

Analysis of Factors Influencing Private Real Estate Development in Peri-Urban Area of Bida

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ABSTRACT

Peri-urban an area characterized by an overlapping between residential and agricultural activities. It is transition zone between well organized, recognized urban land uses and areas devoted to agriculture. Poor urban planning and management result in haphazard growth that spreads to the periphery in Bida, which is described as strip and nodal physical growth that has not happened under planning control. The study thereby analyzed the drivers or factors of peri-urban development with a view to identifying the factors influencing rate of private development in Bida peripheral. The study administered 340 questionnaires through simple random sampling technique to the private properties' developers and 270 questionnaires were retrieved and analyzed. According to the results of the descriptive study, urban congestion, significant public investment, and the presence of social amenities were the main forces or influences behind peri-urban growth in Bida. The research consequently suggests that public planning policies for metropolitan areas be implemented to prevent people from moving to the periphery.

Key words: Drivers, Peri-urban, Private development.

1. INTRODUCTION

The area where a town grows as a result of urbanization is known as the peri-urban area [41];[26]. It refers to the area where well-established, recognized urban land uses meet agricultural lands [27]. A peri-urban area is, in the strictest definition of the term, a region where agricultural and residential activity coexist. The pastoral community is a major

source of land for sale, and the fact that they are also embracing property development as a different type of economic activity by offering land for sale and participating in private property development as occupiers is evidence that these activities are not just for newly arrived settlers [43]. Formerly a primarily rural town that has become a real estate town, property ownership development in peri-urban regions includes issues such as the uncontrolled development of commercial and residential properties in violation of the urban planning processes [30]; [31]; [27]. Due to the area's freehold property ownership, it was discovered that the provision of waste management practices, public water, and a well-maintained access road network were all insufficient [5]; [38].

Bida's peri-urban development area is defined as strip and nodal developmental milestones that hasn't been under planning control, with haphazard growth that extends to periphery areas [27]. High densities, overcrowded housing, unsanitary conditions, shrinking open spaces, and haphazard peripheral development are the results of the caused by rising demand for housing, personal and social facilities, ineffective planning and design systems, informal investment finance, and speculative land costs [35]; [18]; [14]. The growth in Bida Township is entirely focused on residential construction with very little business activity, completely disregarding the long-term social, esthetic, and environmental effects on the local population [27]. The rate of physical development in this municipality is determined by private developers [39]. High density, overcrowding, unsanitary living conditions, environmental contamination, dwindling open space, and unplanned peripheral development are the results of this [12]; [22].

Poor infrastructure developments are a widespread issue in the community as a whole, which raises the cost of building. This problem is not exclusive to low-income districts [16]; [6]. Additionally, there is no evidence of any developmental planning procedures being implemented such that inappropriate land use activities are next to one other in private property developments, including those that are commercial, residential, institutional, and the like [10]; [28]; [15]; [40]. The town is at best unattractive and odorous due to issues with insufficient drainage infrastructure and poor garbage disposal methods, especially in the market districts [1];[8];[21];[7]. Therefore, the study's goal is to investigate the variables affecting the private new construction in Bida's peri-urban area.

1.1 Study Area

The coordinates for Bida are 9°05'N, 6°01'E, 9.083°N, 6.017°E. (see Figures 1.1, and 1.2). The regional route that connects Ilorin to Minna and Abuja, the A124, is where the local government is situated [27]. The LGA covers 1.698 km² of land. The second-largest city in Niger State is called Bida. It is a dusty, desert hamlet that is situated southwest of Minna, the Niger State capital.

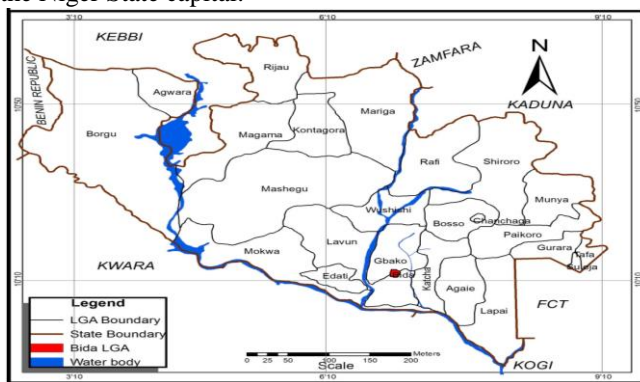


Figure 1: Location of Bida, Niger State

Source: Niger State Ministry of Lands and Housing, 2016

Bida emirate, an unusual middle belt location, with separate dry and rainy seasons. The 200-day wet season begins in April and lasts through October. The greatest rainfall totals, 226.3mm and 248.8mm respectively, were recorded in July and September, with an average of 122.7mm. At this moment, the climate is humid. Before the rains arrive, the dry season steadily warms up between March and May, reaching its maximum monthly temperatures in March at 31.3 °C and its lowest in August at 26.0 °C. Thus, Bida emirate is endowed with a temperate climate all year round (Niger State Government, 2015).

About three to four kilometers west of the current built-up area is a region of hills and valleys. A few infrequently tiny, sharp hills rise 20–25 meters above sea level, with a well-drained gutter sloping between the valleys. The mesas and the border of the valleys to the north and south of the town have the greatest gradients, which are roughly 1:40. Due to the river

Gbako acting as a barrier, the southern valley does not extend as far as it does to the west. The entire region between the valley and the hill is around 100 square kilometers. The Town's drainage system consists of landzu streams that cut through its center and other seasonal tributaries that are now gully pathways

2. LITERATURE REVIEW

Fisher's research papers on the development of property from 2005, which utilized the North East of England's Grainger Town as an example of a struggling regional economy, concentrated on bringing together both public and private parties and meeting the demand. For instance, in Nigeria, feasibility studies are often necessary for every development project, and government policy initiatives, as well as physical, legal, economic, technological, and financial considerations, are crucial for successful property development projects [13]; [9]; [29]. The process of real estate development is aided by a generally stable environment, effectively implemented legislation, and supportive organizations [42]. But given the constantly shifting macroeconomic climate, the situation in Nigeria is very different [25]. When analyzing the planning process, [3] emphasized the significance of the develop of locations. The location also represents the authority of legal ownership, without which development is impossible [36]. This initially belongs to the landowner(s), however ownership may change over the development process and take on numerous forms. Sites can be combined or divided, mortgaged, or leased, with or without development in progress. In certain situations, the "developer" might never have the freehold [27]. Consequently, the site serves as the beginning of the process, which is subsequently turned through development into the new real estate needed at the conclusion [17];[44]. It is important to take a quick look and make some much-needed assessments to see how much of this is applicable in the Nigerian setting. Compared to rural regions, peri-urban areas have a superior infrastructure, including roads, power, and telephone [20]; [27]. Therefore, it may be claimed that the expansion of infrastructure in peri-urban regions will result in the creation of new business possibilities and jobs. According to [11]'s study of peri-urban regions in Ibadan, Nigeria, peri-urban areas blend stretches of more extended and traditional rural areas used for agriculture and forestry with sizable but uninterrupted areas of urban growth. Studies on peri-urban regions conducted by [32] were inspired by either the optimistic or pessimistic schools. The upbeat school believes that peri-urban communities may develop sustainably by fostering both urban and rural livelihoods and adjusting to the dynamics and challenges of population and land use changes. [4]; [27]. However, the pessimists make a different case. According to [37], middle-class and higher-income residents who live in mostly rural settings but display inner-city-like lifestyles are increasingly moving to peri-urban regions. According to [4], the practice of proprietors holding back their property from the

marketplace in order to maximize its worth in the future has had an impact on the physical development of peri-urban regions [19]. The aforementioned causes have helped peri-urban regions experience premature, dispersed, or noncontiguous physical growth, endangering their long-term viability [27]. The need for housing to accommodate the expanding population [30]; [31]; [2] and the poor housing conditions and insufficient urban services are the two main reasons pushing the conversion and transformation of land using the peri-urban peripheries [34];[44]. The larger economic rewards from converting and transformations to other land uses other than agriculture was also put out as a motivation for the conversion of land by [23]. Based on this, the study also explores the factors influencing peri-urban physical growth in Bida.

3. METHODOLOGY

Real estate developers from Bida and its neighboring towns, such Minna, make up the whole study population. The developer is required to do is provide information on the different kinds of property development in the town's peri-urban area, as well as on the government infrastructure that is available to support their development and the factors that influenced the developer's decision to build in the peri-urban area of Bida. According to the municipal council of Bida, there are 850 permitted developments in the peri-urban region of Bida. 340 people make up the sample size. 340 questionnaires were sent to property owners in the research regions using a basic random selection procedure; 270 questionnaires were recovered and analyzed for the study.

Sample size

Due to the study's rather large population, the sample size for that population was calculated using the sample size model, which is represented as follows:

$$n = \frac{N}{1 + N(e)^2}$$

Where;

n= Sample size

N= Sample population

e= Level of precision (0.05)

4. RESULTS

Table 1 provides demographic data for respondents who are property owners in the peri-urban area of Bida. 81.5 percent of the respondents were men, 25.5 percent of them are older than 61 years old, 61.9 percent of them are married, 47.8 percent of them were farmers, and 58.4 percent of them attended higher institutions of learning.

Table 1: Demographic Information of Respondents

Demographic Information	Variables	response	%
Gender	Male	220	81.5
	Female	50	18.5
	Total	270	100
Age of the Respondent	18-30	52	19.3
	31-40	62	23
	41-50	43	15.9
	51-60	43	15.9
	61 and above	70	25.9
	Total	270	100
Marital Status	Married	167	61.9
	Single	32	11.9
	Widow/widower	47	17.4
	Divorced	24	8.9
	Total	270	100
Occupation of the respondents	Artisan	11	4.1
	Farming	129	47.8
	Public servant	102	37.8
	Private servant	28	10.3
	Total		
Education of the respondents	No formal education	22	8.1
	primary	31	11.5
	secondary	69	25.6
	tertiary	148	58.4
	Total	270	100

Source: field survey, 2019.

Figure 2 shows the response of the respondents toward the drivers of the peri-urban development. 90% of the respondents affirmed to availability of social amenities as a driver of development in Bida, 60% affirmed to easy access to land, 89% affirmed to large scale of public investment, 61% also affirmed to inexpensive labor, 65% also affirmed to migration and 98% also affirmed to urban congestion as a drivers of peri-urban development

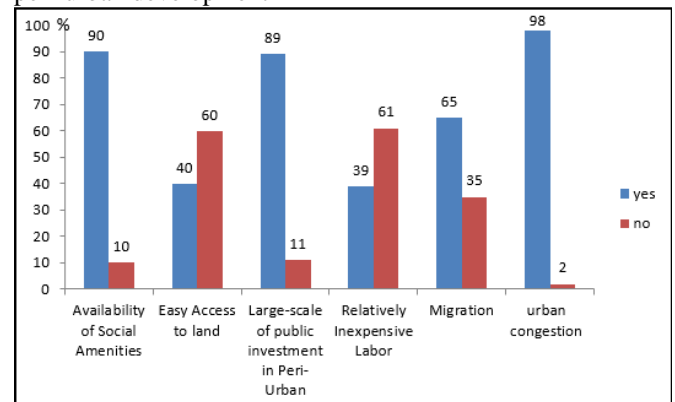


Figure 2: Drivers of Peri-urban Development

Source: Field Survey, 2019

Figure 3: revealed the main human activities in peri-urban area. 45% majority of the residential activities is the main human activities of the respondents in study area. 40% of the respondents claimed subsistence agriculture second human activities in the area. 10% and 5% of the respondents responded low to human activities in commercial and industrial activities in Bida respectively.

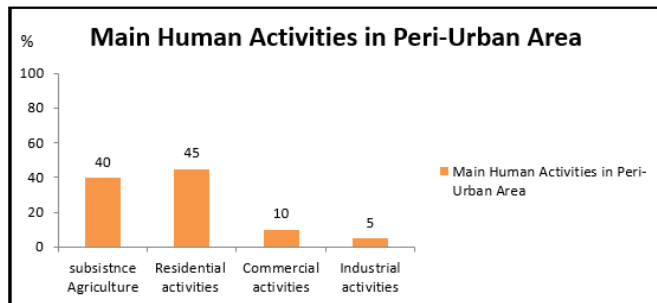


Figure 3: Main Human Activities in Peri-Urban Area

Source: Field Survey, 2019.

Figure 4: revealed the major factors driving peri-urban development in Bida. Urban congestion is the major factor driving peri-urban development in the peri-urban areas 60% responded and followed by large scale of public investment is another driver of peri-urban development.

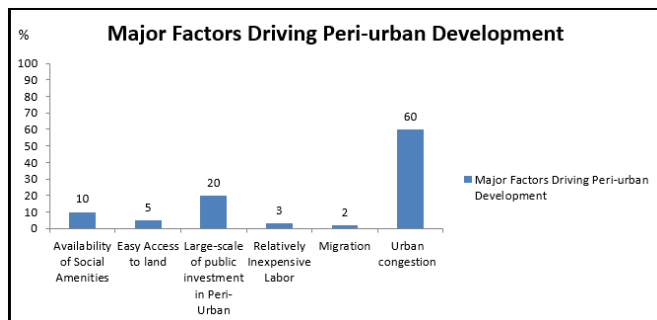


Figure 4: Main Human Activities in Peri-Urban Area

Source: Field Survey, 2019.

The link between the elements influencing peri-urban growth in Bida and their respective weights were shown in Table 2. A five-point Likert scale was used to measure the factors (Strongly agree, agree, indifferent, disagree and strongly disagree). Large-scale peri-urban investment is placed second with 82.6 percent relative relevance and is followed by the provision of social amenities in the peri-urban development region. Urban growth is ranked first with 91.4 percent relative importance drivers. Chi-square test data (19.04) show a statistically significant link between respondents' perceptions of the variables or drivers influencing peri-urban growth with a p-value 0.000 less than 0.05 threshold of significance.

Table 2 Factors or Drivers of Peri-urban Development in Bida

Drivers	Mean	RII	Rk	Chi.sq	p-value
Availability of Social Amenities	4.01	0.802	3	19.04	0.000
Easy Access to land	2.41	0.482	6		
Large-scale of public investment in Peri-Urban	4.13	0.826	2		
Relatively Inexpensive Labor	3.31	0.662	5		
Migration	3.57	0.714	4		
Urban congestion	4.57	0.914	1		
Valid N (listwise)					

5. CONCLUSION AND RECOMMENDATIONS

Analysis of the peri-urban development region of Bida identifies public policy on community facilities, significant public investment, and urban congestion in Bida as its defining characteristics. peri-urban growth has been acknowledged as being driven by the urban area. The study also examines human activity in Bida's peri-urban region. Residential activities have begun to encroach on agricultural operations and other human endeavors including subsistence farming, commerce, and industry. The study also found that inadequate urban planning, as well as large-scale state investments, like the site of the federal polytechnic institute, are important drivers of peri-urban growth. The building of mass housing in the outskirts of the town is another public spending in peri-urban areas that is driven by Bida. social services like the creation of peri-urban layout plans and the inauguration of a new, unpaved route have both contributed to Bida's peri-urban growth. Accordingly, the report suggests that the government should continue to make peri-urban sites and services facilities available to accommodate potential town sprawl. For the research, it is also advised that physical development in the region be monitored. The report also suggests that public planning policies for metropolitan areas be implemented in order to deter outward mobility to peripheral areas.

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