. The tiles supported on timber battens on rafters. The suggestion is that the tiles are traditional laid without fixings and rely on self-weight to stay in place. There are a number of problems with the current approach. Many of the roofs have been covered in corrugated asbestos sheet (which is still being manufactured in Sri Lanka) as a waterproof base layer. Half Round tiles have been laid over the asbestos in the traditional manner (Fig. 11). It seems likely that traditional roofs were of a shallower pitch as the general problem seems to be that the tiles slip down the roofs leaving the asbestos exposed (Fig. 12). This does not affect the waterproofing and so there is little or no incentive for the occupants to replace the tiles. There is also the problem that the half-round tiles appear to have been manufactured to suit the gauge of the asbestos cement sheet – whereas the traditional tile is on a smaller gauge. Better the bigger gauge tile than stopping using them altogether – but this is changing the character of the Old Town buildings.

The National Maritime Museum is an example of a different problem. This is housed in a splendid range of early warehouses from the Dutch period. The roof covering has been replaced fairly recently. This is a traditional tiled roof laid on battens and with the underside exposed. This all looks very authentic but even though it is recent there are quite a large number of slipped tiles and daylight is visible in many areas (Fig. 13). This may be partly due to slippage or wind damage – but the curator suggested that it was caused by monkeys looking for a way in to the building. The result is a perpetual need for repairs and the porous nature of the roof means that it is impossible to control the temperature or relative humidity in the building. It would seem very appropriate to investigate a better way of fixing the tiles. There seems to be no reason why the bottom layer cannot be nailed to the battens and then the upper layers to partially bedded. This would not work with an asbestos cement under layer – but it seems to be thoroughly undesirable to be using this as a roofing technique. If a waterproof layer is needed, then there are better ways of achieving this – but if the tiles are adequately fixed then the traditional tiled roof should be suitably waterproof.



Fig. 9 Buildings currently used by the military and in very poor condition



Fig. 10 Modern version of traditional tiles seen from below



Fig. 11 Asbestos sheet under clay tiles



Fig. 12 Tiles slipped on an asbestos cement roof



Fig. 13 Daylight showing through the recently retiled roof of the National Maritime Museum

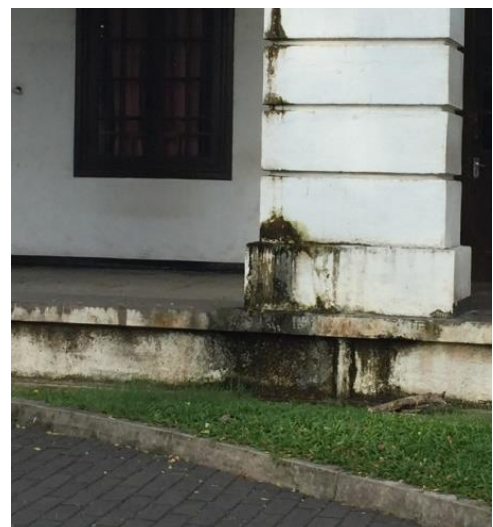


Fig. 14 Algae growth of only a few months since redecoration



Fig. 15 Problems with failing lime plaster

There is a similar problem with the limewash being used on the external faces of buildings. Some of the buildings have a large amount of mould and algal growth – which to the European eye looks as though it has been developing for many years. The reality is that in the warm wet climate we were looking at a mere six months since the wall had been decorated (Fig. 14). I was also told that there were problems with lime plaster being applied to the exterior of buildings – this reported to be failing rapidly and needing replacement (Fig. 15). Some experimentation is clearly needed to determine the best material to be used in this particular location. The binder being used in the limewash may be the problem – something that can probably be relatively simply remedied. The problems with the lime render seem most likely to be a question of workmanship – though, given the nature of the site, salt in the walls might be a contributing factor. The Heritage Foundation urgently needs access to the sort of technical ability to experiment and solve these practical problems. It would be appropriate to seek both expert technical advice and assistance with local capacity building from ICOMOS and/or ICCROM.

A timetable has been produced for the implementation of the Integrated Management Plan. This appears to be an updated version of a document seen before. It runs from actions in 2015 through to 2018 – some are labelled ‘completed’ and others as ‘ongoing’. The programme does set out a list of the major elements that need to be actioned. These range from the big issues such as the changes needed to legislation to practical things like *‘Establishing specific procedures, norms and guidelines for evaluating the stability of ancient and historic properties’*. It is not entirely clear who has ownership of this document – the Galle Heritage Foundation are the obvious candidates – but it does represent a good statement of position. An updated version should be prepared and submitted on an annual basis (while the property is subject to state of conservation reporting), so that the World Heritage Committee can see both the progress that is being made and any emerging challenges or issues. If this timetable could be incorporated within Galle Heritage Foundation’s annual report together with the proposed works programme for the following year this would provide a very good indication of progress.

There are a number of specific matters about which the World Heritage Committee should continue to monitor the state of conservation of the property. To that end, the State Party and/or other relevant agencies should be requested to:

- provide confirmation by the end of the year that the Task Managers are in place;
- submit the annual report of the Galle Heritage Foundation (which is required by the Integrated Management Plan), including both timetable of actions and proposed works programme, to the World Heritage Centre;
- support the preparation of a fundraising strategy for the Galle Heritage Foundation, which addresses the likely reliance on funding over and above what the Government can provide, and submit this to the World Heritage Centre; and
- establish an appropriate programme for developing the necessary level of expertise for overseeing the repair and conservation of the buildings. This program should include encouragement or sponsorship for professionals from the Galle Heritage Foundation to attend recognised architectural conservation programmes in other locations and might also include involvement of the Advisory Bodies.

3.4 A STRATEGY FOR SUSTAINABLE TOURISM

Professor Mandawala has been commissioned to prepare a document setting out a sustainable approach to tourism for Galle taking particular account of the potential impact of the different type of tourist that will arrive on board cruise ships. This is being prepared for the Southern Tourist Bureau. The document is in the course of preparation at present and Professor Mandawala gave an interim presentation to the Mission. This appears to be an appropriate document that will address all the issues. The finished document will be ready by the end of August. No doubt a little time will be needed for it to be assimilated by the various agencies who will be involved in its implementation – but it should be available for review by ICOMOS in the autumn. It was not apparent from the interim presentation how the theoretical and informative elements of the document will be translated through into a practical action plan which must be the desired outcome.

The State Party should ensure that the ‘Sustainable Tourism Strategy’ is completed, delivered, and then adopted and implemented as soon as possible, given the likely incremental effect of increased visitation arising from the proposed port development.

As noted in the HIA the advent of a larger number of tourists has the potential both for good and ill as far as the World Heritage property is concerned. There is potential for generating more interest in the property and as a result potentially generating return visits and extended stays. However, there is also the potential for a large number of visitors all coming into the area at the same time for short periods. This type of visitor is unlikely to generate any substantial revenue for the business and people in the Old Town and might indeed put off longer stay visitors. A core function of the Sustainable Tourism Strategy is to help all participants in the process to get this balance right and – where necessary – to make the difficult decisions as to how the everyday life of the living community can go on alongside the tourist influx. For example, questions about charging for access to the facilities in the Old Town or even the possibility of charging for access to the World Heritage property itself all need to be carefully thought through. There may well be a need to introduce new regulations to enable the necessary changes to be made to allow tourists to be charged which will require the support of the local authorities.

3.5 THE RECONSIDERATION OF THE BOUNDARIES

Previous reports have recommended that the positions of the boundaries of the World Heritage property itself should be reconsidered and that the ‘buffer zone’ should be extended. The boundary of the World Heritage property is clearly defined by the ramparts of the original fort. On three sides the boundary is surrounded by the beach, rocks and sea. The fourth side has a buffer zone extending some 400 yards from the walls of the fort taking in the whole of the Cricket Ground and the fringes of the new town. The existing state legislation gives a protected zone of 400 yards from any Declared Monument. No work is permitted within this area that would have any detrimental impact on the monument. The area around the World Heritage property is covered by this and it is understood that this is seen as a formal ‘buffer zone’ to the World Heritage property, the State Party should be asked to confirm this status. The area out to sea and into the harbour is not threatened with any development other than the known proposal for the breakwater and extended quay. The Department of Archaeology confirmed that the wrecks identified by the 2007 survey have all been given the protection of being recognised as Declared Monuments – this status giving them automatically a zone of protection of 400 yards (365 metres). This does give the wreck sites as much protection as they would have from being in an extension to the buffer zone around the WH property.

The area which would benefit from the extension of the buffer zone is the area stretching across the Cricket Ground and into the edge of the town. It is certainly very important to ensure that any future development or alteration work in the present ‘buffer zone’ area is properly regulated with full consultation with the GHF and the CWC before any work takes place. This

is an essential first step to the proper regulation of developments that may affect the World Heritage property. If this can be made to work effectively this would be a good first step towards an extension of the buffer zone to take in more of the adjacent area of the New Town.

The Urban Development Authority does have proposals for a programme of work on the area inside the buffer zone. This includes the landscaping of the area around the Cricket Ground, improving the frontages of the businesses that occupy the buildings on the main streets in the buffer zone area and producing an area which can best be described as a linear urban park. This all appears to be sensible and will represent a real improvement in the environment within the buffer zone area. It is not, however, clear how far this has developed as a scheme likely to be achieved. The Cricket Club who will be substantially affected seemed to be unaware of the proposals. It was also apparent that the improvement to the streetscape was going to be heavily reliant on persuading the owners/occupiers of the shops and offices to cover the costs of improvements to their buildings.

4 ASSESSMENT OF THE STATE OF CONSERVATION OF THE SITE

As noted above there has been progress with the issues that affect the site. The condition of the World Heritage property has been covered to some extent in section 3 above.

The Old Town is a pleasure to walk around and the layout of the streets and the general feel of the place still very much reflects the values that were first identified as making this suitable for inclusion on the World Heritage List. There is building work going on – not surprising given the very high land values – but nothing that is doing serious damage to the significance of the site. The walk around the walls is possible for virtually the entire extent of the fort and is clearly much enjoyed by both local people and tourists.

The walls are the responsibility of the Department of Archaeology who do have an annual repair programme spraying off vegetation and completing repointing. The walls generally seemed to be in good condition with the exception of one short collapsed section - however this looked like a collapse from a long time ago. There is no intention to rebuild this section of the wall.

Two examples of illegal developments were inspected (Fig. 16). Both of these are being pursued by the local police working in cooperation with the Department of Archaeology and the Heritage Foundation. The owners were being required to remove the illegal work – which is an encouraging sign that the Heritage Foundation is establishing some control over the nature of the proposed development and has (at present through other agencies) the power and the will to enforce appropriate building work.

Probably the most difficult element of proposed development to control is the type of business that is taking over premises in the Old Town and the work that they wish to do to maximise their appeal to visitors and to make their businesses profitable. As has been noted above the changing character of the businesses is potentially a threat to the cultural heritage of Old Town Galle as a 'living community'. The new businesses are things like jewellers, fashion clothing retailers, restaurants and boutique hotels. This must be a familiar problem for many World Heritage properties – where the success of the property and the ability to attract tourists pushes up land and property values driving out the original occupants. The Galle Heritage Foundation is well aware of this problem – but has limited tools available to do anything about it. They are certainly trying to ensure that any new development of shops respects the original form of the building and that the street front verandahs do not become filled in with shop windows.

There are a number of 'Boutique Hotels' opening within historic buildings. Whilst this can be an appropriate sustainable use for some of the historic buildings there is the problem that a great deal of internal alteration is needed to provide the sort of facilities that wealthy guests demand. There is also the dilemma of the type of visitor who needs to be encouraged to come to use these relatively expensive facilities and how they will relate to the potentially large number of day visitors that may be generated by the Cruise Ship market. This does point up the need for a sensible tourism strategy to be in place.

There are plans being discussed for the reduction of traffic inside the fort. At present there are no restrictions other than the size of the gateway (Fig. 17). Given that the town is full of pedestrians in relatively narrow streets any reduction in traffic movements is to be welcomed. It is understood that a one-way system is being considered along with a restriction on the size of vehicle and possible restrictions on the time of day that vehicles are permitted. Generally this must be welcome though there may be concerns about the impact of such restrictions on the 'living population'. There are good examples of spaces elsewhere in the world such as this where traffic management has been successfully dealt with.

The potential for traffic created by the cruise ships may not directly impact on the streets of the Old Town – but they may well have an impact on the need for drop off and parking spaces for coaches. A big cruise ship might have up to 2,000 passengers on board and the coach movements required to get them from the dock to the entrance to the Fort will have a major impact on the road system immediately surrounding the fort.

The removal of the Government, Military and other official offices from the old town is to be given a modest welcome. The buildings that were inspected that are occupied by government backed agencies were not in particularly good repair and there seems to be little doubt that better and more appropriate uses can be found. This, however, is provided the withdrawal is gradual – it seems unlikely that appropriate new uses and new owners can be found for all such buildings at short notice and it will not be beneficial to have these buildings standing empty for a protracted period. Given the poor state of some of these buildings it would be very helpful if some grant aid were available to help procure suitable tenants who will undertake responsible repair and alteration.

There are a number of derelict properties – some in a very poor state (Fig. 18). These are apparently absent owners who either do not care or who are simply waiting for the land values to increase to a point where they feel happy to sell. The problem may well be compounded by the practice of dividing property up between siblings – so some of these properties in poor condition may well have multiple owners.

It is understood that powers of compulsory purchase do exist (though not yet within the remit of the Heritage Foundation) – though there is a natural reluctance to go down this path – partly because of the potential for legal challenge (made more difficult with multiple owners) and partly through lack of funding to step in and do the necessary repair works.

The overall impression is that the qualities that were recognised in the original citation of the World Heritage property do remain intact. There has been some erosion of the overall quality by some inappropriate interventions (such as the infilling of verandahs) and by poor quality of work (such as the use of asbestos cement roofing and inadequately fixed tiles). However, there is also work to celebrate for its quality and the appropriateness of the intervention. There is nothing which has any major impact on the Outstanding Universal Value of this very special place.



Fig. 16 An example of illegal development



Fig. 17 All traffic and all pedestrians access to the Old Town through this gate



Fig. 18 A derelict property with a roof on the point of collapse

5 CONCLUSION AND RECOMMENDATIONS

5.1 CONCLUSIONS

The proposed Port development should be allowed to proceed, provided appropriate mitigation actions are taken.

The Port Authority has made significant changes to the original proposals which substantially scales back the scale of the development envisaged. There will be some changes to the appearance of the harbour but these will not adversely impact on the Outstanding Universal Value of the World Heritage property. Whilst there may be some visual impact on the natural harbour this will be relatively modest and at some distance from the tipoff the Fort. There will also be considerable benefits to the general users such as the local fishermen and the tourist ships, if properly managed do have the potential to bring much needed revenue into the area.

Doubts remain over the amount of investigation work that will be completed by the Department of Archaeology with regard to the identified wreck sites and the potential identification of other sites which might be affected by the proposed works in the harbour. The Department does have a marine archaeology division which is based in Galle and does include archaeologists who are trained divers. However, no information was forthcoming about the extent to which they could be involved in the monitoring of the construction work in the harbour. The previously-recommended desk based research should be undertaken as a matter of urgency. A suitably-qualified marine archaeologist should be appointed at an early stage, with clear responsibility for evaluating potential impacts on marine archaeology, in accordance with previous recommendations of the World Heritage Committee and the recommendations of the HIA.

Diving in the harbour on the wreck sites is being offered as a facility for tourists – so there is an incentive for all parties to carry out proper investigations and to have proper supervision and legislation in place before tourists start to dive on these sites in any numbers.

The possibility of unsuitable developments in the Port area does not seem to be a real concern in the foreseeable future. The port will be substantially improved by the closure of the cement works unloading facility. This will allow the demolition of the large industrial shed currently used to store material for the cement works. The proposal to put and facilities required for the passenger terminal into the concrete arched roof warehouses use credible and appropriate. These are attractive wide span unencumbered spaces that can accommodate a wide variety of uses. In the longer term, if the tourist port is a success, there may be some pressure for more developments at the port – but this seems to be a long way off and, assuming that the Coordinated Working Committee is doing its job any proposals for development will be brought before this committee at an early stage and the Heritage Foundation will be able to have a strong voice in expressing any concerns over inappropriate development.

The management of the potential tourists from cruise ships remains a concern. How large numbers will be managed and how they can be made to make a positive economic contribution to the site must be substantively addressed in the forthcoming Sustainable Tourism Strategy. This is an important document and the sooner this is available the better. All parties need to understand how the tourists will be managed, what the impact will be on the World Heritage property and the area around it. How will it be possible to get these day visitors to contribute financially. Various possibilities are being considered ranging from the possibility of charging to enter the Old Town (very difficult to do without disrupting the daily life of the Town) to having a joint ticket to a number of the museums and historic sites in the Old Town area.

The bigger threat to the Outstanding Universal Value of the World Heritage property comes not from the development of the port but from developments within the Old Town itself. This does seem to be a problem with no obvious immediate solution. It has become ‘desirable’ and, as such, commands high prices for land and buildings driving out the previous inhabitants. This is understood by the members of the Galle Heritage Foundation.

Noting that the State Party has adopted a 400-yard buffer zone, it would be appropriate to consider extending this zone through the area stretching across the Cricket Ground and into the edge of the town. Consistent with previous requests by the World Heritage Committee the final buffer zone should be submitted to the World Heritage Centre for consideration by the Committee and incorporation within the official UNESCO record for the property.

The Galle Heritage Foundation is central to the proper working of the Integrated Management Plan. However, the legislation which will give the Foundation the proper legal status it needs to properly fulfil its role as the manager of the site is still required. In the meantime, the successful monitoring of work that might affect the World Heritage property rests with the Coordinated Working Committee. Greater clarity is required around the funding of the Galle

Heritage Foundation – confirmation that funding has been put in place for the proposed ‘Task Managers’ and for what period this is guaranteed. The State Party needs to address the longer term funding for the Foundation and major projects. A business plan and funding strategy are required.

The Galle Heritage Foundation and their work should be supported in the short term through the Coordinated Working Committee to ensure that no further work is done which impacts on the World Heritage property.

There is a potential skills shortage with regard to repair of the historic buildings in the World Heritage property. Some of the earlier decisions (such as the approval of corrugated asbestos cement sheeting under the replaced roofing tiles) have not been a success. What is needed is both an understanding of conservation principle along with the confidence to look for solutions that work for the specific circumstances of the buildings in the Old Town. Assistance should be sought from ICOMOS and / or ICCROM for both expert technical advice and capacity building training.

The Integrated Management Plan which has been adopted as policy commits the Galle Heritage Foundation to preparing an annual report and a plan of works for the forthcoming year. A forward-looking timetable of future works and projects has also been prepared. These together can form a satisfactory basis for ongoing monitoring of the work to the World Heritage property. Copies of these should be made available to the World Heritage Centre on an annual basis as they are produced.

As far as the Cricket Club is concerned there seems to be little prospect of removing or modifying the ‘illegal’ buildings in the immediate future – nor does it seem likely that the club will agree to the sort of landscaping proposals suggested by the Urban Development Authority (UDA). However, the opportunity should be taken to ensure that future actions (both construction and events) at the Galle Cricket Ground are appropriately mindful of the OUV of the property and its setting. Specifically, the semi-derelict indoor nets building should be demolished, and other temporary structures on the edge of the pitch area should be removed, temporary fencing and stands should be deployed for large events, retractable floodlights may be considered, future plans to alter or renew the present pavilions should occur in close consultation with the Coordinated Working Committee and the World Heritage Committee and Advisory Bodies.

5.2 RECOMMENDATIONS

1. There should be no further objections to the revised and reduced proposals for the new jetty, quay and breakwaters, provided that appropriate mitigation measures, (particularly those relating to potential marine archaeology) are taken.
2. The Department of Archaeology should commission the previously-recommended desk based research as a matter of urgency and should appoint suitably-qualified marine archaeologist at an early stage, with clear responsibility for evaluating potential impacts on marine archaeology.
3. The State Party or Department of Archaeology should provide specific information on the monitoring and exploration of the potential marine archaeology which will occur during the works to create the new facilities in the harbour and should provide reports on the progress of the work and the details of any archaeological finds or investigations that have arisen as a result of the watching brief.
4. The State Party should consider extending the 400 yard buffer zone through the area stretching across the Cricket Ground and into the edge of the town and should submit the finalised buffer zone to the World Heritage Centre for consideration by the World

Heritage Committee and incorporation within the official UNESCO record for the property.

5. The State Party should ensure that the 'Sustainable Tourism Strategy' is completed, provided to the World Heritage Centre for review by the Advisory Bodies, and then adopted and implemented as soon as possible.
6. Details of the proposed alterations to the building in the Port area should be provided to the World Heritage Centre for consideration and review.
7. Copies of the annual report of the Galle Heritage Foundation, including the long-term projects timetable and programme for the following year in each case, should be submitted to the World Heritage Centre.
8. The State Party should provide an assurance that sustained ongoing funding will be provided for the Galle Heritage Foundation at a level that is commensurate with the Foundation's role and responsibilities.
9. A business plan should be prepared for the Galle Heritage Foundation, incorporating details of the fund raising strategy to be adopted for necessary conservation in the Old Town. The strategy should include both the raising of funds from tourists visiting the property and also a strategic approach to seeking funds from overseas.
10. The State Party should provide assurances that the Task Managers are in place by the end of 2016.
11. The State Party should be asked for confirmation that the Integrated Management Plan has been adopted as official policy and that necessary legislation will be put in place to ensure that it can function fully.
12. The Galle Heritage Foundation should pursue training and knowledge of conservation techniques for their staff (and in particular the knowledge base of the Task Managers who are likely to be critical to the good care and maintenance of the properties inside the World Heritage property). Expert advice and assistance with capacity building training should be sought from ICOMOS and / or ICCROM.
13. The Sri Lankan Cricket Council and Galle Cricket club, should be requested to:
 - commit to a process and time frame for demolition of the semi-derelict indoor nets building;
 - remove the other temporary structures on the edge of the pitch area (temporary changing rooms and a shipping container) immediately;
 - deploy temporary fencing and stands when big matches are played and tickets must be sold, so that further visual impacts on the World Heritage property are avoided;
 - consider potential floodlighting in close consultation with all interested parties; on the basis that if permission is granted it should be on a temporary and that only retractable floodlights would be acceptable; and
 - acknowledge that while the present buildings will remain for the time being that there will be no further building and that when the time comes to alter or renew the present pavilions this will occur in close consultation with the CWC and the World Heritage Committee and Advisory Bodies (as required by the *Operational Guidelines for the Implementation of the World Heritage Convention*, July 2015), to ensure that any future buildings do not intrude on the entrance to the Old Town, thereby affecting the Outstanding Universal Value of the property in the way that the present buildings do.
14. The State Party should commit to a timeframe for amendments to the *Antiquities Ordinance and to the Galle Heritage Foundation Act* which will give the legal power to the Galle Heritage Foundation for the management of the World Heritage property.

15. A comprehensive Statement of Outstanding Universal Value should be prepared for the property as a matter of urgency by the Galle Heritage Foundation, adopted by the State Party and submitted to the World Heritage Committee.
16. The Galle Heritage Foundation should be represented at the Organisation of World Heritage Cities World Congress in Gyeongju in 2017 which will be focused on sustainable futures for local communities.

6 ANNEXES

6.1 TERMS OF REFERENCE OF THE MISSION

Taking into consideration the decisions of the World Heritage Committee (38COM 7B.21, 37COM 7B.67, 36COM 7B.68 and 34COM 7B.72), the mission expert shall assess the overall state of conservation of the property and in particular issues relating to:

- A. The port development project:
 - Study the detailed large-scale plans and high-resolution, photo montages of the port project to be provided in advance by the State Party;
 - Review the recommendations of the Heritage Impact Assessment (HIA)
 - Discuss the implementation of mitigation measures recommended by the HIA and any others that are necessary to minimize the impact of the project on the Outstanding Universal Value of the property;
 - Review the monitoring proposals during the construction project, including the appointment of a marine archaeologist.
- B. The international cricket stadium project;
- C. The approval, legal status, implementation means and resources of the Integrated Management System;
- D. The progress made in the reinforcement of the management capacity of the Galle Heritage Foundation;
- E. The timetable for the implementation of the Management Plan;
- F. The development of a Tourism management Strategy;
- G. The progress with the revision of the boundaries of the World Heritage property and buffer zone.

On the basis of site visits and meetings with representatives of the State Party, the mission shall prepare for the State Party a mission report including analysis of the above mentioned points and recommendations.

6.2 MISSION WORKING SCHEDULE

Monday 11 July

- 21:30 LHR Londres Heathrow by Sri Lankan Air Lines UL 504

Tuesday, 12 July

- 12:45 (+1 day, arrival Tuesday 12th) Colombo Bandaranaike International Air Port
- 15:00 Reach to the Hotel / Nearby Colombo Fort
- 16:00 Kick off meeting in ERD chaired by Advisor to Prime Minister and with participation of Secretary MOE, Additional Secretary MOE / Secretary MSD, Additional Secretary MSD/ Director general UNESCO / Chairman SLPA / Director ERD / Chief Engineer (P&D) / DG Archeology/DG CCF / Additional Director (Tourism Board) / Member from cricket board / Galle Heritage Foundation / UDA/ Chairman SDB
- Back to Hotel

Wednesday, 13 July

- 07:30 Leave the hotel
- 09:30 Arrival to Galle / Meeting with Resident Manager (Galle)
- 10:00 Port visit (Land and Sea) / Participation with SLPA / Archeology / Marine division
- 12:00 Reach to the Accommodation Hotel for lunch
- 14:00 Meeting with Archeology / Galle Heritage foundation / Divisional Secretary / Municipal Commissioner Galle at GHF office
- 15:30 Site visit to the Galle Fort with SLPA, Archeology and GHF
- 18:00 Back to hotel

Thursday 14 July

- 08:00 Site visit to Rumassalawith SLPA
- 09:00 Meeting with UDA / Tourism Board / Ruhunu Tourist Bureau and Prof. Mandawala at Galle UDA office
- 11:00 Interview general public
- 12:00 Lunch
- 14:00 Meeting with SL Cricket at the stadium
- 16:00 Site visit to the Galle Fort with SLPA , Archeology and GHF
- 18:00 Back to the Hotel

Friday 15 July

- 07:00 Leave the hotel
- 08:30 wrap up meeting at ERD / Colombo by Advisor to Prime minister and with participation of Secretary MOE, Additional Secretary MOE / Secretary MSD, Additional Secretary MSD/Director general UNESCO / Chairman SLPA / Director ERD / Chief Engineer (P&D) / DG Archeology/DG CCF / Additional Director (Tourism Board) / Member from cricket board / Galle Heritage Foundation / UDA/ Chairman SDB and Prof. Mandawala
- 11:00 Reach to Bandaranaike International Air Port
- 13:05 Flight to Londres Heathrow UL 503

6.3 MISSION TEAM

Michael MORRISON
Architect
BA Arch RIBA IHBC
ICOMOS expert