This Statutory Instrument has been published in substitution of the S.I. 2026/842, which was originally classified as a local non-print S.I. but should have been classified and published and published as a printed local S.I.

STATUTORY INSTRUMENTS

2026 No. 1057

INFRASTRUCTURE PLANNING

The M25 Junction 10/A3 Wisley Interchange Development Consent (Amendment) Order 2026

Made - - - -	*16th July 2026*
Coming into force	*17th July 2026*

An application has been made under paragraph 2 of Schedule 6 to the Planning Act 2008(**a**) to the Secretary of State in accordance with the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011(**b**) for a non-material change to the M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022(**c**).

The Secretary of State, having considered the application and the responses to the publicity and consultation carried out in accordance with regulations 6 and 7 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, has decided to make this Order amending the M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022.

The Secretary of State, in exercise of the powers conferred by paragraph 2 of Schedule 6 to the Planning Act 2008, makes the following Order.

Citation and commencement

1. This Order may be cited as the M25 Junction 10/A3 Wisley Interchange Development Consent (Amendment) Order 2026 and comes into force on 17th July 2026.

Amendment of the M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022

2.—(1) The M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022 is amended as follows.

(**a**) 2008 c. 29. Paragraph 2 of Schedule 6 was amended by paragraph 4 of Schedule 8 to the Marine and Coastal Access Act 2009 (c. 23), by paragraph 72 of Schedule 13 and paragraph 1 of Schedule 25 to the Localism Act 2011 (c. 20), by section 28 of the Infrastructure Act 2015 (c. 7) and by section 128 of the Levelling-up and Regeneration Act 2023 (c. 55).

(**b**) S.I. 2011/2055, as amended by S.I. 2012/635, S.I. 2012/2654, S.I. 2012/2732, S.I. 2013/522, S.I. 2013/755, S.I. 2015/377, S.I. 2015/760, S.I. 2015/1682, S.I. 2017/314, S.I. 2017/524, S.I. 2018/378, S.I. 2019/734, S.I. 2020/764, S.I. 2020/1534, S.I. 2021/978, S.I. 2022/634 and S.I. 2023/1071.

(**c**) S.I. 2022/549 as corrected by S.I. 2023/46.

(2) In Schedule 3 (classification of roads, etc.) omit the following rows from the table at Part 5 (speed limits)—

(1) *Road name and number*	*(2)* *Extent*	*(3)* *Speed Limit*
M25 eastbound	Along the length of the improved M25 eastbound carriageway, for a total distance of 5,580 metres, as shown on Sheets 3, 5, 7 and 9 of the speed limits and traffic regulations plans.	National speed limit (70 miles per hour, as existing limit)
M25 eastbound on-slip at M25 junction 10	Along the length of the altered slip road, from its diverge from the M25 junction 10 circulatory carriageway to its merge with the M25 eastbound carriageway, for a total distance of 955 metres, as shown on Sheets 3 and 7 of the speed limits and traffic regulations plans.	National speed limit (70 miles per hour, as existing limit)
M25 westbound	Along the length of the improved M25 westbound carriageway, for a total distance of 6,050 metres, as shown on Sheets 3, 5, 7 and 9 of the speed limits and traffic regulations plans.	National speed limit (70 miles per hour, as existing limit)
M25 westbound on-slip at M25 junction 10	Along the length of the improved slip road, from its diverge from the M25 junction 10 circulatory carriageway to its merge with the M25 westbound carriageway, for a total distance of 1,225 metres, as shown on Sheets 3 and 5 of the speed limits and traffic regulations plans.	National speed limit (70 miles per hour, as existing limit)
A3 northbound to A245 westbound dedicated slip lane at the A3 Painshill junction	Along the length of the new slip road, from its diverge from the A3 northbound off-slip to its merge with the A245 westbound carriageway, for a total distance of 180 metres, as shown on Sheet 4 of the speed limits and traffic regulations plans.	40 miles per hour

(3) In the table at Part 5 of Schedule 3—

(a) in the row relating to the "A3 northbound to M25 westbound dedicated free-flow slip lane at M25 junction 10", in column (2) for "205" substitute "39.12"; and

(b) in the row relating to the "A3 southbound to M25 eastbound dedicated free-flow slip lane at M25 junction 10", in column (2) for "210" substitute "45.25".

(4) In Schedule 11 (documents to be certified), in the entry in the table for "Speed Limits and Traffic Regulation Plans"—

(a) in column (2), for "TR010030/APP/2.7" substitute "TR010030/APP/2.8"; and

(b) in column (3), for "3" substitute "4".

Signed by authority of the Secretary of State for Transport

Natasha Kopala
Head of the Transport and Works Act Orders Unit
16th July 2026 Department for Transport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022 ("the 2022 Order"), a development consent order under the Planning Act 2008 ("the Act").

This Order follows an application under paragraph 2 of Schedule 6 to the Act to make non-material changes to the 2022 Order.

The table in Part 5 of Schedule 3 is amended to remove entries prescribing certain speed limits, and to remove reference to a road to which works are no longer proposed to be carried out. Speed limits for the M25 carriageway, the two free-flow slip lanes for traffic entering the M25 and the M25 on-slip roads are prescribed under the M25 Motorway (Junctions 7 to 16) (Variable Speed Limits) Regulations 2012 (S.I. 2012/2134).

The entry in the table in Schedule 11 relating to the Speed Limits and Traffic Regulations Plans amends the document reference and revision number.

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