

# Towards active land use policy



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TCD-PPAN CONFERENCE

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# Back to basics...



$$Y = f(K, L)$$

# Back to basics...



$$Y = f ( K, L )$$

In a two-factor  
world, FDI policy  
makes sense

# Back to basics...



$$Y = f ( K, H )$$

Where human capital is heterogeneous, active L mkt policy makes sense

# Back to basics...



$$Y = f ( K, H, N )$$

What about a three-factor world, where natural capital is also unique?

# Active labour market policies



1. Employment
2. Subsidies
3. (Re)Training
4. Matching

# Active labour market policies



1. Employment (-)
2. Subsidies (-)
3. (Re)Training (+ LR)
4. Matching (+ SR)



# Active land use policies?



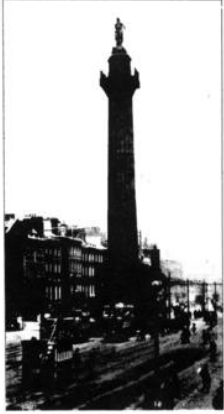
1. Employment
2. Subsidies
3. (Re)Training
4. Matching

# Active land use policies

1. Employment
2. Subsidies
3. (Re)Training
4. Matching

**The Dublin United Tramways Company (1896), Ltd.**

ROUTES		ROUTES.
NELSON'S PILLAR	TO	NELSON'S PILLAR
DALKEY	TO	HOWTH
TERENURE	TO	SANDYMOUNT
SANDYMOUNT	TO	DARTRY ROAD
PALMERSTON PARK	TO	CLONSKEA
RATHFARNHAM	TO	DOLPHIN'S BARN
DRUMCONDRA	TO	GLASNEVIN
DONNYBROOK	TO	HATCH STREET
PHENIX PARK	TO	KINGSBRIDGE
O'CONNELL BRIDGE	TO	INCHICORE
PARKGATE	TO	WESTLAND ROW
KENILWORTH SQUARE	TO	PARK GATE
LANSDOWNE RD.	TO	BALLYBOUGH



**THE NELSON PILLAR.**  
The centre of Dublin Tramway System.

Directors :  
WM. M. MURPHY, J.P., Chairman.  
Ald. W. F. COTTON, J.P., D.L., M.P. : JOSEPH MOONEY, J.P. :  
CAPT. C. COLTHURST VESEY, D.L.

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C. W. GORDON.

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# Active land use policies

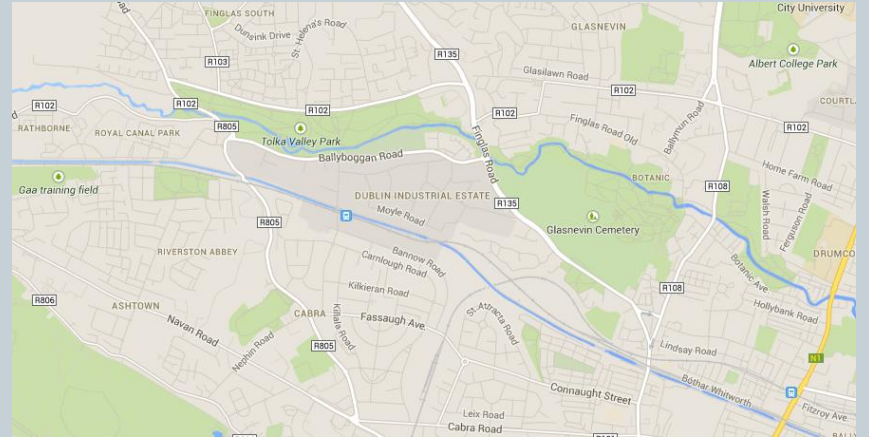


1. Employment
2. **Subsidies**
3. (Re)Training
4. Matching



# Active land use policies

1. Employment
2. Subsidies
3. **(Re)Training**
4. Matching



# Active land use policies



1. Employment
2. Subsidies
3. (Re)Training
4. **Matching**



# Change in policy mind-set



- Default of review of use
- Joint responsibility:
  - Land value tax
  - Site “Case Officers”
- LA development plans
  - From “minimum” to “target”
  - Specific targets by use and type

# Thank you!



- Comments?
- Question?