

PROSPECTS AND CHALLENGES OF DEVELOPMENT CONTROL IN GREATER YOLA, ADAMAWA STATE, NIGERIA

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ABSTRACT

Disorganized form of physical structures is a common Planning problem of Nigerian cities and towns. The enormities of these buildings result to urban slums and their spread across urban environments have given policy-makers and allied professionals tough time on how to address the disordered urban environment across the country. Therefore, this study assesses development control regulations enforcement in Greater Yola. The article examined the Development control as one of the measures applied by physical planning agencies to ensure that developers do not deviate from building plans approved for them, in the course of Construction on the plot earmarked for such development in 16 selected wards of Greater Yola, Nigeria. Both secondary and primary data were used. Questionnaire survey of 399 households' heads was adopted for this study as a sample. These wards were selected for their active environment of new physical developments projects involving development control execution in their areas, The questionnaire was administered through a systematic random sampling procedure, and data were obtained from the relevant respondents and establishments Descriptive statistics is use in the analysis, this includes, frequency, mean and percentages while analysis of Variance using ANOVA is also used to test the significance difference between Greater Yola physical structures quality and development control compliance level in the study area. The results identified indiscriminate erection of physical structures and their spatial distribution in some wards of the Greater Yola. The findings revealed that the major issues of unregulated development were due to non-compliance to planning regulations, inadequate distribution of development permits. Insufficient staff and implements for development control enforcement. These has resulted to erection of urban slums, construction on road service areas, loss of desirable neighbourhood character and inadequacy of parking spaces. The study recommends for improved level of awareness campaign and enforcement of strict compliance regulations, review of regulations of Development Control to Development Management in physical planning practice through Upgrading the development control unit to an enforcement directorate.

Keywords: Right of way, Greater Yola, enforcement, slums, Development permit

1 INTRODUCTION

Development control is one of the most critical environmental issues in Physical planning in developing countries. [1] see development control as the power to decide whether or not specific development takes place on specific sites in order to regulate the physical development that is permitted in its approved layout and design. The planning agency's power lies not in the power to grant or to refuse permission, but rather, in the authority of the professional planners to persuade the applicants to modify their proposals, even before they submit them for approval. This is aimed at enhancing environmental quality, improved housing condition, privacy in residents, ventilation and free flow of traffic

in the town and cities. It is clear that the enforcement of development control in Nigeria has not succeeded in the amelioration of the physical development problems of the Metropolitans, towns and cities [2]. This could be seen in most cities in Nigeria where the equipment engaged to enforce development control are extremely inadequate and nonoperational [3]. Discrete field observations revealed that there is an ineffective development control enforcement in Greater Yola. The increasing danger of urban crime and insecurity in Yola and other emerging cities in Nigeria is connected to the rapid urbanization and unregulated urban growth in the regions [4]. The present master plans in Greater Yola were prepared since 1970's and they have not been reviewed [5]. Most medium town directly have no physical plans at all and regional plans are non-existent in the State [6]. [2] noted that the objectives of development control are to ensure orderly physical development, optimal land use, proper execution and implementation of approved physical development plans, to protect and conserve the environment and; to promote public participation in physical development with decision-making. On his own part [7] narrated the planning experience of Gaborone, where the masterplans, structural plans, zoning and sub-division regulations, building codes, urban development standards and other public policies plans are used to shape physical development in the country. [7] regards development control as the executive arm of the planning process being the means whereby policies are implemented, specific land use proposals being executed and unlawful development prevented. It enables a local authority to protect residential areas from inappropriate intrusion of reserve land for industries, maintain a green belt, keep valuable buildings and trees and prevent slums. The Urban and Regional Planning Law no. 88 of 1992 provides for each planning authority to control or prohibit the use of development on land or buildings for the proper and orderly physical expansion of the area; it control the sub-division of land or existing parcels of property; it consider and approve all development applications; it protects, preserve public land, road reserved areas for the right of way , open spaces, parks, urban forests and green belts; it ensure compliance with the provisions of the Planning Law.[8], notes that development control can be either pre-development, during development or at post development stage of a project which is sited in an unapproved location. It is highly sensitive exercise which must be done with precaution, precision, firmness and with deep sense of responsibility by the authority concerned. Fairness, justice and equity should be the watchwords in development control programmes. If done properly in a humane manner, it will be widely accepted. However, when it is haphazardly done with bias and favouritism in the society, it could explosive and may lead to violent reactions from affected members of the community concerned. The approach of planning practice adopted by Federal and State Governments in Nigeria has provided limited progress in development control enforcement [6, 9]. The analogue land use planning approach is still the planning process at both state and local Governments in Nigeria for processing of development permit [3, 10, 11, 12]. This approach is obsolete, static as well as an expensive method of planning; many officials appreciate it for their personal financial gains as a result of the high level of corruption that is prevailing in the system [13]. Planning authorities in Nigeria thrives with few qualified town planners and allied professionals leading to inadequate enforcement of development control [10]. The planning board takes control for both physical and social related developments in all states and local governments areas of the Federation [14]. [15], argued for sufficient number of staff, workforce training and capacity buildings for staff so as to meet up with current urbanization trend, while ensuring strict adherence and implementation of development control policies, regulations and schemes. The planning authority prepares comprehensive city plan or regional plan to enforce the development control and redevelopment plan to implement a relevant urban renewal strategy [15]. While the applicants prepare building plans which involves Architectural and structural drawings of the project. They indicate the design, size and typology of buildings as well as the structural settings of the buildings. They are used in enforcement of development control in the urban areas [16]. Despite the importance of development control in physical development the implementation issues such as poor and inappropriate planning policies vis-a-vis non-compliances with space standards of approved design, and ineffective enforcement of building regulations remain obstacles to development control processes [17]. The people that these plans affect directly must be actively involved in the preparation and execution of the plan to reflect public participation. The planner's role is to co-ordinate, collect data and help clarify policies and proposals rather than impose plans on the people [14, 18]. In Local Government areas and other localities where traditional institution is

strong, community participation in physical development enforcement programme can be advanced with the assistance of the planning authority [19]. The 1992 Urban and Regional planning law recommends that physical development should be guided by the master plans, this cannot happen until if the plans are updated and vigorously implemented [20]. [2] argued that the development control ensures orderly and balanced physical development of lands by creating sustainable habitats that meet the needs of the dwellers in these settlements. The process of development control requires assessment of applications for development permission, granting or refusing permission and inspecting development sites. According to [17], there are two stages of development control; evaluation of development application and inspection. In the first phase of development control process is the evaluation of projects application received from the applicants for passage to various departments for comments. The applications that are normally processed includes land subdivision or amalgamation, building plans, change of user or the land use approval and renewals of certificate of occupancy to reflect an extra term of ownership [21]. Development permission is granted by the planning authority upon receipt of favourable comments from the departments to which the applications are dispersed. A decision by the technical committee led by a Director is made known within one month which can either be; approval, conditional approval, refusal of permission and deferment [22]. The agency's decision is reported in the prescribed forms. If a planning permission is refused and the applicant is aggrieved by any conditions imposed, the applicant may appeal to the Urban planning liaison committee, the National Physical planning liaison committee or a High Court to consider complaints arising from the earlier planning decisions for the applicants [23]. The second stage of development control process is inspection which kicks in after the evaluation of projects applications and approvals are issued. In this phase, building inspectors from the enforcement directorate periodically visit the project sites to inspect and complete the development/ building Card to ensure that developments are undertaken in compliance with the relevant planning standards and that the projects are supervised by the approved allied professionals' team. Upon completion of the construction works, the enforcement department offers certificates of occupancy to permit the use of the projects.

2 THE STUDY AREA

The study area covers the Greater Yola comprises of the Yola-North, Yola South and Girei Local Government Areas of Adamawa state, Nigeria (Figure 1). The area covers the key administrative, port, industrial and commercial centres in Adamawa State forming the State capital of Adamawa State.[23]. The Greater Yola lies between latitudes 9° 24' N to 9° 30' N of the equator and between the Longitudes 12° 6' E to 12° 36' E 28° E of the Greenwich meridian [24], consisting of 32 administrative wards (Figure1). The urban land covers an area of about 40 square kilometers while the surrounding rural areas cover an area of about 100 square kilometers. The area exhibited varying concentrated patterns of spatial growth around the central areas, with the development of sparse settlements on the urban peripheries [25]. The Population census of 2006 showed that Greater Yola had a total population of 395,862. The Greater Yola is characterised by high annual population growth of 3.6% and rapid urbanisation of about 10% [26] with projected population of 672,965 people in 2023 [27]. The concentration of populations and urban activities in Greater Yola is rising high annually through the immigrations due to insurgency in the North East, while the housing delivery systems continue to perform ineffectively in the study area as the family economic status influences the course of development of the housing units, if no planning strategies are sought the informal settlements will continue spread and this will be the major planning concern in the region. The mean annual rainfall of the study area is between 700 to 900 mm at present, while the mean annual temperatures is 26°C and relative humidity is below 70%, and the vegetation cover is grassland, and the topography is the low lands of the Benue valley. The human activities in the metropolis include trading, Farming, Manufacturing, attesting and fishing.

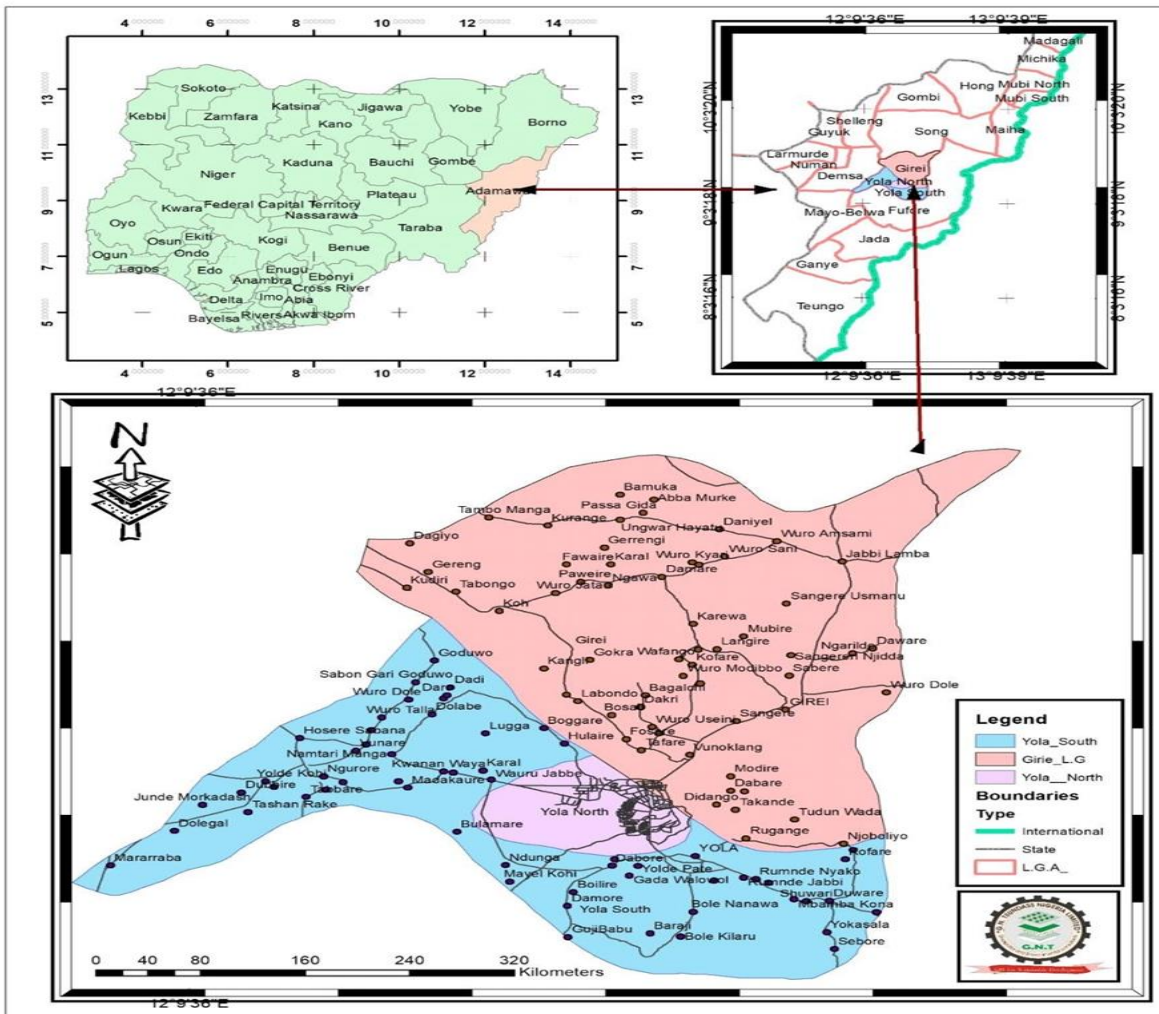


Figure 1. Map of Nigeria and Adamawa state showing Greater Yola [30].

3 METHODOLOGY

Survey research approach was used for the study. A total of 399 respondents (Table 1) were designed for this research, cluster and random sampling techniques were used and questionnaires were administered proportionately to household heads in the 16 selected political wards of Greater Yola in Adamawa State, being the study area. The wards are selected due to active environment of new physical developments projects involving development control enforcement. The sampling frame include: Land use developers, tenants and staff of Adamawa State Urban Planning Development Authority (ASUPDA). The sample size was obtained in proportion to the study population using 95 percent level of confidence [28]. The secondary data include the land use maps, household data and population of the study area as well as the development permits and contravention notices which were source from National Population Commissions, Adamawa State Primary Health Care Agency and Adamawa State Urban Planning and Development Authority respectively. Descriptive statistics such as frequency, percentages and mean were use in addition to Microsoft excel software which was also used for the calculations of analysis of Variance (ANOVA) to test the significances difference between urban structures quality and development control compliance in the 16 selected wards in Greater Yola.

Table 1. Selected Local Government Areas / Wards/Household for the study [29]

Local Government Area	Ward	Households	Sample
Yola North	Selected wards	Number of House Holds	Sample size
	Gwadabawa	2,268	08
	Luggere	1,936	07
	Jambutu	6,038	21
	Karewa	5,711	20
	Nassarawo	3,644	13
	Rumde	1,485	05
Sub-total		21,082	74
Yola South	Selected wards	No. of house holds	Sample size
	Bole /Yolde pate	11,531	41
		5,397	19
	Mbamba	2,008	07
	Nbamoi	37,720	134
	Namtari	10,298	37
	Ngurore	2,799	10
	Bako		
Sub-total		69,753	248
Girei	Dakri	2,710	10
	Damare	3,335	12
	Girei 1	7,904	29
	Girei 2	2,316	08
	Modire	4,999	18
Sub-total		21,264	77
Overall total		112,099	399

4 RESULTS AND DISCUSSION

Results indicated the respondents (98%) own title documents for their own landed properties while 2% has no title documents for their landed properties in whereas 66% has development permit and 34% do not have which suggested that large number of developers at the fringes of the Greater Yola has no planning approval. This led to the construction of traditional buildings in form of chaotic residential areas. This result verified [29] which stated that socio-cultural factor such as marital status and household size renders ineffective compliance to development control regulations in Nigeria. Interns of age and income, majority of respondents (58%) age between 35 to 55 years and they earned between N40,000 and N80,000 only per month, the youth constituted the majority (58%) of the respondents with lower wages and lower capacity to comply with planning standards than the elders (Figure 2). The data relating to income confirmed that most of the respondents earned less than a dollar per day suggesting the reasons for erection of the sub standards buildings by the respondents in the areas. This result reinforced the findings of Ajayi [31]. Most of the youth coming to the urban centres are low income earners who settle in any kind of building hoping that one day things will get better. These have led to the decay of cities and development of slums and shanty settlements at the periphery of the cities. Figure 3 shows the occupations of respondents indicating trading (32%), farming (13%) and civil servants (39%) whereas fishing is (6%) and rearing is (9%). The data indicated the majority of the respondents are petty traders with lower capacity to construct quality residential units. The job of the respondents determines the residential quality he/she will be able to

construct which influences the ability of the respondents to comply with planning regulations. The results verified the findings of [30] that the private residential development in low-quality residential neighbourhood display low levels of compliance being influenced by low occupational background of their inhabitants. On the other hand, [32] argued that family economic status determines the course of improvement of the housing units in the residential area. Figure 4 shows that 4% had only primary certificates, 31% hold GCE/SSCE and 48% had (ND/HND), while only 17% are Degree holders and above. This results show that majority of the respondents had only GCE/SSCE as credentials which suggested the low educational qualification of the developers as one of the reasons for the ineffective compliance to development control and as such the indiscriminate construction of illegal structures in the peripheries of the Greater Yola. The non-graduates' developers have low regards to planning standards as well as procedures on development control enforcement. This result strengthened the findings of [13], that poverty and low educational background of developers are among the causes of unauthorized developments in towns and cities of Nigeria. Until developers are made to be aware of what planning is, and why it is important, as well as what the planning law expects of the citizen, development control compliance will continue to be ineffective on account of low educational background of respondents. On his own part [3] Observed Educational qualifications of residence influences awareness of planning regulations since a neighbourhoods can be seen as a proxy for educational experience of its inhabitants, the educated and well-off households are more likely to be aware of development planning regulations and extent of development control compliance. Figure 5. shows 41% of the respondents had their information on Development Control Enforcement from the public, 20% from Planning Authority Staff while only 6% were informed through the media. The results show majority of the respondents get the Development Control Implementation information from public. This result suggests that the planning authorities' mobilisation to public through the media in Greater Yola is inadequate as the results development control programmes is rarely aired in the media houses. There some very little level of awareness from the respondents on the general concept of development control enforcement. The low level of awareness appeared quite high especially in the low-quality residential neighbourhoods, which were inhabited mainly by low education and low-income households. The results supported the outcome of [3] that the extent to which developers were aware of the existence of planning regulations determine the level of compliance with these regulations. The implication of this results is critical to urban development planning in Greater Yola which led to the haphazard development as the order of the day in the periphery of the city. This result collaborated with the findings of [33] that the planning authorities will be unable to regulate development effectively if buildings being constructed are springing up without development permits. Whereas Alterman, [21] decried that the inequitable urban structure, unequal access to the urban economy and unbalanced development of cities and spatial segregation as some of the reasons for building without plan approval. Figure 7 shows (66%) of respondents acknowledged having a development permit for their landed properties in the study area, while (33%) of respondents had no development permit for their properties. Whereas Table 2. reveals that 31% of the respondents indicated that delay of approval of their plan was the reason for not having their development permit, 19% was because of rejection of development permit, while 7% noted that Planning Authority has compelled the developers to vary, alter, remove or discontinue their own development. Moreover, 20% of the respondents were of the opinion that any proposed plan that have inadequate setback or close to river banks could not be approved, while 23% indicated all of the above as reasons for not having development permit before embarking on construction of their development. The results suggested that most respondents are familiar with enforcement reasons that either delayed or denied application approvals for development permit, but were reluctant to follow the due process of acquiring development permit at the fringes of the Greater Yola. [3] argued that enforcement work includes; to inspect the development site to ensure that works are being carried out in accordance with the permission granted. Take appropriate action if unauthorised works or revisions have taken place and to ensure their resolution is enforced, to prepare and present authority's case either through written representations, hearings or enquiries and attend enforcement. Figure 8 shows the distribution of access roads (62%) of the respondents specified there is enough access roads leading to their residents, while (38%) were not having access roads connecting their compounds. This data suggested that many neighbourhoods in Greater Yola do not have adequate access

roads connecting the areas. This result verified the findings of [5] that when substandard buildings are springing up indiscriminately in cities, open spaces are endangered causing lack of access roads in some communities. while [13] argued that effective development control compliance opens easy access and efficient circulations, as well as provide adequate roads setbacks and enhances proper circulation in towns and cities. This can be effectively achieved through evaluating development control processes especially during construction period. Figure 9: shows that (58%) of the respondents had their properties properly erected within the standard building lines while (32%) were having their properties encroached in to the road reserved areas. Although each developer seek permission to comply with the requirements of the planning law, the difference between the approved plans by the planning authorities, and what is erected on the ground is sometimes varies with the approved plan. This result suggested that 32% the respondent in Greater Yola have extended their buildings beyond the utility line on the major highways connecting Yola to other towns and some have encroached into roads service area, whereas some developers even erected some commercial shops under high tension electricity lines. These include the establishment of warehouses and container yards on the high way without development permits which causes traffic congestion, noise pollution, on street parking and road accidents. This result supported the outcome of [1] that challenges associated with non-compliance of development control regulations include inadequate access roads and insufficient provision of spaces for infrastructure facilities and parking lots along the roads in urban areas. Figure:10 reveals that (40%) of the respondents had adequate airspace, while (60%) had insufficient air space in their buildings. Large number of residential units has been converted into either commercial or light industries and other uses in Greater Yola without consideration to the suitable sites and ventilations desires of the new sites. Compacted clusters of buildings in the Greater Yola are link to seasonal outbreak of the airborne diseases during the hot season due to the poor ventilations. Developers find it easy and gainfully to establish a business within a short period of time through mere change of land use, rather than going through a building construction process and approval. All buildings need adequate ventilation of air space to avoid outbreak of the epidemics. This result held the outcome of, [34] that lack of enforcement of zoning regulations may result to the poor ventilations of buildings in communities, damage the environmental, natural and built heritage of the urban areas. Figure 11 Shows the distribution of professional membership in the planning board, 35% had acquired just a national membership of Nigerian Institute of Town Planning (NITP) and 19% had attained cooperate membership as they are registered members with the Town Planners registration council (TOPREC), Others include 10% as members of Council for the Regulation of Engineering in Nigeria (COREN) and 8% are registered Surveyors (SURCON). while 28% are non-registered members to any allied professionals. The analysis further breaks down the staff profile of the planning board as follows :8 of the staff are chief Town planning officers While 5 are Assistant Chief Town Planning Officers whereas 14 are Principal Town Planning Officers 11 are Senior Town Planning Officers,12 are assistant Town planning officers and 2 each are Chief Technical and principal Technical Officers respectively. Others include 4 Assist. Chief Architects and 8 Senior Administration Officers,8 Clerical, and 7 Assistant Clerical staff respectively whereas 17 are staff are only holders of either a Certificate or a Secondary school certifies respectively. There are total 65 staff in the payroll but only 35% are registered with their professionals' organizations Whereas (65%) are not registered members. Figure 12 shows 50% of the staff had obtained their professional membership in the last 7 years. whereas 17% were registered for between 5-7 years. While 25% had attained the profession membership between 2-4 years onlyThe statistics suggest that the inadequate train professional with the planning authorities' in Greater Yola. According [13], acceptable number of staff, staff training and capacity building should be planned and implemented so as to meet up with current urbanization trend while ensuring strict adherence and proper implementation of development control policies, regulations and schemes as provided by law. Figure 13: shows the Development Permit Applications received in Greater Yola from the year 2015-2022. The result shows, in 2022 ASUPDA received only 97 applications approved 89 deferred 5 and rejected 3 applications. There was remarkable disparity between the number structures raised on the ground annually and those that were approved by the authorities. Although Planning Authority may compel an application from a developer to vary, alter, remove or discontinue development but the inference observed was that majority of physical developments were without planning permission

in some areas of the Greater Yola. As a result, slum environs for living is being develop. This result collaborated with the findings of, [35, 36] if the development control is sound with approval of planning permissions it is likely to avoid slums, squatter settlements, polluted environments, unregulated and mixed land uses and other environmental nuisance in urban areas. However, in determining the relationship between Development control compliance level and buildings quality in the sixteen selected wards of Greater Yola (Table 4. The proposed null hypothesis stating that there is no significant difference between development control compliance level and building quality in Greater Yola was tested using the Analysis of Variance (ANOVA). By comparing the mean values for these variables, the test yielded the following result: for Approved building permits ‘p= 0.941 while the approved Fencing permit and approval of Temporary structures has yielded P=0.859, and P=0.998 respectively whereas approved sign/billboard permits’ is , p = .473), so we accept the null hypothesis and conclude that there is no statistically significant difference in buildings quality and development control compliance in the various political wards of Greater Yola Since the analysis revealed the four (4) major board’s development control enforcement mandates, has not established much significant result. While substantiating the outcome of [3, 15, 36] that the management of the urban environment can only be effective with a sound development control of the structural development in urban centres. Findings implied that, the more developers comply with development control practices, the better the quality of the urban development in Greater Yola On the other hand, [2, 37] noted that the main purpose of development control is ‘to ensure the orderly and rational development of land to create sustainable human settlement that accommodate a variety of land uses to meet the needs of the people who live in these settlements.

4.1 Ownership status Age and Income of Respondents

The respondents (98%) own development title documents of their lands (Figure 2), while 12.5% of the respondents earned N20,000 only per month at 25years while 12.2% of the responens earned N40,0000 only at 35 years. Others are 23% each of the respondents who earned N60,000 and N80,000 per month respectively. Wheareas 17.3% of the respondents get N100,0000 per moth at age of 65 years and 12% made N120,0000 at 75 years separately The results indicated a positive correlation between age group of the respondents and their income The results also display most of the respondents are poor and were earning less than a dollar per day suggesting the reasons for non-compliance of development control regulations and hence the erection of the poor standards of housing structures in the fringes of the Greater Yola The outcomes of the study indicated that 40% of the respondents earned N40,000 Only Per Month (Figure 3). This show that most of the respondents earned less than a dollar per day suggesting the reasons for erection of the poor standards of housing structures. The results also show the higher the age group of the respondents the more their incomes. This result reinforced the findings of [39, 40]. Most of the youth coming to the urban centres are low income earners who settle in any kind of building hoping that one day things will get better. These have led to the decay of cities and development of slums and shanty settlements at the periphery of cities.

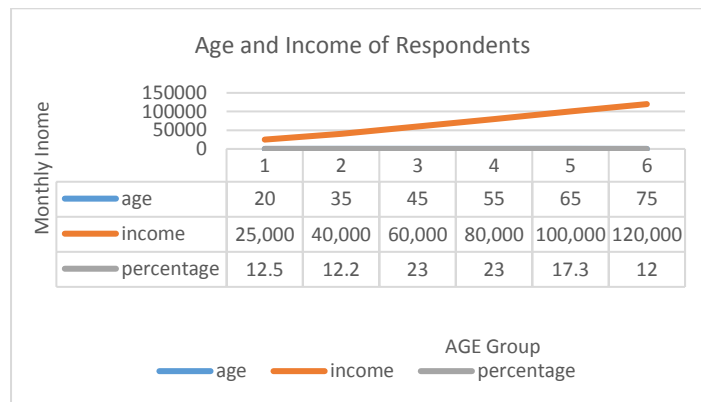


Figure 2. Average Income of the Respondents

4.2 Occupation of the Respondents

Figure 3 shows the occupations of respondents indicating (65%) are traders whereas (15% are farmers and (14%) are civil servants, However, 6% were practicing the others occupations such as craft and black smiths.

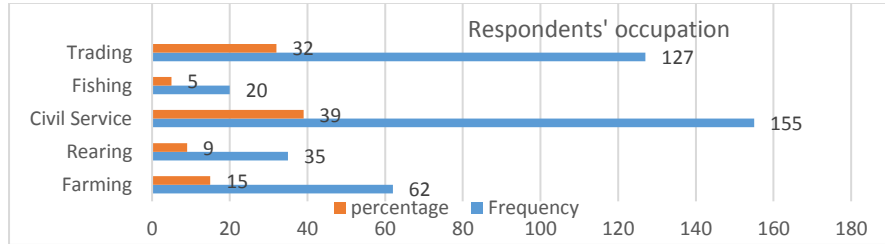


Figure 3. Occupation of Respondents

4.3 Educational Status of Respondents

Figure 4 shows that 4% of the respondents have no any academic qualifications, 36% were Secondary School certificate holders whereas 48% and 17% own OND / HND certificates as well as bachelor degrees and above respectively. This implies that the level literacy is moderate within the study area, since 75% of the respondents had attended above the basic education.

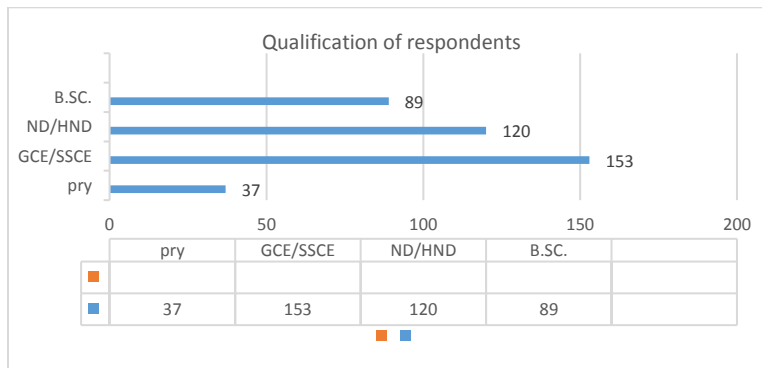


Figure 4. Educational status of the Respondents

4.4 Respondents sources of Information

Figure 5 shows the respondent's sources of information on Development Control Enforcement in the study area. 29.9% had their information on Development Control Enforcement from the public, 15.4% from Planning Authority Staff while only 6% were informed through the media Functions of the enforcement team as perceived whereas 47.9 had no response.

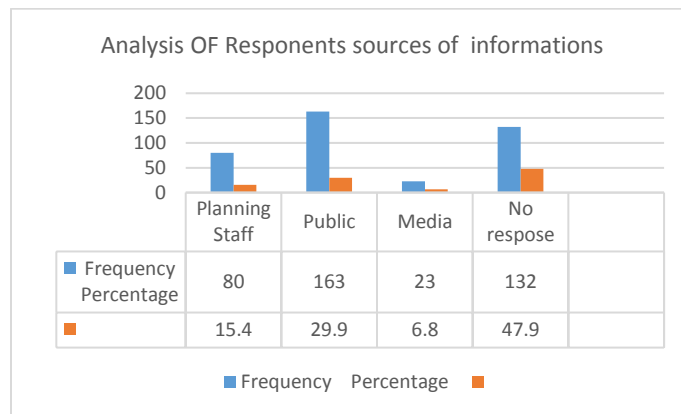


Figure 5. Respondents Sources of Enforcement Information

4.5 Ownership of Land Title Document

Figure 6 shows the distribution of respondent's ownership of title documents to their landed properties. The result indicated that 26% and 27% have obtained statutory and grant of right of occupancy ownership respectively, while 20% and 22% had a local government customary certificates and sales agreement separately. Whereas 3 has titles documents transferred to them through inheritance and individual gift however 2% had no any title document for their landed properties.

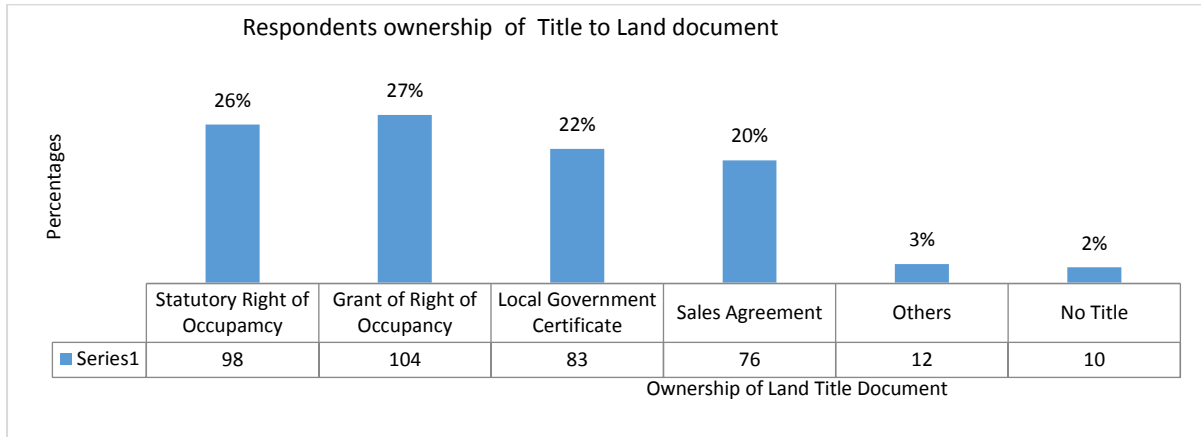


Figure 6. Respondents ownership of Title to Land document

4.6 Ownership of Development Permits.

Figure 7, indicated that majority (66%) have development permission for their developed property. While 34% do not have development permission to their developed properties.

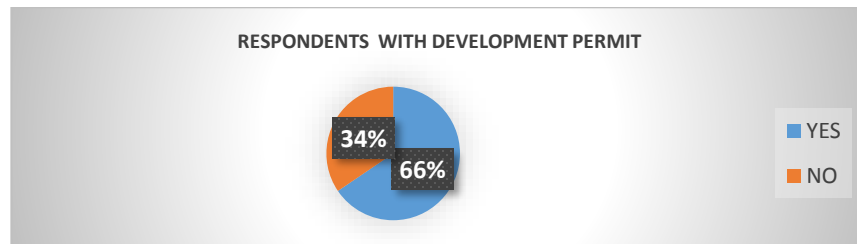


Figure 7. Respondents' Access to development permit

4.7 Accessibility of Buildings

Figure 8 shows the distribution of access roads (62%) of the respondents specified there is enough access roads leading to the resident's compound while (38%) were not having access roads connecting their compounds to other areas of the communities. This data suggested that many neighbourhoods in the outskirts of the Greater Yola has narrow and poor access roads.

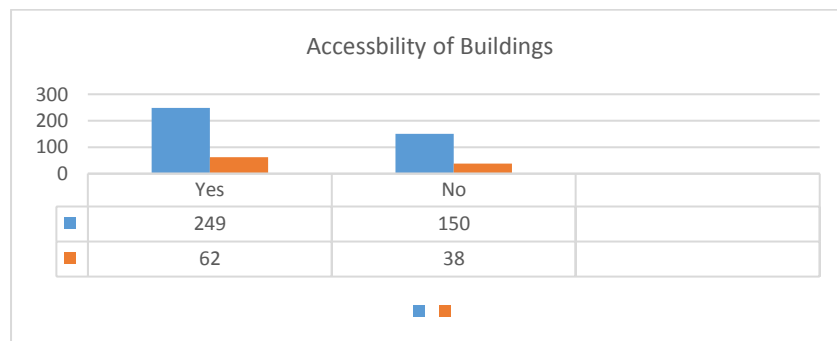


Figure 8. Accessibility of Buildings

4.8 Observation of Buildings Lines

Figure 9 shows that (58%) of the respondents abide to the observation of standard building lines during developments, and (42%) were defaulters of the same in the area.

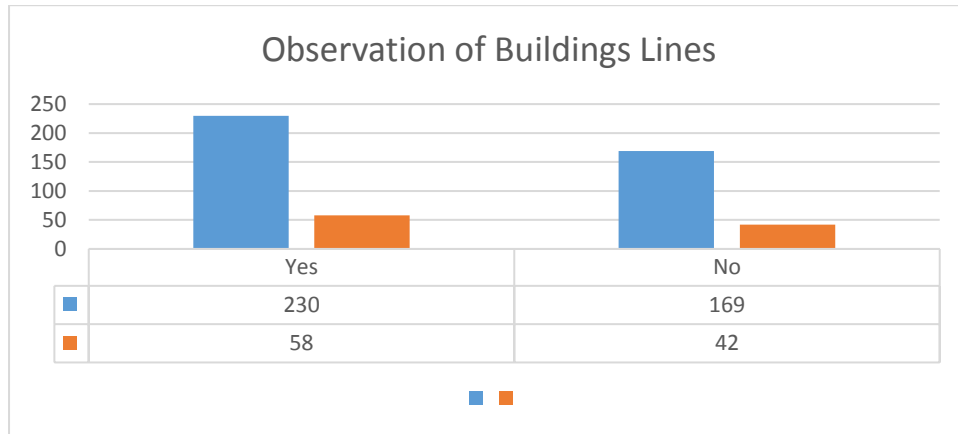


Figure 9. Observation of Buildings Line

4.9 Provision of adequate airspace

Figure 10 reveals that (40%) of the respondents had adequate airspace, while (60%) had inadequate air space in their buildings. Large number of residential units has been converted into either commercial or light industries and mixed land uses in Greater Yola without due planning process.

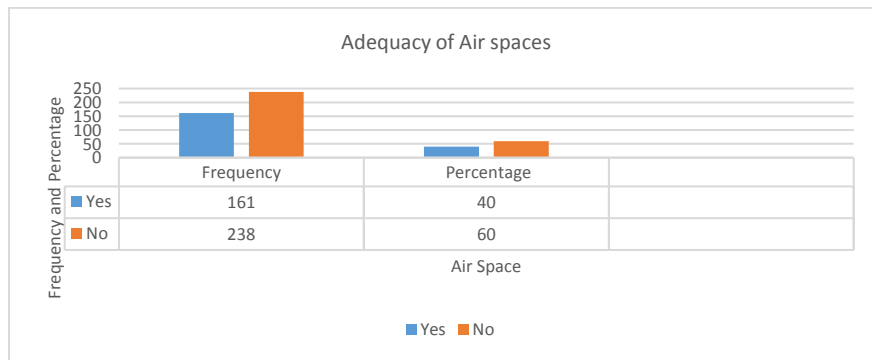


Figure 10. Adequacy of Air space

Table 2 reveals that 31% of the respondents indicated that delay of approval of their plan was the reason for not having their development permit, 19% was because of rejection of development permit, while 7% noted that Planning Authority has compelled the developers to vary, alter, remove or discontinue their own development. Moreover, 20% of the respondents were of the opinion that any proposed plan that have inadequate setback or close to river banks could not be approved, while 23% indicated all of the above as reasons for not having development permit before embarking on construction of their development. These excuses are unconvincing in nature because planning regulations must be carried out in the area. The inference was that some physical developments were without planning permission in the study area. As a result, unfavourable environment for living may develop.

Table 2. Reasons for not having Development Plan

Reasons	Frequency	Percentage (%)
Delay of approval	42	31
Rejection of development permit	26	19
Planning Authority may compel developer to vary, alter, remove or discontinue development	10	7
Any proposed plan within the setback or river will not be approved	27	20
All of the above	31	23
Total	136	100

4.10 Staff profile and Professional Membership of the board

Figure 11 Shows the distribution of professional membership of allied professionals in the planning board, 35% are members of Nigerian Institute of Town Planning (NITP) whereas 19% are registered Town Planners (TOPREC), Other profession memberships are 10% as members of Council for the Regulation of Engineering in Nigeria (COREN) and 8% are registered Surveyors (SURCON). while 28% are non-registered members to any professional organization. The result of 28% un registered professionals revealed there is in adequately trained professionals in the study area to brand the development control team capable of enforcing physical development regulations in the region.

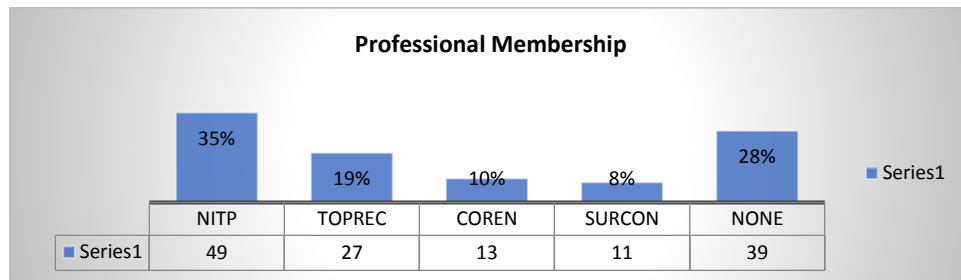


Figure 11. Shows the distribution of professional membership [40]

4.11 Duration (Years) for Attainment of Professionalism

Figure 12 shows 50% of the staff working in ASUPDA had obtained their professional membership in the last 7 years. where 17% were registered for a duration between 5-7 years. Others are 25% who had attained the profession membership between 2-4 years only. Whereas 8% had attained professional status in less than 2 years. From the result, therefore, one can deduce that the board has an average rate of professional who attained retraining courses across all the construction industry capable of enforcing effective development control in areas.

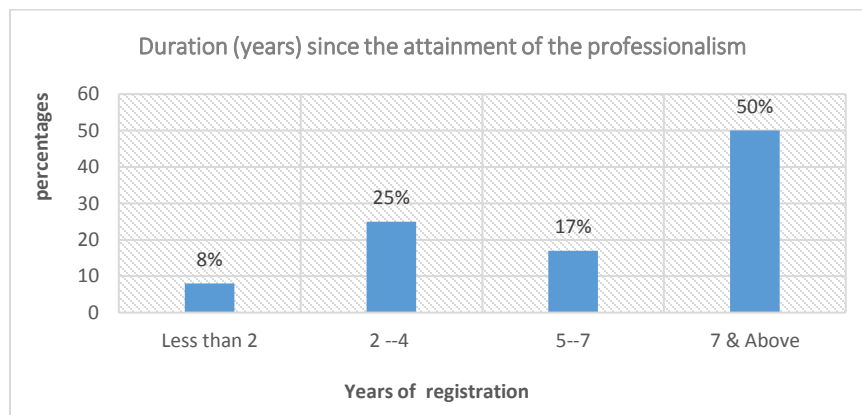


Figure 12. Duration of Professional Membership

4.12 Development Permit Applications Received Between 2017-2022

Figure 13 shows the distribution of Development Permit Applications received in Greater Yola from the year 2017-2022. ASUPDA received 90, approved 83 in the year 2017, deferred 2 and rejected 5 applications respectively. Whereas in the year 2022, 97 applications were received, while 89 were approved, deferred 5 and rejected 3. The data shows few applicants being submitted by the developers for development permit annually in Greater Yola.

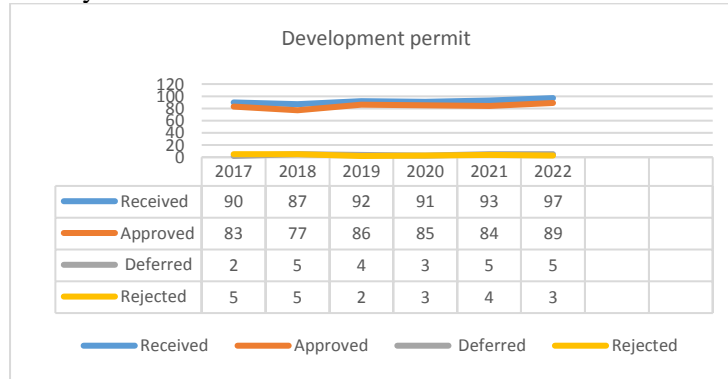


Figure 13. Distribution of Development Permit [42]

However, in determining the relationship between Development control compliance level and urban structures quality in the sixteen selected wards of Greater Yola (Table 3). A one-way ANOVA test was executed of which all the variables for attribute of urban development quality were tested and had the results of their p-values greater than 0.05 of which can be said that there is no statistical difference between the years in which the applications were approved and the number of applications submitted in request of development permits. The proposed null hypothesis stating that there is no significant difference between development control compliance level and urban structures quality in Greater Yola was tested using the Analysis of Variance (ANOVA). By comparing the mean values for these variables, the test yielded the following ‘Approved building permits’ was 0.941 while the approved Fencing permit and approval of Temporary structures yielded $P=0.859$, and $P=0.998$ respectively whereas approved sign/billboard permits’ is , $p =.473$), so we accept the null hypothesis and validates the hypothesis that there is no statistically significance difference between development control practices compliance level and the quality of the physical structures in the study area.

Table 3. Analyses of Variances for Approval of Development Permissions from 2017-2022 ANOVA

			Sum of Squares	df	Mean Square	F	P-Value
Approved Permits	Building	Between Groups	4986.000	5	997.200	.232	.941
		Within Groups	51626.000	12	4302.167		
		Total	56612.000	17			
Approved Permits	Fencing	Between Groups	11004.667	5	2200.933	.371	.859
		Within Groups	71137.333	12	5928.111		
		Total	82142.000	17			
Approved Structure Permits	Temporary	Between Groups	842.444	5	168.489	.048	.998
		Within Groups	42446.667	12	3537.222		
		Total	43289.111	17			
Approved Permits	Sign/Billboard	Between Groups	3358.444	5	671.689	.972	.473
		Within Groups	8291.333	12	690.944		
		Total	11649.778	17			

5 CONCLUSIONS

Based on the results, the following conclusions were attained at: There is no adequate development control enforcement measures in Greater Yola. The regulations regarding enforcement of development control are in existence in the study area, but were not uniformly implemented and ineffectively enforced

across the region. Effective enforcement of development control regulations is a step forward for sustainability in the urban built environment. There is need for proper participation of developers, and retraining of the allied professionals and other stakeholders for effective compliance with the enforcement measures. This study recommends for the upgrading of enforcement unit to a Directorate under the planning authority to strengthen its activity of development control. The Planning authorities require technological procedure of plan processing and approval as well as enforcement in tune with global best practices. There is a need for regular sensitisation of public through media, focused group discussions, exhibitions and seminars on the development control programs and objectives.

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