

**THEME: RECITE APPROACH FOR THE  
ATTAINMENT OF VISION 10:2022**

**STRATEGIC PLANNING FOR  
INFRASTRUCTURAL  
DEVELOPMENT**

# INTRODUCTION

- The topic of presentation for this afternoon discussion calls for the attention of every member of this great institution for the full delivery of our laudable vision 10:2022 agenda.
- Though it is true that ideas have legs and that the world is ruled by vision but legs not standing on infrastructural base cannot take off and remain a ghost.
- The three components Hardware, Software and Org-ware must work together
- Infrastructural base must be sequentially coordinated and integrated for ideas to flow through to accomplish the desired result
- Coordination and integration requires cooperative effort of people within the system

# WHAT ARE INFRASTRUCTURES?

- Without infrastructures there can be no processing of ideas
- Infrastructure are the physical concrete bases for processing and translating ideas and concept into products for the benefits of the community in particular and for the society in general.
- They include buildings, roads, equipment, and other utility services as tools and backups for the system operators.

# WHY THE NEED FOR STRATEGIC PLANNING FOR DEVELOPMENT

- Infrastructures are constructed because of the demand of the society whether they will be purely utilitarian or symbolic.
- In an academic environment such as ours, those earlier perceptions are frequently altered by new concept of growth in pursuance of new visions and discoveries different from what we perceived before
- Usually there are needs for interdisciplinary research activity

# WHY THE NEED FOR STRATEGIC PLANNING FOR DEVELOPMENT

- The need to pool resources together to avoid duplication where there is overlap in research and teaching activities
- In such cases as above careful decision must be taken in location of such cases to ensure full engagement of equipment and personnel
- It is therefore imperative that infrastructural development cannot and should not be in a slap bang fashion for the following additional reasons
  - ❖ They consume a huge portion of initial capital outlay and must be done right first time to avoid frequent maintenance expenditure
  - ❖ They are avenues for getting our ideas in motion for the delivery of tangible results and therefore must be properly aligned with process to ensure progress

# WHY THE NEED FOR STRATEGIC PLANNING FOR DEVELOPMENT

- ❖ they ensure we do not destroy what we need for what we want ,therefore must be well located and well coordinated. The tension that exist today between what we need and what we want is reflected in the level of alterations being carried on our buildings
- ❖ They must be flexible enough to accommodate changes and subsequent growths because rehabilitation and adaptation are usually very expensive without guarantee of satisfaction

# ACCESS MANAGEMENT POLICY (AMP) AND IMPLEMENTATION STRATEGY (IS)

- It is not enough to provide assets, we must endeavor to ensure their continual utilization and functionality
- AMP governs all aspects of operations and maintenance
  - ❖ Starts with commissioning
  - ❖ Ends with disposal
- Standard Work Procedures (SWP) define all processes step-by-step

# ASSET MANAGEMENT POLICY

- Operating Plan: a comprehensive plan that defines and governs how the asset will be used and operated over its entire life cycle Campaign cycles
- Products produced
- Continuous operating hours
- Changeovers and
- All other aspects of operations, including staffing, budgets and infrastructure requirements



# CONCLUSIONS

- The basis of good planning and good design is constructing adequate brief whereas the basis for durability uninterrupted performance of the physical environment is quality construction process and good accent management plan.
- The visionary planning principles of the past could have been discredited today as we are preoccupied with man's craving for new identity in a new technological world .

# CONCLUSIONS

- Also there is still today a yearning for homogeneity and a distinctly sentimental attachment to the past and a preoccupation 'with long littleness of life all have colored our approaches to the planning of infrastructural development it should therefore be said that lessons are to be learnt from the errors of the past-providing most tenuous guidelines for planning principles which must answer the increasingly complex, esthetic technical and social questions of today

THANK YOU FOR LISTENING