

LETTERS

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CROSSING POINT

I read about a cable car crossing for the London Thames with great interest (*RIBA*J May).

In 2004 I submitted to the Royal Academy Summer Exhibition a project for a monumental landmark for the Thames Olympic Gateway (it was not shown). This proposal consisted of two linked towers on the site of the then redundant Millennium Dome, linked to the future Olympic stadium by a high capacity double decker cable car. Its stations were evenly spaced along the route to serve the Olympic venues and new developments planned for the Lea Valley site. I proposed it also be extended to the centre of Canary Wharf.

It is interesting to see that the cable car river crossing since proposed by first Rogers Stirk Harbour and Partners and now Wilkinson Eyre, is located by both more or less where I proposed mine.

Andrzej Bisztyga
Guildford, Surrey

COUNTRY PURSUIT

I read with growing disbelief that the RIBA/National Grid competition to design a pylon – which will ‘preserve the beauty of the countryside’ – is to be judged by a panel chaired by energy and climate change secretary Chris Huhne.

Can this be the same Chris Huhne who is hell bent on disfiguring hundreds of square miles of the same countryside with inefficient and ruinously expensive wind powered turbines?

Worse still, the RIBA president seems oblivious to this glaring contradiction.

Brian Collins, via email

SENSE OF PLACE

It would have been a great help to indicate more of the locations of the RIBA award-winning buildings (Best in Show, *RIBA*J, June). Usually one place name would have been enough: there is room.

David W Lloyd
Harlow, Essex



SAVE GLASGOW'S HERITAGE

A masterpiece is at stake!

Efforts to convert Alexander ‘Greek’ Thomson’s Egyptian Halls in Glasgow into a hotel remain plagued by the need for public funds and now by redevelopment.

An application for listed building consent to demolish Egyptian Halls was lodged in April, cleverly comparing two schemes: a viable new hotel tower block versus a £20m conversion that is unviable because an incumbent Listed Building Repair Notice (stated

at around £11m) can’t be fully borne. All the funding offers remain about £2.5m short.

The ethos to conserve rather than rebuild is evident from the level of vested conservation expertise in the scheme. Conversion [which is promised to be ‘reversible’] has been widely publicised since February by a marketing website and an organised public meeting at the Lighthouse. Local MSPs are working on behalf of the campaigners and calling for the conversion scheme to be embraced or at least reviewed, not least because it preserves a world-renowned architectural masterpiece. This is backed by thousands of people, laypersons and professionals alike.

Our 2000-strong petition was lodged in June, giving the Scottish government time to intervene. Let’s hope the case will prove to be a perfect pilot for the pledges of the Scottish parliament in favour of sustainable regeneration.

Kenneth Toner, Glasgow