

**M25 junction 10/A3 Wisley interchange
TR010030
Application for non-material change
Supporting Statement**



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1. Introduction and application context

1.1 Background

- 1.1.1 The M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022 was made on 12 May 2022 and came into force on 2 June 2022, it was corrected by the M25 Junction 10/A3 Wisley Interchange Development Consent (Correction) Order 2023, that was made on 18 January 2023 and came into force on 19 January 2023 (“**DCO**”).
- 1.1.2 The DCO authorises the alteration and upgrade of the existing roundabout junction between the M25 (Junction 10) and the A3 (Wisley Interchange).

1.2 Application for amendment

- 1.2.1 The DCO prescribes speed limits for various roads within and surrounding the M25 Junction 10/A3 Wisley interchange, effective on or after the date on which the roads in question are open to traffic. As the works progressed towards the opening of the roads, it became evident that the fixed speed limit provisions prescribed by the DCO conflict with variable speed limits for the M25 carriageway, the two free-flow slip lanes for traffic entering the M25 and the M25 on-slip roads, prescribed under the M25 Motorway (Junctions 7 to 16) (Variable Speed Limits) Regulations 2012 (“**SI 2012**”). Variable speed limits enable the use of dynamic speed management to ensure the safety and efficient operation of the road network, especially on motorways and major roads, where speed limits can change in response to traffic or weather conditions.
- 1.2.2 A non-material change is required to deal with the conflict between SI 2012 and the DCO speed limit provisions. This can readily be achieved by deleting the speed limits prescribed by the DCO in cases where speed limits are already imposed by the SI 2012. A minor change is also required to remove a road from the list of roads for which speed limits are prescribed by the DCO in Part 5 of Schedule 3, to reflect a change in the development authorised by the Secretary of State pursuant to Schedule 2, Part 1 Requirement 5 to remove works to that road from the DCO. A further minor change is requested to revise the Speed Limits and Traffic Regulations Plans listed at Schedule 11 to the DCO to refer to an updated version of those plans that reflect the changes sought.
- 1.2.3 National Highways hereby applies to the Secretary of State pursuant to section 153 and Paragraph 2 of Schedule 6 of the Planning Act 2008 (“**2008 Act**”) to make changes to the Order that are not material (“**NMC Application**”). The NMC Application is subject to the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, as amended (“**2011 Regulations**”). This NMC Application has been prepared with reference to the Department for Communities and Local Government “Planning Act 2008: Guidance on Changes to Development Consent Orders” (December 2015) (the “**DCO Changes Guidance**”).
- 1.2.4 This statement is provided in support of the NMC Application.
- 1.2.5 This statement also sets out why the change sought will result in no new or different likely significant environmental effects, given that the amendments proposed are technical and would not result in any development beyond that already consented through the DCO, which has already been subject to

environmental impact assessment and an assessment under the Conservation of Habitats and Species Regulations 2017 (**Habitats Regulations Assessment**).

2. Need for proposed change

2.1 Imposition of variable speed limits

- 2.1.1 The proposed change to the DCO to provide for the imposition of variable speed limits on the M25 carriageway, the two free-flow slip lanes for traffic entering the M25 and M25 on-slip roads is required to ensure the safety and efficient operation of the road network, in accordance with the scheme objectives for the DCO, and to ensure the speed limits imposed by the DCO are consistent with the part of the M25 within which the DCO sits.
- 2.1.2 Variable speed limits have been in force on the M25 carriageway and on-slip roads at junction 10 pursuant to SI 2012, and preceding statutory instruments,¹ since at least 1995.
- 2.1.3 The stretches of the M25 carriageway within the scope of the DCO, the two free-flow slip lanes for traffic entering the M25 and the M25 on-slip roads at junction 10 are subject to both the speed limits prescribed in the SI 2012, and the speed limits prescribed by the DCO. The proposed change is required to deal with this conflict by removing from the scope of the DCO the M25 carriageway, the two free-flow slip lanes for traffic entering the M25 and M25 on-slip roads that are subject to the 2012 SI.

Temporary speed limits

- 2.1.4 The roads subject to the DCO are due to open, or have opened, at various stages from August 2025, at which time the speed limits prescribed by the DCO would ordinarily come into force. In order to maintain consistency of speed limits at the interchange and the ongoing safety of road users, NH has made a temporary traffic regulation order under the Road Traffic Regulation Act 1984 to impose variable speed limits on the M25 carriageway, the two free-flow slip lanes for traffic entering the M25 and M25 on-slip roads.² The traffic regulation order was made in August 2025, and will be in place for eighteen months unless revoked sooner. If the Secretary of State determines to grant the NMC Application, NH will revoke the traffic regulation order.

2.2 Removal of jet lane road from Part 5 of Schedule 3

- 2.2.1 On 28 February 2024, the Secretary of State approved a request under Requirement 5, Part 1 of Schedule 2 of the DCO to remove works to construct the A3 northbound to A245 westbound dedicated “jet lane” at the A3 Painshill junction (“**A3 NB Jet Lane**”) from the works approved under the Scheme.
- 2.2.2 Part 5 (speed limits) of Schedule 3 of the DCO prescribes speed limits for the roads listed in that part. The A3 NB Jet Lane is listed in Part 5 (speed limits) of Schedule 3 as the “A3 Northbound to A245 westbound dedicated slip lane at the A3 Painshill junction”.

¹ See the M25 Motorway (Junctions 10 to 16) (Variable Speed Limits) Regulations 2001 and the M25 Motorway (Junctions 10 to 15) (Variable Speed Limits) Regulations 1995.

² The M25 Motorway (Junction 10) (Variable Speed Limits) (Temporary Restriction of Traffic) Order 2025 dated 1 August 2025.

- 2.2.3 As the A3 NB Jet Lane will not be constructed under the DCO, a consequential change is required to remove the A3 NB Jet Lane from the list of roads for which speed limits are prescribed under the DCO.
- 2.2.4 The A3 NB Jet Lane has been removed from the revised Speed Limits and Traffic Regulations Plans at **Appendix A**. See in particular sheet 4, where references to the A3 NB Jet Lane have been removed.

2.3 Certified documents

- 2.3.1 A minor change is proposed to the documents listed in Schedule 11 of the DCO to refer to an updated version of sheets 3, 4, 5, 6, 7 and 9 of the Speed Limits and Traffic Regulations Plans that detail the above changes.

3. Explanation of proposed change

3.1 Variable speed limits

- 3.1.1 The DCO prescribes speed limits on stretches of road subject to the DCO by operation of Article 13(7) and Part 5 of Schedule 3 of the DCO. The NMC Application is to amend the DCO in order to provide for variable speed limits on the M25 carriageway, the two free-flow slip lanes for traffic entering the M25 and the M25 on-slip roads at the junction pursuant to the SI 2012.

- 3.1.2 Article 13 paragraph 7 states:

(7) On or after the date on which the roads specified in Part 5 (speed limits) of Schedule 3 are open for traffic, no person is to drive any motor vehicle at a speed exceeding the limit in miles per hour specified in column (3) of that Part in respect of the lengths of road identified in the corresponding row of column (2) of that Part.

- 3.1.3 The table at Part 5 (speed limits) of Schedule 3 identifies stretches of roads subject to the DCO and a corresponding speed limit for each stretch of road.

M25 carriageway and M25 on-slips

- 3.1.4 The NMC Application proposes to remove the references to the M25 carriageway and M25 on-slip roads from the table, being the rows relating to:

- M25 eastbound;
- M25 eastbound on-slip at M25 junction 10;
- A3 southbound to M25 eastbound dedicated free-flow slip lane;
- M25 westbound; and
- M25 westbound on-slip at M25 junction 10.

- 3.1.5 Removing the above rows will remove those stretches of the M25 carriageway and the M25 on-slip roads from the speed limits prescribed under the DCO. As the DCO will no longer apply, the SI 2012 will prescribe speed limits for the M25 carriageway and the M25 on-slip roads.

- 3.1.6 The proposed change to the speed limits for the M25 carriageway and the M25 on-slip roads are shown on sheets 3, 5, 6, 7 and 9 of the plans at **Appendix A**.

Free-flow slip lanes for traffic entering the M25

- 3.1.7 The NMC Application proposes to remove the two free-flow lanes for traffic entering the M25 from the speed limits prescribed by the DCO from the point on those lanes where the overhead gantries are installed, which will display the variable speed limits, to the merge with the M25 carriageway.
- 3.1.8 The NMC Application proposes to amend the description in Part 5 of Schedule 3 for these two roads as below:

Table 1: Changes to free-flow slip lanes for traffic entering the M25

Road name and number	Extent	Speed Limit
A3 northbound to M25 westbound dedicated free-flow slip lane at M25 junction 10	Along the length of the new slip road, from its diverge from the A3 northbound off-slip to its merge with the M25 westbound on-slip, for a total distance of 205 39.12 metres, as shown on Sheet 3 of the speed limits and traffic regulations plans.	National speed limit (70 miles per hour)
A3 southbound to M25 eastbound dedicated free-flow slip lane at M25 junction 10	Along the length of the new slip road, from its diverge from the A3 southbound off-slip to its merge with the M25 eastbound on-slip, for a total distance of 210 45.25 metres as shown on Sheet 3 of the speed limits and traffic regulations plans.	National speed limit (70 miles per hour)

- 3.1.9 The proposed change to the free-flow slip lanes for traffic entering the M25 are shown on sheet 3 of the revised plans at Appendix A.

3.2 Removal of jet lane from Part 5 of Schedule 3

- 3.2.1 As above, Part 5 (speed limits) of Schedule 3 identifies stretches of roads subject to the DCO and a corresponding speed limit for each stretch of road.
- 3.2.2 As works are no longer being carried out to provide the A3 NB Jet Lane pursuant to the DCO, the DCO ought not prescribe a speed limit for that stretch of road.
- 3.2.3 It is therefore proposed to remove the A3 NB Jet Lane from the list of roads in Part 5 of Schedule 3 by deleting the row relating to the “A3 Northbound to A245 westbound dedicated slip lane at the A3 Painshill junction” from the table at Part 5 (speed limits) of Schedule 3.

3.3 Certified documents

- 3.3.1 The NMC Application seeks to revise the Speed Limits and Traffic Regulations Plans listed at Schedule 11 to the DCO to refer to an updated version of those plans that reflect the changes sought as part of this NMC Application.
- 3.3.2 A revised version of sheets 3, 4, 5, 6, 7 and 9 of the Speed Limits and Traffic Regulations Plans are at **Appendix A**. The changes to the plans are as follows:
- Sheet 3 – M25 carriageway and M25 on slips have been removed from the speed limits prescribed by the DCO. The two free-flow slip lanes for traffic entering the M25 have been removed from the DCO to the extent described above.

- Sheet 4 – the A3 NB Jet Lane has been removed from the speed limits prescribed by the DCO.
- Sheet 5 – M25 carriageway and M25 on slips have been removed from the speed limits prescribed by the DCO.
- Sheet 6 – M25 carriageway and M25 on slips have been removed from the speed limits prescribed by the DCO.
- Sheet 7 – M25 carriageway and M25 on slips have been removed from the speed limits prescribed by the DCO.
- Sheet 9 – M25 carriageway has been removed from the speed limits prescribed by the DCO.

3.3.3 No changes were made to Sheets 1, 2 and 8.

4. Materiality

4.1 Overview

4.1.1 There is no statutory definition of what constitutes a material or non-material amendment for the purposes of Schedule 6 of the Planning Act 2008 and Part 1 of the 2011 Regulations. However, the Government has issued guidance on this in DCO Changes Guidance.

4.1.2 Paragraphs 9 – 16 of the DCO Changes Guidance set out four characteristics which are relevant to determining whether a proposed change to a development consent order is material or non-material:

- **Environmental statement** – a change should be treated as material if it would require an updated environmental statement (from that at the time the original DCO was made) to take account of new, or materially different, likely significant effects on the environment.
- **Habitats and protected species** – a change is likely to be material if it would invoke a need for a Habitats Regulations Assessment. Similarly, the need for a new or additional licence in respect of European Protected Species is also likely to be indicative of a material change.
- **Compulsory acquisition** – a change should be treated as material that would authorise the compulsory acquisition of any land, or an interest in or rights over land that was not authorised through the existing DCO.
- **Impact on business and residents** – the potential impact of the proposed changes on local people will also be a consideration in determining whether a change is material.

4.1.3 Each of these factors is considered in turn below in the light of the changes proposed in the NMC Application.

4.2 Variable speed limits

Environmental statement

4.2.1 An environmental statement (ES) for the Scheme was prepared and published in 2019. The assessment of the effects of the Scheme in the ES was based on the

prescription in the DCO that national speed limits would be applied for the roads within and surrounding the M25 Junction 10/A3 Wisley interchange.

- 4.2.2 The speed of traffic is a material consideration in the assessments of noise and air quality. For noise effects it is recognised that the majority of noise generated by traffic is from tyre contact with the road surface and that noise increases with increased speed. This is particularly relevant to the M25 which has a concrete surface which generates more noise than an asphalt surface. The variable speed limits on the M25 Carriageway, free-flow slip lanes for traffic entering the M25 and M25 on-slips (which will be lower than national speed limits in all cases) will generally result in lower noise levels.
- 4.2.3 Air quality emissions from internal combustion engines increase with increased speed and it is recognised that the optimum speed in terms of air quality for traffic is around 56mph. The variable speed limits (which will be lower than national speed limits in all cases) will result in reduced emissions and consequently reduced adverse environmental effects.
- 4.2.4 The reduction in noise and air quality emissions will be minimal and as such there will be no new, or materially different likely significant effects on the environment to those considered in the ES.

Habitats and protected species

- 4.2.5 The Scheme is set within the Thames Basin Heaths Special Protection Area (SPA) where the heathland habitat is sensitive to deposition of nitrogen generated by traffic. A Habitats Regulations Assessment (“HRA”) was therefore prepared and submitted as part of the DCO application.
- 4.2.6 In general, a speed limit of 50 or 60 mph is likely to lead to slightly lower emissions of Nox (and hence nitrogen deposition) when compared with the national speed limit of 70 mph. Variable speed limits will mean that vehicles would be travelling at lower speeds and emissions of nitrogen would therefore be less.
- 4.2.7 No HRA is therefore required as a result of the proposed change.
- 4.2.8 Changes in traffic speeds would not affect any of the European Protected Species found at the site and so an updated European Protected Species licence is not required as a result of the proposed change.

Compulsory acquisition

- 4.2.9 There is no change in the land, interest in or rights over land being acquired, to that presented in the DCO.

Impact on businesses and residents

- 4.2.10 The proposed change is intended to align the DCO with the pre-existing traffic regulations applicable to the M25. As such there will be no change in the impact to businesses and residents associated with the change, compared with the existing situation.

4.3 Removal of jet lane from Part 5 of Schedule 3

Environmental statement

- 4.3.1 The removal of works to the A3 NB Jet Lane from the DCO was approved by the Secretary of State under Requirement 5, Part 1 of Schedule 2 of the DCO. Approval under Requirement 5, Part 1 of Schedule 2 of the DCO is on the basis that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects.
- 4.3.2 The consequential change to remove the A3 NB Jet Lane from the list of roads for which speed limits are prescribed under the DCO is an administrative change in response to the approval under Requirement 5, Part 1 of Schedule 2 of the DCO, and would therefore not give rise to any materially new or materially different likely significant environmental effects.

Habitats and protected species

- 4.3.3 The proposed amendment to remove the A3 NB Jet Lane from the list of roads for which speed limits are prescribed under the DCO does not affect the conclusions of the HRA.

Compulsory acquisition

- 4.3.4 There is no change in the land, interest in or rights over land being acquired, to that presented in the DCO.

Impact on businesses and residents

- 4.3.5 The change proposed is a minor corrective change to reflect the change approved by the Secretary of State under Requirement 5, Part 1 of Schedule 2 of the DCO. Therefore, there will not be any potential impacts on local businesses or residents.

4.4 Change to certified documents

Environmental statement

- 4.4.1 The proposed changes to the Speed Limits and Traffic Regulations Plans are technical, to reflect the above changes, and will not result in any materially new or materially different environmental effects.

Habitats and protected species

- 4.4.2 The proposed changes to the Speed Limits and Traffic Regulations Plans are technical and do not affect the conclusions of the HRA.

Compulsory acquisition

- 4.4.3 There is no change in the land, interest in or rights over land being acquired, to that presented in the DCO.

Impact on businesses and residents

- 4.4.4 The proposed changes to the Speed Limits and Traffic Regulations Plans will not impact businesses or residents.

Appendices

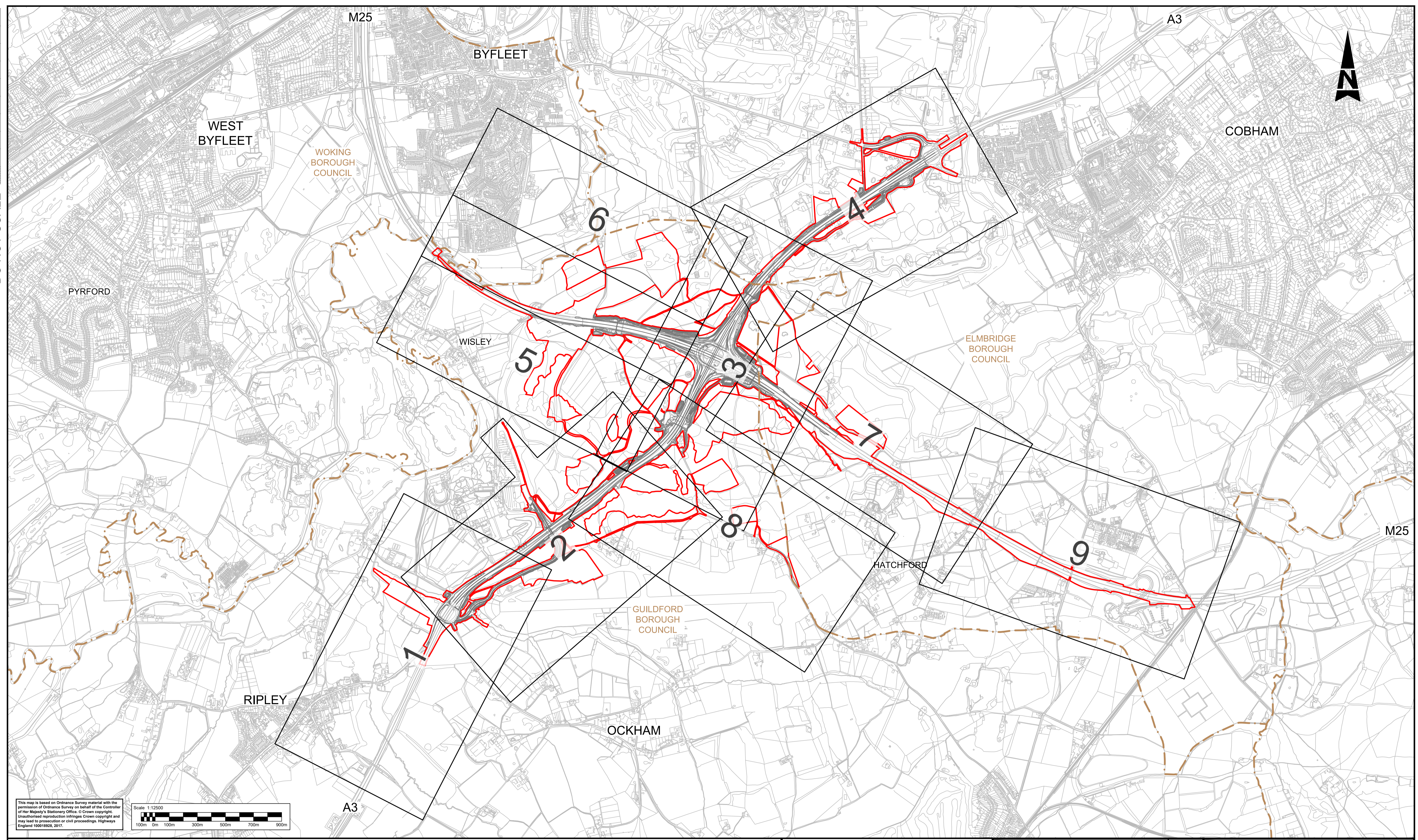
Appendix A. Revised Speed Limits and Traffic Regulations Plans

Table 2: Schedule of revised Speed Limits and Traffic Regulations Plans

Document title	Document Number	Revision
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Key Plan	TR010030/APP/2.8	2
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Sheet 3 of 9	TR010030/APP/2.8	P02
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Sheet 4 of 9	TR010030/APP/2.8	P02
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Sheet 5 of 9	TR010030/APP/2.8	P02
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Sheet 6 of 9	TR010030/APP/2.8	P02
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Sheet 7 of 9	TR010030/APP/2.8	P02
Speed Limits and Traffic Regulations Plans – Regulation 5(2)(o) – Sheet 9 of 9	TR010030/APP/2.8	P02

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LEGEND:

2 SHEET NUMBER FOR TRAFFIC REGULATION MEASURES AND SPEED LIMITS IN THIS AREA

— DEVELOPMENT CONSENT ORDER (DCO) BOUNDARY

- - - LOCAL AUTHORITY BOUNDARY

Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
A4	0	SA	LH	VA	GB	05/08/19
Description						
A1	1	SA	LH	RM	ADK	28/01/20
Description						
A1	2	SY	LH	RM	RB	09/04/20

Drawing Suitability: **APPROVED - PUBLISHED**

Status: **A1**

Project Title: **M25 junction 10/A3 Wisley interchange**

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Client: **Working on behalf of highways england**

Drawing Title: **SPEED LIMITS AND TRAFFIC REGULATIONS PLANS REGULATION 5(2)(o) KEY PLAN**

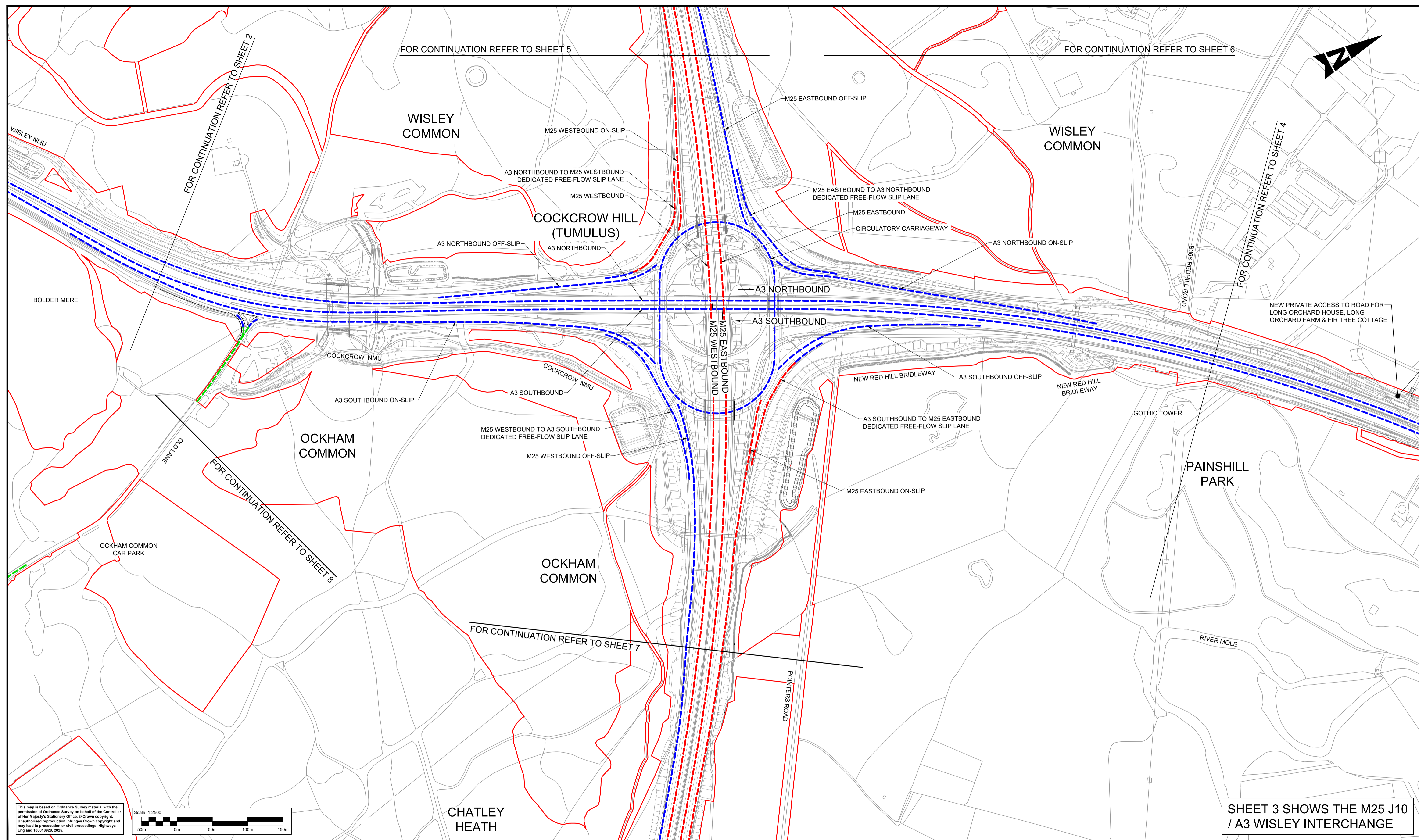
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Rev: **2**

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FOR CONTINUATION REFER TO SHEET 6

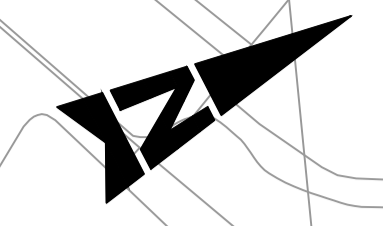
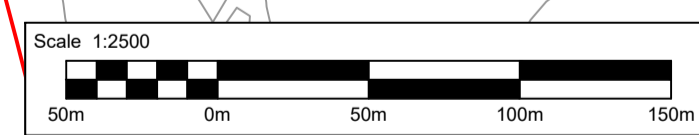
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FOR CONTINUATION REFER TO SHEET 4

FOR CONTINUATION REFER TO SHEET 8

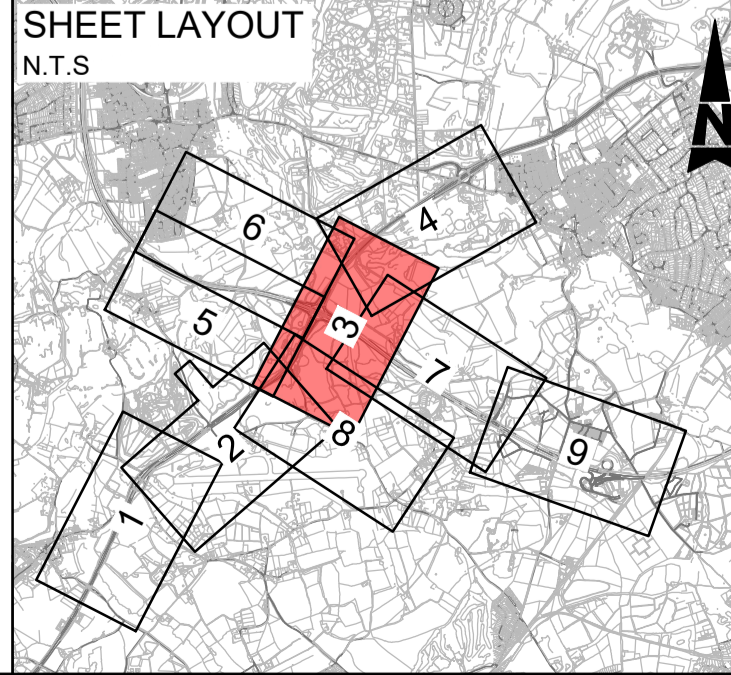
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- Notes**
- All dimensions are in metres unless otherwise stated.
 - Proposed speed limits are applicable to new roads and realigned carriageways/slip roads.
 - These plans should be read in conjunction with TR010030/APP/3.1, Schedule 3: Classification of Roads.

- Key**
- Development Consent Order (DCO) boundary
 - Borough boundary
 - Proposed national speed limit on dual carriageway/motorway
 - Existing variable mandatory speed limit
 - Proposed national speed limit on single carriageway
 - Proposed 40 mph speed limit
 - Proposed 30 mph speed limit
 - Proposed 20 mph speed limit
 - Change of speed limit
 - Start and end points of the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
 - Continuation points within the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
 - Traffic regulation orders to be revoked
 - Proposed clearway
 - Proposed parking restrictions
 - Start/end of traffic regulation



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
UPDATED TO VARIABLE MANDATORY SPEED LIMIT.	S3	P01	DD	JM	TY	MH	23/12/25
UPDATED TO VARIABLE MANDATORY SPEED LIMIT.	S3	P02	JP	JM	JB	MH	17/02/26

Drawing Suitability: **FOR REVIEW / COMMENT** Status: **S3**

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national highways

Project Title: **M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT**

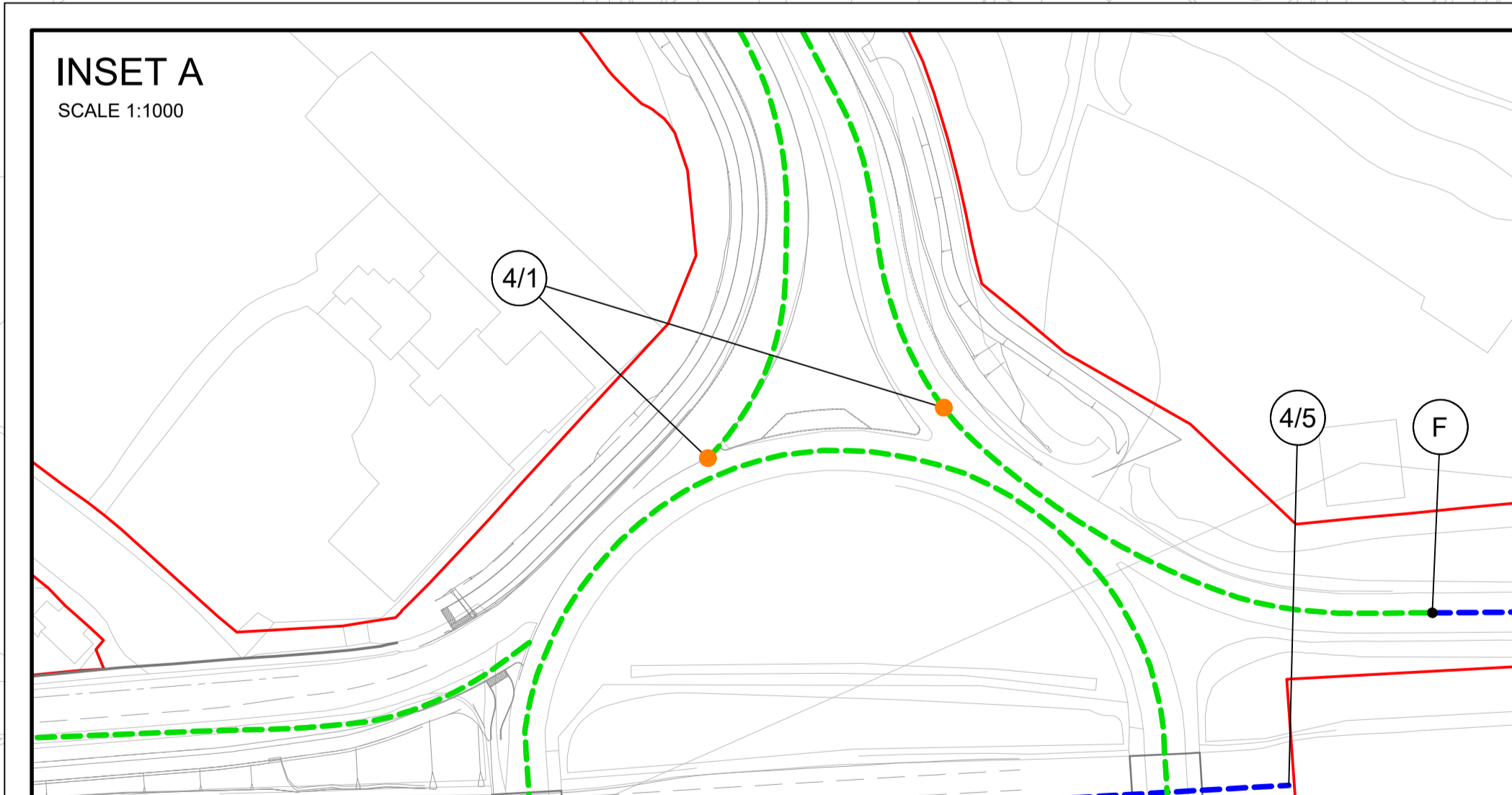
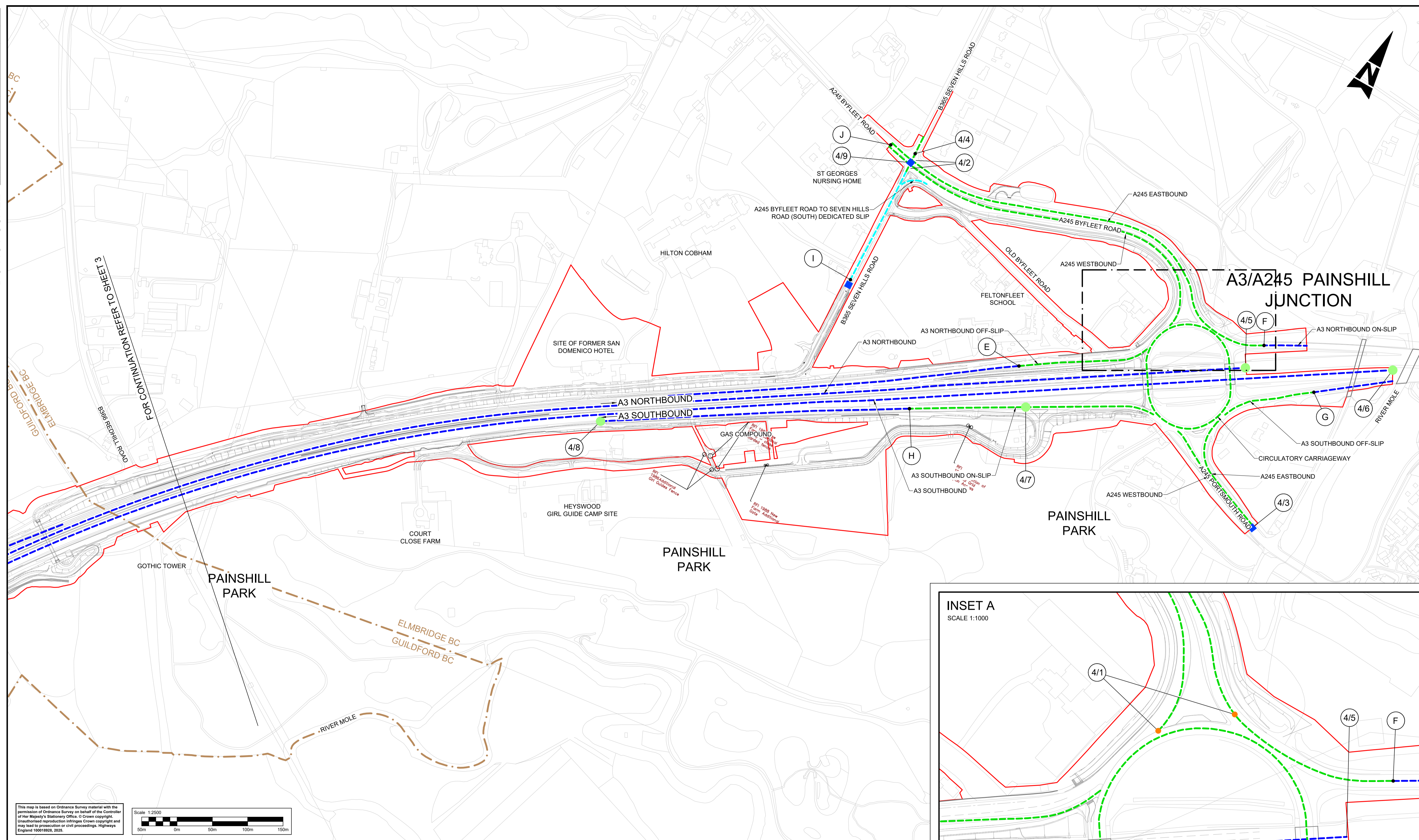
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Client: **HE551522 - BBA - LDC - WHL_ML_A3 - DR - ZL - 020703**

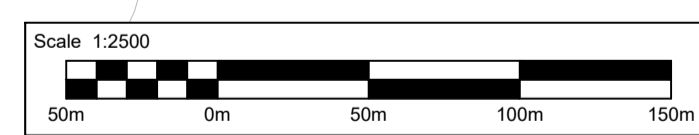
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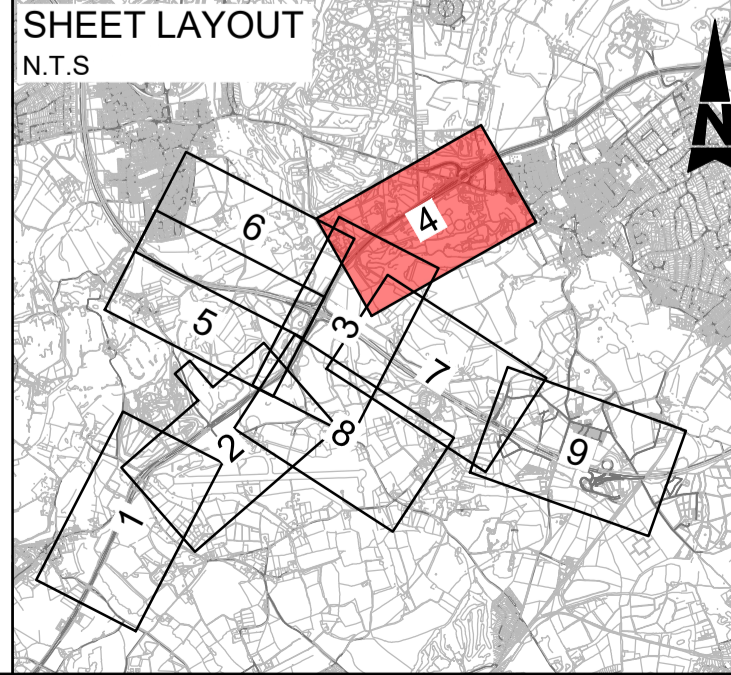


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- Notes**
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 - Proposed 30 mph speed limit
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 - Change of speed limit
 - Start and end points of the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
 - Continuation points within the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
 - Traffic regulation orders to be revoked
 - Proposed clearway
 - Proposed parking restrictions
 - Start/end of traffic regulation



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
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UPDATED TO VARIABLE MANDATORY SPEED LIMIT	S3	P02	JP	JM	JB	MH	17/02/26

Drawing Suitability: **FOR REVIEW / COMMENT** Status: **S3**

Project Title: **M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT**

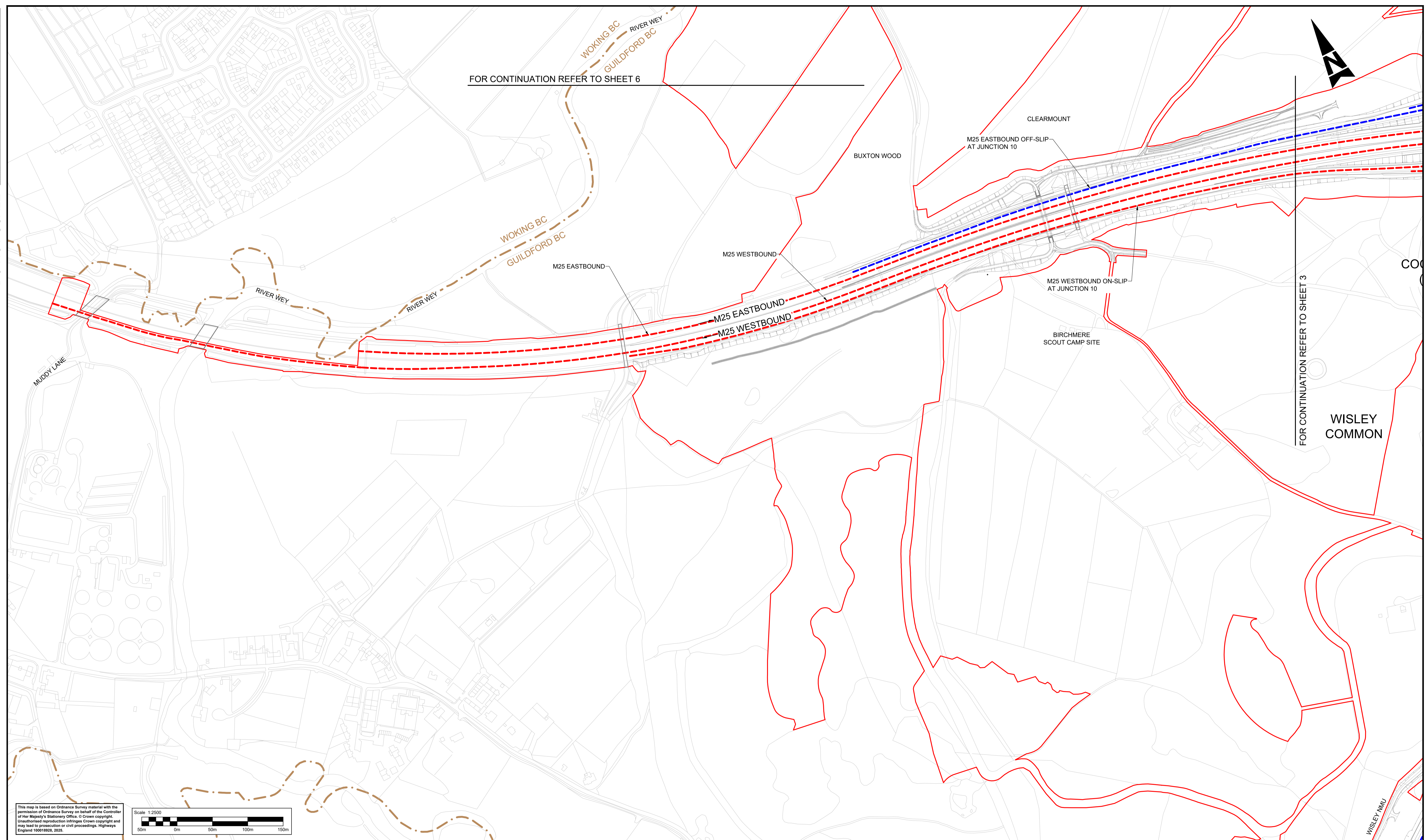
Client: **national highways**

Designers: **ATKINS** (Member of the SNC-Lavalin Group) and **Balfour Beatty** (Delivery Partner)

Project Title	M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT
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Rev	P02

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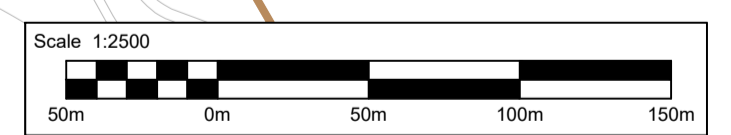
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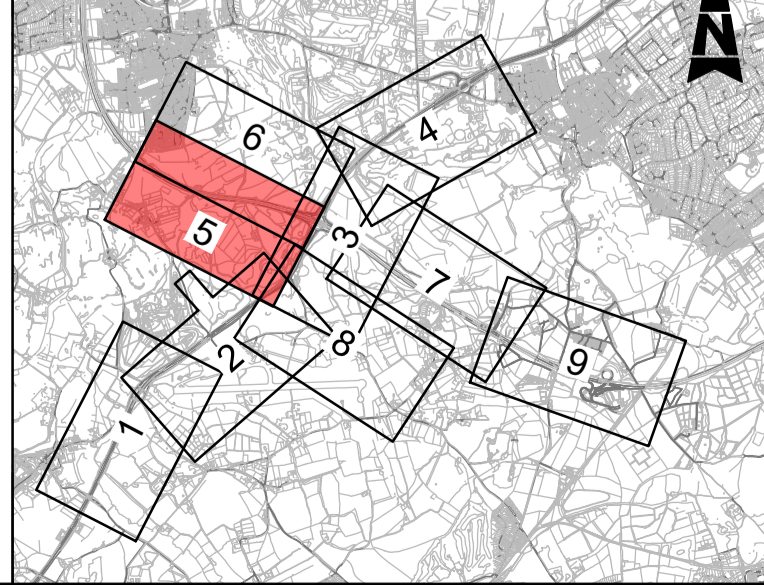
Notes

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- - - Proposed national speed limit on single carriageway
- - - Proposed 40 mph speed limit
- - - Proposed 30 mph speed limit
- - - Proposed 20 mph speed limit
- A Change of speed limit
- Start and end points of the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
- Continuation points within the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
- Traffic regulation orders to be revoked
- Proposed clearway
- - - - - Proposed parking restrictions
- 1/2 Start/end of traffic regulation

SHEET LAYOUT
N.T.S



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
UPDATED TO VARIABLE MANDATORY SPEED LIMIT.	S3	P01	DD	JM	TY	MH	23/12/25
UPDATED TO VARIABLE MANDATORY SPEED LIMIT	S3	P02	JP	JM	JB	MH	17/02/26

Drawing Suitability: **FOR REVIEW / COMMENT** Status: **S3**

Project Title: **M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT**

Designers: **ATKINS** (Member of the SNC-Lavalin Group) and **Balfour Beatty**

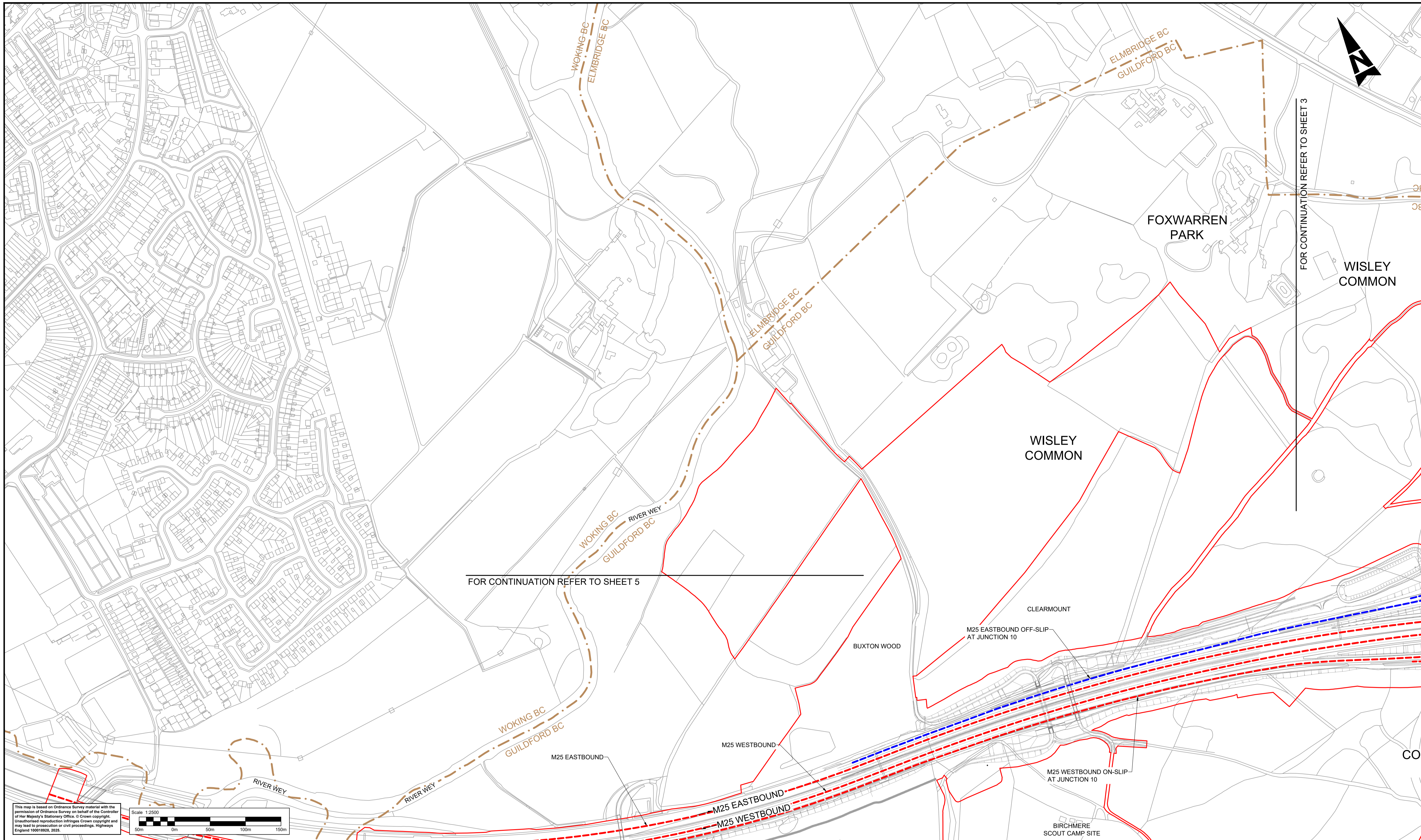
Client: **national highways**

Drawing Number	Project	Originator	Volume
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Location	Type	Role	Number
A1	DR - ZL	020705	5 of 9
Original Size	Scale	Project Ref. No.	Sheet
A1	1:2500	5195939	5 of 9
Plotted	By	Rev	
18/02/2026 12:01:20	PJEE8444	P02	

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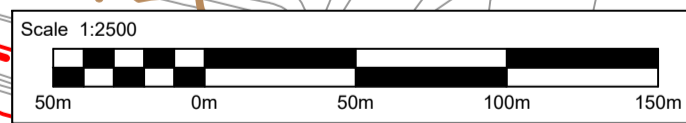
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FOR CONTINUATION REFER TO SHEET 5

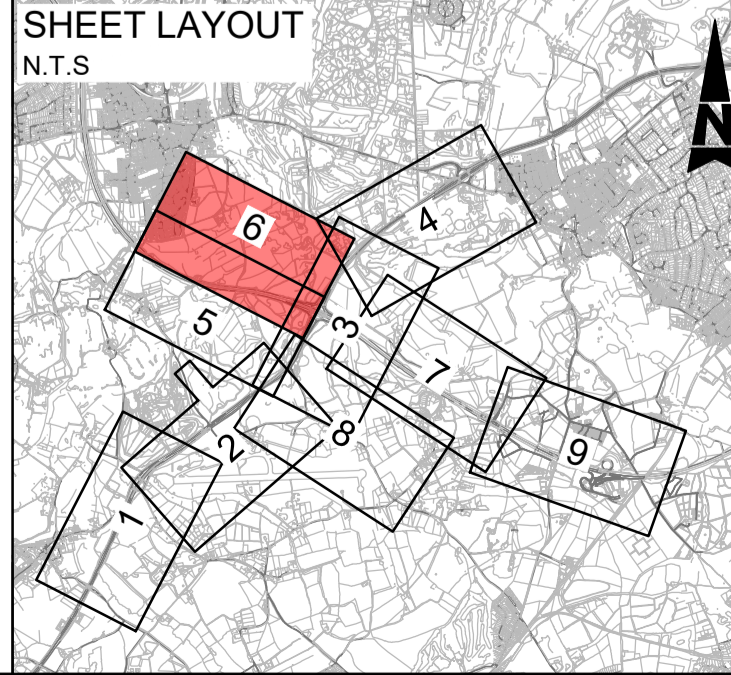
FOR CONTINUATION REFER TO SHEET 3

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- Notes**
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 - These plans should be read in conjunction with TR010030/APP/3.1, Schedule 3: Classification of Roads.

- Key**
- Development Consent Order (DCO) boundary
 - Borough boundary
 - Proposed national speed limit on dual carriageway/motorway
 - Existing variable mandatory speed limit
 - Proposed national speed limit on single carriageway
 - Proposed 40 mph speed limit
 - Proposed 30 mph speed limit
 - Proposed 20 mph speed limit
 - Change of speed limit
 - Start and end points of the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
 - Continuation points within the route subject to proposed prohibition of cyclists, pedestrians, horses and horse drawn vehicles
 - Traffic regulation orders to be revoked
 - Proposed clearway
 - Proposed parking restrictions
 - Start/end of traffic regulation



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
UPDATED TO VARIABLE MANDATORY SPEED LIMIT.	S3	P01	DD	JM	TY	MH	23/12/25
UPDATED TO VARIABLE MANDATORY SPEED LIMIT	S3	P02	JP	JM	JB	MH	17/02/26

Drawing Suitability: **FOR REVIEW / COMMENT** Status: **S3**

Project Title: **M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT**

Design: **ATKINS** Member of the SNC-Lavalin Group
 Woodcote Grove, Ashley Road, Epsom, Surrey, KT18 5BW
 Tel: +44 (0)1372 726140 Fax: +44 (0)1372 740055
 www.atkinsglobal.com Copyright © SNC Lavalin (2020)

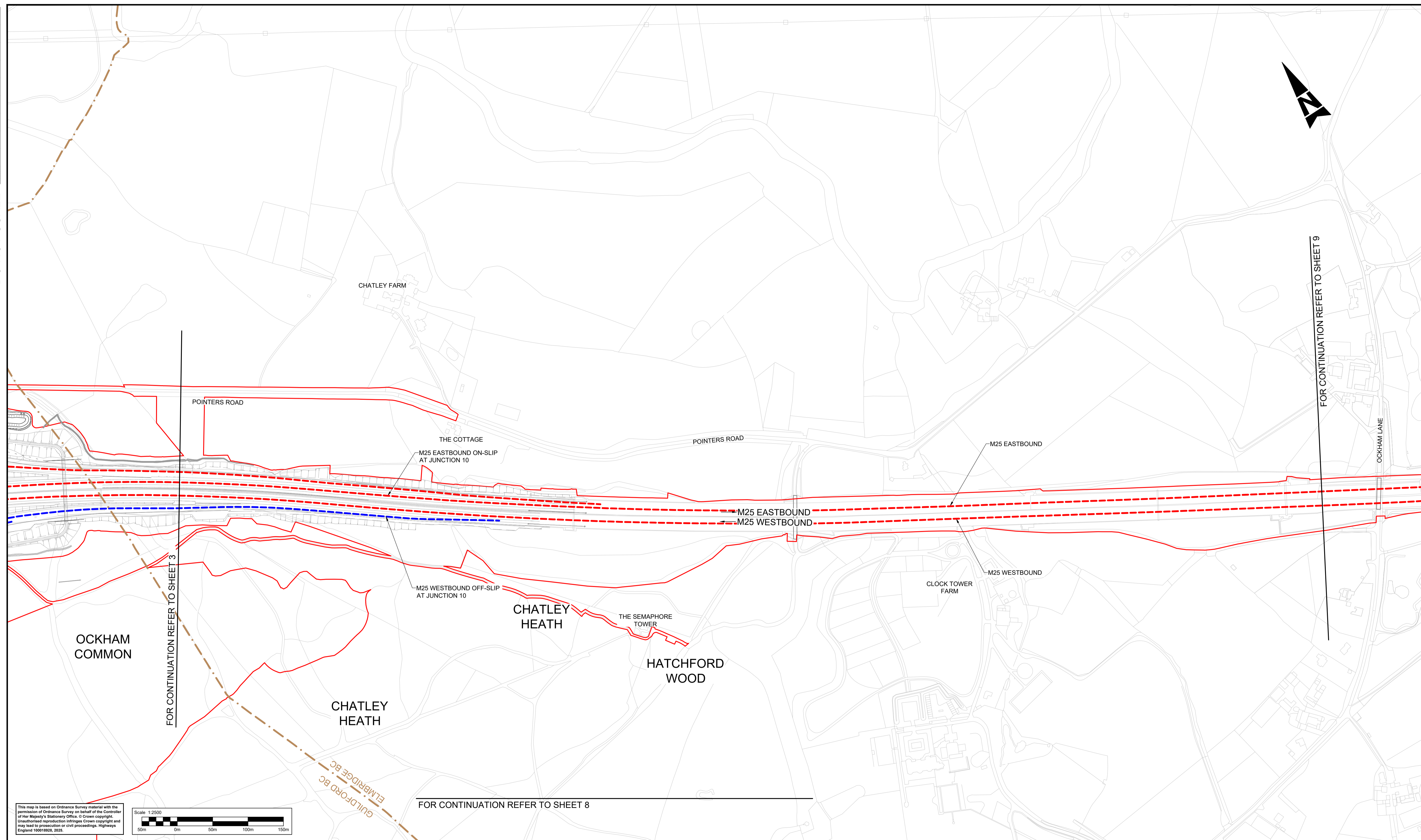
Delivery Partner: **Balfour Beatty**
 Atkins Offices Woodcote Grove Ashley Road Epsom Surrey KT18 5BW www.balfourbeatty.com

Client: **national highways**

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Project	WHL_ML_M25	Role	DR - ZL	Number	020706
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Original Size	A1	Sheet	6 of 9	Rev	P02

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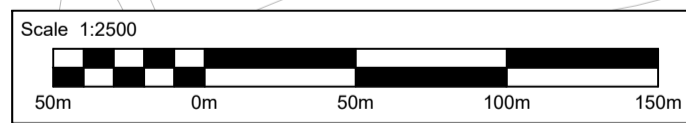


FOR CONTINUATION REFER TO SHEET 3

FOR CONTINUATION REFER TO SHEET 9

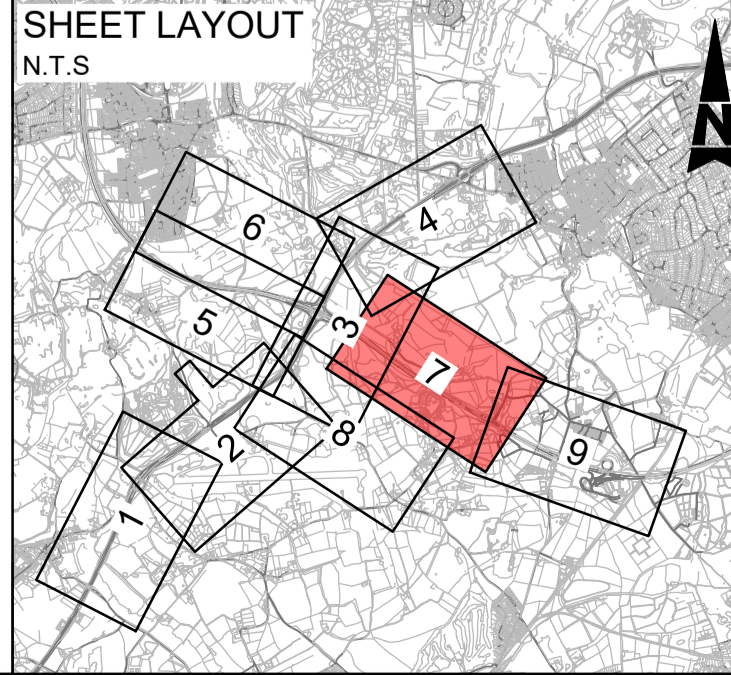
FOR CONTINUATION REFER TO SHEET 8

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UPDATED TO VARIABLE MANDATORY SPEED LIMIT.	S3	P01	DD	JM	TY	MH	23/12/25
UPDATED TO VARIABLE MANDATORY SPEED LIMIT	S3	P02	JP	JM	JB	MH	17/02/26

Drawing Suitability: **FOR REVIEW / COMMENT** Status: **S3**

Project Title: **M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT**

Design: **ATKINS** (Member of the SNC-Lavalin Group)
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 Fax: +44 (0)1372 740055
 www.atkinsglobal.com
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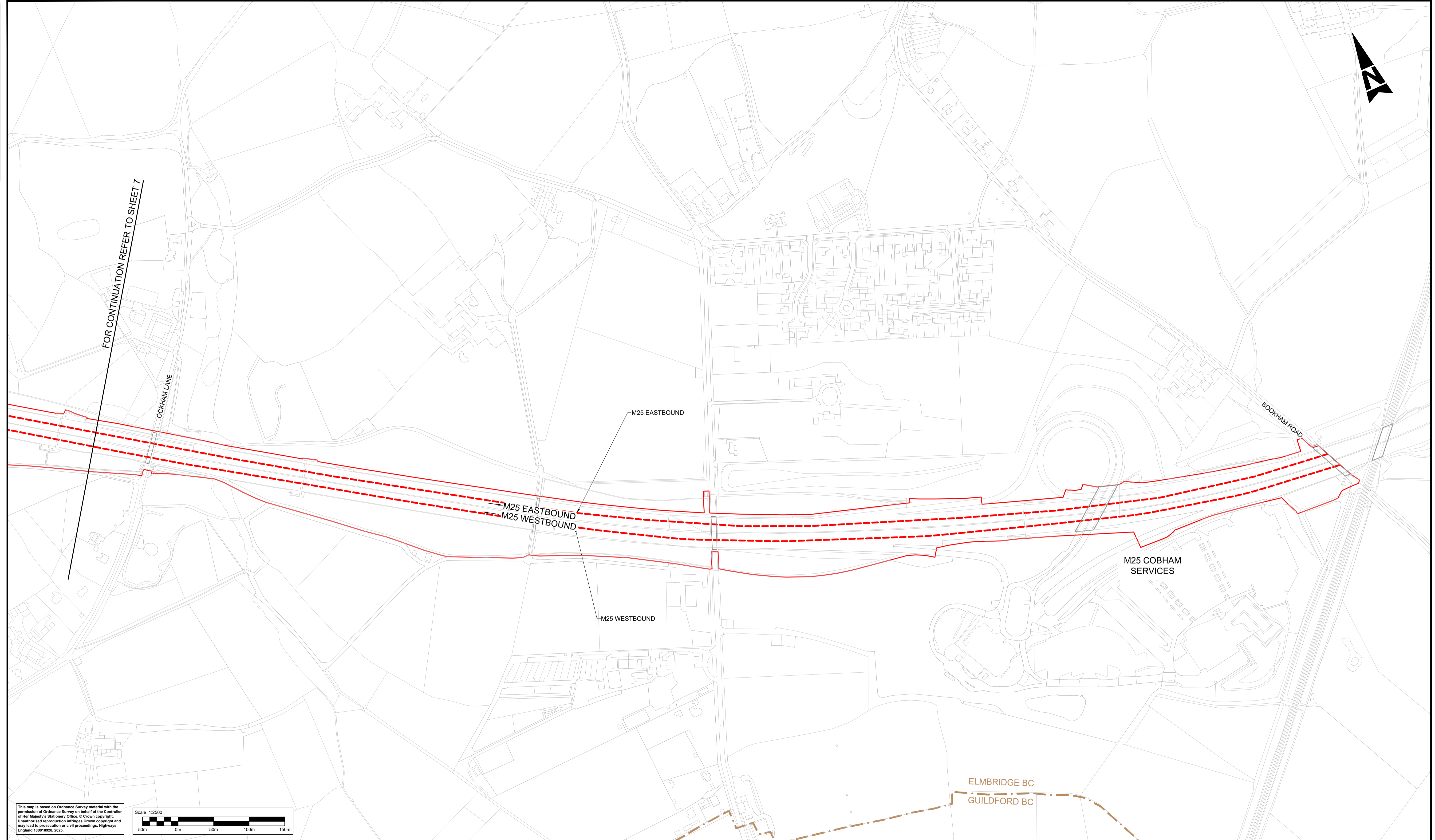
Delivery Partner: **Balfour Beatty**
 Atkins Offices
 Woodcote Grove
 Ashley Road
 Epsom
 Surrey
 KT18 5BW
 www.balfourbeatty.com

Client: **national highways**

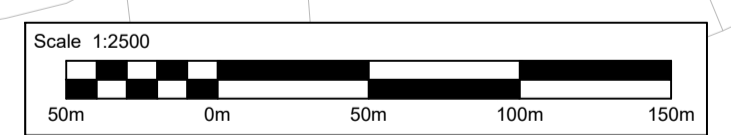
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DO NOT SCALE

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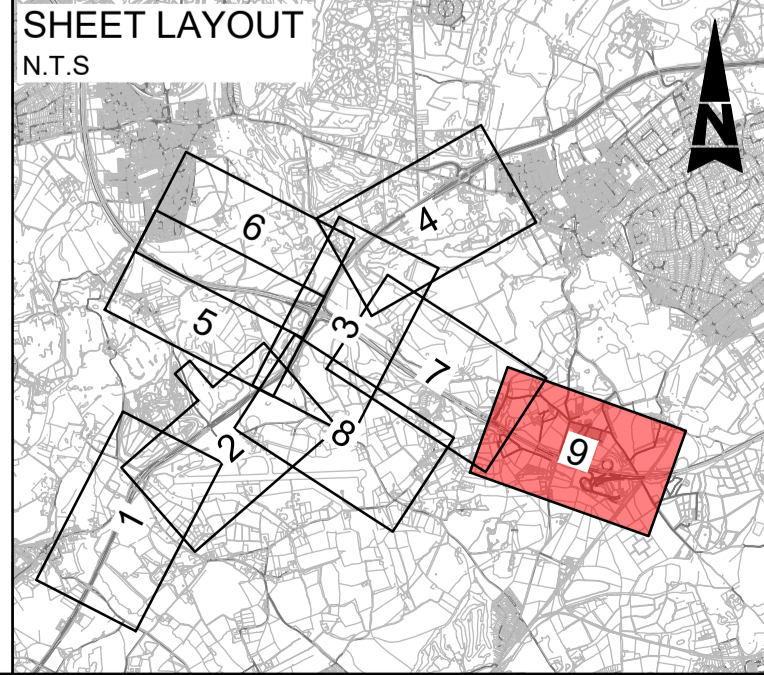


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UPDATED TO VARIABLE MANDATORY SPEED LIMIT.	S3	P02	JP	JM	JB	MH	17/02/26

Drawing Suitability: **FOR REVIEW / COMMENT** Status: **S3**

Project Title: **M25 JUNCTION 10 / A3 WISLEY INTERCHANGE IMPROVEMENT**

Designer: **ATKINS**
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Client: **national highways**

Drawing Number	HE551522	Originator	BBA	Volume	LDC
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Original Size	A1	Scale	1:2500	Project Ref. No.	5195939
		Sheet	9 of 9	Rev.	P02

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