



Redhill developers make a towering mistake

24 January 2026



Two major landmark towers that would have dominated a Surrey town have been dismissed with campaigners claiming a major victory in their long-running battle. Developers Solum Regeneration had been hoping to build high-rises of 14 and 15 stories next to Redhill station, but were refused planning permission by Reigate and Banstead Borough Council in 2024. Undeterred, they dug in and challenged the decision through the courts forcing a long drawn-out process. Residents, however, galvanised to challenge the process.

Now, they are celebrating after the planning inspectorate threw out the bid to create Redhill’s tallest buildings saying it would forever harm the town’s character, blot out existing views of wooded hills outside Redhill, and create pedestrian safety risks. Redhill Residents Action Group (RRAG), formed to represent hundreds of residents and rail users.

The appeal, brought by Solum Development, a partnership between Network Rail and Keir, was opposed on planning grounds relating to design quality, impact on heritage and town character and the effect on access to a vital transport hub.

Jan Sharman, Campaign lead for RRAG said: “We have always believed this was the wrong development for such an important site. Redhill station should be embracing the future, with integrated rail, bus and active travel. “Developers need to think with vision and create places that genuinely work for communities.”

Solum had insisted the development was needed for the town and would deliver 255 much needed housing to the area – particularly as the council is missing its targets. The scheme would have also revamped the railway station, and increased footfall to town centre.

The taxi rank would have been relocated to the back of the station, with most drivers and cyclists directed to the steep Redstone Hill entrance. Disability campaigners said this would shut those mobility issues out. The inspector however decided the sheer size of the scheme was just too much.

Jan added: “We fully recognise the need for more homes, particularly for younger people. But homes must be genuinely affordable, well designed and properly integrated into their surroundings. Building housing that people cannot afford, in the wrong place, helps no one.”

The inquiry was held over September 2 to 5 and continued between November 24 to 28 last year. Planning inspector Joanna Gilbert issued her decision on January 19, 2026. She said: “The proposal would provide the benefit of 255 housing units that carries substantial weight. There would be other benefits to which I have afforded significant, moderate and limited weight. However, I have afforded very substantial weight to the adverse effects on the character and appearance of the area.”

“There are moderate, limited and very limited levels of less than substantial harms to designated heritage assets and a moderate indirect adverse effect on a non-designated heritage asset. There would also be significant weight to the harm in respect of highway and pedestrian safety, including parking. Additionally, there would be moderate weight to the harm to living conditions for some occupiers of Quadrant House.”

She added: “For the reasons set out above, the appeal is dismissed.”

Chris Caulfield LDRS

Redhill Train Station development 15-storey tower block distance CGI (Credit Solum planning documents)