

**ICOMOS Advisory mission to the World Heritage property
“Historic Centre of Lima” (Peru)**

MISSION REPORT

21 - 25 November 2022



Aerial View of the Historic Centre of Lima and Rimac River, Source: PROLIMA, 2021

ICOMOS
international council on monuments and sites

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Commission of Culture and Heritage of the Congress, and its Sub commission of the Historic Centre of Lima;
Luis Martín Bogdanovich, General Manager of Prolima;
Juan Manuel Parra, Prolima Project Guidelines Coordinator and responsible for the Executing Unit;
Juan Pablo El Sous, Prolima Technical Guidelines Coordinator;
Alejandro Gabriel Lapouble Barrios y Carlos Andres Davila Pinedo, Prolima staff;
Jose Mendez, Director of the Patronage of Rimac;
Enrique Lopez-Hurtado Orjeda, Coordination for the Culture Sector, UNESCO Peru.

Finally, the mission would like to thank all the staff, officials, civil servants, representatives of local, regional, and national organizations and residents for their support, guidance, information, and for the successful accomplishment of this mission.

List of Abbreviations

| | |
|---------|---|
| HIA | Heritage Impact Assessment |
| MP | Master Plan |
| OUV | Outstanding Universal Value |
| SOC | State of Conservation |
| SP | State Party |
| TOR | Terms of Reference |
| WH HCL | World Heritage Property Historic Centre of Lima |
| ATU | Urban Transport Authority for Lima and Callao |
| MC | Ministry of Culture |
| Prolima | Programme for the Recovery of the Historic Centre of Lima |

EXECUTIVE SUMMARY AND MAIN FINDINGS OF THE MISSION

The Historic Centre of Lima (ref. 500bis) in Peru, known as the “Ciudad de los Reyes” (City of Kings), is located in the Rimac valley, and was founded by Spanish conqueror Francisco Pizarro in January 1535 on the territories held by the Chiefdom of Rimac. Lima was the political, administrative, religious, and economic capital of the Viceroyalty of Peru and the most important city of the Spanish dominions in South America. The property was first inscribed on the World Heritage List in 1988 as a cultural property under criteria (ii) and (iv), under the name of “Convent Ensemble of San Francisco de Lima” and, in 1991, was extended and then inscribed as the “Historic Centre of Lima” under criterion (iv).

The purpose of the 2022 ICOMOS Advisory mission was to strengthen the technical approach to management and administration of the cultural and heritage resources of the Historic Centre of Lima for their preservation, as a basis for local development and territorial organization, in accordance with the guidelines of the Master Plan for the Historic Centre of Lima 2019-2029 (with a view to 2035), which in turn applies the normative guidelines of UNESCO. It was also to assess and provide follow up to the implementation of recommendations of previous missions and relevant decisions of the World Heritage Committee.

The World Heritage property is one of the oldest urban centres in the Americas, and one of the largest World Heritage properties on the continent. It is crossed by the *Rimac river*, encompasses two distinct administrative structures, Lima and Rimac and has a central position in relation to the greater city region. This results in very complex urban planning solutions and necessitates interinstitutional interactions and a balanced investment for the whole area. The Master Plan already addresses the World Heritage property in its totality, and its management and implementation should apply the same integrated approach to the whole property.

The State Party has accomplished advances regarding the implementation of the World Heritage property Master Plan. The Historic Urban Landscapes Axis I, achieved substantial advances, a testimony to the quality of Prolimas’ Municipal Archive, Documentation and Investigation Centre. The Archaeological Programme is encouraging awareness for important aspects of Lima’s past. The protection and enhancement of Lima’s rich intangible heritage is also being gradually addressed. The Risk Management and the Posterior Surveillance Sectors have been active, achieving a great number of stabilization and reinforcement actions in buildings, and an extensive project on the ordering and removal of disused aerial cables, with the withdrawal of 16 tonnes of cable. However, in spite of the achieved goals, due to the city’s dynamic nature and a lack of awareness, a great number of irregularities still need to be addressed.

Nevertheless the Master Plans’ implementation, the remaining axes II and III, that refer to “*Liveable and attractive centre with better housing conditions*” and the “*Metropolitan centre with a traditional and cultural character*” need to be addressed with a more integral approach. Despite repeated World Heritage Committees requests, there are topics that still need urgent attention. These are related to socio-economic aspects (precarious housing and inhabitability, inadequate uses, particularly wholesale trade deposits and uncontrolled commercial areas), appropriate HIAs and mitigation measures, with special attention to the complex transportation system that is in process; constitution of an autonomous executive unit with an operational Management Plan; improvement of participation and representation. There is also the need to include the World Heritage property in a wider integrated regional approach.

Extensive work has been undertaken on the recovery of landscape, built structures and urban spaces. The “Special Landscape Project of Rimac River” in the future may provoke positive changes to the quality of Lima’s landscape, but funding is still required, and attention must be

given to the feasibility of its implementation due to tight deadlines. It is noted that the necessary alignments of the River Rimac Reinforcement Project, that is being developed by the Authority “Reconstruction with Changes”, should be guaranteed.

The street image has been significantly upgraded, through the resurfacing of pedestrian zones and the installation of standardized urban equipment and street furniture. However, it is considered that the indiscriminate use of replicas of antique models should be avoided. There has been a focus on the gradual recovery of monumental facades such as in the recent pedestrianized areas. However, it is to be considered that this policy eventually hides the reality of problematic structures in regards to the maintenance and use of this vernacular heritage. Public outdoor spaces are being systematically enhanced, with detailed restoration of the artistic property, such as sculptures and fountains.

The pedestrianization of old Lima’s checkboard is an important achievement that should be complemented by sustainable parking in the boundaries of the property. However, a great problem to be addressed is the construction of irregular parking lots in demolished heritage properties, that are installed in the interior of the blocks in an uncontrolled and speculative way. Several abandoned or demolished buildings only maintain the street facades, causing a severe degradation of the historic urban fabric, and an undesirable reduction in the quality of life. A more balanced investment regarding the severe socio-economic conditions of the property should be considered, and addressed through an integrated socio-economic development plan.

Regarding the recent interventions of concern, the judicial conflict that halted the works on the Plazuela San Francisco is noted. The Cable Car Project to Cerro San Cristobal was resumed by the State Party and a corresponding HIA is expected. The mission also notes the increase of irregular occupation of Cerro San Cristobal, whose current presence is highlighted through the colouring of the built structures. Another issue of concern is the irregular and intense commercial trading activities which has expanded without regulation, and where damaging deposits from the wholesale activities provoke the expulsion of residents and unauthorized interventions, with an increase to the intensity of large vehicle’ traffic and risk of fire.

The State Parties’ progress is welcomed regarding the Minor Boundary Modification proposal which will include several monuments that are currently located in its buffer zone, within the property’s boundaries, as recommended by the 2017 Advisory mission, including the accurate updating of boundaries of the World Heritage property and its buffer zone.

I. THE PROPERTY

(Documentation is available at <https://whc.unesco.org/en/list/500>)

The Historic Centre of Lima, Peru (ref. 500bis), was first inscribed on the World Heritage List in 1988, as a **cultural property, under** criteria (ii) and (iv), with the name “**Convent Ensemble of San Francisco de Lima**” (Decision **12COM XIV.A**, session held in Brasilia, Brazil). In 1991, the property was extended and then inscribed as the “**Historic Centre of Lima**”, under criterion (iv) (Decision **15COM XV.E**, session held in Carthage, Tunisia).

The property’ Retrospective Statement of OUV was adopted in 2013, by Decision **37 COM 8E**, and it serves as the baseline and reference for the topics addressed in this report.

Retrospective Statement of Outstanding Universal Value

(Details in Annex 5 and <https://whc.unesco.org/en/list/500>)

The Historic Centre of Lima, known as the “Ciudad de los Reyes” (City of Kings), is located in the Rimac valley, and was founded by Spanish conqueror Francisco Pizarro in January 1535 on the territories led

by the Chiefdom of Rimac. Lima was the political, administrative, religious and economic capital of the Viceroyalty of Peru and the most important city of the Spanish dominions in South America. The city played a leading role in the history of the New World from 1542 to the 18th century when the creation of the Viceroyalties of New Granada (1718) and of La Plata (1777) gradually put an end to the omnipotence of the oldest Spanish colony on South America.

(,,)

Criterion (iv) *The Historic Centre of Lima bears witness to the architecture and urban development of a Spanish colonial town of great political, economic, and cultural importance in Latin America. It represents an outstanding expression of a regional cultural process, which preserves its architectural, technological, typological, aesthetic, historic and urban values adapted in terms of availability of materials, climate, earthquakes, and the requirements of society. San Francisco de Lima is an outstanding example of a convent ensemble of the colonial periods in Latin America and is one of the most complete.*

Integrity *Though seriously damaged by earthquakes (1940, 1966, 1970 and 1974), the area delimited as the Historic Centre of Lima has all the elements and physical characteristics that convey its Outstanding Universal Value, within a wide enough extension, including besides the urban tracing, the San Francisco Convent, and several testimonies of domestic, public, religious, military and industrial civil architecture from the XVII to the XX century A.D.*

Also, the urban and building characteristics remain in the buffer zone, where many constructions mainly from the XIX and the beginning of XX centuries A.D, are found that witness the urban development of the Historic Centre.

(...)

Authenticity *The authenticity of the Historic Centre of Lima is intact as it largely preserves the original features of its urban foundation design, as a checkerboard, and the expansion area from the XVI to the XIX century, including old pre-Hispanic paths heading North (Chinchaysuyo) and East (Antisuyo).*

Public, private and religious buildings generally preserve their architectural, technological, typological, aesthetic, historic and urban values, which are a result of the implantation of European styles from different stages of the city's historic evolution process from the XVI to the XX century. These buildings also adapted to the regional environment in terms of availability of materials, weather, earthquakes and society requirements. Likewise, the use, functions and traditions related to the city's life grant the Historic Centre its own character, singularity and identity. It represents a unique and unrepeatable expression of a regional cultural process, notwithstanding the earthquakes, real estate speculation and informal commerce, among other aspects. However, the conditions of authenticity are threatened by inappropriate interventions which will need to be controlled through the enforcement of precise regulations and guidelines.

Summary of the state of conservation by the World Heritage Committee

The World Heritage Committee has examined the state of conservation (SOC) of the property during 14 sessions, with the two last being the 43 session (Baku, Azerbaijan, 2019) and the 44 session (Fuzhou (China) /Online, 2021).

The last missions to visit the property were:

- Expert mission, Historic Centre of Lima in 1998
- ICOMOS Reactive Monitoring mission in 2003
- Joint World Heritage Centre/ICOMOS Reactive Monitoring mission in 2010
- Joint World Heritage Centre/ICOMOS Advisory mission in 2017

The State Party submitted a SOC report as per Decision **43 COM 7B.102** in December 2020, for review at the 44 session of the World Heritage Committee.

Regarding the SOC examined at the last session, by Decision **44 COM 7B.169**, the World Heritage Committee acknowledged the efforts of the State Party to address the recommendations of the Committee and of the 2017 Advisory mission, but noted, with concern, that the Heritage Impact Assessments (HIA) and mitigation measures for the complex transportation system that is being implemented, have not been concluded, despite

repeated requests. These projects may have a considerable impact on the Outstanding Universal Value (OUV) of the property and are being addressed **since 2009** (Decision **33 COM 7B.145**).

The Committee welcomed the approval of the Master Plan of the Historic Centre 2019-2029 (with a view to 2035), and the implementation of Interinstitutional Working Groups, but strongly recommended that the State Party maintain regular working groups that include stakeholders representing civil organizations from the social, economic, and technical sectors, as has been continuously requested **since 2004** (Decision **28 COM 15B.120**).

The urgent integration of the Urban Renewal Programme within an integrated Social-Economic Development Plan, that considers legal restructuring and housing renovation policies has been urged for a long time. Since **1994** (Decision **18 COM IX**), the Committee has asked for an Integrated Programme of Rehabilitation and Conservation, mentioning re-adaptive use, housing, and infrastructure. In **2003**, issues were referred to the Committee regarding insecurity, buildings in danger or abandoned and the need for a more balanced distribution of housing and commerce. In **2010**, after the joint Reactive Monitoring mission, the slum conditions, insecurity, traffic, and the need of a holistic, systematic and concerted approach was noted. This was reinforced in 2017 (**Advisory mission**), 2019 (Decision **43 COM 7B.102**) and 2021 (Decision **44 COM 7B.169**).

It is noted that the revision of the Historic Centre's Management Plan has been urged by the World Heritage Committee since 2003 (Decision **27 COM 7B.99**). Furthermore, this was reinforced in 2004, with the request to set up a Management Coordination Unit to implement the Strategic Plan, with full responsibility for implementing the projects, composed of all relevant institutions for the protection and development of the World Heritage property (Decision **28 COM 15B.120**). The request was reiterated several times, therefore the Committee strongly reiterated the constitution of an autonomous authority and given its large experience, encouraged the consideration of Prolima for this role (Decision **44 COM 7B.169**).

Furthermore, the Committee asked to submit for review the project for reconversion of empty lands in the district of Rimac, the Rimac River Special Landscape Project, and the project of the ongoing restoration works for Convent San Francisco and for the enhancement of San Francisco Square, recommending careful observation of the international preservation and intervention criteria. It welcomed the decision to discard the previous proposal of the Cable Car Project, which was one of the concerning developments highlighted in previous decisions and the **2010 Joint Reactive Monitoring mission**.

Finally, the Committee encouraged the State Party to submit a Minor Boundary Modification, proposal as recommended by the 2017 Advisory mission.

II SUMMARY OF THE NATIONAL MANAGEMENT SYSTEM

The National Policy for the Preservation and Management of the World Heritage property (WHP) was already addressed in the 2017 Advisory mission's report. The property encompasses Lima and Rimac, two distinctive administration units, that are addressed by one Master Plan. Meanwhile, the new Master Plan of the Historic Centre and its regulation were approved, but only the management unit for the Municipality of Lima was reinforced. The property still lacks an adequate management unit for Rimac, and an autonomous executive authority for the whole site.

Approval of the “Master Plan of the Historic Centre of Lima to 2029 with vision to 2035”, and its’ Single Regulation for the Administration of the Historic Centre of Lima”.

The “Master Plan of the Historic Centre of Lima to 2029 with vision to 2035” and its “Single Regulation for the Administration of the Historic Centre of Lima” was approved in December 2019, through municipal ordinance No. 2194-MML (the Master Plan is accessible at <https://drive.google.com/drive/folders/1PSNjwpubtXLcE7O7ETqvCRWvfSPxhsJp>), and its’ Regulations, by ordinance No. 2195-MML (available at https://drive.google.com/drive/folders/1CdX4EsG_dcdpevH-FXnICtl0w8lGE5GT). The conceptual guidelines for these documents were presented twice for review and addressed in the 2017 Advisory mission report (available at <https://whc.unesco.org/en/list/500/documents/>) and in the 2019 ICOMOS Technical Review.

The 2019 Technical Review advised to approve “*the Master Plan in its general concept, with detailed regulation for the physical and spatial aspects, which were addressed in Strategic Axis I.*” “*The Strategic Axes II and III, which aim towards the socio-economic development of the Historic Centre of Lima and its integration within the Metropolitan Area, could be approved as conceptual guidelines*”. The summary of ICOMOS’s analysis of these strategic axes was presented in its “Table 2 Historic Centre of Lima Master Plan 2018-2028 - Proposal, Analysis and Comments” (Annex 1a). The Technical Review also suggested “*the simplification of the written structure of the Decoration Code’s text, aiming to summarise similar intervention guidelines. This would allow management to be more efficient and would allow the conscious application of these regulations*”.

The approved ordinances are composed of a huge number of documents: The Regulation Ordinance 2195-MML (360 pages), and the MP Ordinance 2194-MML (approximately 2.500 pages with a great number of annexes). As ICOMOS has reviewed all preparatory content twice, it did not review the legally approved version as municipal ordinances.

The mission received information regarding the analysis of the Master Plan, prepared by ICOMOS Peru in 2019 and 2021 (Annex 7.B.2). The main issues addressed in these documents refer to reduced participation and communal consensus; scenic interventions; overvaluing the heritage of the past over the architecture of the XX and XXI centuries, and of the public place over the urban dynamics of the place. Other issues mentioned related to metropolitan / regional planning, physical and legal sanitation, habitability, socio-economic development, and governability.

Management Plan and an autonomous authority for the whole property

(Details in Annex 7.A. Folder 7.A.1 – archives 3 “Organización y Funciones Prolima”, 10 pgs; 6. “Propuestas Normativas”; 68 pgs.)

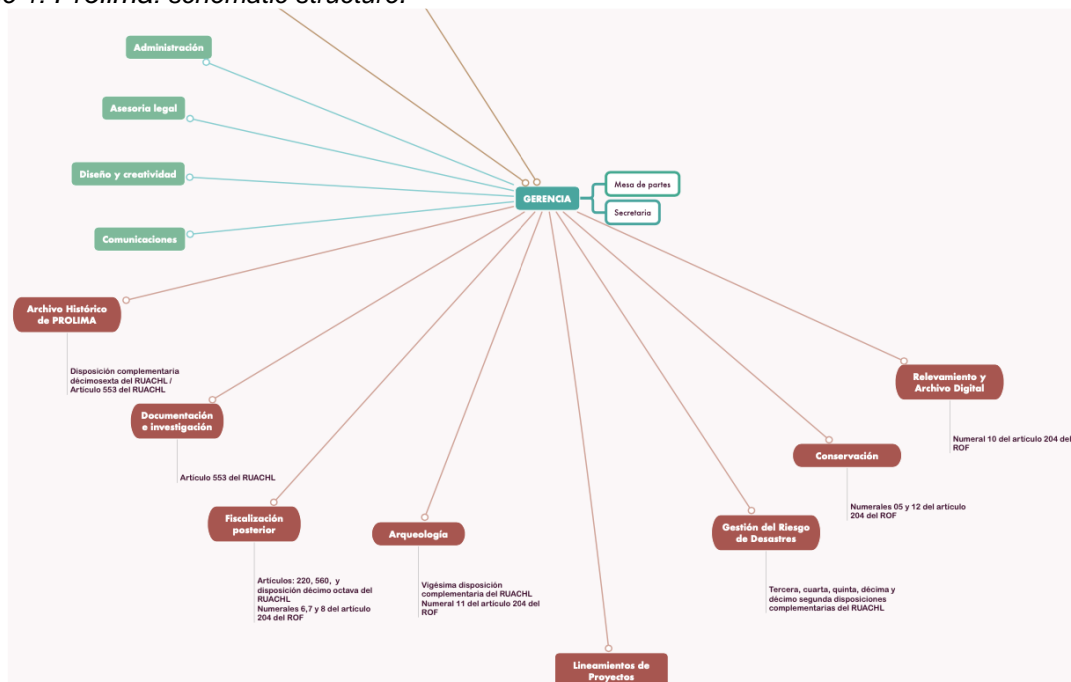
Regarding a unified management of the site, regulatory initiatives were developed at the level of the Metropolitan Municipality of Lima and in the Congress of the Republic of Peru. The *National Law n^a 31184, of 19/03/2021*, declared the recovery and enhancement of the WHP

HCL of National Interest, and constituted a **Special Commission** that would oversee the monitoring and coordination of the property, addressing the simplification of administrative processes, strengthening of the local government, promotion of social housing, funding and surveillance. This Commission still needs to be created by Supreme Resolution and has the participation of the Ministry of Culture, the Metropolitan Municipality of Lima, the Ministries of Economy, and Finance, of Housing, and the Municipality of Rimac. Additionally, currently a law is being formulated in the Congress that aims to strengthen Prolima as the responsible body for the conservation of the World Heritage property.

It is to note that the preparation of the Historic Centre’s Management Plan has been urged by the World Heritage Committee since 2003 (Decision **27 COM 7B.99**). Furthermore, this was reinforced in 2004, with the request to set up a Management Coordination Unit to implement the Strategic Plan, with full responsibility for implementing the projects, composed of all relevant institutions for the protection and development of the World Heritage property (Decision **28 COM 15.B120**). The request was repeated several times; therefore, the Committee strongly reiterated that the State Party constitute an autonomous authority and given its large experience, consider Prolima for this role. (Decision **44 COM 7B.169**).

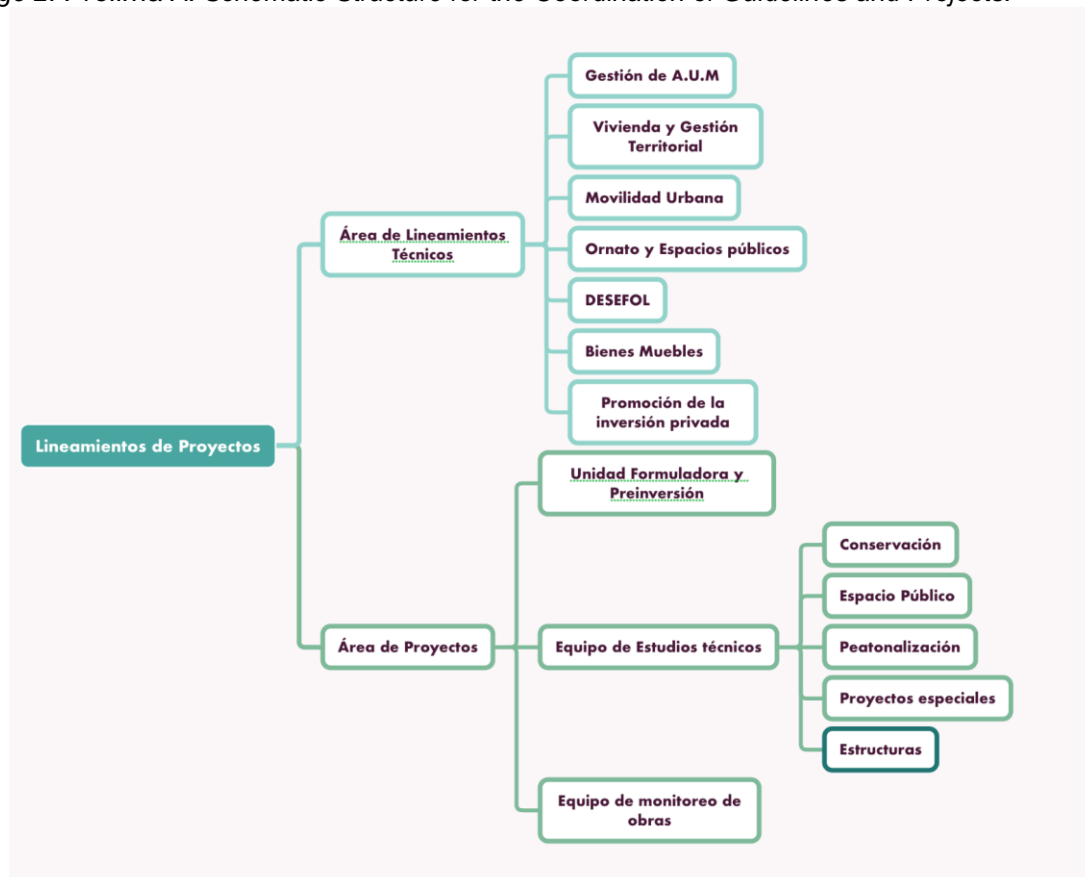
Prolima – *Programa Municipal para la recuperación del Centro Histórico de Lima* (Programme for the Recovery of the Historic Centre of Lima) was created as a decentralized body of the Metropolitan Municipality of Lima, in 1994, to promote the World Heritage property Historic Centre of Lima (WH HCL). The schematic structure for Prolima is shown in Image 1, and Image 2 explains the Coordination of Guidelines and Projects.

Image 1: Prolima: schematic structure.



Source: Prolima (November 2022)

Image 2: Prolima A: Schematic Structure for the Coordination of Guidelines and Projects.



Source: Prolima (November 2022)

Participation and Representation

The 2019 Technical Review considered that “successful initiatives are based on mutual agreement. In this regard, ICOMOS advises that the State Party establish a continuous process of discussions among all stakeholders: citizens, civil organizations, entrepreneurs, and public institutions. Plans are the result of a process that includes dialogue, but technical knowledge and scientific criteria are fundamental. Technical responsibility of a planning proposal is a serious issue to be undertaken and should be respected.”

Regarding Interinstitutional working groups, the State Party’s 2021 Annual Report informs that there were active working groups addressing security (Special Criminal Investigation Command); irregularities (Public Ministry and Judiciary); traditional knowledge (Ministry of Education); and special regulations for heritage properties (Ministry of Housing, Construction and Sanitation). According to the State Party 2022 Annual Report, the working groups “Non-Regulatory Buildings” and “Integral Group for the Protection of the Historical Centre of Lima” are pending.

Impact on the Outstanding Universal Value (OUV)

Although the World Heritage property is addressed by the same Master Plan, Lima and Rimac are distinctive administration units, so the interinstitutional integration needs to be handled at territorial and at functional / sectorial levels. The absence of a Management Plan for the property and the reduced participation on the administrative level, is a limitation to its harmonious development, that can be enriched through debates and contributions, based on diversity of experiences.

The implementation of management issues is an urgent matter and is being reiterated by the Committee since 2003 (Decision **27 COM 7B.99**), and reinforced in 2004, with the request to set up a Management Coordination Unit to implement the Strategic Plan, with full responsibility for implementing the projects, composed of all relevant institutions for the protection and development of the World Heritage property (Decision **28 COM 15.B120**). The request was repeated several times since then and in its most recent decision the Committee insisted again to constitute an autonomous authority and given its large experience, consider Prolima for this role (Decision **44 COM 7B.169**).

Besides encompassing two distinct administrative structures, this is one of the oldest urban centres in the Americas, and one of the largest to be nominated as a World Heritage property. The property is crossed by the Rimac river and has a central position in relation to the greater city region. This results in very complex urban planning solutions, and necessitates interinstitutional interactions, and balanced investments for the whole area. The Master Plan already addresses the World Heritage property in its totality, but its management and implementation require the application of the same approach to the whole property.

Institutional processes are central to most initiatives and are often crucial to their success. The implementation of projects in the HCL has increasingly shown its' inter-institutional nature, that is the basis for formulation, content, and implementation. An adequate coordination with other territorial instances (municipalities) should be achieved, as well as with diverse functions (national ministries). Although interinstitutional coordination is difficult to manage, when carried out properly it guarantees a better result from its initiatives. Therefore, institutional support is fundamental, to the extent that the projects that are implemented in the HCL are increasingly complex from the point of view of their technical components and required specialties.

Furthermore, apart from the Special Commission to be created, which is to be welcomed as an essential support for the monitoring / coordination of property, an Executive Unit should be defined, that operates in the framework of the Management Plan. This Executive Unit should be the responsible party for inter-institutional articulation and requires a Management Plan as an operational base, which establishes procedures to develop multisectoral and multi-institutional projects, and respective previous protocols, that define tasks and responsibilities of each instance, as well as the programs and schedules of the activities.

The informal management process, until now functioned mainly on an executive level and is gradually, and with some difficulties, being processed on an interinstitutional level. Aside from this fact, the mission team notes the reduced participation of representatives of civil organizations from the social, economic, and technical sectors of the community. This phenomenon has been an object of complaint by the sectors and represents a limitation to the harmonious and fluid development of the Master Plans' implementation. Therefore, it is considered strongly important to establish regular working groups, on an administrative level, composed of stakeholders and representatives of various organizations and institutions, to enrich this important process of recognition and awareness through debates and contributions, based on their diversity of experiences.

3. THE MISSION

This ICOMOS Advisory mission was carried out within the framework of the implementation of Decision **44COM 7B. 169**, adopted by the World Heritage Committee at its 44 extended session held in 2021 (Fuzhou (China) /Online).

The ICOMOS experts **MSc. Arch. Urb. Betina Adams and Dr. Eng. Oscar Figueroa**, carried out the Advisory mission from **21 to 25 November 2022** with the aim to strengthen the technical approach to the management and administration of the cultural and heritage resources of World Heritage property for their preservation as a basis for local development and territorial organization in accordance with the guidelines of the Master Plan for the Historic Centre of Lima to 2029 with a vision to 2035, which in turn applies the normative guidelines of UNESCO.

According to the Term of Reference, the mission's main objectives addressed the properties' current state of conservation in relation to recent recommendations made by the World Heritage Committee and ICOMOS Technical Reviews, as well as the progress made in the framework of the above referenced Master Plan. Particularly, the mission proposed to assess the progress and advise on the preparation of Heritage Impact Assessments (HIAs) of the components of the transportation systems within the World Heritage property and its buffer zone.

The mission welcomed that the presentations and debates occurred in different places, as in the Municipal Palace, Municipal Theatre, *Rosa Mercedes Ayarza* House and Convent of *Santo Domingo*. The visits occurred according to the schedule. Due to unforeseen circumstances, the inauguration of the restoration of the facade of the *N.S. de Soledad Church* took place on Wednesday, November 23rd.

On the last day, Friday, November 25th, after the conclusion of the previously foreseen activities, the mission was invited by José Méndez, Executive Director of *Patronato del Rimac* (Rimacs' Patronage), for a cultural event in Quinta de Presa, a potential component of the property which is now included in the State Parties' Minor Boundary Modification Proposal. This was an opportunity to get to know the property and experience some of the cities' rich intangible heritage.

Complementary, the mission had meetings with members of ICOMOS Peru. The mission was invited for dinner by the representative of UNESCO in Peru, Guiomar Alonso Cano together with Enrique Lopez-Hurtado Orjeda, coordinator of its Culture Sector. The mission team also met with the future mayor of Lima, for 2023-26, Mr. Rafael López Aliaga.

The Mission report is followed by Annex 1 with the illustrations taken during the visit to the site.

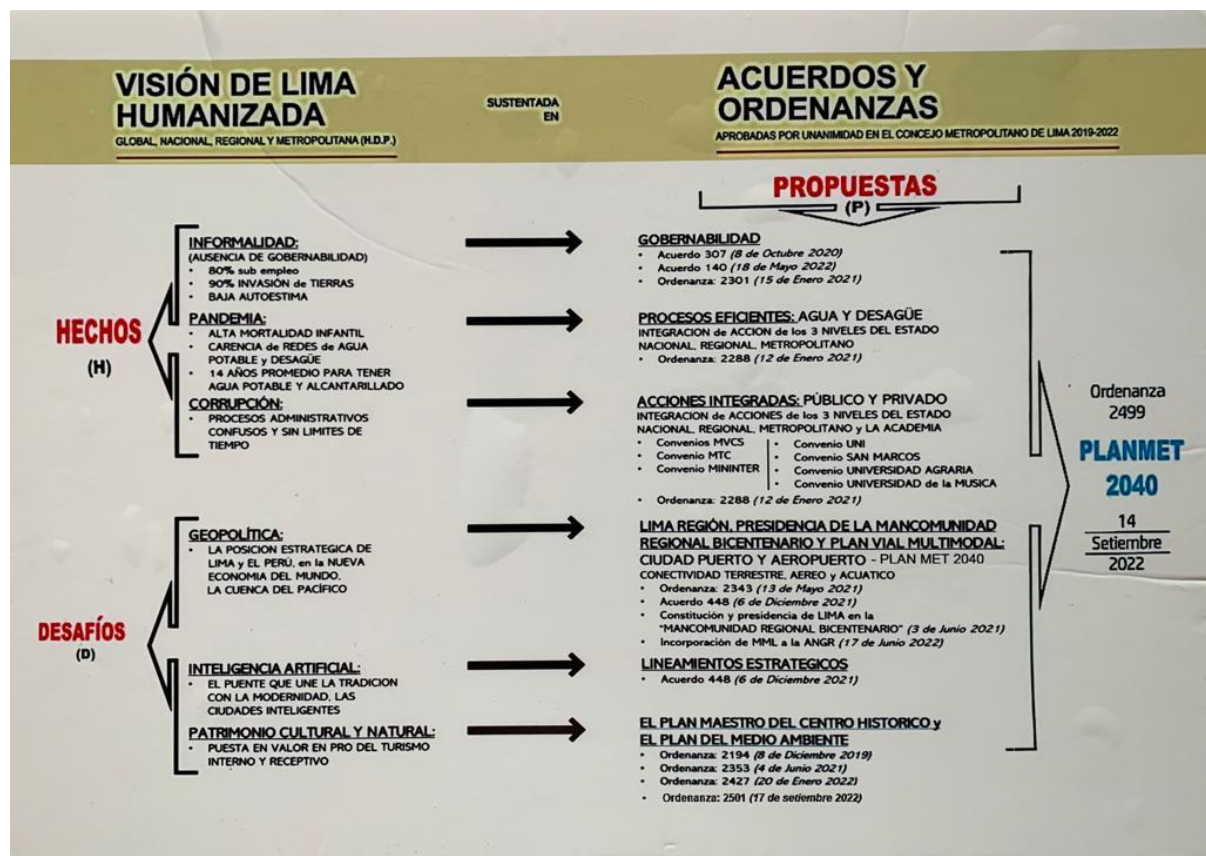
4. ASSESSMENT OF THE STATE OF CONSERVATION OF THE PROPERTY

Introduction

The Metropolitan Municipality of Lima is working within a concept of “Humanised Lima” at global, national, regional, and metropolitan level, which is based on “Agreements and Ordinances”, that were unanimously approved by the Lima’s Metropolitan Council (2019-2011). Considering realities such as informality, pandemic and confusing, not operational or articulate administrative processes, the obstacle is how to take advantage of the geo-politically strategic position of Lima and Peru, regarding the new world economy and considering its location in the Pacific basin. Therefore, artificial intelligence is to be considered as a bridge that unites tradition and modernity – and so, creates “intelligent cities”. Furthermore, it highlights the enhancement of the cultural and natural heritage for domestic and inbound tourism.

To this end, since 2019, agreements and ordinances were put in force, that address governance, efficient processes, and integrated public-private actions. Lima’s’ presidency of the bicentenary regional commonwealth and multimodal road plan: port city and airport in the framework of PLANMET 2040, promotes land, air, and water connectivity. Furthermore, strategic guidelines were established, complemented with the recently approved Master Plan of the Historic Centre and the Environmental Plan (Synthesis was given by Mayor Romero at the Missions’ welcome speech. (Image 3)

Image 3: “Vision of Humanised Lima based on Agreements and Ordinances”. Synthesis of the Urban Policies.



Source: Miguel Eugenio Romero Sotelo, Mayor of the Metropolitan Municipality of Lima

Regarding the response to the Terms of Reference (TOR), item 4 addresses the state of conservation of the property regarding the Transportation System and Mobility and its

requested Heritage Impact Assessments; the Master Plans' Implementation; the Archaeological Protection and Enhancement Programme; the Special Landscape Project of Rimac River, as well as the urgent need to address serious socio-economic issues due to precarious housing, risk, inadequate uses, property ownership, among others.

Concerning interventions, concern relate notably to the conflicts regarding Plazuela San Francisco and the SP maintained intention of developing the San Cristobal Cable Car Project. The SPs' proposal regarding the Minor Boundary Modification and the accuracy of the World Heritage property's boundaries is concluded for submission to the World Heritage Committee. The requests regarding management, such as the establishment of autonomous Coordination Unit and the Management Plan was already addressed in item 3.

(The power point presentations made for the Mission are in Annex 7A -Information received from the SP: Folder 7.A.1 - Mission UNESCO 2022)

4.1 TRANSPORTATION SYSTEM AND URBAN MOBILITY

4.1.1 Transportation System

(Details in the SPs' 2022 SOC and in its Annex 1 and in the Missions' power point presentations: Annex 7A, Folder 7.A.1 archive 16. "Linea 2 del Metro de Lima (ATU)", 37 pgs., and Folder 7.A.3)

Large transport infrastructures must cross the HCL, resulting in various impacts on the World Heritage property. These impacts range from the overlapping of functions and infrastructures, effects on the landscape, as well as severe urban and environmental impacts, such as noise, vibrations, emissions, congestion, barrier effect, etc...

Created in 2018, the Urban Transport Authority for Lima and Callao (*Autoridad de Transporte Urbano para Lima y Callao - ATU*) is a specialized technical body attached to the Ministry of Transport and Communications, whose objective is to organize, implement and manage the Integrated Transport System of Lima and Callao (*Sistema Integrado de Transporte de Lima y Callao - SIT*), the urban public transport system that operates in Metropolitan Lima, and comprehends the cities of Lima and Callao. The ATU is the competent body to plan, regulate, manage, supervise, audit, and promote the efficient operation of SIT, to achieve an integrated network of mass urban land passenger transport services.

The Lima transportation system has undergone significant development and progress during this century, which has made it possible to modernize the public transportation supply, shortening travel times and improving circulation conditions, although they are still in critical condition. Lima formally incorporated the first line of the Electric Train (Metro) that had been previously built but was not operational. Likewise, a BRT system (COSAC, also called *Metropolitano*) was implemented, and is composed of articulated buses circulating on reserved roads.

The first line of the Metro was built on an elevated viaduct and, since then Line 2 (underground) is under construction, as the extension of a branch (Line 4) to Callao. Line 3 is projected, but still without works, and there is currently a plan for long term development. As for the BRT, there is also a development plan that has not progressed so far since it has been necessary to coordinate the actions of the Metro with the *Metropolitano*.

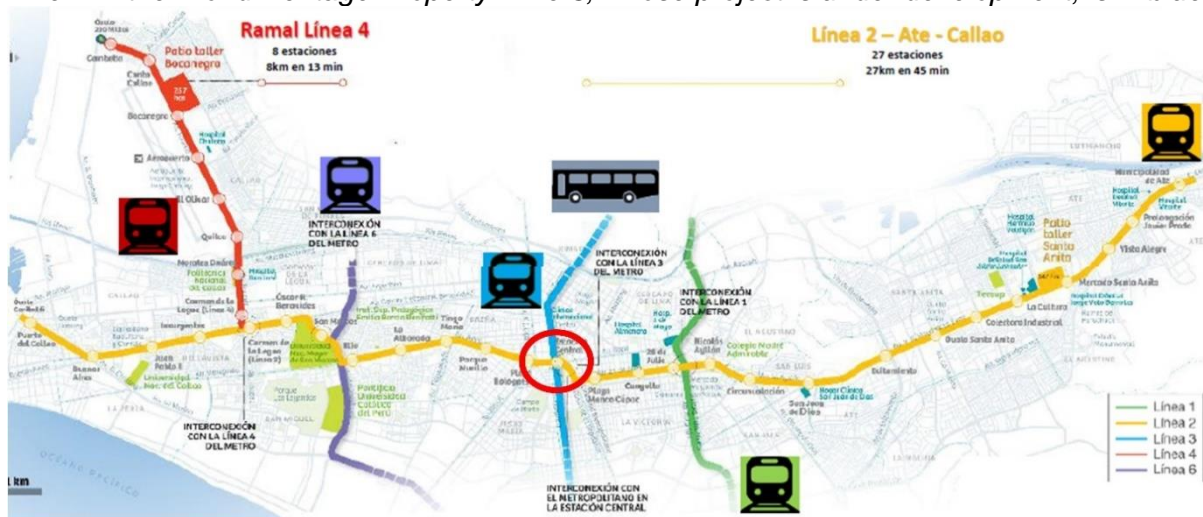
This is the result of the creation, in 2018, of an integrated authority between Lima and Callao (ATU), which has made it possible to organize public transport at the metropolitan level. Indeed, previously the planning was fragmented, and the initiatives did not have sufficient coordination, not only in the organization of the two mass transport systems, but also in the process of granting concessions for public transport routes to the lower capacity system. ATU

has promoted an effective Integrated Transport System (ITS) that has made it possible to gain efficiency in transport in the metropolis.

In the same way, the management and promotion of capacities for the high-capacity road infrastructure has been improved, the best example of which is the *Línea Amarilla* (Yellow Line), the highway tunnel that runs 1.8 kilometers through the centre, under the Rimac River. However, all these advances have not been able to solve or reverse the mobility problems of the city and especially in the HCL. The congestion worsens, the progress rates of works are still slow, and the generation of patrimonial impacts is produced by omission or by a poor management of the projects.

In the case of Lima, these impacts are represented by the development of the Electric Train (Metro), especially Lines 2 and 3, whose studies are at different levels of development and the *BRT Metropolitano* system, with some stations installed on HCL streets. The Image 4 of the Map of Metro System in the Metropolitan Region shows approximately the area of the World Heritage property.

Image 4 - Map of the Metro System of the Metropolitan Region of Lima. The red circle shows Line 2 in the World Heritage Property. Line 3, whose project is under development, is in blue.



Source: Annex 7A, Folder 7.A.1 archive 16. “Línea 2 del Metro de Lima (ATU)”, pg.8

Status of the Transportation Projects

- BRT *Metropolitano* (COSAC) - Prolima is developing a project of Urban Insertion for the stations within the Historic Centre of Lima (2022).
- Metro Line 2 – Central Station project and its ventilation shafts - The HIAs on the Central Station and its ventilation shafts are at the draft level and will be addressed below. They received a favourable opinion from the Ministry of Culture. To date, Prolima has not expressed its opinion. (Image 5b shows the location of *Plaza Bolognese* and *Central Station*).

- Complementary Transport “*Corredor Electrico Colonial*” (Colonial Electric Bus) will integrate Lima’s Centre and Callao, through the axis of Av. Colonial, according to the old electric tramway’ route of 1906. (Image 7)

Image 7 – Route of the “*Corredor Colonial*” Electric Bus, that connects Lima’s Centre to Callao



Source: Annex 7A, Folder 7.A.1 archive 16. “*Línea 2 del Metro de Lima (ATU)*”, pg.32

The Electric Train Subway System (Metro)

The Electric Train is a subway system, whose first line was built on a viaduct. Line number 2, conceived as underground, is currently being built. The combination of both systems, the Electric Train with the *BRT Metropolitano* occurs at the Central Station (Grau). The final engineering details are not developed, but they include two critical aspects: the access to the underground of Central Station and its air intakes, that probably will be located on Av. Garcilaso de la Vega, and the details regarding the following station “Plaza Bolognesi”. Line 3, which must cross the centre from north to south, does not have detailed definitions, which makes it impossible to know and manage the accesses that will be built. Although HIAs are presented concerning the Metro projects, its institutional pattern for approval is not defined.

It is noted that the original inauguration date of the Electric Train project was for 2020, but it has been progressively delayed, and now, its commissioning is expected for 2025. The original investment was estimated around 5,600 million US dollars and current estimates have risen to 7,000 million. In addition, the second line of the *Metropolitano*, which had already been designed, had to be canceled as it overlapped with that of the Electric Train, therefore, the proposed integration station between the two lines of the Electric Train is not planned.

REPORTS ON HERITAGE IMPACT ASSESSMENTS (HIA)

According to the information accessible regarding the Heritage Impact Assessments, two evaluations were received, both regarding Line 2 of the Electric Train (Metro): one refers to ventilation shafts 12 and 13), and the other refers to the Central Station (Station 13). No HIAs were presented for the *Metropolitano* (BRT / COSAC) and for the highway *Línea Amarilla*. The future projects for “*Corredor Electrico Colonial*), Metro Line 3 and a cable car to Cerro San Cristóbal, that are intended to be developed, will also need HIAs.

Regarding the *Metropolitano* high-capacity corridor, there has been no new works added to the first line. The *Metropolitano*’s second line that was projected, has been postponed because it overlapped with Line 2 of the Electric Train. The *Metropolitano*’s stations that are within the boundaries of the property, need evaluation through HIAs regarding their insertion in the

heritage surrounding. In particular, *Jirón de Unión Station*, with a high urban impact, should be redesigned in a more harmonious solution with its surroundings. Although it is reiterated that no HIA study nor project has been received at the time of publication.

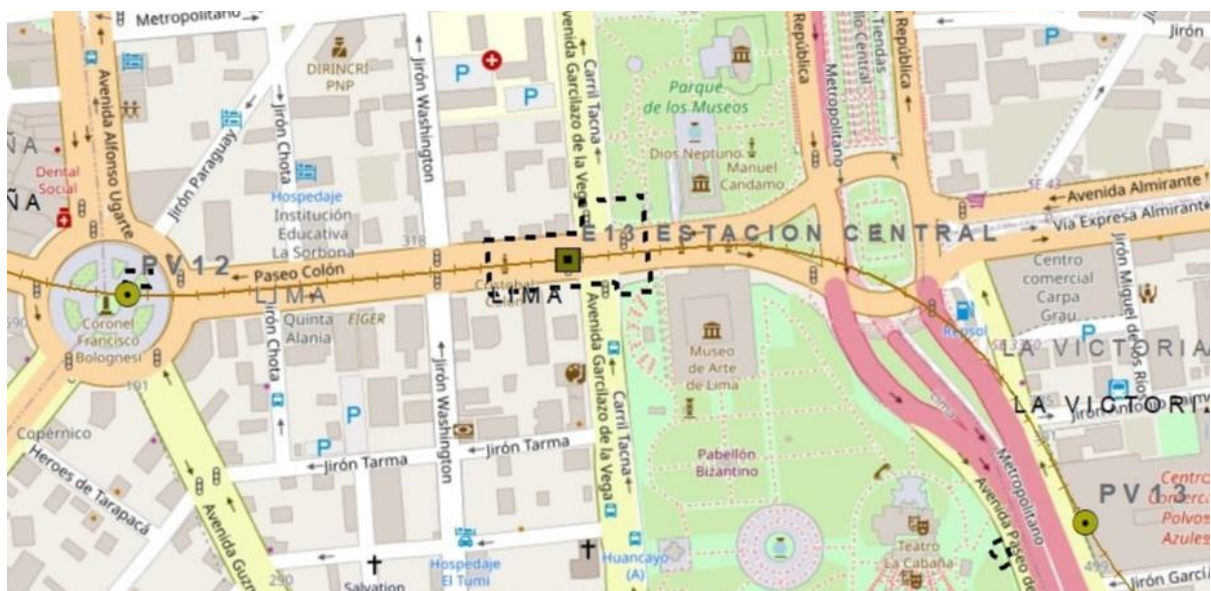
The *Plaza Bolognesi* and *Central* stations of Line 2 of the Electric Train are under construction (*Central*) or soon to be built (*Plaza Bolognesi*). Although there are HIAs for *Estación Central* and for the ventilation shafts of *Plaza Bolognesi* Station, the final details of the works are not well known. A synthesis of the HIA study is in Annex 1b (Heritage Impact Assessment (HIA) Metro Line 2 - “*Paseo Colon Central Station*” and “*Plaza Bolognesi PV12 and PV13*”).

Line 3 of the Electric Train is still in contract negotiations; and the work is expected to begin in 2026, and to finish in 5 or 6 more years. Except for an approximate idea of the stations, there is no specific engineering in this regard. It is noted that in general, there does not seem to exist a protocol document that establishes a solution, that can be objectively evaluated, with the agreement of the parties. There is no information on the subsequent treatment of the HIAs and whether they have been known and/or approved by the counterparties.

Linea Amarilla is the 1.8-kilometre section of the *Express Route* that is built underneath the Rimac River, in the HCL area. The concessionary company affirms that the tunnel condition is related to the World Heritage status of the property, but there is no evidence in this regard. It is located between *Av. Tacna* and the *Huánuco* Bridge and crosses under four existing historical bridges (*Balta*, *Ricardo Palma*, *Trujillo* and *Santa Rosa*). There is no official assessment of the impacts, particularly of the surface sections that connect with the tunnel. Similarly, the order of the evaluation procedures and the routines they should contain do not seem to be defined.

HIA ON METRO LINE 2: “*Paseo Colon Central Station*” and “*Plaza Bolognesi*”

Image 8 - Lima: Location of Bolognesi Station (PV 12 and PV13) and Central Station (E13) of Metro Line 2



Source: Annex 7A, Folder 7.A.1 archive 16. “*Linea 2 del Metro de Lima (ATU)*”, pg.10

Heritage Impact Assessment on *Plaza Bolognesi* Ventilation Shaft PV12 and PV13 - “Metro Line 2” Project

The PV12 ventilation shaft is in *Plaza Bolognesi* and the PV13 ventilation shaft is located on Av. Paseo de la República, close to the Lima Art Museum. PV12 presents a greater impact on heritage since it is inside the green areas of the *Bolognesi* oval, although separated from the sculptural group dedicated to Francisco Bolognesi, and clearly far from any movable or immovable property that surrounds the square. (Image 8)

The report has been developed under the ICOMOS "Guidance on Heritage Impact Assessments for Cultural World Heritage properties", of January 2011, the guidance of the Directorate of Cultural Heritage of the Ministry of Culture, and the directions of Historical Heritage and World Heritage.

The HIA first carries out a technical reading that allows the evaluation of the different attributes of the components of the Monumental Urban Environment, as well as the understanding of the historical evolution of the site, the construction technology, the changes of use of the site and the transformation of public space. The main objective of the study is the identification and assessment of the impacts on heritage that will occur in the monumental urban environment, *Plaza Bolognesi*, during the execution of the works of the ventilation shafts PV12 and PV13, and its subsequent operation.

Heritage Impact Assessment on Central Station - “Metro Line 2” Project

Like the previous one, this report has been developed under the ICOMOS "Guidance on Heritage Impact Assessments for Cultural World Heritage properties", of January 2011, the guidance of the Directorate of Cultural Heritage of Ministry of Culture, and the directions of Historical Heritage and World Heritage.

The area corresponds to the Central Station and its connection with the *Metropolitano* BRT at the station of the same name and covers the four blocks of *Paseo Colón* (Former Avenida 9 de Diciembre) between *Paseo de la República* and *Plaza Bolognesi*.

The *BRT Metropolitano*

As for the *Metropolitano BRT*, its subsequent construction has been on standby, due to the project of Line 3 of the Electric Train whose pattern was similar to the one of the BRT. Meanwhile, the most critical place at present is the *Jirón de la Unión* station, massively located at the intersection of the streets *Jirón de la Unión* with *Jirón Cuzco*. According to the available information, there is a project to modify the Station, with a more transparent design that does not produce the fracturing and barrier effect that is observed today. (Image 9)

Image 9 - Jirón de la Unión Station impacts the urban landscape. The mission was told that it is intended to solve this issue.



Source: www.metropolitano.com.pe



Source: B. Adams

Rimac tram, railway, and others

There are several other projects related to mobility infrastructures, such as the Rimac Train, railways and others, that still do not have sufficient degrees of development to be evaluated regarding their implementation.

4.1.1.1 Impact on the Outstanding Universal Value (OUV)

In general, the monitoring and evaluation of the impacts of large engineering projects is very difficult, given the degrees of uncertainty in their development. The most emblematic projects, such as the Electric Train, have undergone several modifications or unforeseen situations over time, that make their precise evaluation very difficult. Significant delays, important changes in investment costs, modifications in the original works, unforeseen solutions, lack of coordination within the responsible authorities for the HCL, among others, have been observed.

One of the problems faced in this condition of uncertainty is associated with the cycles of infrastructure projects. Usually, detailed engineering is subject to the progress of the project and the final adjustment needs that are not foreseen in the general project and they must be solved on the ground, in many cases with solutions not originally contemplated and that can have negative impacts on the territory. This situation seems to have occurred in many of the cases mentioned above and they generate urban externalities that affect heritage.

Therefore, it is highly important that in infrastructure projects the restriction conditions should be defined early and must be respected to avoid negative impacts on built heritage. This requires levels of intersectoral coordination and articulation that must be elaborated through protocols that clearly establish the prior conditions and restrictions that must be respected at all costs by the parties.

Specific comments on the Heritage Impacts Assessment Report of Metro line 2:

The HIA report, within specific objectives and in the scope of the project, proposes recognition and evaluation of the movable and immovable heritage assets, the identification of its state of conservation, the definition and classification of the types of generated impacts, its' assessment, and a proposal for mitigation measures, as listed below:

- 1) Plaza Bolognesi (Ventilation Shaft PV 12 AND PV13)**

The main conclusions of the impact study are the following:

- The structural impact for the buildings, the monument and the treatment surfaces of *Plaza Bolognesi* is estimated to be minimal both due to the technology used and the distance from the works.

Comment: This criterion seems reasonable and adjusted to the analysis.

- On the other hand, there is a greater impact in the alteration of the landscape treatment of *Plaza Bolognesi*, since some shrub species that are in this space must be removed.

Comment: Indeed, this is one of the negative heritage impacts of the project and mitigation measures should be defined and implemented.

- Another recognized impact is the effect on the integrity of the area: the probable loss of archaeological evidence, alteration of the layout and urban conception, alteration of the urban image.

Comment: This is a significant impact and requires mitigation.

- There are significant negative impacts during the construction period. They are expressed in environmental impacts, especially air and noise pollution, socio-economic impacts, mainly due to a limitation of activities in the area and road impacts, by hindering the movement of vehicles and people.

Comment: These impacts are significant, but limited in time; however, there is a risk of prolonging the time of the works, increasing these temporary impacts.

- Given that these last impacts are temporary, the study states that they can be recovered in the operation stage: revaluation of the area and greater attractiveness, greater employment, rationalization of vehicle flow, improvement of the environment and the condition of pedestrian circulation, improvement environmental in general.

Comment: In principle this is true, but care should be taken in the operation times so that this condition is really verified.

The following mitigation measures are proposed:

- Maintain the urban image of *Plaza Bolognesi*, in the landscape aspect and grant it greater and better transitability and access to the *Plaza* area, for its social use.

Comment: The specific or detailed content of this proposal is not explained.

- The inclusion of a detailed record of the state of conservation and a permanent specialized monitoring of the buildings and the sculptural complex, which allows the evaluation in real time of any potential damage, and its immediate corrective intervention is also proposed.

Comment: This is a correct measure; however, it is not established who will be responsible for the administrative and financial aspects of this task.

- The implementation of an interpretation centre and awareness programs for users of the Lima subway on the importance of *Plaza Bolognesi*, the *Parque de la Exposición* and *Paseo Colón*, and in general of the Historic Centre of Lima is proposed.

Comment: Like the previous one, this type of measure requires a responsible entity.

2) Central Station

The main conclusions of the impact study are the following:

- Regarding the impacts of the project, the most important are those that affect integrity: probable loss of archaeological evidence, alteration of the layout and urban conception, as well as alteration of the urban image.

Comment: The project can promote a better-quality recovery of the area but provided that the complementary works do not cause alterations on the surface.

- The direct structural impact to the buildings is unlikely, due to the proposed construction systems.

Comment: Seems effective.

- The socio-economic impacts, during the execution of the project, are generally negative, but in the operation stage they become more important since the immediate environment and the area in general are revalued.
Comment: A comparative evaluation is required between the losses during the construction process and the subsequent recovery. This is of central importance since construction times can be lengthened, increasing costs during construction.
- The road and environmental impacts, in the construction stage, are negative because they generate inconvenience and interruption of circulation, negative impacts of contamination; however, in the operational stage, these impacts can become positive.
Comment: Pedestrian circulation is little studied and there may be important costs, particularly with the location of the access/exit of the Station, on the sidewalks.
- The mitigation proposals are essentially the same as those proposed in the case of *Bolognesi* and the only difference has to do with the recovery of the urban layout and the original conception of the area, based on existing written and graphic historical information, recovering the concept of "*Paseo*" and rescuing its sections, furniture and landscape treatment.
Comment: This can be a valuable point, but it requires a lot of vigilance. Since the other mitigations coincide with those of *Bolognesi*, they are not made explicit here, but their content and comments are valid for both cases and can be consulted above.

Despite reiterated requests, since 2009 (as detailed in the 2022 SP SOC), that appropriate HIAs be undertaken for Transport System issues, only those addressing Metro Line 2 were presented. Following HIAs are pending:

- a) Metro Line 2, the final project with its complementary HIA and final approval in all instances.
- b) BRT *Metropolitano* (COSAC) stations, conclusion and mitigation measures.
- c) *Linea Amarilla* road, conclusion and mitigation measures.
- d) Metro Line 3, development of route and stations.
- e) Other future projects, such as the tram *Corredor Electrico Colonial* and cable car to *Cerro San Cristobal*.

4.1.2 Urban Mobility: pedestrianization and parking conditions

(Details in the SP's 2022 SOC and in Annex 7.A. Folder 7.A.1 – archives 7. “Movilidad Urbana”, 78pgs.; 8. “Peatonalización”, 39 pgs, 17. ‘*BID – Revitalización de Centralidades*’, pg. 5)

Urban mobility aims to improve accessibility, promoting non-motorized travel and quality transport with low environmental impact. It addresses a Vehicle Restriction Plan, the definition of Tourist Buses (according to their length); the guarded bicycle parking, pedestrianization and tactical urbanism. A Technical Cooperation between BID – Inter-American Development Bank and the Metropolitan Municipality of Lima/Prolima entitled “Support for the Revitalization and Reopening of Urban Centralities in Metropolitan Lima”, aims for a mobility system based on a tram or electric bus.

Pedestrianization of downtown streets

The pedestrianization project of several streets is in progress, and the existing asphalt and concrete pavers are being replaced with stone. This project has been a successful measure that has promoted a reduction in noise and congestion, greater ease of movement for pedestrians, a better ability to contemplate the heritage assets and represent an adequate facility for pedestrian mobility of all kinds of people. (Image 10)

Images 10 - Pedestrianization works.



Source: B. Adams

Downtown parking lots

A phenomenon that has become widespread in the HCL corresponds to the development of parking lots in destroyed houses or vacant lots, in response to a high demand for parking in the central zone of the city. The volume of this type of parking lots is very high and affects the

continuity of built-up areas and encourages the circulation of cars in central heritage areas. (Image 11)

The municipal authorities issued an ordinance that prohibits parking lots, but INDECOPI, the office for the elimination of bureaucratic barriers, established that the municipal decision was not practicable because it established a difference between parking buildings and parking lots, which interfered with proper economic competition.

Image 11 - There is a great number of historic buildings, which maintain only the façade to install parking lots.



Source: <https://playa-huaraz.negocio.site/>



Source: B. Adams

Underground parking in the centre

An adequate balance for the use of the car and the access to the city centre consists in the provision of underground parking spaces on the edges of the HCL. The *Chabuca Granda* project is considered to be a good solution, and its expansion project is an example of what should be done. At an international level, there are many properties with the provision of underground parking lots around historic centres that discourage car entry and offer reasonable solutions to motorists (for example, in Madrid). In Lima, there is a project of this type, which promotes five parking underground buildings around the centre: in *Plazoleta de la Integración*, *Plaza de la Cultura*, *Plaza de la Democracia*, *Plaza Alameda Las Malvinas* and the aforementioned *Alameda Chabuca Granda*.

4.1.2.1 Impact on the Outstanding Universal Value (OUV)

Pedestrianization has materialized as an important social gain with evident positive impacts. It is essential to preserve this condition, for which it is necessary to take some measures regarding care, vigilance, security, and control. It is important to control negative activities such as street commerce or other uses on the facilities of the pedestrian paths. Although it is

difficult to prevent the capital of the city and in particular its historic centre from being the scene of political and social activities that are sometimes difficult to control and have a high cost, it will be important to have plans to deal with these situations and minimize their negative effects. Care must also be extended to the consideration of citizen security and eventual outbreaks of crime, which normally have advantages in pedestrian areas and zones where a high people concentration occurs.

Another aspect to consider is the combination in the downtown areas between pedestrian routes and roads with high car traffic. The result is a strong loss of quality and environment in the connecting areas: crowds, noise, traffic congestion, insecurity, among the most evident. Searching for an adequate transition and continuity solution is a task that must be considered as a priority.

Parking is an urgent issue to be addressed

Prolima's proposed ordinance, on the prohibition of parking lots in the HCL, are essential, regarding the maintenance of the Outstanding Universal Value of the property. The allegation of "economic competition" between parking buildings and parking lots, made by another municipal authority is unsustainable. It generates asymmetries, by provoking destruction of built heritage substance and promoting car flow into streets that are pedestrianized.

Indeed, there are significant negative externalities. Several aspects of parking lots reveal the promotion of losses of social value, such as the destruction of heritage assets and incentive to increase the use cars in the Historic Centre, since it is easy to expand the supply of this type of parking, which have small capacity and intense use. Otherwise, among others, it results in relative loss of effectiveness of pedestrian streets and in the destruction of pedestrian pavements by the circulating cars. Predatory competition practices create a worrisome condition: it is easier and more efficient from a private point of view to promote vacant parcels as parking lots than to invest in parking buildings. This logic generates a high social cost that is paid by the city and its citizens.

The cost of setting up a parking lot is notoriously low or nil, and it only consists of demolishing the existing structures to enable a flat ground for the parking lots. Since the sites are not that large, many such parking lots are needed to serve the demand for cars in central areas. These events are a source of high social and cultural cost, as they affect the city's historical heritage, promote automobile circulation in pedestrian areas, and generate urban and environmental impacts. The owner of a parking lot does not assume the responsibility for the costs that society incurs.

The internalization of impacts is important. A good market equilibrium and healthy economic competition require that the agents that produce certain goods take charge of the externalities they produce. For this reason, it is important that, through regulations or pecuniary measures, the balance of competition be restored, and externalities be minimized. The pecuniary measures may include the collection of taxes, the application of rates or other corrective forms.

Concluding, the HCL's heritage preservation and enhancement policy requires the preparation of certain regulations as a safeguard mechanism for the urban space and urban heritage. The promotion of residential zones, the limitation of cars circulation, the definition of restricted activities are the measures that should be applied for the heritage zones.

The implementation of an effective and respectful circulation system in the city centre, requires adequate traffic and circulation studies, which aim to reduce automobile impacts in central areas and revalue walking in central areas, zones of traffic calming circulation as a healthy and effective solution.

Underground parking is the one that produces the least urban and environmental impacts and that allows the best combination between those who use cars and try to minimize their impacts without losing the attributes they obtain from private circulation, being aware of and in solidarity with all forms of urban mobility. However, the implementation of such solutions must be in line and restricted with the concern of Lima's rich and valued underground archaeological remains. Therefore, the improvement of an archaeological atlas for comparative analysis is considered important.

An adequate project for a pericentral underground parking network should also define the routes that are convenient for drivers to reach their destinations, minimizing conflicts between the different modes of mobility of people.

4.2 THE MASTER PLANS' IMPLEMENTATION

The MP is divided in 3 Strategic Axes: Historic Urban Landscapes (Axis I); attractive and liveable centre, with better housing conditions for its current inhabitants and promotion of urban regeneration (Axis II); metropolitan centre of traditional and cultural character (Axis III). The MP's implementation is based on the HCLs Territorial Information System georeferenced cadastral database.

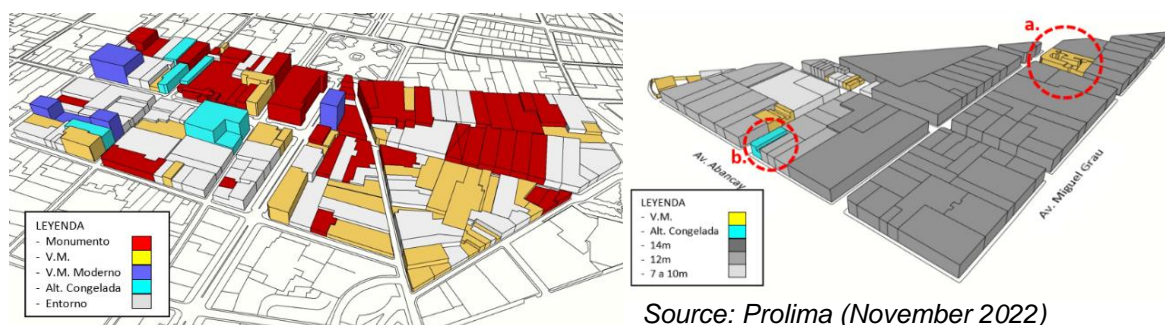
The MP's Axis I (Historic Urban Landscapes) addresses: zoning, urban image, uses of the public space, movable property, archaeological heritage and vulnerability reduction. Axis II contemplates the residents within its social, cultural, economic, and environmental conditions, the sustainable urban mobility with an emphasis on pedestrianization and housing recovery. And Axis III promotes the HCL as a traditional centre, with sustainable tourism and adequate investments.

Urban and Building Parameters

(Details in Annex 7.A. Folder 7.A.1 - archive 1. "Gestión del Centro Histórico de Lima", pgs. 6-28)

The MP defines parameters for the height of new constructions in the HCL through "Defined Profiles". In the framework of the MP, 210 blocks, with defined profiles and established heights, were already approved, and the remaining blocks will be developed by Prolima. This work is in progress and has been submitted for approval to the Ministry of Culture. Image 12 shows the height configuration and Image 13 is an example of the technical work as undertaken.

Image 12: Height configuration studies



Source: Prolima (November 2022)

Image 13: Example of a profile study for a street section



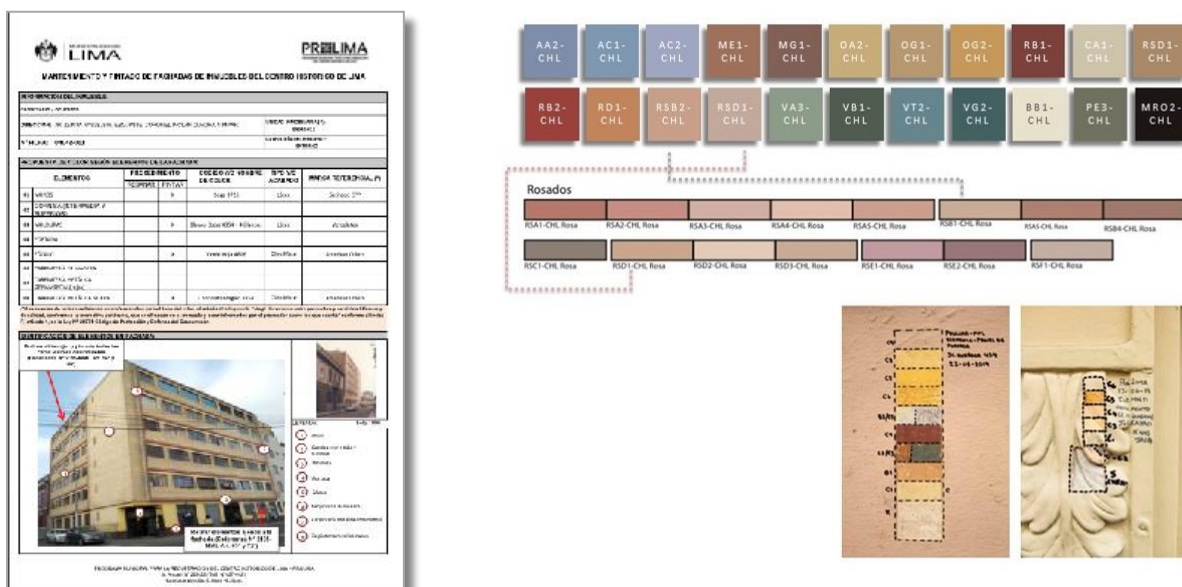
Source: Prolima (November 2022)

“Aesthetic and Decoration Code” (Codigo de Ornato) for Buildings and Public Spaces
 (Details in Annex 7.A. Folder 7.A.1 - archive 1 “Gestión del Centro Histórico de Lima”, pgs. 29-56)

Regularly Prolima issues “Façade Maintenance Forms” for each of the 7.126 building units, indicating which elements are illegal as well as the appropriate colours on the basis of stratigraphic scale prospections *in situ*. The colour proposals are then sent to the Ministry of Culture for review. Since December 2019, 2,530 properties have been enhanced. (Images 14)

Although owners and occupants are responsible for the maintenance of their properties, through the “Façades Recovery Program”, direct support has been provided for the painting of 182 buildings, by employing specialised municipal workers and/or by arranging for the necessary paints, materials or implements to facilitate the work. The selection criteria for these actions were achieved by prioritisation the buildings in recently pedestrianised streets as well as those in Urban Monumental Environments. In addition, Graffiti can be a problem. Each day an average of 35 tags are removed from buildings and other urban amenities and the public space is maintained and cleaned. The “Pedestrianization” and “Intervention of Public Spaces” programs are ongoing, through the implementation of new street lighting, furniture, and urban infrastructure.

Image 14 – “Facade maintenance form”, colour palettes (that are included in the MP) and examples of stratigraphic scale prospection “in situ”.



Source: Prolima (November 2022)

Landscape projects for public spaces have been initiated, and 12 projects have been completed. A diverse range of traditional and low maintenance Peruvian plant species have been chosen to propagate within the cityscape and fauna proliferation is also being promoted. The proposals are based on historical documentation, archaeological findings, and technical advice from various specialists in the field.

The commercial street signs and awnings, which require permits, as well as the facades’ ground floors have often been unfavourably altered and should be re-established. Restaurants and cafés are permitted to install terraces in the public space. In response to these issues, Prolima offers gratuitous design proposals, according to the Code, which aims to facilitate approvals by the Ministry of Culture and other municipal regulators. Long standing old traditional commercial institutions, received bilingual plaques commemorating their history. These commemorative plaques incorporate life-size characters from the watercolour prints of

Pancho Fierro (1807-1879). Any events taking place within the public spaces need Prolima’s approval and in case of disasters, Prolima encourages the establishment of safety measures for evacuation. The MP has also established a Historic Centre Identity Calendar, which is carried out with Prolima’s support.

Restoration and maintenance of movable cultural property

(Details in the SPs’ 2022 SOC and in Annex 7.A. Folder 7.A.1 - archive 1 “Gestión del Centro Histórico de Lima”, pgs. 57-74)

In 2018, the Ministry of Culture, declared 91 sculptures located in the Cercado de Lima as National Cultural Heritage, through the Vice-ministerial resolution nº 053-2018-VMPCIC-MC. The recovery of movable property within the public space have gone through a series of processes including historic study, diagnosis, restauration proposal and indicative actions in order to achieve an adequate conservation. The maintenance and restoration of movable property is in progress and has intervened in iconic monuments, such as the fountains of Plaza de Armas, Plaza Italia and Plaza Buenos Aires. Regular monitoring and maintenance of all intervened assets is being carried out. The intervention in the Descalzos Promenade is in progress.

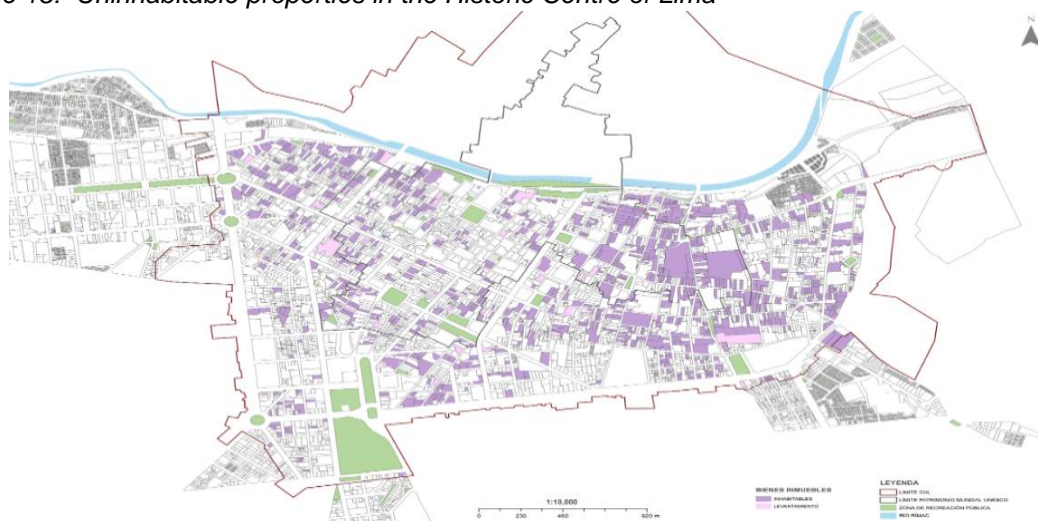
Risk Management in Cultural Heritage

(Details in the SPs’ 2022 SOC and in Annex 7.A. Folder 7.A.1 - archive 1 “Gestión del Centro Histórico de Lima”, pgs. 75-111)

The Cultural Heritage Risk Management Area (GRPC – *Gestión del Riesgo en Patrimonio Cultural*) is responsible for the execution of stabilization and reinforcement of culturally significant buildings in danger of collapse as well as other emergency actions. The programme has commenced, and the works include shoring; reinforcement; dismantling elements at risk of collapse; recovery of elements with historical value; and; maintenance interventions in buildings of cultural value to reduce danger. Where necessary, unscheduled reactive interventions are carried out in the event of risk of collapse or fire for example.

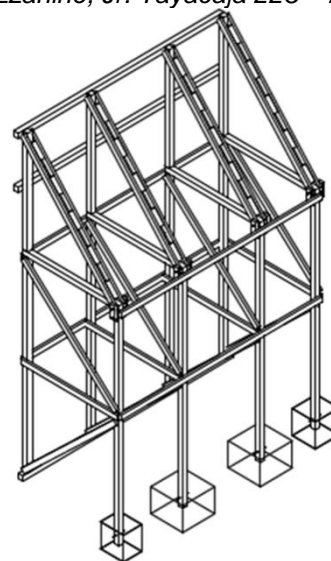
It is noted that this team is unique in Peru in its capacity to handle immediate and adequate interventions in cases of emergency. More than 1000 properties are identified as uninhabitable, as shown in Image 15. The Preventive Shoring Programme consists of inspection, survey, proposal, and execution. The programmed interventions can be to the interior or exterior of the buildings. (Images 16, 17)

Image 15: Uninhabitable properties in the Historic Centre of Lima



Source: Prolima (November 2022).

Image 16: Façade stabilization: Bracing of façade walls, without mezzanine, Jr. Tayacaja 225 – 259



Source: Prolima (November 2022).

Image 17a: Casa de la Coluna had its structure reinforced, with escape routes and common areas



Source: Prolima (November 2022)

Image 17b: Emergency interventions through Stabilisation work after collapse, fire or imminent danger in HCL buildings



Maintenance interventions include: cleaning, stripping down and dismantling, restitution, conservation, colour studies and painting, with the desired outcome is to rescue, register and store the identified architectonic elements of the buildings.

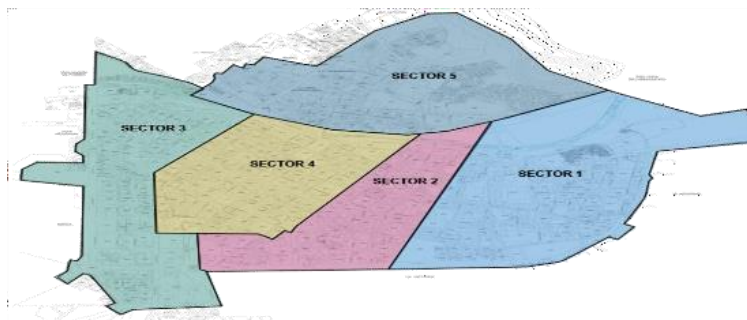
Posterior Surveillance Coordination

(Details in Annex 7.A. Folder 7.A.1 - archive 1 "Gestión del Centro Histórico de Lima", pgs. 112-171)

The Supervisory Body for Private Investment in Telecommunications (Osiptel), in 2016 set a two-year deadline for operators providing telecommunications services to remove their aerial cables. However, only in 2019 was it possible to begin the project "Ordering and removal of disused aerial cables", which up until then did not have the agreement of the telephone companies. Image 18 shows the subdivided working zones for the project. During this project

16 tonnes of cables were removed, and currently only sector 5 (Rimac) remains to be addressed. (Image 19)

Image 18: Project “Ordering and removal of disused aerial cables” working zones



Source: Prolima (November 2022)

Images 19: Ordering and removal of the aerial cables



Source: Prolima (November 2022)

The Coordination is responsible for the inspection of the CHL's buildings, addressing irregular conditions within the property in accordance with the Decoration Code (such as commercial signs, awnings, irregular elements on the facades and urban infrastructure). It gives logistical support regarding the sustainment of the Provisional Measure for the halting and closures of interventions. Telecommunications infrastructure and irregular constructions on roof terraces have been removed, as in image 20.

Images 20: Removal of constructions of the roof terraces



Source: Prolima (November 2022)

The project: “Your *quinta* is our *quinta*. Let's take care of it Together!” promotes the gradual inspection of the existing *quintas* aiming to improve habitability. Traditionally *quintas* were properties with manor houses, parks and farms. Today these properties present a group of

dwellings, built with access from a common area or directly from the public road. These activities are carried out by a variety of institutions.

Documentation, Investigation and Interpretation Centre (CENDOCI)

(Details in Annex 7.A. Folder 7.A.1 – archive 10. “Centro de Documentación”, pgs. 1-23, and archive 10.a “Archivo Prolima Area Conservacion”, 81 pgs.)

Research and documentation works are ongoing and support the maintenance and restoration activities at the property. Prolima has a small Interpretation Centre and organizes local exhibitions and releases regularly publications. The Prolima Archive is doing important work, based on sound conservation techniques, and has achieved a considerable expansion of its collection. In 2022, a Sector for Chromatology was installed that aims to study the former existing colours and painting techniques within the property. This work is based on documentation and research of stratigraphic scales, collected *in situ*.

4.2.1.1 Impact on the Outstanding Universal Value (OUV)

The Historic Urban Landscapes Axis has achieved substantial advances, for example the ongoing resurfacing of the pedestrianization zones with stone pavement, within the framework of the Sustainable Urban Mobility Programme. Considerable efforts were made in regard to the enhancement of public spaces and the restoration of sculptures and fountains. In this regard, the protection and enhancement of Lima’s rich intangible heritage is being gradually addressed. The quality of Prolima’s Archives on documented heritage should be highlighted as supporting and justification for the development of these diverse programs.

Another task and continued concern of the administration is the challenge to find funding and investments for developing the MPs proposals. It is noted and welcomed that, beside the achieved recovery and enhancement of built heritage, the Archaeological Programme is bringing to light and creating awareness of important aspects of Lima’s past. The Special Landscape Project of Rimac River, which still needs funding, will likely provoke a change in quality for the Historic Centre of Lima’s landscape and for the use of its nature through the proposal of extensive parks and other outdoor facilities. Otherwise, important issues still need to be addressed and are related to social-economic aspects, particularly housing, habitability, infrastructures such as water, electricity, community involvement and property issues. It should be highlighted that there is a need to avoid gentrification that can occur due to these ongoing recovery actions which results in greater attractiveness of the Historic Centre. Due to their importance and complexity these items will be addressed in a separate topic. (4.6 Socio-economic Development Plan and Local Promotion)

Detailed considerations

Lima is one of the oldest colonial urban settlements, and consequently has a substantial amount of important documental heritage. The Prolima Archive has completed comprehensive works that observe the rigid principles of conservation and therefore, have succeeded in restoring external archives. Some of these collections were integrated for its safeguard. The recently created Sector for Chromatology, mentioned above, is undertaking research on the colours of the property, through stratigraphic scales.

The issues related to the Historical Urban Landscape has been implemented since the HCL’s Master Plan and Regulation legislation approval, in 2019. Prolima provides substantial support for this development which addresses urban spaces and buildings.

The street profiles that were not addressed in the MP, within the urban and building parameters, are gradually being detailed. All properties of the HCL regularly receive façade maintenance and recovery orientations, that include the results of stratigraphic scale prospection. Design proposals are available free of charge for commercial street signs, awnings and street terraces and historical plaques have been provided to traditional establishments.

The ongoing Risk Management Coordination's actions are achieving important goals, but require guaranteed resources and continuous support. These actions relate to emergency projects and the execution of reinforcement of individual buildings. That over 1000 buildings remain uninhabitable within the property is a considerable problem but one that is being gradually identified by the municipal administration. Another severe issue is the number of existing irregularities in terms of use, signalization and architectonic interventions. The Posterior Surveillance Coordination has continuously worked to improve these irregularities within the HCL and, through substantial local effort, have put in force provisional measures for the cessation of improper actions or terminating of inappropriate activities. Although it appears that this Coordination has a considerable operational structure, the dynamic nature of the city complicates the task of discarding irregularities and achieving a desirable level of interventions within the property.

It is noted that the street image has been significantly upgraded, through pedestrianization and the installation of standardized urban equipment and furniture. However, these installations are predominantly replicas of antique models. ICOMOS considers it important to avoid the indiscriminate use of replicas of antique models in the World Heritage property. Complementary, the Posterior Surveillance Coordination carried out the cleaning of the street view, through a huge project that organised the existing aerial cables and removed the disused ones, representing 16 tonnes of withdrawn cable.

Some public squares were rehabilitated and several movable properties, located in public spaces, were thoroughly recovered. This huge restoration work is documented in a recent publication.

Prolima gives direct support for the recovery of the façade of buildings, based on criteria that prioritize the recently pedestrianised streets, or its' location in the urban monumental environment, through the Façade Recovery Program. However, this policy treats, recovers and values only the facades facing the public space. Frequently the buildings are degraded or even in risk. The recovery and painting of the façade hides the problem, that is put out of the view, and so can more easily be forgotten.

The risk of the sites' museification should be highlighted. This excludes habitability, the most precious use to be achieved in historic centres, because it guarantees life and security. The precariousness of the great majority of the buildings, with incompatible uses regarding their patrimonial character need to be addressed. However, a contradiction consists in the fact that there are significant legal problems regarding property issues, and it is not possible to intervene in the properties without the owner's consent. Otherwise, the absence of dialogue, with no citizen participation, is a reality and makes finding a solution more difficult. This issue will be referred in detail in item 4.6 Socio-economic Development Plan and Local Promotion.

The degraded housing conditions are beginning to be addressed by the project "Your quinta is our quinta. Let's take care of it Together!", promotes an approach to the resident population and should be strengthened in the scope of an Integrated Social Economic Development Plan as addressed in 4.6.

The Municipal Archive, Documentation and Investigation Centre is an important structure for supporting the restoration policies and projects. The collection's dimension and quality is

notable, and so is the excellence of its handlings and storage. The small Interpretation Centre is fundamental to the comprehension of the property. It is strongly recommended to continue to support and promote this initiative.

4.3 ARCHAEOLOGICAL PROTECTION AND ENHANCEMENT

(Details in the SPs' 2022 SOC and in its Annex 2; in Annex 7.A. Folder 7.A.1 – archive 11. “Arqueología en el Centro Histórico de Lima”, 36 pgs.)

Prolima's Lima Archaeology Team was created after the approval of the MP, with the purpose to investigate, safeguard and disseminate the city's rich archaeological heritage, throughout the urban spaces and buildings. The works has involved field work and desk reviews. In the Old Royal Hospital of San Andres an Archaeology Office has been installed, for processing, inventory, and storage of archaeological material resulting from the intervention works undertaken.

The archaeological research works require authorization from the Direction for Archaeological Intervention of the Ministry of Culture, which is annexed in the SPs' 2022 state of conservation report. It states that the following projects have been developed or are at varying degrees of execution:

1. Project of the Limas' Canals;
2. Project of the Viceroyal Walls;
3. Church of Nuestra Señora de la Soledad;
4. Church of Trinitarias;
5. Stone Bridge;
6. Old Royal Hospital of San Andrés.

4.3.1 Impact on the Outstanding Universal Value (OUV)

From the outset, it is necessary to highlight the importance of the archaeological research that is being developed within the property. During the Mission, some of the aforementioned sites were visited and attention drawn to noticeable findings; such as the discovery of an Old Mill from the foundation period, owned by Gerónimo de Aliaga, dating to before the construction of Lima's Wall (1687), also present at the site. In the Nuestra Señora de la Soledad Church the tiled floor of the first chapel has recently been uncovered. At the Old Royal Hospital of San Andres founded in 1550, the recent investigation aims to understand the architectonic evolution of the building. In the ancient Hospitals' Cemetery, 52 funerary burials and a crypt were identified. The old Lima canals have also been excavated and the Archaeological Office has an expansive collection of material from these research works. (Images 21 a, b, c)

Considering Lima's important archaeological remains, it is urgent to set-up an Archaeological Atlas for planning and approval of interventions within the World Heritage property.

Image 21a Archeological Excavations



Findings of foundational times:
the old Aliaga Mill



San Domingo Monastery



Tiled floor of the first chapel of
Soledad Church

Source: B Adams, 2022

Image 21b Exavations and Archeology Office in the Old Royal San Andres Hospital



Patio with cemetery remains



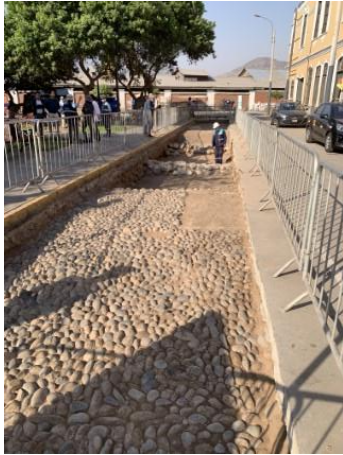
Patio with fountain remains



Archaeological Office, where
the material is stored

Source: B Adams, 2022

Image 21c Investigation of remains of the old urban structures



Former stone pavement of Monserrate



Garden of Santa Rosa de Limas' Monastery



Water canal in Monserrate

Source: B Adams, 2022

4.4 SPECIAL LANDSCAPE PROJECT OF THE RIMAC RIVER

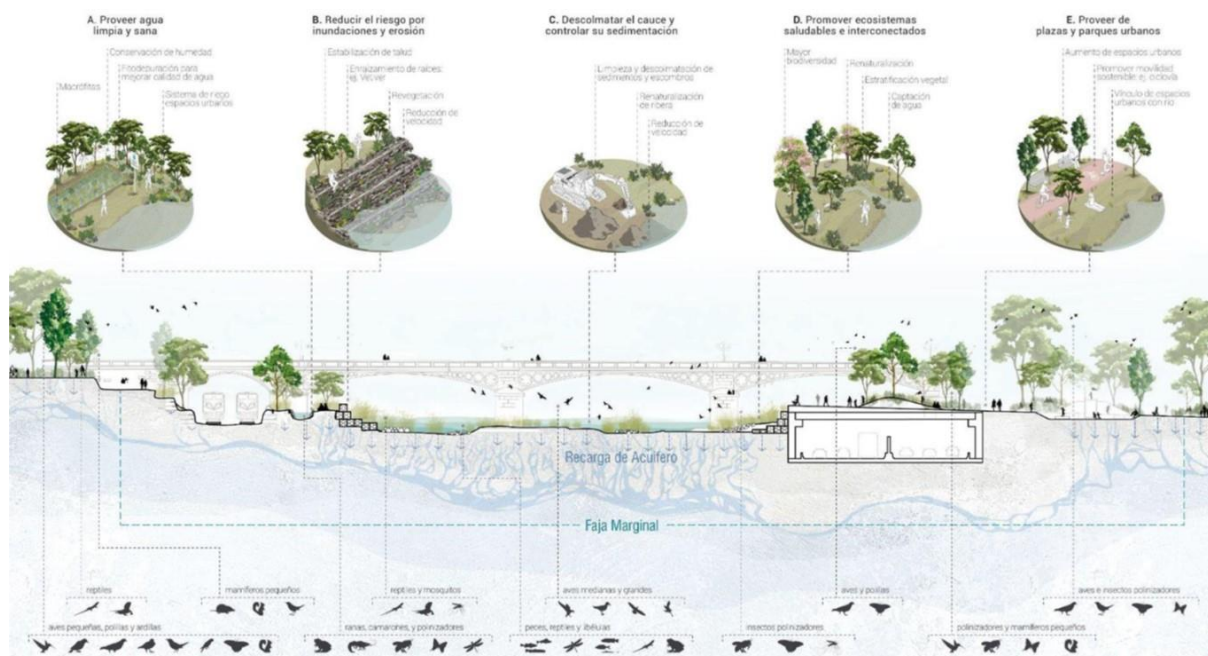
(Details in the SPs' 2022 SOC and in its Annex 3 and in the Missions' power point presentations: Annex 7A, Folder 7.A.1 – folder 14. "Proyecto Paisagístico del Rio Rimac")

The Special Landscape Project of the Rimac River aims to “return the Rimac River to its role as the backbone of the city, recovering its water, urban and historical landscape, and revaluing its role as a metropolitan ecological corridor”. The project is registered in the Investment Bank of Peru’s Ministry of Economy and Finance and is commissioned by the Metropolitan Municipality of Lima and Prolima. This deteriorated ecological corridor will be reevaluated, through a system of accessible and sustainable public spaces, representing 57 interventions. These interventions encompass an area of influence of more than 170ha, representing 4 external projects, 23 linked to CAF – Andean Development Cooperation (through an Interinstitutional Cooperation Agreement, signed in January 2022), and 30 are Prolima projects. The main objectives aim to mitigate risk; promote sustainable and active mobility; restore the river's role as a resource and improve the relationship with the urban environment.

Between June 2022 and 2023, consultancy was initiated for the formulation of pre-inversion studies for the 23 projects linked to the CAF Agreement, hereinafter begins the development of the Technical Dossiers. The implementation of the 23 projects is foreseen for the end of 2024.

Two technical documents are basis for the proposal: “Hydromorphological Study: Strategies and guidance for Rimac River in the HCL” and the “Catalogue of riverside plant species within the framework of the Rimac River Special Landscape Project”. Studies with flood maps, fluvial erosion and velocity and presented bioengineering solutions have been prepared. (Image 22)

Image 22 – Management Proposal for Rimac’s riverbank



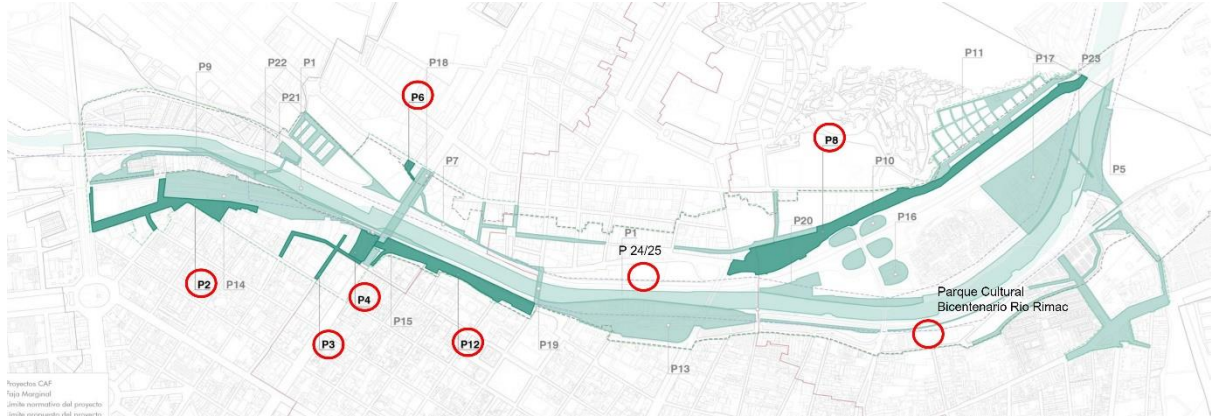
Source: Archive 3a – “Proyecto Paisagístico”, pg.24

The following projects were presented to the Mission, located on the Map below (Image 23):

- P02 – “Paseo de canal Monserrate” (Promenade of Monserrates canal) - CAF.
- P03 – “Jiron Conde Superunda” (Jiron Conde Superunda) CAF.
- P04 - “Parque Santa Rosa de Lima” (Santa Rosa de Lima Park) - CAF.

P12 - “Nueva Alameda Chabuca Granda” (New Alameda Chabuca Granda) - CAFF.
 P24-25 - “Parque Estancos de Sal” (Estancos de Sal Park) - Prolima.
 P08 - “Nueva Alameda y Plazuela de Acho” (New Alameda and Plazuela de Acho) - CAF.
 “Parque Cultural Bicentenario Rio Rimac” (Bicentennial Cultural Park Rio Rimac) – MINCUL.

Image 23 – Map of the preliminary projects



Source: Archive 3a – “Proyecto Paisagístico”, pg.38

4.4.1 Impact on the Outstanding Universal Value (OUV)

The Special Landscape of Rimac River is very ambitious and will represent a turning point for the landscape of the World Heritage property. It is based on fundamental studies regarding hydromorphology, and intervention strategies for risk solution, and riverside plant species to attend this ecosystem.

The projects are in their preliminary phase, but it is possible to distinguish design concepts regarding enhancement of historic aspects, such as the rescue of functioning water canals in Monserrate; pedestrianization, following the pattern of the intervention in Lima’s checkboard and the valuation of historic monuments, such as the Park that is adjacent to the Museum and Church of Santa Rosa de Lima. In Chabuca Granda, an underground car park will be built for tourist buses and cars and in Parques Estancos de Sal the former “Malecon del Rimac” (the riverbank promenade of Rimac) will be recovered, through progressive phases of implementation.

It should be brought to the State Party’s attention that there is a tight timeframe regarding the conclusion of the projects. Otherwise, it should be noted that the reinforcement project for the river Rimac, that is being developed by the Authority “Reconstruction with Changes” should be aligned with the intervention criteria for the protection of the riverside banks, which is proposed in the Special Landscape Project for the Rimac river.

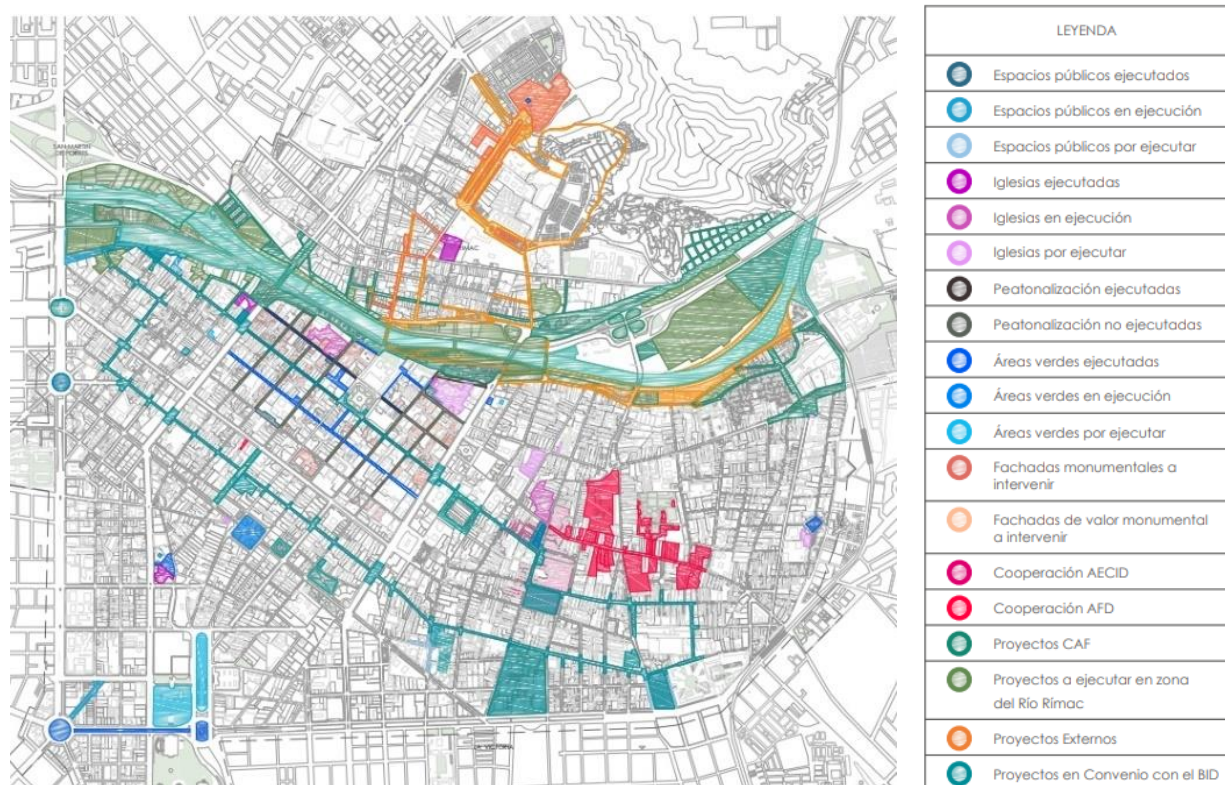
4.5 INVESTMENTS, INCENTIVES, AND INTERVENTION PROJECTS

(Details in the SPs' 2022 SOC and in in the Missions' power point presentations: Annex 7A, Folder 7.A.1 - archives 2 "Gestión de Proyectos Prolima", 136pg; 5. "Proyectos para la promoción de la Inversion", 46 pgs., 17. "BID – Revitalización de Centralidades", 5pgs.)

The State Party, through the Metropolitan Municipality of Lima/Prolima, has an Investment Programme from BID regarding the Urban Revitalization and Sustainable Mobility projects. The studies for the formulation of the programme are being developed and address cultural interpretation, public urban spaces, and local streets.

The HCLs' recovery and enhancement were declared of National Interest (*Law n° 31184*). Therefore, private investment projects for hotels, gastronomy, housing, and parking are being promoted. Among recently created incentives are the transfer of construction right, DAET – *Derechos Adicionales de Edificación Transferibles* (Additional Transferable Building Rights), that defines the areas that can receive this incentive (**Ordenanza n° 2394-2021**), the exemption of payment of property tax for owners of movable and immovable cultural heritage (*Law n° 28296, article 46*), tributary incentives for economic reactivation (*Ordenanza n° 2501-2022*), there is no parking requirement for some categories of housing (*Ordenanza n° 247702022*) and sponsorship on buildings under restoration process.

Image 24 - Map of the executed interventions and those to be done



Source: Annex 7A, Folder 7.A.1 - archive 2. "Gestión de Proyectos Prolima", pg. 49

The huge pedestrianization intervention for 41 blocks within *Damero de Pizarro* (mentioned in item 4.1) is in progress, through resurfacing and installation of new urban furniture. Complementary, in this area 180 façade interventions are being developed. Furthermore, major intervention works have been carried out. The mission visited *Casa de la Cultura Criolla*, *Teatro Segura*, the façade of the churches of *Sagrados Corazones (Recoleta)*, *Santa Rosa de los Padres*, *las Descalzas de San José*, *Nuestra Señora de la Soledad*, *Santo Domingo*, and *Plaza Francia* and *Plazuela Santo Domingo*. The facades' work for *Santo Domingo* church

and *Plazuela del Teatro* are being finished and *Plazuela de San Francisco* had its works halted by judicial decision (mentioned in item 4.7.1).

Besides the huge initiative regarding the Special Landscape Project (mentioned in item 4.4), there are projects to be approved, such as *Hospital Real de San Andrés*, where is foreseen, among others, a Traditional Knowledge School, and the general archive of the Public Benefit Society of Lima. In the *Giacoletti Building*, damaged in 2018, the Municipal Tourism Office will be installed; a cultural centre will be constructed in *Echenique House (Gauguin)*; in *El Buque* building, damaged in 2012, some institutional municipal offices will be added. *Quinta de Heeren* is of greater complexity due to its dimensions. It was visited and addressed in the 2017 Advisory mission and, when accomplished, can become a reference and “turning point” in the urban renovation policy of Barrios Altos.

4.5.1 Impact on the Outstanding Universal Value (OUV)

The State Party is doing considerable work on the recovery of urban spaces and the restoration of the facades of the buildings located within the pedestrianization project. Some projects address the entire buildings, such as the concluded works in *Casa de la Cultural Criolla* and *Teatro Segura*, and the ongoing restoration of the old Royal Hospital of San Andrés. Others, such as buildings, and churches have only the facades completed and, where necessary, the structures have been reinforced. The interventions aim to rescue damaged elements through local or documental investigation. This applies also to original construction techniques and stratigraphic colour investigation of the painted structures. The integration of evidenced original ornamental painting is being carried out, whenever identified and is feasible.

Regarding the enhancement of the façades of the buildings, it should be reiterated that although this work can appear positive, it can hide severe habitability problems, such as building structures, lack of infrastructure, which remains to be addressed. As mentioned in previous reports, the general use of replicas should be avoided, such as the urban furniture that is being executed in the framework of the enhancement of public spaces.

Otherwise, the recent legislation that can contribute to the promotion of investments, such as the law that declares the recovery and enhancement of the World Heritage property as of National Interest, and the establishment of other municipal incentives is noted.

4.6 SOCIO-ECONOMIC DEVELOPMENT PLAN AND LOCAL PROMOTION

(Details in the SPs' 2022 SOC and in the Missions' power point presentations: Annex 7A, Folder 7.A.1 – archives 6. *Propuestas Normativas*, 68pgs.; 12a. “*Turismo en CHL*”, 26 pgs.; 12c. “*Marca CHL*”, 21 pgs.; 13. “*Desarrollo Socioeconomico*”, 22pgs.)

Housing Recovery

A Housing Environment Improvement Program was established in 2020 which aims to develop urban recovery, especially regarding the improvement of the resident's quality of life. The program aimed to promote participation, however in the end, participation was not implemented. In 2021, Ordinance n° 2395 addressed the conditions of uninhabitability, however this law requires regulation to grant administrative and tributary benefits. More than 1000 buildings were declared uninhabitable.

Prolima's initiative regarding a Draft Law for the Promotion of Public and Private Investment in the HCL, among others, addresses uninhabitability and lack of ownership issues, such as

properties with no descendants or that have been abandoned. The unclarity in ownership is a significant problem that leads to insecurity and stimulates speculation.

Promotion of tourism

The Municipality of Lima carries out activities of cultural and tourism interest such as the observance of an Identity Calendar that contemplates festivities of traditional, civic, religious, or cultural interest. Otherwise, a Project has been developed on the "Optimization of Tourist Signage".

For Rimac, improvements have been foreseen by the Ministry of Culture regarding tourism services for its' Tourist Circuit of the Monumental Zone and for Quinta de Presa (that is to be included in the Minor Boundary Proposal, as addressed in item 4.8); and the touristic cable car to Cerro San Cristóbal (that will be addressed in item 4.7.2).

Social Development and Intangible Heritage

The SP seeks to guarantee a living and authentic experience through the material and immaterial expressions of Lima's Historic Centre, therefore some intangible values were declared as Cultural Heritage of the Nation. Works have been published on traditional issues and a Consultative Council of Children's Guardians of Heritage has been implemented. The *Casa de la Cultura Criolla Rosa Mercedes Ayarza* has been restored and has been opened. There has been efforts regarding the implementation of a Knowledge School, that will address traditional construction and crafts, music / dance and gastronomy.

Furthermore, in terms of security issues, a "Security and Justice Module" has been created, with the Public Ministry, the Judiciary, the Ministry of Justice, the National Police, INPE and the Emergency Centre for Women.

4.6.1 Impact on the Outstanding Universal Value (OUV)

Despite the SPs efforts, large areas of the property are of concern regarding the use, maintenance and conservation of the built fabric and the urban spaces. The main issues are related to precariousness, deterioration and overuse of structures, regular fires, irregular demolitions, unauthorised construction, and the inappropriate use of urban sectors.

Besides serious housing problems, including uninhabitability, risk, and legal ownership, a great number of buildings are used as deposits for wholesale, and this has caused several streets to be overwhelmed with intense commercial use, which has a significant degree of risk in regards to fires. In any case, the combination of security issues and the precarious social-economic conditions, require a coherent program for the development of profitable economic activities and employment.

Although the MP refers to these problems individually, this is partial and insufficient, as the cause of this situation must be addressed through a broad Social-Economic Development Plan, that considers Lima's metropolitan characteristics including its urban development concept and addresses the serious housing and economic conditions which prevail in a significant portion of the property. There is an urgent need of physical and legal sanitation, legal restructuring, housing renovation policies, and socio-economic programs for those residing within the property, to avoid gentrification. This integrated and interinstitutional programme must include several ministries, such as Housing, Economic Development, Culture, Tourism, Finances, besides the Municipalities of Lima and Rimac, and aim towards sustainable development, considering international preservation and intervention criteria.

As mentioned before, the necessity of an Integrated Social-Economic Development Plan has been referred to within the World Heritage Committees' Decisions in previous years. It should be highlighted that this initiative will complement the ongoing SPs efforts regarding the properties' maintenance and conservation and, hopefully, will achieve a successful urban recovery for the World Heritage property.

An important issue to be addressed is the residential use in the HCL, as an essential factor to rejuvenate the property. Unfortunately, given the serious condition of many of the buildings, the accommodation is reduced, which becomes evident when walking through the centre. Residents guarantee a permanent activity, maintaining a dynamic that does not disappear at the end of the day. This also has effects on the quality and safety of the sector; the various activities guarantee that there is always a social presence and care for the places. Besides, the mix of uses (residential, local commerce, urban equipment) should be considered a factor of revitalization and attraction that should be sought or the value of the territory, since combining different uses cause several virtuous externalities that produce higher benefits than the addition of the partialities produced. This goal is difficult to meet, but it is essential for the overall recovery of the HCL. In addition to this, residential solutions in the historical centre increase its value, popularity and demand. The social mix that can occur among residents is also a guarantee of higher profits for the sector. Furthermore, as mentioned before, museification of the property should be avoided, as it would exclude habitability and induce undesirable forms of attractivity that can cause a risk of gentrification.

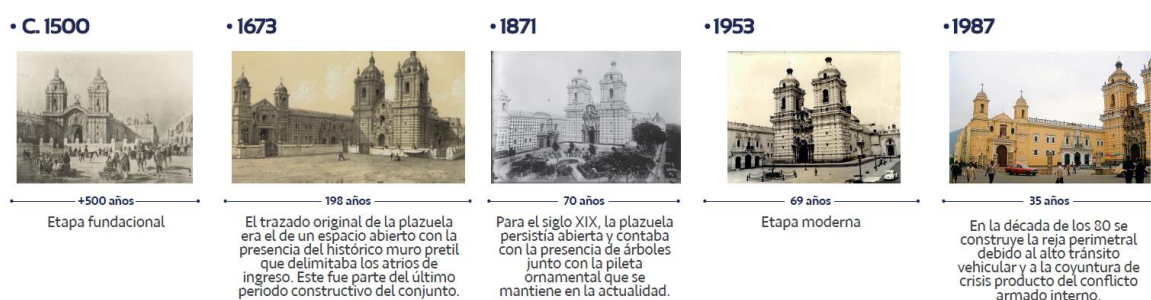
4.7 INTERVENTIONS OF CONCERN

4.7.1 Convent San Francisco de Lima Complex, and the Plazuela.

(Details in the SPs' 2022 SOC; Annex 7A, Folder 7.A.1, folder 15. Plazuela San Francisco. Judicialization issues: Annex 7A, Folder 7.A.2 (sent by Prolima); Annex 7.B.1 (sent by the Province San Francisco of the XII Apostles)

Convent Ensemble of San Francisco de Lima was inscribed on the World Heritage List in 1988. It is a remarkable ensemble as shown in the chronological images below. (Image 25)

Image 25 – Plazuela San Francisco: chronological images



Source: Prolima. Estudio de Impacto Patrimonial - Mejoramiento y Remodelación del Servicio de Recreación Pasiva en la Plazuela de San Francisco, agosto 2022, pg 43

The restoration project of Plazuela San Francisco entails the demolition of the enclosure wall (that was built in 1987), the recuperation of the public space and the partial reconstruction of the enclosure that was demolished in 1871. It was evaluated through an extensive ICOMOS Technical Review in March 2022, and proposed:

(...) to remove the current perimeter fence, which was constructed in 1987 by the Municipality of Lima, in order to protect the ensemble from adverse social and urban circumstances at the time (such as uncontrolled street commerce, citizen insecurity,

public hygiene problems and terrorism), which have since been. The proposal aims at providing direct access for the citizens to the public space of Plazuela San Francisco, that is: to replace and level its pavements, and install urban equipment consisting of benches, bicycle racks, tourist service kiosk, water fountain, and ornamental post-type lighting in the pedestrian axis of Ancash Street. The central sector of the square will be lit from the top of the fronts of four buildings that adjoin the intervention area. The works are to be performed simultaneously with the infrastructure networks. The floor is to be paved in stone, in shades of gray and white.

The intervention concept proposes the integral recovery of the public space of the Plazuela, as well as returning its configuration to the period when it presented the atrium wall, with the recovery of the parapet wall that defined its limits. At the same time, it aims to recover the original furniture and pavement pattern, the design of which should be observed and used whenever the functionality of the space allows it. (Memoria Descriptiva, page. 3, 4). The proposal also envisages the restoration of the pool, with an old bronze water fountain, that was brought from the Bartolomé Manrique Hospital in 1953, the integration of the archaeological findings that correspond to the original chapel of Nuestra Señora de la Soledad, and the indication of the location of the enclosure wall that existed until 1871 and its' partial reconstruction. (ICOMOS Technical Review, Restoration project Plazuela San Francisco, March 2022)

The ICOMOS report considered that the demolition of the perimeter wall, constructed in 1987, could be approved. However, it noted the inappropriate way this demolition was carried out, considering technical, managerial and social issues. The reconstruction of the ancient atrium wall, demolished in 1871, could not be considered reinterpretation and, therefore, should not be approved. In this regard, the *Operational Guidelines for the Implementation of the World Heritage Convention* are very clear and state that *in relation to authenticity, the reconstruction of archaeological remains or historic buildings or districts is justifiable only in exceptional circumstances.*

On the other hand, the Technical Review considered that the urban furnishings that seem to be replicas of old styled elements, should be revised. It was also advised that the State Party reconsider the levelling of the area between the side façade of San Francisco Church and Ancash Street, because the existing plateau and access staircase, which dates from the end of the 19th century, is exceptionally beautiful and augments the property. According this recommendation, Prolima is reconsidering the design of Ancash Street. The modifications will be sent for preliminary approval.

The execution works of *Plazuela de San Francisco* and the façade of the church *Nuestra Señora de la Soledad* began in 2022, but was halted by a judicial decision in response to a lawsuit made by the Franciscan Province of the XII Apostles, who demanded the closure of the public space of the square through a perimeter fence.

Nuestra Señora de la Soledad Church, which is part of the Convent Complex of San Francisco, had its façade recovered, and the mission was present for its inauguration. The integral recovery of the facades of the church and convent of San Francisco, and the church of the Miracle could not be completed due to the refusal of its owners, the Franciscan Province of the XII Apostles.

Regarding the property of the space, although the Franciscan Province has sent out letters stating that the Plazuela is their property, the area is in domain of the State (Resolution 0977-2022/SBN-DGPE-SDAPE and *15 a Proyecto Plazuela*, pg. 3 and 6). Prolima has made a HIA for the intervention in the property. (15b. *Plazuela San Franciscoco*, EIP - August 2022)

Impact on the Outstanding Universal Value (OUV)

Social conflicts and its respective procedures seem to be increasing in the HCL. Judicial solutions are the least opportune and convenient for the management of urban problems and should be used as a last alternative, since these procedures remain away from the proper spheres of urban management and the solution criteria runs the risk of alienating the criteria and policies of the urban areas of the Municipality of Lima.

On the other hand, cases already in litigation can become a practice that encourages similar situations, affecting the overall nature of the heritage management and the rhythms and integration of progress within the property.

As the issue is being addressed in Court, the Mission did not evaluate the documents sent by Prolima and by the Franciscan Province of the XII Apostles. The received documents are listed in item 6. *References*. (Those sent by the SP are in Annex 7.A.1, folder 15. Plazuela San Francisco and Annex 7.A.2, and those sent by the Franciscan are in Annex 7.B.1)

Nevertheless, it is to reiterate the above mentioned ICOMOS Technical Review, considering in its Conclusions that

“It would be necessary to improve governance, management issues and dialogue among all stakeholders. All social actors should be involved in decisions.

With regard to the third-party reports, which mention the inadequate form of intervention, as well as the lack of clarity provided in terms of technical information and academic and social discussion, it is advised that the State Party take these claims into consideration and reflect more closely on the method of implementing projects in the future.

ICOMOS further advises that special attention must be given to the essential attributes of this World Heritage property regarding its integrity and authenticity, which need to be maintained and preserved. The projected components of the intervention proposal must integrate with the Outstanding Universal Value of the property, namely with regard to its outstanding architectonic convent typology and its urban historic landscape, through an adequate and respectful contemporary design.”

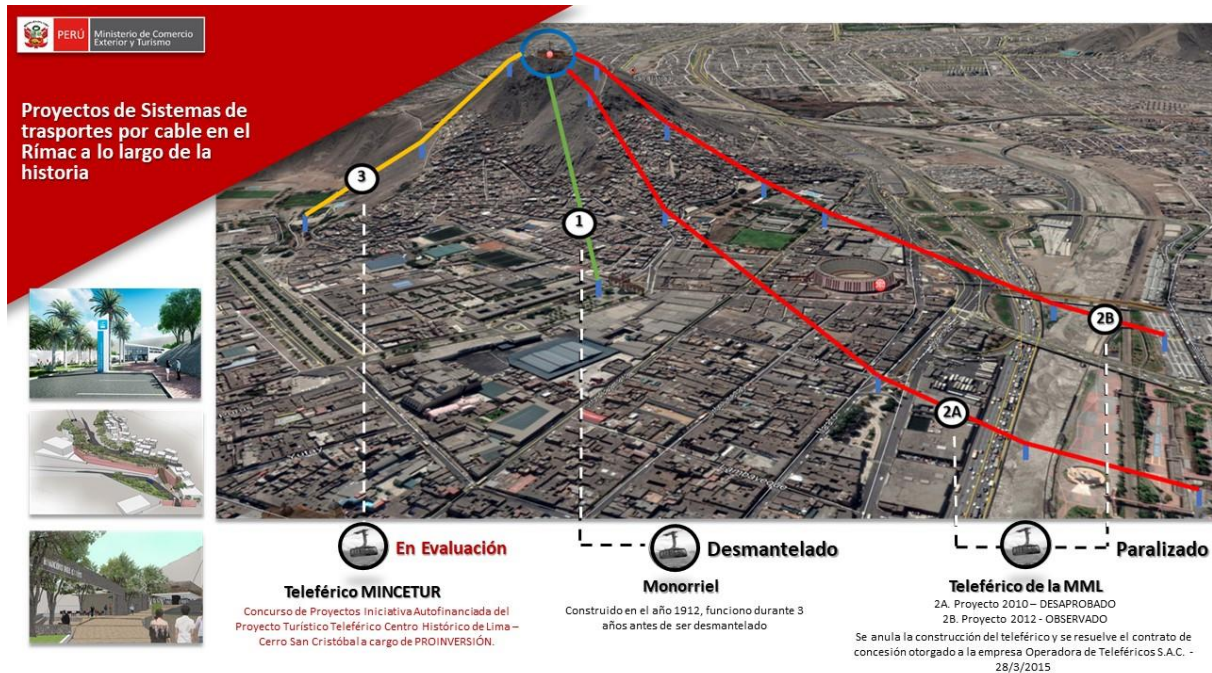
4.7.2 Cerro San Cristobal and its Cable Car Project

(Details in the SPs’ 2022 SOC and in Annex 7A, Folder 7.A.1, folder 12.b “Teleférico Cerro San Cristóbal”)

The 2010 Reactive Monitoring mission already expressed concerns regarding the Cable Car Project proposed by the State Party, recommending alternative route proposal and design installations. At the time, it was considered important to observe the existing historic fabric, the archaeological remains and the visual landscapes of the Historic Centre of Lima, including the Rimac Centre and river. These issues were endorsed by the Committees Decision **35 COM 7B.134**. Following Committees Decisions reiterated the need to submit final designs, technical specifications, the precise cable car route location, and the corresponding Heritage Impact Assessment. In 2016, the State Party’s state of conservation confirmed the cancelation of the project. Nevertheless, during the 2017 Advisory mission, the authorities presented a new preliminary proposal, which again lacked detail and Heritage Impact Assessment. After communication from the SP, the Committees Decision **44 COM 7B. 169** welcomed the SPs’ decision to discard the previous proposal, and nevertheless endorsed the former requests. (Detailed information is available in 2017 mission report, pages 39-40 and in the aforementioned World Heritage Committees Decision) (Image 26)

However, during the mission, representants of the Ministry of Foreign Trade and Tourism informed that the project has been resumed and now considers the departure from Club Revolver, that is adjacent to the Convent of the *Descalzos* (at the end of *Alameda de los Descalzos*, in Rimac District). The project is under development and does not yet have authorization from the Ministry of Culture or the Metropolitan Municipality of Lima.

Image 26 - Cable transport system projects in the Rimac throughout history



Source: Annex 7A, Folder 7.A.1, folder 12.b “Teleférico Cerro San Cristóbal”)

Impact on the Outstanding Universal Value (OUV)

The *Cerro de San Cristobal* is not only relevant for the religious association of the community, but also for its imposing presence within the Historic Centre landscape. Therefore, the cable car projected to ascend to the top of Cerro San Cristóbal will have a strong impact on the built heritage.

The mission understands the SPs’ justification that the cable car could function as an important touristic vector to Rimac and as access for residents living on the hill slopes. However, the relevance of Cerro San Cristobal in the landscape of the World Heritage property, and the important intangible values related to this mountain have to be considered. Therefore, the mission insists on the vital role of an early evaluation of possible layouts, that comprehend the final design of the cable car route location with its technical specification, accompanied by a HIA that addresses the visibility of the landscape, the historic fabric and the archaeological remains.

The mission also noted the increase of irregular occupation on Cerro San Cristobal, which is highlighted by the bright colors used on the built structures. The increase of the occupation of the Cerro is a concern not only in regards to the landscape of the World Heritage property, but to the site’s fragility and the risk conditions of this kind of habitation. Images 27, with comparative photos, taken in 2017 and in 2022, testify to this outcome. It was also noted the presence of large signage in the Rimac riverside area. (Image 28)

Cerro San Cristobal: occupation and visibility

Images 27: Photos taken in 2022 show an increase of irregular buildings. In addition, its visibility is increased due the use of intense coloring.



View of 2022

View of 2017

Image 28: Signage on the Rimac's riverside damage the Cultural Landscape



Source: B. Adams, 2017 and 2022

4.7.3 Commercial Activity in Mesa Redonda and Triangulo de Grau Areas

Item 4.6 already addresses serious issues related to the state of conservation aspects of the property. Besides physical aspects, that involve housing conditions, uninhabitability and severe risk conditions, these complex situations should be considered in regards to the irregular commercial activity that is expanding with limited regulation. An increasing number of buildings are used as deposit for wholesale merchandise, provoking expulsion of residents and the loss of the sustainable vitality of the area, besides damaging the historic landscape through unauthorized interventions, with intense and undesirable large vehicle traffic.

In regards to this issue, several of these deposits are within the World Heritage property and are used as support for commercial activities, which are especially intense in *Mesa Redonda* and *Triangulo de Grau*, where an increasingly number of streets are flooded with intense commercial use. This causes a significant degree of risk regarding fires and other security issues, due to the concentration of establishments and the great number of persons circulating the area.

It should be clarified that although commercial activities are desirable, they need to be ordered and regulated.

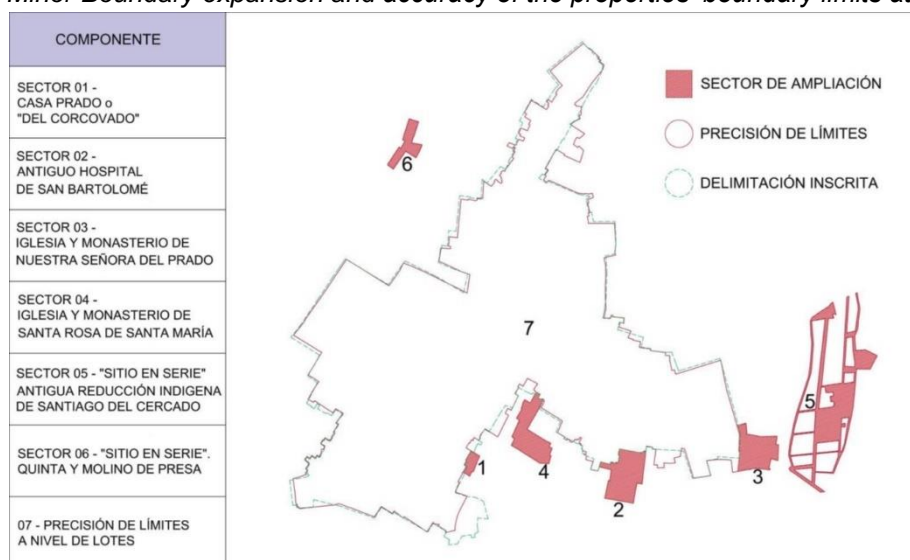
4.8 MINOR BOUNDARY MODIFICATION AND BOUNDARIES ACCURACY

(Details in the SPs' 2022 SOC, Annex 4 and in the Missions' power point presentations: Annex 7A, Folder 7.A.1 – Archive 9. – “Ampliación Menor de Límites de Zona Patrimonio Mundial”, 44 pgs)

The Minor Boundary Modifications were already addressed in the 2017 Advisory mission report (pages 44-45) and its proposal by the State Party was encouraged through the Committee's Decision (WHC **44 COM 7B.169**). The SP's 2022 Annual Report to the World Heritage Committee mentions the submission of this proposal, a copy of which is presented in Annex 4.

The proposal consists of six small sectors to be added to the World Heritage property, that refer to important monuments, already declared cultural heritage of the nation and located in the buffer zone of the World Heritage property. The expansion sectors *Prado or “del Corcovado” House* (1); *San Bartolome Hospital* (2); *Nuestra Señora del Prado Church and Monastery* (3), and *Santa Rosa de Santa Maria Church and Monastery* (4) are located adjacent to the World Heritage property. The sectors *Ancient Indigenous Reduction of Santiago Apostol of Cercado* (5), and *Quinta and Molino de Presa* (6) are separate elements. (Image 29)

Image 29: Minor Boundary expansion and accuracy of the properties' boundary limits at lot level

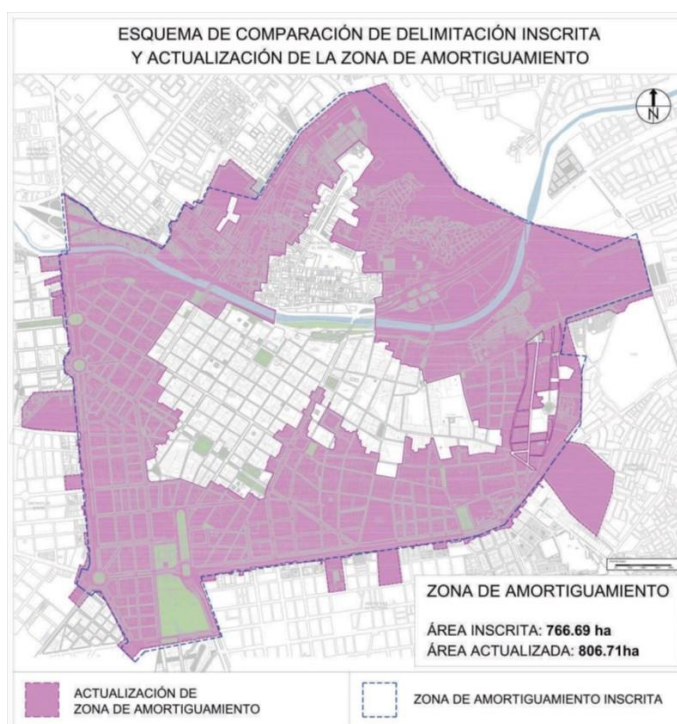


Source: SOC Peru, HCL, December 2022.

In addition, in accordance with the approved MP, and to avoid partial inclusions of some properties, the existing boundaries of the World Heritage property were detailed with an accuracy at lot level and the buffer zone boundaries have been updated. (Image 30)

The proposal contains detailed information about all sectors with the main historical, architectural, and urban aspects that are related to the management of the monuments. The annexed documents comprise an “Executive Summary”, a “New Map” with the proposed boundaries and a “Comparison Map with the inscribed delimitation and the minor boundaries modification proposal”. Individually, the expansion sectors are described, justified according to its relation to the OUV and presented alongside the implication for legal protection and management arrangement, such as the programs “Façade Recovery”, “Pedestrianization” and “Intervention of Public Spaces”. For each sector, individual inventory sheets have been provided for all lots, as well as the sectors' map with the related MP projects. A summary of its importance, in terms of the OUV of the project is stated in item 4.7.1 “Impact on the OUV”.

Image 30: The Minor Boundary expansions are located inside the property's Buffer Zone, which had its' limits updated.



Source: SOC Peru, HCL, December 2022

The Rimac Bicentennial City Project (1821-2021), by *Patronato del Rimac* (Rimac Board of Trustees), which executed several restorations, has ongoing approved projects, to be executed. For Quinta de Presa, there is a specific Cooperation Agreement, from 2019, between the MC and COPESCO National Plan for the Execution of the Project "Creation of Public Tourist Services in the Quinta de Presa", in the old neighbourhood of Malambo.

4.8.1 Impact on the Outstanding Universal Value (OUV)

All proposed six expansion sectors were already addressed in the 2017 Advisory mission, with exception of *Quinta y Molino de Presa*, that is being added.

The sector *Quinta and Molino de Presa*, which in some documents was called a “pleasure house and garden with its mill”, is the only proposal in the Rimac District. This recreational mansion, highly decorated in its interior, is unique due to its use and architecture. It dates back to the eighteenth century and is contemporary to the period when Rimac was widely used by the society of Lima for leisure purposes. The entrance courtyard is divided by a water canal, so that bridges lead to the building. In the back, the former existing orchard was overlooked by an extraordinary gallery with small oratory, that gives entrance to the dining room. Besides the *Quinta* itself, this sector encompasses the frontal square, and the *Presa Alleyway* that leads and gives perspective to the *Quinta*, in keeping with its urban ambience.

In conclusion, with the understanding that the Minor Boundary Modification will be evaluated in accordance with the *Operational Guidelines for the implementation of the World Heritage Convention*, the mission notes the SPs initiative of Minor Boundary Modification, and the proposed work on the accuracy of the World Heritage property boundaries at lot level, alongside the update of the buffer zone boundaries, since the importance of the proposed

expansion and serial sectors are related not only to their historic and artistic value, but to their expressions as testimonies to the social, economic and urban development of Lima.

5. CONCLUSIONS AND RECOMMENDATIONS

The World Heritage property is one of the oldest urban centres in the Americas, and one of the largest on the continent to be nominated as a World Heritage property. It is crossed by the *Rimac river*, encompasses two distinct administrative structures, Lima and Rimac, and has a central position in relation to the greater city region. This results in a complex urban planning solution, and requires interinstitutional interactions, and a balanced investment for the whole area. The Master Plan already addresses the World Heritage property in its totality. It's management and implementation arrangements require the same harmonised and coherent approach that encompasses the whole property.

The State Party has accomplished advances in the implementation of the Master Plan for the World Heritage property. The Historic Urban Landscapes Axis I, achieved substantial advance regarding recovery, maintenance, and conservation. Urban and building parameters have been detailed, and built heritage has received orientation for adequate recovery and maintenance. In addition, the quality of Prolima's' Municipal Archive, Documentation and Investigation Centre, that includes a sector for chromatology and gives support for the research and monitoring of the site is to be commended.

In regard to the Risk Management and the Posterior Surveillance Sectors, it has been very active, achieving a great number of stabilization and reinforcement actions in buildings, and an extensive project on the ordering and removal of disused aerial cables, with the withdraw of 16 tonnes of cables. Despite the achievements, due the city's dynamicity and an overall lack of awareness, a great number of irregularities still remain to be addressed.

The Archaeological Programme is bringing to light important aspects of Lima's past. The protection and enhancement of Lima's rich intangible heritage is being gradually addressed, and the recent restoration and inauguration of *Casa de la Cultura Criolla* Rosa Mercedes Ayarza (House of Creole Culture Rosa Mercedes Ayarza) is to be highlighted.

Nevertheless the Master Plans' implementation, the remaining axes II and III, that refer to "*Liveable and attractive centre with better housing conditions*" and the "*Metropolitan centre with a traditional and cultural character*" need to be addressed using a more integral approach.

Despite repeated World Heritage Committees requests, there are topics that need to be addressed with urgency and are related to:

1. socio-economic aspects, including precarious housing and inhabitability, inadequate uses, especially wholesale trade deposits and uncontrolled commercial areas;
2. appropriate Heritage Impact Assessments and mitigation measures, with special attention for the complex transportation system that is in course;
3. constitution of an autonomous executive unit with an operational Management Plan;
4. improvement of participation and representation;
5. Insertion of the World Heritage property in an integrated regional approach and overview.

Extensive work has been completed on the recovery of the landscape, built structures and urban spaces.

1. The Special Landscape Project of Rimac River can provoke a quality change for the Limas' landscape and for the use of its' nature through the proposal of extensive parks and other outdoor facilities. It still requires funding, and the feasibility of its implementation should be given attention due to the very tight deadlines. It is also

- noted that the necessary alignments of the River Rimac Reinforcement Project, that is being developed by the Authority “Reconstruction with Changes should be guaranteed.
2. The street image has been significantly upgraded, through the resurfacing of pedestrianization zones with stone pavements and the installation of standardized urban equipment and furniture. However, it is considered important to avoid the indiscriminate use of replicas of antique models.
 3. There has been a focus on the gradual recovery of facades. Several façades of monumental architecture were addressed, as with the urban heritage in the recent pedestrianized areas. However, the risk that this policy may eventually hide the reality of problematic structures regarding maintenance and use of this vernacular heritage is considered problematic.
 4. Public outdoor spaces are being systematically enhanced, with detailed restoration of the artistic property, such as sculptures and fountains.
 5. The pedestrianization of old Lima’s checkboard is an important achievement that needs to be complemented by sustainable parking in the boundaries of the property. However, a great problem to be addressed are the irregular parking lots in demolished heritage properties.
 6. A more balanced investment regarding the severe socio-economic conditions of the property should be established, and addressed through an integrated socio-economic development plan.

Regarding interventions of concern, the judicial conflict that halted the works on Plazuela San Francisco is noted. The Cable Car Project to Cerro San Cristobal has been resumed by the State Party and a correspondent HIA is needed that addresses the fragility and visibility of the landscape, the historical fabric and archaeological remains. The mission also noted the increase of irregular occupation on Cerro San Cristobal, whose presence is now highlighted by the colorful painting of the built structures there. Another issue of concern is the irregular and intense commercial activity which is expanding without regulation, where damaging deposits from the local commerce provokes the expulsion of residents, unauthorized interventions, with intense large vehicle traffic and risk of fire.

Management issues

Regarding a unified management of the site, regulatory initiatives need to be implemented through National legislation. It is noted that the recovery and enhancement of the World Heritage property was declared of National Interest, but its’ Special Commission, to oversee the monitoring of the property still needs to be created by Supreme Resolution.

Furthermore, it is urgent to clarify administrative competences, defining procedures and protocols, regarding intermunicipal, interinstitutional and civil coworking responsibilities on territorial and functional instances. The administrative process of municipal approval of intervention in the World Heritage property needs to be defined. Therefore, it is urged to establish an effective Management Plan.

The Interinstitutional Working Groups, some of which are defined in the Master Plan, need to be implemented. It is strongly recommended to establish and maintain regular working groups that include stakeholders representing civil organizations from the social, economic and technical sectors regarding their contribution on the implementation of the Master Plan and the development of the Historic Centre of Lima.

It is noted that Rimac urgently needs be addressed with additional technical, human, and financial resources, including training and capacity-building programs. In that regard, it is considered that in general, knowledge and experience in Heritage Impact Assessments (HIAs) and on mobility in the historic centres should to be improved.

In recent times, conflicts have intensified in the HCL, such as the restructuring of the *Plazuela San Francisco* that lead to a lawsuit by the Franciscan order against the Municipality of Lima. The use of irregular parking lots that affect the historic built substance through its demolition, is another serious problem to be overcome and causes conflicts between property owners and the municipality. A judicial solution of problems is the least convenient, as the decisions are transferred away from the urban management and solution criteria to judicial spheres, that are alien to urban policies and communal interests. On the other hand, successful litigation cases can induce and encourage practices of similar situations, and in all cases, they provoke extensively delayed solutions.

HIAs and mitigation measures for the transportation system

The complex transportation system that is being implemented, which may have a considerable impact on the Outstanding Universal Value (OUV) of the property, need to have its HIAs and mitigation measures completed, revised, and concluded.

Different high-impact mobility initiatives are being developed in HCL. The most important and advanced is the Yellow Line, the tunnel under the Rimac River, already operational, on which there is no known existence of an HIA. Secondly, Line 2 of the Metro, with significant delay, has faced the HIA around the Central Station and the ventilation shafts of *Plaza Bolognesi* and *Avenida de la República*. These evaluations have not finished their approval process by all the stakeholders concerned.

The COSAC (BRT, Metropolitan), although it has a general plan, has no planned works for now. The same happens with other announced plans that have not yet had a final and precise project evaluated, as is the case for Line 3 of the Metro, the tram ("*Corredor Eléctrico Colonial*"), and the cable car to Cerro San Cristóbal.

Therefore, it is noted, with concern, that only the HIA for the Study of the Central Station has been submitted. The mission insists on the necessity of presenting all HIAs and mitigation measures for the whole system that has already been executed. The request to present the appropriate HIAs regarding the projects for all components located within the property or its buffer zone, for review by the Advisory Bodies once they become available, should be reiterated. It is considered that, among other issues, these areas have sensitive values and, before the execution of the works, need to be preceded by preliminary archaeological investigation.

Pedestrianization areas and sustainable parking

The project for the pedestrianization of downtown streets has had an important and successful development and has highlighted the need to find an adequate solution for the continuity of these roads, with the high-traffic roads, such as *Tacna* and *Abancay*. Pedestrianization is in contradiction with the abundant presence of parking lots in the central and pedestrian streets. The need to promote underground parking lots, such as *Chabuca Granda*, can represent an alternative solution to this problem.

It is equally important to promote surveillance and control of pedestrian areas to ensure safety and maintain or increase their popularity; to avoid the destruction of urban assets encouraged by parking lots; to introduce stricter regulations on uses and activities in the centre and develop traffic studies to optimize circulation and specify regulatory measures for mobility.

Integrated Regional approach

The Metropolitan Municipality of Lima is working within a concept of “Humanised Lima” at global, national, regional, and metropolitan level, that is based on “Agreements and Ordinances”. It considers that the challenge to overcome is to take advantage of the geopolitical strategic position of Lima and Peru, regarding the new world economy, considering its location in the Pacific basin. Artificial intelligence is to be considered as a bridge that unites tradition and modernity, to create “intelligent cities”. The enhancement of cultural and natural heritage is to be promoted for domestic and inbound tourism. **In this regard the Mission notes that the integrated regional approach is to be welcomed, but needs further development, and considers that heritage is to be promoted not only for tourism purposes, but for the citizens and Peruvians.**

Severe precarious socio-economic conditions

The social economic issues should be addressed relating to precarious housing, inhabitation, risk and security through a broad Socio-Economic Development Plan, integrated with an ongoing program on urban recovery and revitalization, and should consider its implementation through interinstitutional cooperation.

Promotion of residential use in the HCL is an optimal solution which will guarantee the care and the quality of the centre, a more stable and prolonged daily activity and a complex dynamic that characterizes the centre of the city. This should also promote a greater attraction of the centre, which will promote in the popularity and attractiveness of the area and a greater appreciation of it.

Minor Boundary Proposal

The State Parties initiative to give continuity to Minor Boundary Modification Proposal and the work on the accuracy of the World Heritage property boundaries at lot level is welcomed, with the update of the buffer zone boundaries, since importance of the proposed expansion and serial sectors are related not only to their historic and artistic value, but to their expressions as testimonies to the social, economic and urban development of Lima.

RECOMMENDATIONS

Transportation System

- Despite reiterated request, ongoing since 2009, regarding appropriate Heritage Impact Assessments to be undertaken for Transport System issues, only the preliminary HIA study for Metro Line 2 was presented. The following HIAs are pending:
 - a) Metro Line 2, the final project with its complementary HIA and its final approval in all instances.
 - b) BRT *Metropolitano* (COSAC) stations, conclusion, and mitigation measures for the stations.
 - c) *Linea Amarilla* road, conclusion, and mitigation measures.
 - d) Metro Line 3, development of projects route and stations.
 - e) Other future projects, such as the tram “*Corredor Electrico Colonial*” and cable car to *Cerro San Cristobal*.

Urban Mobility and Pedestrianization

- Welcome the high impact and social gain of the Pedestrianization Project and recommend measures of security for these areas, develop studies for solution of continuity between

pedestrian areas and adjacent high traffic roads, and create underground parking in the boundaries of the Historic Centre.

- Address, with urgency the increasing number of downtown parking lots in demolished heritage assets considering measures of regulation, incentives, and specific urban regulation with limitation of car circulation and defining compatible activities.

Integrated regional approach

- The integrated regional approach needs further development, and integrate the concept that heritage is to be promoted not only for tourism purposes, but for the citizens and the Peruvians.

Master Plan's Implementation

- Significant advances were made for the implementation of the World Heritages' property Master Plan, in particular regarding the Historic Urban Landscapes Axis I, but the remaining axes II and III need to be addressed in a more integral approach.
- Give continuity for the ongoing works regarding Archaeology, Risk Management and Prolimas' Archive that are an important support for adequate interventions in the Historic Centre of Lima.

Recovery of landscape, built structures and urban spaces

- Give continuity to the extensive work on the recovery of landscape, built structures and urban spaces and consider:
 - a) The feasibility of the Special Landscape project of Rimac River needs to be given attention due to its tight schedule and promote the necessary alignment with the "River Rimac Reinforcement Project".
 - b) Evaluate the indiscriminate use of replicas of antique models and not to recover facades of buildings which present problematic conditions inside.
 - c) Consider addressing the increase of irregular occupation on Cerro San Cristobal, whose presence is highlighted through colours.

Socio-Economic Development Plan

- Despite reiterated request, the severe social economic issues related to precarious housing, inhabitability, risk and security need to be addressed through a broad Socio-Economic Development Plan, that has to be integrated to the ongoing programs on urban recovery and revitalization. Its implementation through interinstitutional cooperation should be considered.

Management issues

- Despite reiterated request, the following management issues need to be attended, with urgency:
 - a) Although acknowledging the achieved advances, implement an autonomous Executive Unit responsible for the management of the World Heritage property, in the framework of the properties' Master Plan and given its large experience, consider PROLIMA for this role;
 - b) Establish a Management Plan with clarification of administrative competences, procedures and protocols regarding interinstitutional and civil coworking on territorial

- and functional instances, such as municipalities and national ministries, with special attention to the administrative intervention approvals in the property;
- c) Implement the Interinstitutional Working Groups, according to the Master Plan;
 - d) Strongly recommend establishing and maintain regular working groups that include stakeholders representing civil organizations from the social, economic and technical sectors regarding their contribution to the implementation of the Master Plan and the development of the Historic Centre of Lima, reminding the State Party that this can help to solve conflicts and avoid judicial processes;
 - e) Welcome the advances made in structuring PROLIMA but notes that Rimac needs urgently to be addressed with additional technical, human, and financial resources, including training and capacity- building programs. Complementary, knowledge and experience in Heritage Impact Assessments (HIAs) and on mobility in the historic centres needs to be improved.

Elements of Concern

- Note the ongoing judicial conflict that halted the works on Plazuela San Francisco, recommending an adequate solution.
- Notes the intention to give continuity to a proposal of a cable car to the *Cerro San Cristobal*, and requests the State Party to submit the new proposal and its HIA to the World Heritage Centre for review, before further development of the project.
- Notes and recommends addressing the intense and irregular commercial activity, which is expanding without control, where deposits for wholesale commerce provokes the expulsion of residents, unauthorized interventions, and the intensification of traffic of large vehicle and risk of fire.

Minor Boundary Modification

- The State Party' submission of the Minor Boundary Modification that will include within the property's boundaries several monuments that are currently located in its buffer zone, as recommended by the 2017 Advisory mission, including the update and accuracy of the World Heritage and buffer zone boundaries is noted.

6. REFERENCES

Documents asked to be observed by the TOR

- World Heritage Centre – ICOMOS. International Advisory mission to “Historic Centre of Lima” (Peru), Ref. 500bis. Mission report (17-20 October 2017).
- World Heritage Committee Decision 44 COM 7B.169
- “Master Plan of the Historic Centre of Lima to 2029 with vision to 2035” and “Single Regulation for the Administration of the Historic Centre of Lima”
- Programa Municipal para la Recuperación del Centro Histórico de Lima

Documents received from ICOMOS secretariat

- HCL Background documentation (received 12/10/2022)
 - FILE Nomination Dossier
 - FILE SOC Reports
 - FILE Mission Reports
 - FILE ICOMOS Technical Reviews
- Peru, Ministry of Culture and Metropolitan Municipality of Lima. Annual Report on the conservation of the Historic Centre of Lima. December 2022 (30 pg. with Annexes) (Received 16/12/2022) (Annex 6)

Documents received during the Mission directly from the State Party (Annex 7A)

- Summary for the Management of the Metropolitan Municipality of Lima, sent by Mayor Miguel Eugenio Romero Sotelo. (Received during the Mission). (Image 3)

Sent by Prolima

- **MISION UNESCO 2022**
Link: https://drive.google.com/drive/folders/1-v-glZi65AMwRkRLGe9nBBYLayZmk65V?usp=share_link (15 Power Point presentations shown during the Advisory Mission), received 30/11/2022.
Link:
<https://www.dropbox.com/scl/fo/blwuper1g1a58c7vgj8sh/h?dl=0&rlkey=7lv552v606yhafz62qwn4neld>
- **San Francisco Plazuela and Convent San Francisco de Lima**
Plazuela San Francisco – Court Case promoted by Provincia Franciscana de los XII Apóstoles against the Metropolitan Municipality of Lima
 - *Documentación legal: Mejoramiento y Remodelación del Servicio de recreación pasiva en la Plazuela de San Francisco.* (Legal Documents: Improvement and refurbishment of the passive recreation service in the Plazuela de San Francisco). Nov 2022 (Dossier with paper copies. Huge volume, not numbered, at least 400 pages). Received during the Mission, paper version.
 - Court Decision determining the halt of works on the Plazuela, 27/10/2022 (Superior Justice Court Decision Exp N^o 01862-2022-26-1801-JR-DC-06, 9 pgs, pdf copy). Received via WhatsApp on 29/11/2022.

- Letters between Prolima and Provincia Franciscana regarding invitation to attend the Missions' visit to Plazuela San Francisco (received during the Mission, paper copies)

Convent Sant Francisco de Lima – Denunciations on irregular interventions

- Video “*Destrucción del Convento de San Francisco de Lima, Peru*”. Report on the destruction of the San Francisco de Lima Convent (received via WhatsApp during the Mission).
- **Legislation** (links received via WhatsApp on 14/12/2022)
 - “Plan Maestro del Centro Histórico al 2029 con visión al 2023” <https://drive.google.com/drive/folders/1PSNjwpubtXLcE7O7ETqvCRWvfSPxhsJp>
 - “Reglamento Único de Administración del Centro Histórico de Lima” <https://drive.google.com/drive/folders/1CdX4EsG dcdpevH-FXnICtI0w8IGE5GT>
- **Documentation** – Municipalidad Metropolitana de Lima. Memoria de Gestión: 2019-2022 – Programa Municipal para la Recuperación del Centro Histórico de Lima (*Municipal Programme for the Recovery of the Historic Centre of Lima*). Noviembre 2022. (304 pg). Received during the Mission.

Sent by ATU (Autoridad de Transporte Urbano para Lima y Callao)

Heritage Impact Assessment (HIA) by the ATU on *Estación Central* (Central Station), Metro Line 2

- “Proyecto Línea 2 Y Ramal 4 Av. Faucett - Av. Gambetta de la Red Básica del Metro de Lima y Callao”. Ministerio de Transportes y Comunicaciones. Autoridad de Transporte Urbano para Lima y Callao (ATU). “Estudios de Impacto al Patrimonio Cultural Material e Inmaterial y Plan de Mitigación en el Centro Histórico”. Informe 3. mayo 2021.
 - por la construcción del pozo de ventilación Pv12 Y Pv13. (Informe Bolognesi)
 - por la construcción de la Estación Central E13. (Informe Colon)https://1drv.ms/u/s!Ai1XbqwdAtlsg7RFo56cBVMo_9HTnA?e=hgMjo3

Legislation

- Ley Nacional de Peru nº 31184, de 19/03/2021 – “*Declara de interés nacional la recuperación y puesta en valor del Centro Histórico de Lima, sus monumentos, ambientes urbano-monumentales e inmuebles de valor monumental, conforme al Plan Maestro del Centro Histórico de Lima al 2029 con visión al 2035 y en el marco de los actos conmemorativos del Bicentenario de la Independencia del Perú.*”(available at https://leyes.congreso.gob.pe/Documentos/2016_2021/ADLP/Ficha_Tecnica_Espanol/31184-FTE.pdf)

Documents received during the Mission directly from other Institutions (Annex 7B)

Sent by Provincia Franciscana de los XII Apóstoles

(Received on 02/12/2022, via WhatsApp, from Mr Humberto Palacios – mediator of Convent San Francisco)

- Arq. Restaurador Humberto Palacios Miró Quesada. *Plazuela San Francisco: Intervención* (Plazuela San Francisco: Intervention). (2 pg)
- *Audiencia Judicial, miércoles, 21sep2022: Inconsistencias de parte de Prolima y MINCUL.* (Judicial Audience, Wednesday, 21sep2022: Inconsistencies on the part of Prolima and MINCUL). (6 pg)

Sent by As. ICOMOS PERU (Received during the Mission)

- FAUA UNI. *Plan Maestro de Centro Histórico de Lima* (Master Plan of Lima's Historic Centre). PMCHL 2019. *Prolima: Evaluación de la Facultad de Arquitectura, Urbanismo y Artes, Universidad Nacional de Ingeniería* (Evaluation of the Faculty of Architecture, Urbanism and the Arts, National Engineering University). (6 pg)
- As. ICOMOS-PERU. *Informe-Análisis del Centro Histórico de Lima al 2028*. (Report-Analysis of Lima's Historic Centre). 2019. (68 pg)
- As. ICOMOS-PERU. *Informe-Análisis del Centro Histórico de Lima*. (Report-Analysis of Lima's Historic Centre). 2021. (20 pg)

7. ANNEXES

Annex 1 – Illustrations

Annex 1a – Table - Centre of Lima Master Plan 2018-2018 - Proposal, Evaluation and Recommendation. ICOMOS Technical Review, in April, 2019.

Annex 1b – Heritage Impact Assessment (HIA) Metro Line 2 - “*Paseo Colon Central Station*” and “*Plaza Bolognesi PV12 and PV13*”.

Annex 2 – Terms of Reference and World Heritage Committee Decision **44 COM 7B.169**.

Annex 3 – Mission Programme.

Annex 4 – List of Participants (Mission team, Prolima team; invited Institutions) and Presentations made by the State Party.

Annex 5 – Statement of Outstanding Universal Value of the property.

Annex 6 – State of conservation report 2022.

Annex 7 – Documentation Received during the Mission (by the State Party and by Other Institutions).

Annex 8 – Press.