GREATER**LONDON**AUTHORITY

REQUEST FOR MAYORAL DECISION – MD3554

Gallions 4 electric vehicle charging hub

Programme: Building More Homes

Executive summary:

GLA Land and Property (GLAP) proposes to enter a lease with FastPlaces on a parcel of land known as Gallions 4 South. This is to deliver an ultrafast electric vehicle (EV) charging hub. The site is an underused, vacant scrubland site next to Gallions Reach DLR station. The proposed tenant – FastPlaces – is a joint venture between Places for London (Transport for London's commercial property company) and Fastned (an owner and operator of EV charging networks). The site is held freehold by GLAP (a wholly owned commercial subsidiary of the GLA).

The project gives GLAP a commercial return, whilst supporting Mayoral objectives to:

- improve London's air quality
- grow London's rapid vehicle charging network
- help Londoners transition to low-carbon lifestyles by providing sustainable infrastructure for nearby residents.

At a local level, the project also aims to make a positive contribution to the area's urban design. It will enhance local surroundings; make the area more accessible; improve greening and local amenity; and upgrade the station and road environments.

Decision:

That the Mayor approves GLA Land and Property, as freeholder, to dispose of land known as Gallions 4 South, via a 30-year lease to FastPlaces (a joint venture between Places for London and Fastned) materially on the terms set out in this decision (part 1 and part 2) and any other necessary documentation required thereto.

Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature: **Date:** 29/10/26

PART I – NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR

Decision required – supporting report

1. Introduction and background

1.1. This decision form sets out a proposal to deliver a new ultrafast electric vehicle (EV) charging hub next to Gallions Reach DLR station, in the London Borough of Newham (LB Newham). This will be on a site of around 4,460sqm. The site, known as Gallions 4 South, is of limited use and quality; it is mostly made up of former industrial scrubland.

1.2. The proposed tenant is FastPlaces, a joint venture (JV) between Places for London (TfL's commercial property arm) and Fastned (an owner and operator of EV charging networks). The proposal would provide long-term rental income to GLA Land and Property (GLAP) (a wholly owned commercial subsidiary of the GLA). It would also support several Mayoral priorities, through:

- improving air quality
- helping the transition to net zero
- growing London's rapid EV charging network.

GLAP commissioned JLL to carry out a Red Book valuation for the Gallions 4 South site. This is to assure best value; Part 2 of this decision form contains more details.

1.3. Locally, the site has a poor urban design relationship with the DLR station and road network. The EV hub will make a positive contribution to the area's urban design. In this way it will enhance the local surroundings; improve greening and amenity; and upgrade the station and road environments.

1.4. The FastPlaces JV has been set up to fund, design, build, operate and maintain EV charging infrastructure and ancillary facilities – and so support the electrification of road traffic in Greater London. The first EV hubs are already operational. The JV is split between Places for London (49 per cent) and Fastned (51 per cent), with investment and returns shared accordingly. Gallions 4 South will form a secondary tranche site for the JV; it is one of two sites proposed in LB Newham.

1.5. GLAP owns the whole Gallions 4 freehold (both north and south) and has been considering opportunities to use it more productively. The site has limited development potential – considering its long, thin shape; and its location between DLR tracks and a dual carriageway. It is currently vacant and underused; and attracts occasional anti-social behaviour. It is not considered appropriate for housing; but does have limited opportunity to support several commercial/industrial uses. The site has been split into north and south (see appendix 2).

1.6. Gallions 4 North is earmarked for a new primary substation, to be delivered with UK Power Networks (UKPN). This would significantly reinforce power capability; and enable new development across the Royal Docks. GLAP is working with UKPN to bring this forward. For the design and progress of the EV charging hub to happen, it must neither prohibit nor have an adverse effect on the delivery of the new primary substation (see paragraph 4.4, below).

2. Objectives and expected outcomes

2.1. The Mayor is committed to making the capital the world's first 'EV-ready' global city. The aim is to double the number of charge points installed since 2016, to more than 40,000 by 2030. TfL's 2021 Electric Vehicle Infrastructure Strategy forecasts that London will need between 40,000 and 60,000 public charge points by 2030 (including between 3,000 and 4,000 higher-powered/rapid charge

points) to support between one million and 1.4 million EVs. TfL's EV infrastructure strategy (2019) recognises the value of rapid charging hubs and calls for at least one hub in each sub-region.[1]

2.2. The Royal Docks is one of the UK's largest regeneration opportunities, at the centre of an expanding east London sub-region. Once the UK's gateway to world trade, today the Royal Docks is re-emerging as a distinctive new urban quarter, with approximately £5 billion worth of investment planned over the next 20 years. The Royal Docks delivery plan 2024-29 contains the following three key objectives, which EV charging expansion will support:

- **Growth and investment:** to become an established economic stronghold for London – known for its resilience, inclusivity and vibrancy; and home to a broad mix of industry and enterprises supported by the right underlying infrastructure.
- **Sustainability and wellbeing:** to lead the way in sustainable investment and development – supporting green infrastructure and successful neighbourhoods that promote sustainability and wellbeing.
- **Culture and community:** to support the area's diverse cultural and community landscape – attracting people and investment; and making the Royal Docks one of the most exciting and varied places in London to live, work and play.

2.3. The key objectives of the project outlined in this decision are as follows:

- **Growing Newham's rapid EV charging network:** The project will provide EV charging infrastructure for current and new residents and businesses across Newham. It will serve the predicted increase of approximately 36,000 homes and 55,000 jobs in the Royal Docks (as set out in the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF)). The EV hub will form part of the local transport ecosystem – helping support sustainable charging for domestic and commercial vehicles.
- **Improving air quality and net-zero transition:** The ultra-rapid hub at this key connector location supports London's transition to net-zero carbon. In this way it will improve air quality – in line with the Mayor's Transport Strategy (2018), and the London electric vehicle infrastructure delivery plan (June 2019) – by reducing vehicular exhaust fumes.
- **Placemaking and accessibility through enhancing the physical environment:** The EV hub will create positive use from a disused, highly visible gateway site to the Royal Docks. The scheme will integrate with its neighbours including the DLR, UKPN and TfL (via spatial planning), whose inputs have shaped the urban design response via a cohesive 'mini masterplan' approach for pedestrians and vehicles. The design proposal includes green infrastructure; play space; wheelchair-accessible facilities; sustainable urban drainage; and improvements to local biodiversity.
- **Commercial return to GLAP:** The proposal provides a stable commercial return to GLAP over the next 30 years (part 2 of this decision form).

Fastplaces JV

2.4. The Mayor's Transport Strategy commits TfL 'to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition to Ultra Low Emission Vehicles'. In November 2023, Places for London launched a procurement for a JV partner to design, build and operate a network of EV charging hubs. This work will occur in parallel with TfL's ongoing EV infrastructure delivery project: to fulfil the Mayor's aim to "unlock GLA land", and support the market in delivering 3,000-4,000 rapid-charge points forecast by 2030 (and thus meet expected need).

[1] TfL, London's electric vehicle infrastructure strategy – 2025 update, October 2025, p.6

2.5. The JV began with five tendered sites at Hatton Cross, Hillingdon Circus (LB Hillingdon), Hanger Lane (LB Ealing), Tottenham Hale (LB Haringey) and Canning Town (LB Newham) – it delivered more than 80 charging bays overall. The JV's portfolio has already expanded to 12 sites, and substantial progress has been made in 2026 to develop and deliver sites. The targets are for three sites to be operational by the end of the financial year 2026-27; and for the JV to deliver at least 25 hubs across London by 2030. However, this latter target could be exceeded if delivery progress well.

EV hub urban design proposals – the 'mini-masterplan'

2.6. The design proposal is included at appendix 3. GLAP has helped shape the proposal in tandem with the pre-application planning process. This has resulted in a 'mini-masterplan', which brings together the needs of the EV hub; a positive placemaking proposition; and integration with adjoining stakeholders, including DLR and UKPN. The key placemaking opportunities for this site are to:

- create a positive relationship with both Royal Docks Road and the station's urban realm
- providing a safe environment with integrated green infrastructure and play space.

2.7. The site is designated as protected green space. As such, GLAP will review and approve the planning application before it submits to the local planning authority. This is to ensure that quality and placemaking ambitions are embedded in the application materials.

2.8. TfL spatial planning and DLR have been consulted on the early-stage design, to ensure it complements the Gallions Reach DLR urban realm. The designs have factored in an expected platform extension to Gallions Reach DLR station; the lease contains provisions for land to be taken back for this use. DLR has agreed to grant a lease for a parcel of scrubland within DLR's ownership (appendix 1); this will be incorporated into the design, to create an integrated public realm.

2.9. A new UKPN primary substation is proposed immediately north of the EV hub site. UKPN's vehicular access and servicing needs will be provided in part through the EV site. Workshops have been carried out between the respective teams, to ensure this is fully resolved.

2.10. One MVA (megavolt-amperes) of power has been offered from UKPN, with a relatively close point of connection. This would allow the hub to open and operate at a suitable capacity for the first few years of operation; this will be followed by an upgrade to support growth. The future co-location with a new primary substation should allow for a straightforward power upgrade.

2.11. An unmanned kiosk is proposed as an ancillary offer to the EV charging. Its position has been optimised to integrate with the station's urban realm, and Royal Docks Road. This will provide WCs (including a wheelchair-accessible WC); vending/coffee machines; and seating for customers. The charging hub is automated, and therefore largely unstaffed. It will be maintained weekly.

2.12. GLAP is liaising with TfL around escalating the delivery of a proposed pedestrian crossing, just to the south of the hub where the Royal Docks Road (A1020) meets the roundabout. Currently, there is no crossing here – making it a pedestrian-safety concern. The scheme design has been tailored to reflect this future pedestrian crossing.

3. Equality comments

3.1. Under section 149 of the Equality Act 2010 (the Equality Act), as a public authority, the GLA must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation; and to advance equality of opportunity, and foster good relations, between people who share a protected characteristic and those who do not. Protected characteristics under the Equality Act comprise age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage or civil partnership status.

3.2. When considering the needs of those that will be affected by the proposed project, any activity will look to minimise disadvantages to all protected characteristic groups within society.

3.3. Gallions 4 South presents an opportunity to provide climate-focused infrastructure that supports London's air quality and transition to net zero. The hub's construction will support meaningful employment to local residents. LB Newham is one of the most deprived boroughs in London; access to a range of employment options, and linked skills and training opportunities, will help to advance equality of opportunity across London. GLAP, through its disposal strategies, will consider how to support economic growth; and how such growth can benefit those with protected characteristics. It will help to address inequality and deliver a wide range of social, environmental and economic benefits. In this way it will actively drive the delivery of inclusive, healthy and sustainable places. The hub's design will ensure accessibility, and improvement of the local environment.

3.4. By reducing air pollution and creating green infrastructure (including tree planting), the proposal helps reduce the urban heat island effect – thereby reducing heat stress. This is of particular concern for LB Newham, the UK's second-most vulnerable area to extreme heat. There are 154 neighbourhoods in the borough requiring urgent adaptation. Heat stress can increase inequalities that arise from deprivation levels. For example, houses and neighbourhoods in deprived areas, that are poorly adapted for persistent high temperatures, put people at higher risk – including those with health conditions.[2] Accelerating EV charging facilities will help reduce London's air pollution due to exhaust fumes. The Mayor has committed to recent World Health Organization guidelines to reduce in particulate matter (PM2.5) by 2030[3] . This project will support this commitment.

4. Other considerations

4.1. A table of risks and mitigations is included in part 2.

4.2. As a GLAP-led activity, this work is part of the project to 'leverage GLA land holdings and joint venture interests to deliver high levels of affordable housing' in the Building More Homes programme, through which GLAP activity is governed. The Royal Docks has delivered, and continues to deliver, many new homes; the Royal Docks OAPF forecasts 36,000 new homes (of varying tenures and typologies) to be delivered. Whilst the Gallions 4 site itself is unsuitable for new homes, it will provide new sustainable transport infrastructure to support surrounding housing growth – and, therefore, a subsequent increase in the availability and variety of affordable housing. The resulting income received by GLAP will support its housing delivery activities. As such, the project will use GLA assets to contribute meaningfully to increasing London's housing supply.

4.3. The project will also contribute to the cross-cutting themes identified in the Building More Homes delivery plan. These are as follows:

- **Net zero:** the EV hub will help Londoners to live low-carbon lifestyles, by providing critical infrastructure to move away from fossil-fuel vehicles.
- **Health in all policies:** by enabling electrification, the EV hub will help support a reduction in air pollution – which can have adverse health effects, especially the health of young children.

4.4. The scheme will also support delivery of the Making Best Use of Land delivery plan, by supporting stable economic growth; and supporting good design in new neighbourhoods.

4.5. The hub also supports London's transition to net zero by 2030. Element Energy's report, Analysis of the Mayor's Net Zero 2030 Target for Greater London (PDF download), notes that a key action to decarbonise transport is 'increasing national and local charging/refuelling infrastructure'. The report cites the need for a mix of on-street, rapid-hub and destination EV charging infrastructure. This

[2] LB Newham, Climate and Health in Newham, p.8
[3] TfL, London's electric vehicle infrastructure strategy – 2025 update, October 2025, p.6

project is well placed to overcome key barriers , identified in the Mayor's London electric vehicle infrastructure delivery plan (June 2019), around energy infrastructure and land availability.

4.6. There are no conflicts of interest to declare for those involved in the drafting or clearance of this decision form.

5. Financial comments

5.1. Finance comments have been provided in part 2 of the decision form.

6. Legal comments

6.1. Section of the Greater London Authority Act 1999 (as amended) (GLA Act) gives the Mayor a general power to do anything which he considers will further one or more of the principal purposes of the GLA as set out in section 30(2) which are:

- promoting economic development and wealth creation in Greater London
- promoting social development in Greater London
- promoting the improvement of the environment in Greater London.

In formulating the proposals in respect of which a decision is sought, officers confirm they have complied with the GLA's related statutory duties to:

- pay due regard to the principle that there should be equality of opportunity for all people
- consider how the proposals will:
  - promote the improvement of health of persons in Greater London
  - promote the reduction of health inequalities between persons living in Greater London
  - contribute towards the achievement of sustainable development in the UK
  - contribute towards the mitigation of or adaptation to climate change in the UK
- consult with appropriate bodies.

6.2. The GLA – in this case via GLAP – can deal with land, and so dispose of it, and can acquire interests in land, and so enter into the proposed lease with GLAP, on the basis that doing so will further one or more of the principal purposes set out above. The GLA also has the power to do anything that facilitates, or is conducive of or incidental to, doing so.

6.3. Section 333ZC of the GLA Act stipulates that the GLA may not dispose of land held by it for the purposes of housing or regeneration, for less than the best consideration that may reasonably be obtained, unless the Secretary of State consents.

6.4. The GLA also has the power to acquire and hold land for regeneration purposes under section 333ZA(1) and (8) of the GLA Act, by agreement, for the purposes of regeneration.

6.5. Sections 1-2, above, indicate that the decision sought of the Mayor falls within the GLA's statutory powers.

7. Planned delivery approach and next steps

7.1. The key next steps are to finalise lease drafting and enter into a conditional agreement for lease (subject to approval via this Mayoral Decision). The below dates reflect FastPlaces' learning on other projects, particularly on realistic planning approval time, they have committed to accelerating this if possible.

Milestone	Date
Enter agreement for lease	Winter 2026
Planning approval	Spring/Summer 2027
Lease unconditional	Summer 2027
Construction commences	Spring 2028
Hub opening	September 2028

Appendices and supporting papers:

Appendix 1: Site location and ownership plans

Appendix 2: Gallions 4 north and south

Appendix 3: Indicative design

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will be published either within one working day after it has been approved, or on the defer date.

Strategic Programmes

Does this decision seek approval for activity falling within the remit of a programme delivery plan? YES

If YES, which programme/s does this fall within: Building More Homes

Part 1 - Deferral

Is the publication of Part 1 of this approval to be deferred? NO

Until what date: (a date is required if deferring) n/a

Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – YES

ORIGINATING OFFICER DECLARATION:	Drafting officer to confirm the following (✓)
Drafting officer: James Halsall has drafted this report in accordance with GLA procedures and confirms the following:	✓
Sponsoring Director: Tim Steer has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.	✓
Mayoral Adviser: Tom Copley has been consulted about the proposal and agrees the recommendations.	✓
Advice: The Finance and Legal teams have commented on this proposal.	✓
Mayoral Delivery Board This decision was agreed by the Mayoral Delivery Board on 19 October 2026.	

CHIEF FINANCE OFFICER:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature

Fay Hammond

Date

26 October 2026

CHIEF OF STAFF:

I am satisfied that this is an appropriate request to be submitted to the Mayor.

Signature

D. Bellamy

Date

26 October 2026