

## CONFORMITY OF URBAN RENEWAL PROJECTS WITH PHYSICAL PLANNING STANDARDS AND REGULATIONS IN OGUN STATE

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### ABSTRACT

*Urban renewal in developing countries is majorly a governmental programme that aims at improving the quality of life of urban residents. In achieving this aim, the compliance of such programme with physical planning standards and regulations is sacrosanct. Thus, the study assessed the compliance of urban renewal projects in Ogun state with physical planning standards and regulations. The objectives include check listing of urban renewal projects in Ogun state in the last five (5) years, reviewing of existing physical planning standards and regulations as they relate to the identified projects and investigating of the compliance of such project therewith. Data used for this study were obtained from both primary and secondary sources. Abeokuta metropolis was purposely selected because of the concentration of urban renewal projects in the capital city. Two (2) officials of urban renewal and development control department were interviewed using unstructured questionnaire. However, for infrastructural survey, all the twenty-two (22) identified urban renewals projects were assessed with the use of a checklist to ascertain their compliance with physical planning standards and regulations. Findings revealed that road construction and expansion accounted for 36.4%, this is followed by construction of flyovers which accounted for 31.8%, construction of schools accounted for 9.1% while markets and pedestrian bridges accounted for 13.6% and 9.1% respectively. Only 20% of the structures constructed in the markets comply with the minimum setback from the road. Parking spaces were not provided in Itoko livestock market, Sapon and Omida market which accounted for 60%. Furthermore, it was revealed that urban renewal project proposals were not submitted to the physical planning authority for approval as stipulated by Section 32 of Ogun State Urban and Regional Planning Law 2005. Thus, the study therefore concludes that there is low compliance of urban renewal projects in Ogun State to physical planning laws and regulations. It is therefore recommended that governments at all levels should lead by example in all its physical planning projects by subjecting them to planning approval procedure to ensure conformity of such project with physical planning standards.*

**Keywords:** Urban Renewal, Compliance, Planning Standards, Projects Ogun State.

## 1.0 INTRODUCTION

Most developing countries including Nigeria are experiencing unprecedented high rate of urbanisation. In view of multi-dimensional nature of urbanization, there are a number of socio-economic problems and haphazard development. Most parts of our cities exhibit signs of decay, intra-city inaccessibility and sprawl with little or total absence of essential facilities such as water, electricity, infrastructural facilities, organised solid waste collection and disposal system (Enisan and Ogundiran, 2014). Globally, urban renewal has risen as one of the compelling methods for combating the problems of urban decay, infrastructure deficiency and resuscitating declining social and economic condition of urban areas (Ibem, et.al. 2013). According to Enisan and Ogundiran (2014), the growth, development and sustenance of urban area in Nigeria rely largely on various urban renewal projects executed by the State government through both public and private institutions.

Furthermore, past and present governments have adopted different urban renewal strategies which varies from redevelopment, city beautification, rehabilitation of road and other physical infrastructure (Olawepo, 2010; Ibem, et.al. 2013). However, urban renewal in Nigeria has turned out to be very contentious. This has been attributed to poor urban renewal strategies and poor action plan on urban renewal projects (Arowosegbe & Ayedun, 2015). To ensure sustainability and orderly environment which has a quality of acceptable standards of health and efficiency and devoid of environmental problem, physical projects must conform to physical planning standards and

regulations (Olujimi, 2008; Oyesile, 2013; Enisan & Ogundiran, 2014).

Planning standards are formulated standards by planning agencies used in the regulation of use and control of land. Physical planning standards are grouped into locational and space standards. Commenting on the importance of planning standards Olujimi (2008) states that locational standards gives consideration to safety from danger, nearness or remoteness of one use from another in time and distance; compatibility and the social implications of the uses to the residents of the community while space standard helps to achieve proper use of land by preventing overcrowding and under-utilization as well as ensuring efficient functioning of various uses, facilities and services.

Therefore, the present state government in Ogun state has been involved in urban renewal programmes in Abeokuta and other major towns in the state and despite the growing interest of government on urban renewal programmes, there are little or no study that have examined the compliance of urban renewal projects with physical planning standards and regulations in the state hence the decision to embark on this research.

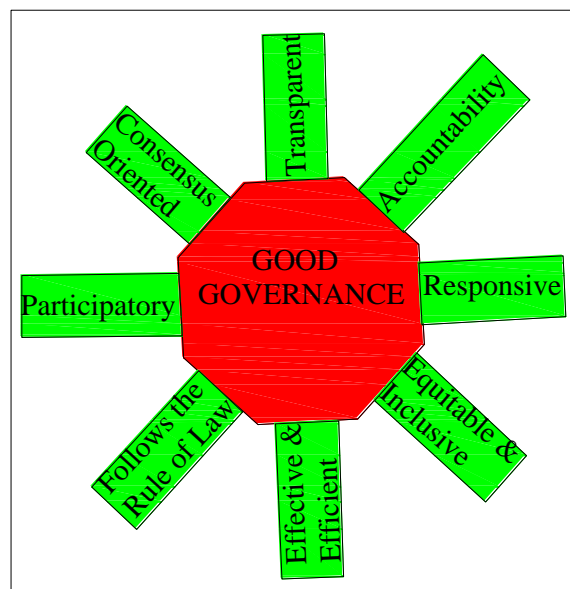
## 2.0 LITERATURE REVIEW

The desire of governments for a 'renewal' of their cities is a defining feature of contemporary urban policy and the effects of urban renewal programmes have been of great concern to scholars. This has been confirmed through the works of many researchers such as in the work of Bello, et.al. (2015) evaluates the effects of urban infrastructural development on property values in Abeokuta. They

noted that the efforts of the present government in Ogun state has attracted many investors and that property values have increased tremendously. Also Adekola, et. al. (2017) researched into the socio-economic and health implications of urban renewal for residents of Ogun State with specific reference to Abeokuta North and Ado-Odo/Ota. They concluded that urban renewal had a significant negative impact on the occupation and income of affected persons. It had also significantly affected the health status of respondents because those whose houses or shops were demolished were 12 times more likely to suffer depression from loss of sleep, loss of appetite and feelings of hopelessness.

Furthermore, it is pertinent to note that this study is anchored on Good Urban Governance concept. According to UN-ESCAP (2008), the concept of "governance" is not new. It is as old as human civilization. Simply put "governance" means: the process of decision-making and the process by which decisions are implemented (or not implemented). United Nations Commission on Human Settlement (UNCHS) Expert Group Meeting on Urban Poverty and Governance Indicators identifies 12 issues or indicators of GUG, namely: consumer satisfaction (survey/complaints); openness of procedures for contracts/tenders for municipal services; equity in tax system; sources of local government funding (taxes, user charges, borrowing, central government, international aid); percentage of population served by services; access of public to stages of policy cycle; Fairness in enforcing laws; Incorporation of excluded groups in the consultation process; clarity of procedures and regulations and responsibilities; existing participatory processes; freedom of media and existence of local media and; autonomy of financial

resources(UNCHS, 1999). These indicators centre on openness, equity and fairness in the provision and management of urban goods to the people. The indicators also point to the fact that the public must be adequately involved in matters that affect their lives in the provision of urban basic services and infrastructure. Hence, the characteristics of good governance are as shown in Figure 1 below:



**Figure 1: Characteristics of Good Governance**  
Source: (UNESCAP, 2008)

The norms of GUG have been categorized by the United Nations Centre for Human Settlements (UNHABITAT) into nine, namely: sustainability; subsidiarity, equity, efficiency, transparency, accountability, civic engagement, and citizenship and security(UNHABITAT, 2002). UN-ESCAP (2008), concludes that good governance is an ideal which is difficult to achieve in its totality. Very few countries and societies have come close to achieving

good governance in its totality. However, to ensure sustainable human development, actions must be taken to work towards this ideal with the aim of making it a reality.

This study examined the conformity of urban renewal projects in Abeokuta metropolis with physical planning standards, law and planning regulations. This is a departure from most previous studies that have focused on the effects of urban renewal programmes on socio economic, health and property value.

### 3.0 MATERIALS AND METHOD

#### 3.0.1 METHODOLOGY

The study focused on the compliance of urban renewal projects with physical planning standards and regulations in Ogun state. Abeokuta metropolis was purposely selected because of the concentration of urban renewal projects in the capital city. A list of urban renewal projects within the last five (5) years was gotten from the ministry of works and infrastructure website ([ogunstate.gov.ng/mwi](http://ogunstate.gov.ng/mwi)). This

was complemented with a field survey to assess the compliance of the projects with physical planning standards. Furthermore, two officials of relevant planning authorities in charge of development control and urban renewal were interviewed using the unstructured questionnaire. However, for the infrastructural survey, all the twenty-two (22) identified urban renewal project in the study area were assessed with the use of checklist. Data collected were analysed using descriptive method of analysis.

#### 3.0.2 ANALYSIS

The analyses that follow show the efforts of this present state government involvement in urban renewal programmes in Abeokuta and other major towns in the state. Some of the specific major projects embarked upon in Abeokuta metropolis included: expansion of existing narrow roads, construction of fly overs, and pedestrian bridges. Others are: construction ultra-modern market complex and model schools among others. The provided facilities and their locations within Abeokuta are as presented in table 1.

**Table 1: State Government's Urban Renewal Projects in Abeokuta (2013-2018)**

S/N.	Project	Location	Work Done	Level of Completion
1	<b>Grade Separation (Flyovers)</b>			
	(i) Ibara flyover	Ibara Junction	Construction	100%
	(ii) NNPC Mega station flyover	NNPC Mega Station Junction	Construction	100%
	(iii) Itoku flyover	Itoku	Construction	100%
	(iv) Sapon flyover	Sapon	Construction	100%
	(v) Iyana Mortuary flyover	Iyana Mortuary	Construction	100%
	(vi) Mokola – Elegu	Mokola	Under construction	40%
	(vii) Kuto	Kuto	Under construction	30%

2	<b>Pedestrian Bridge</b>			
	(i) Ita-eko pedestrian bridge	Ita-eko	Construction	100%
	(ii) Panseke pedestrian bridge	Panseke	Construction	100%
3	<b>Ultra-Modern Markets</b>			
	(i) Sapon market	Sapon	Construction	100%
	(ii) Itoku market	Itoku	Construction	100%
	(iii) Omida market	Omida	Construction	100%
	(iv) Isale Igbehin Spare Part Market	Isale-Igbehin	Construction	100%
	(v) Itoko live stock Market	Itoko	Construction	100%
4	<b>Model School</b>	Kobape	Construction	100%
		Onijaganjagan	Construction	100%
5	<b>Roads</b>			
	(i) Abiola Way	Abiola way	Construction	100%
	(ii) OGTV-Idi-Aba road	Idi-Aba	Construction	100%
	(iii) Lafenwa-Ayetero road	Lafenwa-Ayetero	Construction	100%
	(iv) Itoko	Itoko road	Construction	100%
	(v) Moriamo Olorombo road	Moriamo Olorombo	Construction	100%
	(vi) Isale gbeyin road	Isale gbeyin	Construction	100%
	(vii) Omida road	Omida	Construction	100%
	(viii) Car wash – Adatan	Car wash	Underconstruction	40%

**Source:** Authors’ Field survey, 2019

**Table 2: Summary of Urban Renewal Projects in Abeokuta**

S/NO	Types of Urban Renewal Projects	Frequency	Percentage
1	Road	8	36.4
2	Market	3	13.6
3	Grade Separator (Flyover)	7	31.8
4	School	2	9.1
5	Pedestrian Bridge	2	9.1
	Total	22	100.0

**Source:** Authors’ Field survey, 2019

Table 2 revealed that road construction and expansion accounted for 36.4%, this is followed by construction of flyovers which accounted for 31.8%, construction of schools accounted for 9.1% while

markets and pedestrian bridges accounted for 13.6% and 9.1% respectively.

## Compliance of urban renewal projects with physical planning standards and regulation

### Roads, Grade Separator and Pedestrian Bridge

The present administration in Ogun state constructed grade separation (flyovers), pedestrian bridges and expanded roads in different location in Abeokuta. Findings reveals that there are five (5) completed grade separation in Abeokuta while two (2) are under construction. It was observed that the completed flyovers complied with planning standards in terms of the width of the travel lane and provision of road furniture (plate 1). However, there is no justification for the construction of the flyovers as preliminary study like traffic count was not conducted to ascertain the need. As rightly observed by Indian Roads Congress (2010), the requirement of a grade separator, its shape, size, type and configuration at any location is decided by collecting sufficient relevant data and information and analysing it with respect to volume, intensity and type of traffic etc.



Plate 1: Grade Separation at Ibara, Abeokuta  
Authors' Field Survey, 2019

The expanded and newly constructed roads provide a safe, convenient and efficient system of vehicular and pedestrian circulation in the state capital. When assessed to ascertain the compliance with planning standard and regulations it was observed that all the roads have all the required road elements such as carriage way, traffic island, sidewalk and drain. Regrettably, the road design and construction failed to take consideration of other non-motorised mode such as cycling (bikelanes). Ogboi (2014), observed that non-motorized modes of transport protect the environment, reduce safety hazard and protect healthy living. Instead the number of lanes were more than the stipulated 2-4 lanes (plate 2) for secondary arterial and distributor road (Ajala, 2016). The overabundance of carriage way leads to unnecessary asphaltting which has negative environmental effects. Furthermore, none of the flyover, road and pedestrian bridges proposal was submitted for planning approval by the planning authority as stipulated by Section 32 of Ogun State Urban and Regional Planning Law 2005.



Plate 2: Six (6) lanes road along Abiola way  
Authors' Field Survey, 2019

### Model Schools

The spatial standard for educational facilities are intended to create a healthy and quiet environment in education areas; provide adequate land and built area necessary for classrooms, laboratories, play-grounds and other ancillary facilities and give easy access to schools and efficient circulation.

Two model schools were identified in Abeokuta metropolis. These schools include model school at Kobape and Adeoye Lambo Model School situated at Onijanganjangan, Abeokuta. The schools were assessed on the following parameters.

**Table 3: Profile of Model Schools with Respect to Planning Standards and Regulations**

S/N	School	Parameters				
		Site Area (15-20 Arces)	Building Set Back (12 metres)	Maximum Site Coverage (33.3%)	Zoning away from Commercial and Industrial	Parking Requirement
1	Model School Kobape	✘	✓	✓	✓	✓
2	Model School Onijanganjangan	✘	✓	✓	✓	✓

Note (✓) Yes (✘) No

Authors’ Field Survey, 2019

As shown in table 2, it was observed that the model schools comply with the setback from the roads, maximum site coverage, zoning away from commercial and industrial area and parking space

requirements. However, as far as the site area standard of (15-20 arces) none of the school, can be said to be in conformity.



Plate 3 & 4: Adeoye Lambo Model School Onijanganjangan, Abeokuta

**Ultra-Modern Market**

Ultra-modern market were constructed at Sapon, Itoku, Omida, Isale-gbeyin and Itoko to accommodate traders whose shops were demolished

for expansion and reconstruction of roads. The shopping complexes were assessed using the following criteria in order to ascertain the level of compliance with physical planning standards and regulations.

**Table 3: Profile of Ultra-Modern Markets with Respect to Planning Standards and Regulations**

S/N	Markets	Parameters		
		Building Set Back (12 metres)	Parking Requirement	Plot Ratio and Site Coverage
1	Sapon market	✗	✗	✗
2	Itoku market	✓	✓	✓
3	Omida market	✗	✗	✗
4	Isale Igbehin market	✗	✓	✗
5	Itoko market	✗	✗	✗

Note (✓) Yes (✗) No

Authors’ Field Survey, 2019



A cursory look at table 3 reveals that only one (20%) of the structures constructed in the markets comply with the minimum setback from the road. Parking spaces were not provided in Itoko livestock market, Sapon and Omida market which accounted for 60%. Even the parking spaces provided in Itoku and Isale-Igbeyin markets are grossly inadequate, this is

evident as vehicle were parked on the travel way thereby reducing the carriage way (plate 3 & 4). This constitute serious environmental nuisance particularly traffic obstruction. In respect to the plot ratio and site coverage only 20% of the market comply with the planning standard.



Plate 5: Omida market without parking spaces  
Authors' Field Survey, 2019



Plate 6: On street parking in Isale-Igbehin market due to inadequate parking spaces  
Authors' Field Survey, 2019

## **4.0 CONCLUSION AND RECOMMENDATION**

### **4.0.1 CONCLUSION**

This study assessed the compliance of urban renewal projects with physical planning standards and regulations in Abeokuta metropolis. Findings reveals that the urban renewal programme disobey fragrantly the provision of the law that mandated proper resettlement of displaced persons. Also it has been brought to fore in this study that there were no

provision for adequate parking spaces in newly constructed markets. Furthermore, flyovers, roads and pedestrian bridges were constructed without collecting sufficient relevant data and information on traffic situation. Furthermore, it was revealed that urban renewal project proposal were not submitted to the physical planning authority for approval as stipulated by Section 32 of Ogun State Urban and Regional Planning Law 2005. This then suggest that submitting physical development proposal to planning authority is seen as avenue for generating

revenue rather than a way of creating a sustainable environment that would enhance the quality of life. The study therefore concludes that there is low compliance of urban renewal projects in Abeokuta to physical planning laws and regulations.

#### 4.0.2 RECOMMENDATIONS

This study recommends that governments at all level should lead by examples in all its physical planning development projects by subjecting them to planning approval procedure. During this stage, planning inadequacies of such proposals would be identified and rectified. There should be provision of parking facilities in the newly constructed markets to avoid on-street parking. Also non-motorized modes of transport should be encouraged to ensure sustainable city development. It also recommends that alternative accommodation should be provided for displaced people.

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