

PORTFOLIO

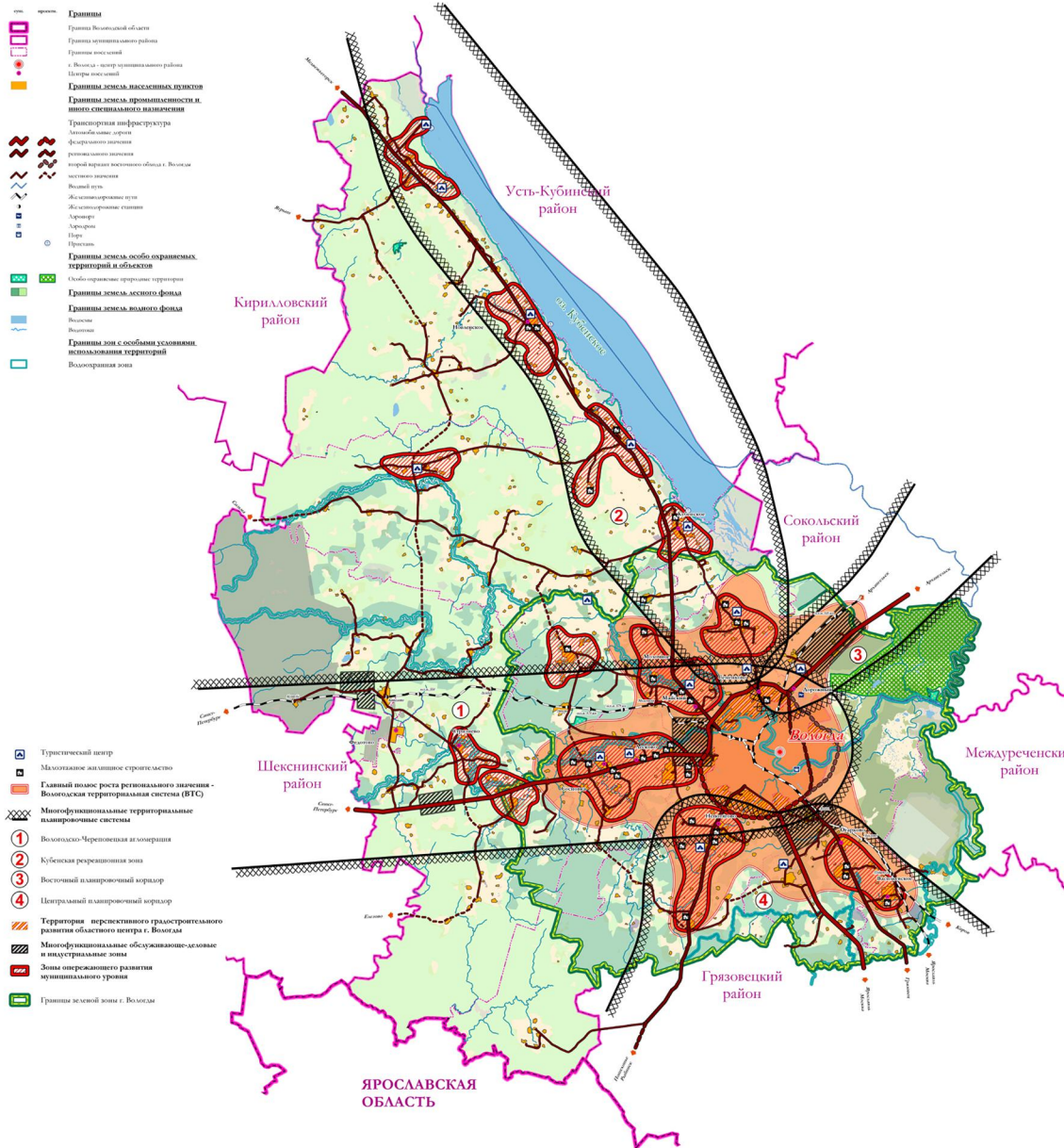
NATALIA BLIZNINA 2008-2015



Untapped Cities 2013, Fun Maps: Block by Block with Jazzberry Blue and Armelle Caron, viewed 9 September 2015 from <<http://untappedcities.com/2013/08/07/fun-maps-block-by-block-jazzberry-blue-armelle-caron/>>

VOLOGDA REGION

CONCEPT 2008



OBJECTIVES

To develop the Conception of Spatial development for Vologda Region in Russian Federation

CHALLENGES

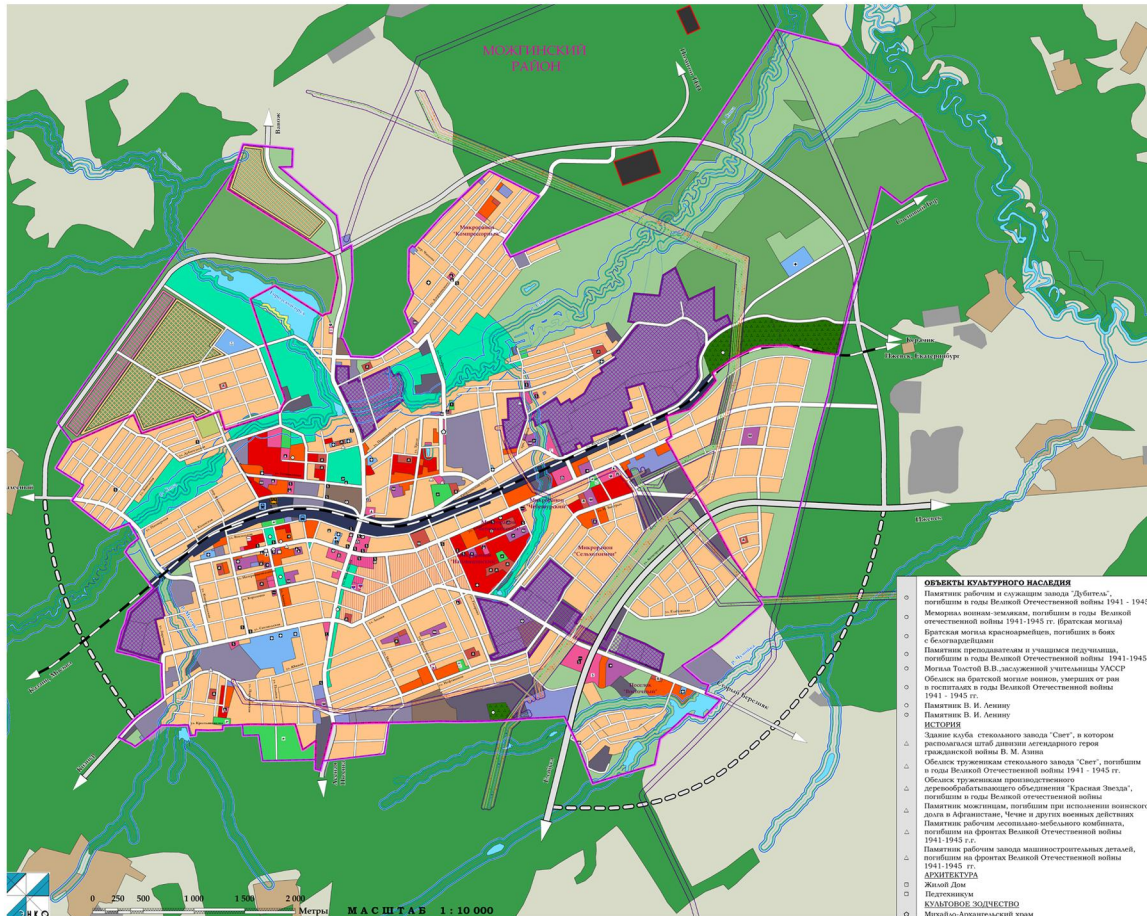
- To acknowledge the unique territorial role
- To determine key transportation infrastructure corridors
- To assist future housing development
- To assess the Vologda agglomeration future asserts in conjunction with Cherepovec agglomeration

OUTCOME

The project has been approved in 2010
 This approval was possible due to close collaboration with state, regional and local government in order to determine key sites for the infrastructure delivery

MOUZGA

MASTER PLAN 2010



OBJECTIVES

To develop Master Plan for the Regional Centre Mouzga in Udmurtia Republic

CHALLENGES

To find-out the trade-off between different sort of stakeholders commitments
 To choose between environmental sustainability and urban sprawl, i.e . compact urban form versus dispersed
 To negotiate with Federal Government for the residential development on forest lands

OUTCOME

The 3rd version of the project has been approved in 2010



URBAN GOVERNANCE

ESSAY, RESEARCH 2014

Federal level

Canada



Australia



State level

The province of British Columbia



Victoria state



Regional/metropolitan level

Regional districts of British Columbia

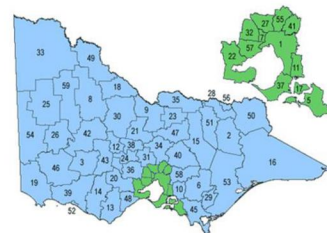


Local level

Greater Vancouver Regional District local governments



Victoria state local governments



OBJECTIVES

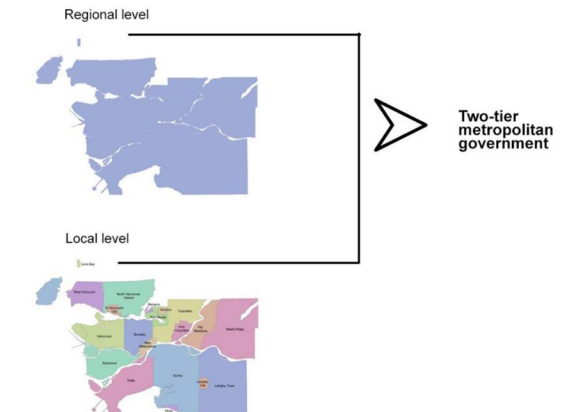
To determine the gaps in Australian Urban Governance system on the basis of comparison of two colonial countries: Canada and Australia

CHALLENGES

To compare countries on the basis of research instead of personal observation
 To find out relevant metropolitan strategies
 To assist the possible future infrastructure delivery

OUTCOME

The Regional level of Governance is missed in Australia. Therefore, the infrastructure delivery at the metropolitan level of planning is poor.



PARTICIPATION RATE

METHODOLOGY 2015

Research question

Potential impacts of childcare centres proximity to home on the mother's labour force participation rate in Hume LGA define the research question.

RQ: Does proximity to childcare centre contribute the mother's labour force participation rate?

ABS officially defines the labour force participation rate as "as the labour force expressed as a percentage of the population" (Australian Labour Market Statistics 2014). The labour force considers persons employed and unemployed. Therefore, the definition of the unemployed person is crucial. ABS determines the unemployment person in accordance with principals: "not working more than one hour in the reference week; actively looking for work in previous four weeks; and be available to start work in the reference week." (Australian Labour Market Statistics 2014). These principals show that ABS neglects mothers, who "did not want to work; or want to work, but were not actively looking for work and were not available to start work within four weeks; or were permanently unable to work" (Persons Not in the Labour Force, 2013). Thus, the task of methodology is to identify additional two types of mothers in order to correct official ABS participation rate:

- Mothers who want to work, but were not actively looking for work and were not available to start work within four weeks;
- Mothers who want to work, but were permanently unable to work.

Research method

This method is quantitative as it examines the relationship between variables.

Method: survey;

Instrument: face-to-face structural interview with series of questions;

Measure: multiple indicator;

Scope of survey: mothers (15-44 years) with children (0-4 years) in Hume LGA;

Population: females with parent status;

Technique: stratified random sampling (representative for 2 location groups);

Sample size: 100 person for each location group;

Bounds: 2 location groups:

- Group 1 – mothers who live within walkable radius;
- Group 2 – mothers who live outside walkable radius;

Variables: independent variable (proximity) and dependent variable (participation rate).

OBJECTIVES

To underline the planning problem and research question

To develop the research methodology, i.e. method of data collection, data analysis and research design

CHALLENGES

To acknowledge that Melbourne is highly car-dependable city

To reveal the difficulties in community infrastructure delivery at Outer suburbs

To demonstrate that location within walkable distance to childcare can affect on labour participation rate

OUTCOME

Methodology was developed

URBAN SPRAWL

FIELD PAPER 2015

Introduction

This paper will examine the effect of anti-sprawl policies on urban sprawl. Anti-sprawl policies were designed as a response to the planning problem of sprawl in 1950-1960s. Sprawl occurred due to standards of the policy of decentralisation and deconcentration (1920-1975). Hirt (2009,p.252) states that cities become extremely dense, unhealthy and messy. Therefore, the decentralisation was needed in order to prevent disease by segregation of land uses. Planning standards were developed to gain safe and sanitary outcomes, thus development was predominantly low-dense (Anthony 2004,p.392). The population was resettled from the large cities into suburbs in order to gain healthier standards of life (Merlin 1971, pp.4-5). These suburbs became sprawling due to the population growth pressure and migration in second half of XX century. Therefore, sprawling cities become a global planning problem.

Theory

Hall (2015,pp.22-23) points out that land use patterns are variables from the time. Therefore, the following cases were chosen in order to observe the policy effect over time at various scales.

Conclusion

In conclusion, sprawl occurred as a response to the decentralisation policy (1920-1975) via low-dense zoning regulations. The New Urbanism movement has developed principals in response to sprawling cities. They are walkability, connectivity, mixed-use and diversity, mixed housing, quality of architecture and urban design, traditional neighbourhood structure, increased density, green transportation, sustainability, and quality of life. ("New Urbanism" 2015). These principals were incorporated into anti-sprawl policies. However, these policies have a limited success to solve the planning problem of sprawl. Therefore, the area for the further investigation is the response for the question: **How do we (planners) estimate the cause and effect of each subsequent planning policy?** It is important to address this question as planning policies directly affect the quality of life. Ewing & Hamidi (2014,pp.9,10) advocate that "[people] in more compact, connected metro areas spend less on the combined expenses of housing and transportation ... have more transportation options ... [and] have longer, healthier and safer lives."

OBJECTIVES

To conduct the literature analysis with the precise focus to the policy effect component

CHALLENGES

Urban Sprawl is a global planning problem

The policy effect estimation within time-frame is challenging as the limited number of studies focused on policy analysis with time variable is available

OUTCOME

The effect of anti-sprawl policies on urban sprawl is limited. This effect underlies a potential area for the future analysis: case and effect of urban planning policies and perspectives

MELBOURNE, ALEXANDRA PARADE

URBAN DESIGN FRAMEWORK 2015

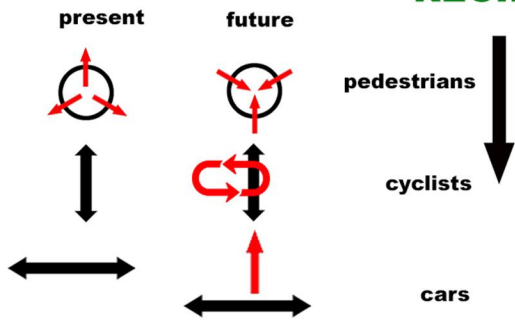
VISION: A destination. An intimate and community based market place and community hub that builds upon the local culture and atmosphere of the inner north, creating a destination and jewel amongst the local urban environment.



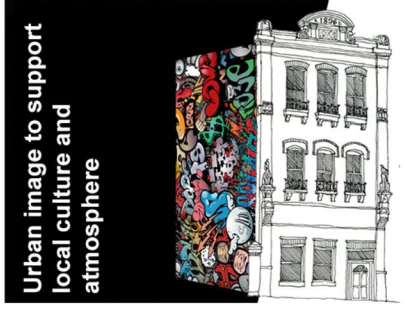
Via Architecture 2014, *Genius Loci: Brewery District*, viewed 21 October 2014, <<http://www.via-architecture.com/genius-loci-brewery-district/>>

Dreamtime 2014, Stock images, viewed 2 September 2014, <<http://www.dreamstime.com/stock-photo-earth-building-circle-drawing-image27506770>>

POTENTIAL = RECIRCULATION TO ENHANCE



MAIN FLOW RECIRCULATION



OBJECTIVES TO ENHANCE

OBJECTIVES:

- 1 ORGANISE LOCAL MARKET PLACE**
*Retail
Housing
Office
Community hub*
- 2 CREATE INNER NORTH DESTINATION**
*Bus
Bike
Tram
Pedestrian*
- 3 BOOST CHARACTERISTICS OF BUILT FORM**
*Historical facades
Fenestration
Active frontage
Street ratio*
- 4 PROVIDE PUBLIC REALM BY OPEN SPACES**
*Greening
Plaza
Outdoor markets
Velodrome
Roof activities*

PRICIPALS:

- 1 BUILD DIVERSITY and EQUITABLE POSSIBILITIES** 
- 2 PRESERVE the DOMINANT CHARACTERISTICS (history and greening)** 
- 3 UNLOCK POTENTIAL OPPORTUNITIES** 
- 4 IMPROVE SITE ACCESSIBILITY** 
- 5 ENSURE MONITORING** 



HIGH SPEED RAIL

RESEARCH 2014, THE COMPARISON OF FOUR COUNTRIES TO DETERMINE THE FAILURE OF AUSTRALIA TO BUILD HIGH SPEED RAIL INFRASTRUCTURE



Central Japan Railway Company
Provide high-speed train service from Tokyo to Shin-Osaka
<https://www.linkedin.com/company/central-japan-railway-company>

the Corporations
a multicultural experience



SIMILARITIES: Industry - Rail infrastructure management
Owner - Federal Government
Parent - Government
Area served - all Mainland

DIFFERENCES

Central Japan Railway Company



Russian Railways



China Railway Corporation



Australian Rail Track Corporation



RESPONSIBILITIES

- passenger railways
- travel agency services
- wholesale and retail
- parking lot operations
- real estate
- food and beverage sales
- casualty insurance
- other related services

- freight transport
- long-distance passenger transport
- suburban passenger transport
- provide infrastructure services
- provide locomotive traction
- repair rolling stock
- construct infrastructure facilities
- research and development activities
- social responsibility

- united commanding
- managing service for passenger
- freight transport
- public service
- construction and financing program for proposed national railway
- responsible for preparatory work for construction and management of construction

- not operate
- provides and maintains the infrastructure

The difficulty of Australia to deliver high speed rail infrastructure is for the following reasons:

- limited asserts;
- perception of low density instead of connection of major cities;
- and immature governance at the national level

ASSETS

¥5,252,993 million

RUB 1 960 152 865 000

1.036 trillion yuan RMB

\$4 billion

AU\$ 56 billion

AU\$ 54 billion

AU\$ 192 billion

AU\$ 4 billion

DAREBIN

STRATEGIC PLANNING FRAMEWORK 2014

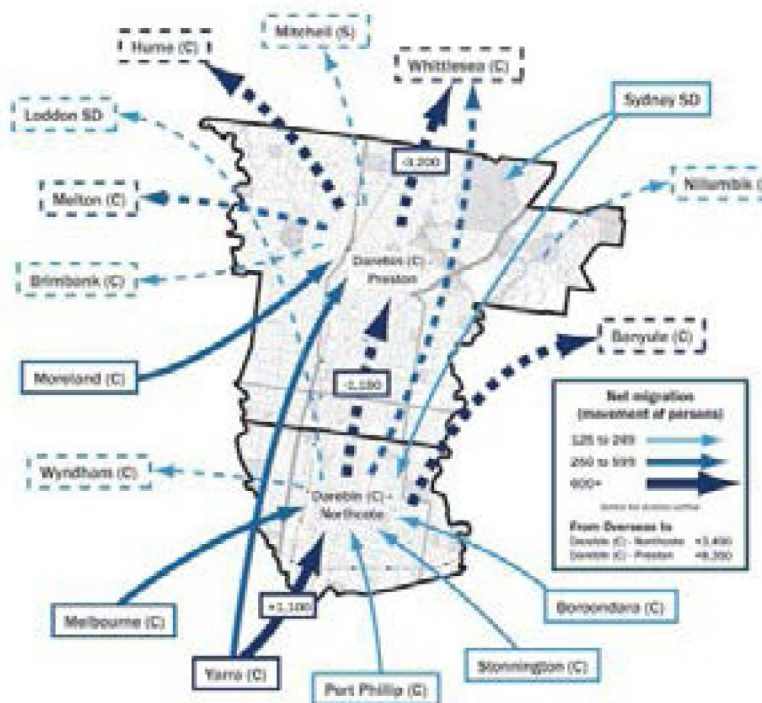


Figure 8. Historical migration flow from surrounding municipalities from 2001 - 2006 (City of Darebin, 2013).

“Darebin is shaped by the flow of its PEOPLE, the HOUSING they demand and historic patterns of LAND USE and development. These opportunities and challenges will be integrated into our key strategic issues in order to meet the needs of OUR COMMUNITY METROPOLIS”

4.0 KEY CHALLENGES AND GAPS

4.1 STRATEGIC ISSUES

Strategic issue identification is a process in which planners use their expertise to collect and filter information (Albrechts, 2001). A site analysis and application of SWOT has shown that Darebin has three key areas of strategic importance: socio-spatial mismatch, socio-economic segregation and land development policy deficit.

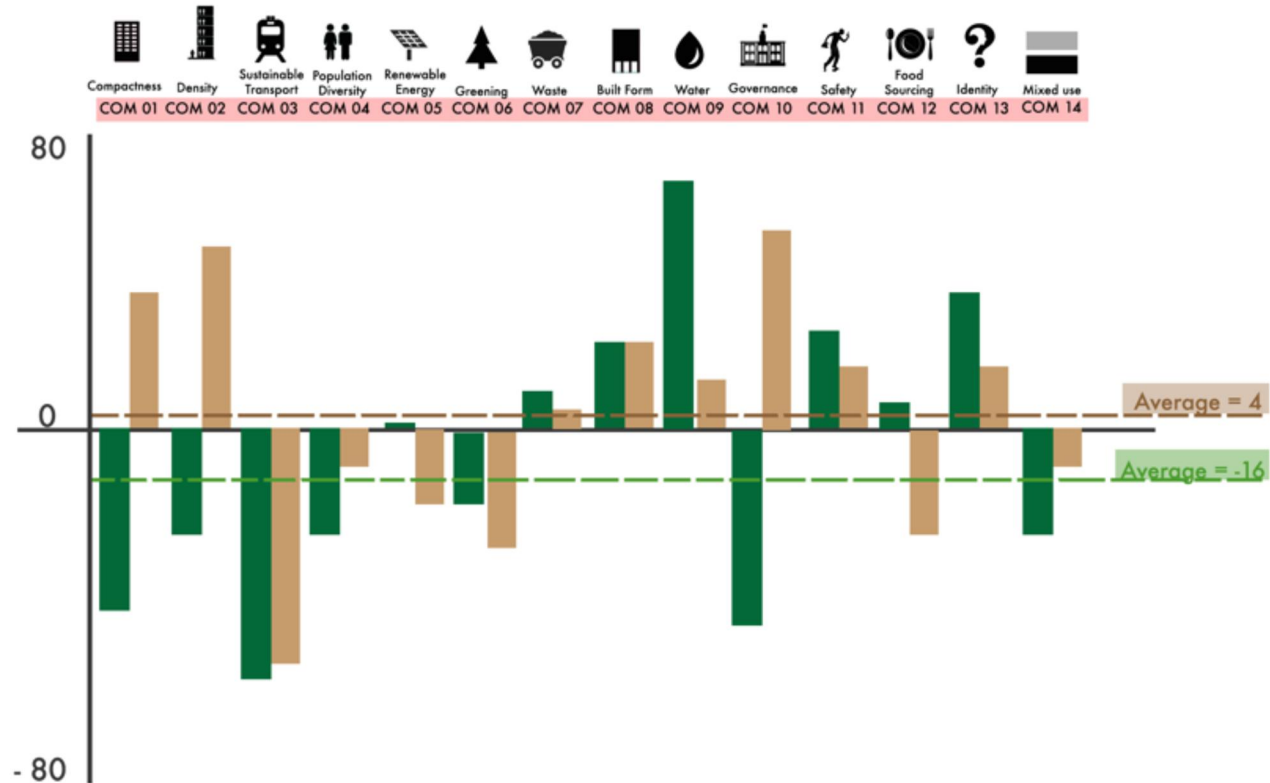
The ongoing process of social and spatial change in Darebin has catalysed socio-spatial mismatch. This has exacerbated socio-economic segregation through the process of spatial sorting. These processes highlight the land development policy deficit that local government must address through direct policy intervention.

These challenges represent a gap that Darebin must utilize in order to achieve its housing and development goals for 2030. Darebin's strategic issues are highly integrated and must be addressed by a similarly integrated set of strategies.

URBAN INFILL

SUSTAINABILITY FRAMEWORK 2014

This report provides recommendations to enhance the contribution that Melbourne's planning system makes to achieving sustainability. It takes on the challenging task of designing a greenfield/brownfield evaluation method consistent with a strong definition of sustainability (Daly 1991). By taking a holistic view of sustainability it avoids both the reductive tendencies of the Triple-Bottom-Line (TBL) approach and the tendency to devalue environment in TBL tradeoffs. Through an extensive process of evaluating objectives and weighting different objectives, composite scores are derived for the project sites and for greenfield and brownfield sites generally. The result challenges the notion that status quo or minimal change options go anywhere near far enough, and makes recommendations for the planning system to achieve more.



Compactness

Density

Sustainable Transport

Population Diversity

Renewable Energy

Greening

Waster

Build Form

Water

Governance

Safety

Food Securing

Identity

Mixed Use