

REGALP

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ANNEX 5 to Work Package 4 Report

Pilot Region Scenarios Le Trièves, France

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1. INTRODUCTION

The following report is a prospective analysis of the interrelation between regional development and cultural landscape changes, within the framework of the research programme REGALP, on the French pilot region, the Trièves. It results from a prospective work coordinated by the Italian team (WP4)¹, from local workshops (WP5) and from various interviews of the local people and from the different development trends that have been studied for the twenty last years (WP2). The report is divided in five parts: the first one introduces in a short way the context of the pilot region and presents its development trends; the second one describes the different local factors helping to study various future evolutions of the pilot region, which will be then described in two scenarios, inertial and sustainable, in a third and a fourth part.

1.1. Location, territorial organization, population, settlement, institution

The Trièves is a rural region located in the South of the Rhône-Alpes region in France, at 40 km south from Grenoble, in a North-South axis of tourist flow between the Alpine and Mediterranean regions (*see fig 1.*). It is part of the department of Isère.

The pilot region is composed of 29 communities covering a surface of 645km², but with only 8000 inhabitants (about 12 inhabitants per km²)² in 1999. The 29 communities are grouped into three administrative counties (or community of communities (C.C)): Monestier-de-Clermont, Mens and Clelles, with respectively a size of 236, 223 and 186 km², a share of the Trièves' inhabitants of 50, 30 and 20 %, and a density of population of 22, 12 and 9 hab/km²³.

The difference of population between the counties depends strongly on the proximity with the Grenoble agglomeration and on the relief. After a sharp demographic decline between 1850 and 1975 (from 18500 to 5800 inhabitants) due to the rural exodus and a stabilisation in the eighties, the Trièves shows today a demographic dynamism with a new young population, particularly in the North of the territory. However, the Mens county has, on a contrary, an increasingly older population.

Even if a third of the population lives in the three county towns, settlement is scattered, but always clustered at least in hamlets - 150 hamlets have been registered. Individual houses are preponderant (80.6%) whereas collective settlements are the exception. This type of settlement is located on tourist-based communities geared towards winter sport (Gresse-en-Vercors, Chateau-Bernard). The Trièves is also characterised by the great number of secondary residences (43.3%).

These three counties are grouped in a federating institution, the "Syndicat d'Aménagement du Trièves" (SAT), a planning association, which pilots some contractual policies between the Trièves and its institutional partners. Twelve communities belong to the perimeter of the Natural Regional Park of Vercors.

¹ Cf WP4 "Developing integrated cultural landscape scenarios in the Alps for the year 2020"

² Sources : « le Pays Trièves », SAT Jan 2002 ; Schéma Directeur du Trièves , SAT, Jan 2002

³ Source INSEE-1999

Localisation du Trièves, région pilote française



Fig 1. : Location of Trièves

By its rural character, its low accessibility and the only partial use of its local resources, the Trièves can be regarded as a "steady peripheral area" among the clusters described in the Total Alps scenarios⁴. But several clusters appear in a more detailed approach (see fig 2).

- The pilot region includes three *local centres* Monestier of Clermont, Mens and Clelles, the three chief-towns of the three respective counties. Services and commerce are concentrated in these centres.
- The county of Monestier de Clermont, near to the Grenoble agglomeration, is concerned by a "re-suburbanisation" trend. It gathers 50 % of the population of the territory. Many active residents live in Trièves but work in the Grenoble agglomeration (45% of the population). This area also gathers most of the services for the population. Within this county, 53 % of the

⁴ Cf. WP4 "Developing integrated cultural landscape scenarios in the Alps for the year 2020"

population is concentrated in three communities. This county corresponds to the “*metropolised area*”.

- Both Mens and Clelles counties, more distant from Grenoble and located in areas with a more accentuated relief, present a more rural character. These areas correspond to the cluster type “*steady peripheral area*”.
- The territory have also three *tourist* areas (“*tourist*” cluster type): the Monteynard lake and two ski resorts, Gresse en Vercors and the Arzelier col, and Chichilianne.

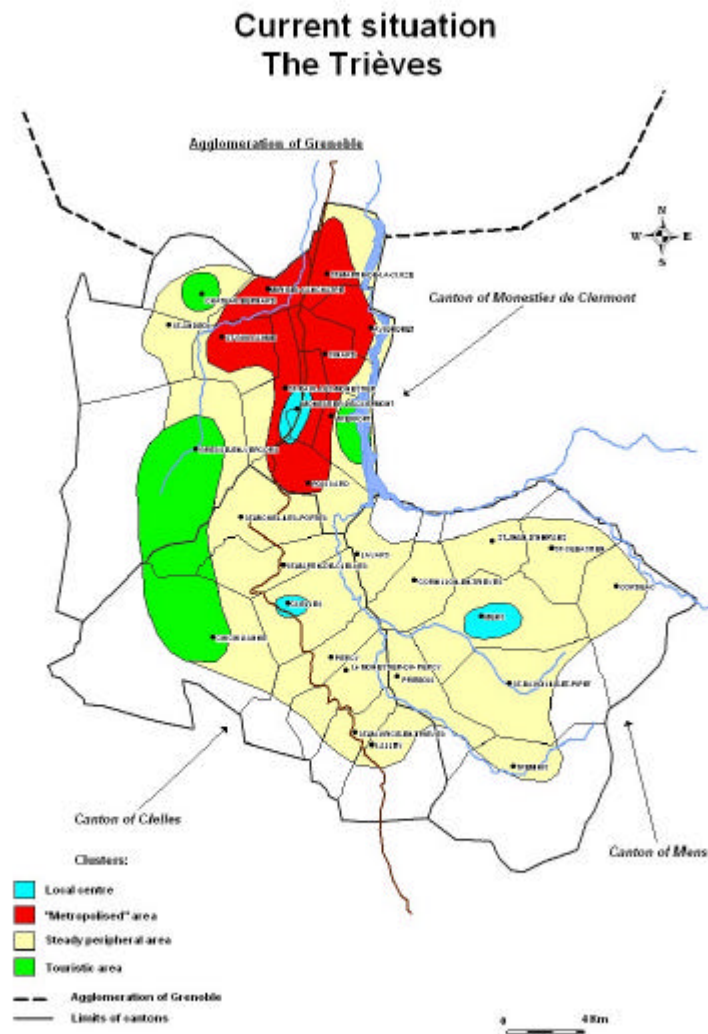


Fig 2. : Current situation of the Trièves in 2003

1.2. Natural conditions, landscape types

The Trièves is located at the limit between the wet and the dry Prealps. The heart of the region is an altitude plateau of medium mountains with an altitude ranging from 600 to 1000 meters, whereas the periphery in the West and in the South is composed of summits above 2000 m. The geography identity

of the Trièves is delimited by the gorges and the lake formed by the Drac on the East and North, the massifs of Vercors in the West and of Dévoluy, with summits above 2500 meters in the South. Therefore, natural boundaries are a strong demarcating element. The plateau is composed of marls and mainly limestone, with a rough surface with alternate relief gashed by rivers and torrents. The main rivers are the Drac and the Ebron that have hollowed out deep gorges. The land is mainly covered by forests (330 km² or 51 %) and agricultural areas (181 km² or 28 %)⁵. Natural low vegetation and rocks cover 17 % of the territory (112 km²), whereas urbanised area are very limited (3.6 km² – 0.6 km²).

The Trièves presents a real geographical unit and well-preserved opened landscapes, with a rural character associating two main features: on one hand, a multitude of forest hills, plateaux, valleys and agricultural basins hollowed by torrents and surrounded by the mountains and, on the other hand, a cultivated countryside dominated by breeding with mowing grassland and cereal crops. Shape, colour and volumes are homogenous and the buildings are in harmony with the land.

1.3. Infrastructure

The national road RN 75 which runs a North-South axis is the main infrastructure, with a mean traffic of 7000 vehicles a day, that can reach 25 000 vehicles a day in the summer. The motorway only reaches the northern border of the Trièves (in the town of Monestier de Clermont), and is planned to be extended up the Frau col in 2005 or 2006. Afterwards, the RN 75 should be enlarged to support more traffic. This infrastructure project will increase the connection with the Grenoble agglomeration. There is also a railway linking Grenoble and Gap via Monestier-de-Clermont and Clelles.

The landscape integration of the main road RN 75 is considered as remarkable, because it does not cross any villages and follows the level lines as well as possible, with a correlative absence of straight lines. This road plays a large role in the structuring and in the perception of the territory. The railway follows approximately the same way, but at a higher altitude. These structures are integrated in the landscape in spite of their impressive scale. Today, the landscape integration issue arises for the choice of the location of the planned motorway.

1.4. Regional economy

In a global view, the Trièves could be defined as a region with a dominant rural character depending on the agriculture and the tertiary sector and trying to exploit a strong tourist potential. But from an economic viewpoint, this territory, partly depending on the Grenoble agglomeration, has a weak dynamism. In 1999, only 36% of the workers were working in their community, and half were working in the Grenoble agglomeration (with a higher proportion in Monestier de Clermont). The local employment has then progressed slightly because of the increase in the suburban population, but the unemployment rate (9.8 %) stays above the regional average (7.2%) and the range of activities stays incomplete. A dozen of economic activity zones can be inventoried for the whole Trièves, which represent a surface of twenty hectares (more than an half for the canton of Clelles). These zones are all equipped, but more than a half remains empty, because this reserve of space does not correspond to the current request.

⁵ Source : EU- Corine Land Cver, 1992

1.4.1. Economic activities

The agriculture has an important place in the Trièves, concerning 25% of the area, 25 % of the jobs and 300 farms in 1999⁶. Agriculture is well established in the South (milk and cereals), and a little less in the North because of the strong periurban land pressures. Agriculture is the first economic activity of the pilot region, and a great number of people live directly or indirectly of the agricultural activity. These last years show a tendency to the continuation of the intensification and the enlarging of the farms, together with a tendency to a certain concentration, but also with the development of forms of agriculture diversification (product valorisation by a first transformation - farm products, tourism on the farm). The Trièves agriculture has also strongly turned towards organic agriculture.

The building and civil engineering sector is also well represented (11 % in 1999). The building sector has recently shown a light progression, which should be confirmed with rehabilitation and new settlement policies. The tertiary sector is also important with 57 % of jobs. There is an emergence of independent enterprises related to new information technologies.

The forest sector stays highly divided up, mainly owning by private (61%), and represents a weaker and weaker share of the regional economy. The forest industry does not exist although the resource is abundant.

Local tourism is another economic sector, which is partially in growth.

1.4.2. Services for the population

The commercial activity, present in the chief towns of the cantons, is almost non-existent elsewhere. This induces problems for the aged and not motorized population. 70 % of the household purchases are done in the Grenoble's agglomeration.

The public services are weak and concentrated in the chief-towns. For example, post office can be only founded in these chief-town and the tourist resort Gresse en Vercors. Some villages have however a postal agency. Banks are only present in Monestier de Clermont and Mens.

1.5. The Bätzing typology⁷ of the regional Development trends

The Bätzing typology has been applied to characterize the main trends of development of the pilot region.

The most prevalent municipality type is the *centrally dominated development trend* (79.2%): the working population mainly commutes to work outside of their community, often in Grenoble and in its agglomeration. This trend is further divided into four sub-trends:

- 20.7 % of municipalities are in a transition to commuter-dominated development, weak variant (1.1)
- 20.6 % are in a transition to commuter-dominated development, strong variant (1.2)
- 24.1 % are in a commuter-dominated development, weak variant (1.3)
- 13.8 % are a commuter-dominated development, strong variant (1.4)

⁶ Source : INSEE , population census 1999

⁷ see Regional Report WP2, Le Trièves, France

13.8 % of the suited municipalities are centred on *tourism* (types 6.1 and 6.2), whereas the average for all studied alpine municipalities ranges only from 6 to 9%.

The *balanced trend* involves 34% of the studied municipalities. It presents no dominating economic sector (2.1). Moreover, less than 50% is a commuting working population.

Finally, the trend *service-dominated* (5) concerns 3.4% of the municipalities, with a dominating tertiary sector and a low tourist activity.

1.6. Comparison between the Trièves pilot region and Total Alps⁸

In the Trièves, as in the total Alpine area, the most important development trend is the 1.3, “*outbound commuter dominated development*” (the Trièves : 24.1% for the 1981-2001 period).

But some trends or sub-trends do not exist in the Trièves. The sub-trend 1.5, including local centres, couldn't be found because municipalities are not enough populated. Neither agricultural nor industrial communities can be found, whereas there are few in the Alps in general (1.3 and 1.8 %).

The growth of inhabitants is higher than the Alps average (26% to 18.2%) but the density remains weak. The highest growth can be found in the sub-trend 1.3, with also the highest migration rates and the highest growth of residential building.

The increase in working places of the Trièves is below average (6.5 to 13.9%), and the commuter ratio in is negative and lower than that the one found in the Alps (-22.6% to -3.8%).

In the Trièves, tourism plays an important role. Between 1981 and 2001, the number of tourist beds has increased by +41,4 %, versus only +13.6% for the whole Alps.

In the last 20 years, the share of agricultural population in the Trièves decreased from 25.1% to 10.4%, and in the Alps from 8% to 3%. The decrease in agricultural businesses in the Trièves is lower than the one found in the Alps, and the mean agricultural area per farm has increased by 46%. The number of cattle per farm in the Trièves has increased from 29 to 52, in the total Alps from 11 to 20.

In the Trièves, there is a decrease in total agricultural land, while it increases in the whole Alps. But the Trièves is characterised by an increase in arable land and permanent crops, while these both categories are decreasing for the whole Alps. In both pilot region and total Alps, there is a decrease in intensive grasslands, and an increase in extensive grasslands. In the Trièves, land use has shifted from intensive grassland to all other categories, while in the Alps, the shift is from all other categories to extensive grassland. In the pilot region, the Trièves' total agricultural land is dominated by arable land, while in the Alps, it is the case of extensive grassland.

1.7. Conclusion of WP2 studies about the pilot region

Today the Trièves is neither a neglected deserted zone – although its low population density - nor a zone subordinated to urban development. It could in fact represent the archetype of an intermediary zone for which the environmental and landscape identity has been put forward by its residents for a

⁸ see the comparison of the results within the Bätzing typology types obtained in the Trièves an in all of Alps. Regional Report WP2, Le Trièves, France

long time, a balanced zone with a will to preserve its rurality while still playing the card of being near the Grenoble agglomeration.

2. LOCAL FACTORS

2.1. Alpine remoteness

By its geographical morphology and by its local structure, the Trièves knows real accessibility problems. On one hand, the undulating topography, the altitude, the natural risks and the dispersion of the settlements make the travel of the population difficult and on the other hand, the lack of maintenance of the existing road infrastructures causes a feeling of isolation in some zones of the territory, particularly for the old people.

2.1.1. Morphology

By its topography and its geographical situation, the territory of the Trièves is considered as a natural amphitheatre with a difficult access.

The Trièves is a wild surface, located between 600 and 1000 m of altitude on average, which alternates notches of rivers, gorges and torrents and reliefs, involving difficult courses and complicated internal and external service roads.

In addition, this altitude plateau is enclosed between mountains reaching 2000m to 2500 m and is not accessible by that col. This makes difficult its opening to the neighbouring territories. But it also explain the emergence of the Trièves identity. For a long time, it was a relatively enclosed area, with a reduced accessibility.

Lastly, natural risks are omnipresent on the whole of the territory (landslides, torrential risks, falls of blocks or avalanches).

2.1.2. Local structure

Besides the physical constraints, the Trièves accessibility is limited by the unsuitable road infrastructures, the very limited services of collective transport and a diffuse settlement on the territory.

The only main road axis, North-South, suffers from a very dense daily traffic and is very often obstructed in peak period by a tourist flow (summer and week end, 7000 vehicles per day on average, 25000 vehicles in summer).

The rest of the territory knows strong constraints of connections. More than 1h30 is needed to cross it from East to West. The secondary road axes are slightly opened in the East of Trièves (Matheysine) and seem less and less adapted to the present needs. Some villages can be even regarded as closed. These connection constraints are strongly related on natural risks, climatic hazards and bad quality of the grounds. In some points, the road can be closed because of frequent collapses or winter difficulties.

In the West of Vercors, direct accessibility is impossible because of the relief. It takes a detour of 100 km through Grenoble to reach a place corresponding to a 15 km bird flight. The motorway project has the objective of deviating the transport flow between the North Alps and the south countries, thus crossing the Trièves from North to South. Because of that, it will only partly regulate infrastructure and accessibility problems of the territory: it would make it possible to unblock the main road but will accentuate the north-south link with the Grenoble's agglomeration, with probable strong consequences on the development type and on the landscapes.

In addition, the low density of population (12 hab/km²) and the diffuse settlement – distributed on more than 150 hamlets – don't favour the connections of the territory and thus make its management difficult.

Lastly, the inaccessibility of the territory is explained by the poverty of collective transports. There are only 6 regular lines plus 3 private lines and only 28 % of the communes of Trièves are served. The outward journey on Grenoble in the bus in one day is difficult. The motorisation rate of the resident population is higher than the national average (more than 85 %) and more and more increasing. The rail transport serving the territory is weak (6 daily services with 2 stations).

2.2. Local presence and use of resources

The Trièves is rich of natural and cultural resources, but doesn't exploit them completely. This has however led to a land with a preserved character, the main attractions being its natural and agricultural frame.

2.2.1. Nature and cultural landscape

The quality of the landscape is one of the principal heritage of the Trièves and is unanimously recognised. Its remarkable natural characteristics define a strong identity for the Trièves. For all local actors that were interviewed, the landscape is recognised as the strength and the wealth of the region. This strong image is due to a very good legibility of the landscapes, characterized by specific vegetable structure but also by a very great homogeneity its constitutive elements of rural architecture: a preserved natural landscape, a lively agricultural and forest activity, and a weak influence of other economic activity or residential functions.

This natural and cultural heritage represents a potential for an ecological and environmental valorisation, which could be a major asset for local tourism. But it does not know a strong notoriety and is little exploited. Few people are receiving benefits from tourism compared to the natural and cultural resources of the territory: flora, fauna, water, ways, knowledge and know-how. The natural environment and the landscapes are also an asset to attract Grenoble's population and individual entrepreneurs who are interested by the quiet and the quality of life that the territory offers.

2.2.2. Agriculture, forest and other economic activities

The agriculture had benefited from the quotas policy and milk supports. Its dynamism, rare for a region with such a low population, is a real strength. The Usable Agricultural Area is important for a mountainous zone (16 230 ha), the number (300 approx.) and the size of the farms are relatively large, there is a good variety in agricultural products (milk, cereals, various farm productions, bovine meat) and the development of an organic agriculture is a real strength. This contributes to the local autonomy (production and jobs) and to the development of the tertiary sector and tourism (space management, urbanism, etc.).

Although this first order place in the economy of Trièves, agriculture is suffering from does not remain about it less than the number of exploitation suffered a clear reduction in the number of exploitations, and with some difficulties in business revival: 15% of the agricultural surface is under the menace of abandonment because of the absence of young farmers. In the county of Monestier de Clermont, 60% of the farm managers do not have a sure succession in spite of a constant policy of farmer installation (36 in 20 years).

In addition, the value of the forests of Trièves is recognized, but in practice, under exploited. Its division between a lot of private owners is prejudicial with a good management of forest resources. The development of this capital and its relative incomes and employment remain on this side of a potential.

2.2.3. Tourism

Although a partial growth, the development of the tourism activity is still under its potential. It represents today 440 000 commercial nights. There are two tourism offices in Mens and Clelles conuties. In the couty of Monestier de Clermont, tourist promotion remains still largely perceptible because of existence of strong tourist assets (Lake Monteynard-Avignonet, summer-winter resort of Gresse in Vercors and Col of Arzelier). The efforts of promotion and creation of tourist products are essential.

The natural and cultural heritage has to be integrated with the other tourist attractions such as mountains and lakes.

The interviewed people mention that the region's tourism is not sufficiently promoted. This also reflects a 'marketing' weakness: while there is a great number of mid-scale installation projects and two structuring poles (Gresse en Vercors and Chateau Bernard for skiing, and the communes of Monteynard-Avignonet on the one hand, and of Clelles and Mens on the other) there is no global Trièves supply. While tourism is seen, with agriculture, as real force for the region, several have emphasised the lack of any real partnership between the different tourism actors.

2.2.4. Human resources

The Trièves is a little populated region, with 8000 inhabitants. After having known a long decline and ageing period between 1850 and 1975 (- 66%), the Trièves knows today a certain demographic dynamism (+11% between 1990 and 1999). The effects of the demographic renewal and the rejuvenation of the population have already clear local incidences on the functioning and the new needs for equipment, for the education system, for the services of the early childhood or the recreative, sportive and cultural activities. But up to now, this dynamism does not incite to develop a employment basin on the territory.

2.2.5. Tradition, knowledge, cultural heritage, local attitude and identity

The Trièves keeps still today a well-marked identity, in spite of the trend to the urbanisation of the territory in its North part. This Trièves identity has its basis in the agricultural history: when the hemp culture covered a great part of the territory; its production, its transformation and its trade were done in a collective way on the scale of Trièves. Without the agriculture, the landscape of Trièves would be limited to a forest solid mass with the reduced landscape prospects. Thanks to the authorized efforts and the dynamism of the profession, the exploitations are viable and perennial, but remain vulnerable. A strategy of consolidation, diversification and labellisation in natural agriculture is set up.

In addition, the cultural landscape is an inherent part of the identity and of the 'quality of life' notion. The landscape is a mode of entry, a very direct and immediate contact with the Trièves region, its inhabitants. Some even say, "the landscape are the Trièves' inhabitants, its face". In other words, the landscape is the residents' cultural identity: "the Trièves' landscapes are a way to affirm our identity".

Lastly, the Trièves has succeeded to create an identity around uses, customs and common practices: the first solidarity were those of the homes and the families which were expressed in the joint life of

the country units. It is squared today by solidarity networks, which reinforce the relationship between the men even if there is in-depth another type of relation that results from their common interest to act.

2.2.6. Policies, national et local programs, administrative framework

The main driving forces acting on the local and regional levels are first in the national laws and policies. According to all people interviewed, the Trièves uses more than most other rural territories in France the different opportunities offered by the legislation: interviewees refer to⁹ : the 1^o “*Loi Montagne du 9 janvier 1985*”, the “*Loi Paysage du 8 janvier 1993*”, the “*Loi Barnier du 2 février 1995*”, the “*Loi sur le renforcement de la protection de l’environnement du 2 février 1995*” (SRU), the *chart of the « Parc Naturel Régional du Vercors »* and the “*Loi Solidarité et Renouvellement Urbain, 13 décembre 2000*”.

These two last policies are very present on the territory and represent an important stake on the landscape evolution on the local development. Firstly, the *chart of the Vercors regional natural Park* (PNRV), created in 1970, includes 12 communities of the Trièves, one of its natural regions. This structure is organised around a project of sustainable development. To implement this territorial project for protection and development, a ten-year agreement approved by the State was signed in 1996 between the local communities, the departments of Isère and Drôme and the Rhône-Alpes region. It translates into an agreement the orientations given by the decree n° 94-765 of September 1st 1994. In the Vercors Park, the agreement’s main axes are the following: to preserve and manage natural heritage and landscape, to favour tourist and cultural heritage and buildings, to establish partnerships with economic actors and to inform and accommodate the public. Moreover, this agreement includes a Landscape Plan (“*Plan Paysage*”) for each natural unit of the territory, the Trièves being one of them. This plan does not have regulatory power but it aims at facilitating concrete actions. For the 12 communities included in the natural regional park of Vercors, the aim is to maintain a balance between open and close spaces, to regulate deforestation and to manage fallow farming...

In addition, the « *Schéma Directeur du Trièves* » (SDT), traditionally used for the urban areas (with the first law SRU (relating to solidarity and urban renewal), is a planning document on the organization and management of land use regarding the desired evolution of the territory for the next 15 to 20 years. It defines the areas where local actors wish to emphasise agriculture, urbanisation or economic development. This document emerged in reaction to the project of the A51 motorway to the Frau col and crossing of the Trièves by an enlarged road that raised question its future. It involved a large dialogue and a great implication of the local actors. The general aim of the “*Schéma directeur*” is to achieve the desired increase in population while controlling urbanisation in harmony with agriculture. The project includes 5 objectives:

- To manage landscape change without paralysing change
- To give agriculture the necessary space so that it remains the first economic activity
- To avoid becoming a dormitory territory for Grenoble
- To improve co-ordination between local policies.
- To favour the development of a soft tourism

⁹ See the objectives of French laws, taking account the landscape in the development policies, in annex

Finally, most of the communities (25 out of the 29) are covered by local urbanism documents, named "*Plans d'Occupation des Sols, POS*" (plans for land use). With the law "*SRU*", these documents should be transformed into "*Plans Locaux d'Urbanisme, PLU*" (local urban plans). They regulate and create maps for land-use types (present and future extensions of urban areas, agricultural areas, natural areas...) on the communities' territory. They take into account landscape since the Landscape Protection and Valorisation Law of 1993¹⁰. Thus, the building authorisation files should include some photographs and graphic documents. But most of these documents are old (20 years) and should be revised so as to be adapted to the new rules and to the new urbanisation pressures and constraints.

Besides from laws and regulations, the Trièves was also able to take advantage of regional and European contractual procedures. Thus, from 1970, several procedures were implemented to compensate the decrease in population, to promote the local resources and to preserve the natural heritage. All procedures are subject to an intense consultation between residents, associations, elected officials, socio-professional actors, which promote the region's social and economic cohesion.

Some examples of contractual procedures can be given. In 1981, a "*contrat de pays*" (territory contract) involved a new agriculture policy of transformation, diversification and installation, support to enterprises, etc. In 1989, the Trièves becomes eligible for the "rural zone development programme" (PDZR 5B) and in 1991 and 1996, the SAT (the Trièves land management association) promotes the 'community initiative Leader 1' and Leader 2, which launches a reflection on territorial planning and management. Then, in 1992, the Trièves signs a Tourism Development Contract. The « *contrat-site et Paysage de la communauté des communes de Mens* » is a procedure which has been established by the Regional Council of Rhône-Alpes. It aims at implementing programs favouring the landscape on a communal or an inter-communal level¹¹. On rural territories, the Region finances landscape diagnostics and supports an action program for three to five years. The C.C. of Mens is in favour of this program and shows strong political will to know better its landscape in order to act better in its favour and to make it an advantage for its development. This contract allows the realisation of a landscape diagnostic that presents the characteristics of the landscape, defines its entities and presents the trends of its evolution. It has resulted in the definition of a 5-year landscape project (2001-2005), called AOC (Act, Observe, Communicate)¹².

The whole of these policies and contracts make it possible to guide the territory towards an integrated management of the development and landscape: as regards protection of the landscape, planning, utilisation of resources, development of soft tourism and agricultural activities, etc. However, these laws have difficulty to manage with the urban pressure of the Grenoble agglomeration.

¹⁰ *Loi Paysage du 8 janvier 1993*'.

¹¹ Conseil régional Rhône-Alpes, Jérôme Barbaroux

¹² Contrat Site et Paysage, Communauté de communes de Mens, CAUE38, Chambre d'agriculture de l'Isère, Conseil général de l'Isère, Région Rhône-Alpes, 1998, 81p.

3. INERTIAL SCENARIO

3.1. General description

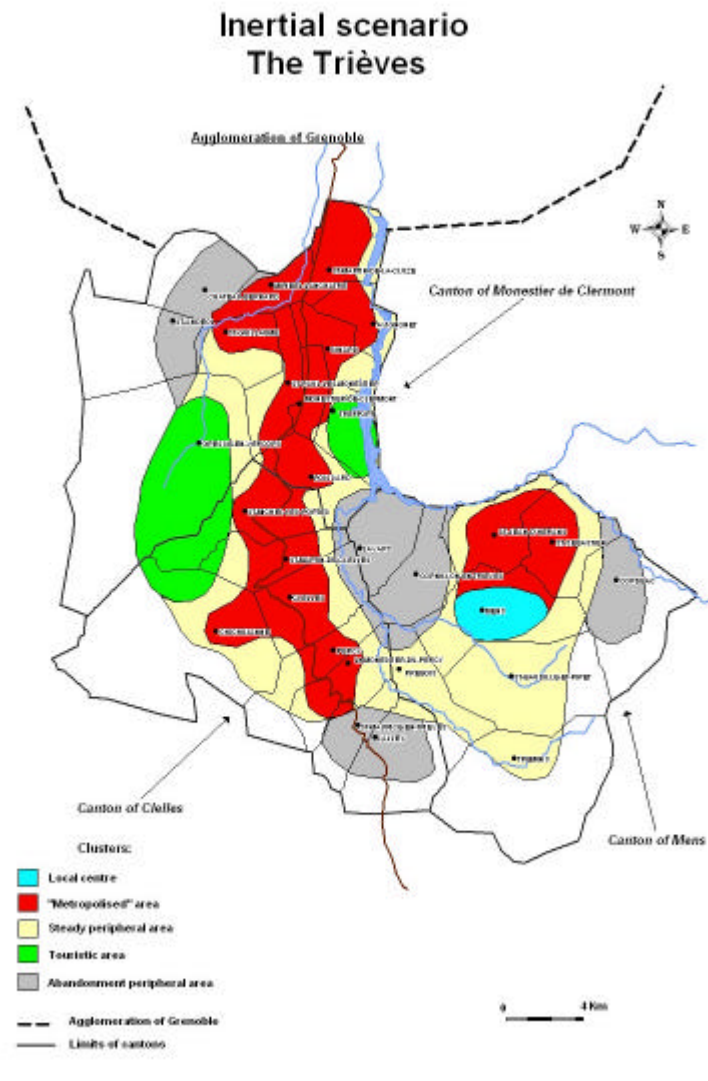


Fig 3. : Inertial scenario of the Trièves in 2020

The prospects for Trièves in 2020, in a scenario called "inertial", is defined in a context for which the local and regional policies do not have significant impacts on the development of the territory. In this scenario, in spite of the maintenance of existing policies and actions on the territory dealing with regional development and landscape protection, the Trièves will know a development and a landscape change in continuity with what is known today: the urbanisation of the northern zone and the maintenance, or even a decline, of the southern zones. The zones located in the North of the territory, the doors of the Grenoble's agglomeration and located near the interchanges of the next motorway, together with the zones bordering the main road RN75 will be defined as "dormitory" zones (called

"metropolised area"). The two local centres of Clelles and Monestier de Clermont will know an excessive and badly controlled urbanization sprawling the landscape and a certain dependency with the activities and services of the Grenoble agglomeration. The remainder of the territory less touched by the urban pressure will know a certain maintenance of its rural activities and its population and a decline for the more difficult accessible zones (sloping and mountain) which is characterized by the abandonment and the afforestation of arable lands and the end of life in villages, with a closing of the landscape. These zones will be regarded as "steady peripheral areas" for the first and as "abandonment area" for the second. Lastly, only two tourist poles will persist, with mainly mass tourism activities.

3.1.1. Population and settlement

Generally, the Trièves will not know an important increase of its population. If considering the evolution of population between 1990 and 1999, the population in 2020 can be evaluated from a prolongation of the tendencies recorded during these ten last years. Such a scenario results in the arrival of 6000 new inhabitants. The population will thus reach 14000 inhabitants in 2020. But this demographic increase will not be representative for the 3 counties. Monestier de Clermont' county will know an increase much more important with the arrival of young families, whereas the counties of Mens and Clelles will know the maintenance of their population: a growing old population with the emigration of young people towards the towns and the arrival of new retired people (the "secondary" inhabitants are not considered). The Trièves' population thus is regarded as unstable, growing old and unbalanced between the different counties.

The increasing request for individual housing estates (main and secondary houses), particularly in the communes of the North, close to the agglomeration and close to future motorway, represents a threat for the landscape. The settlements will develop mainly in the form of individual housing in the North and of secondary houses in the canton of Mens. They will not respect the same rules of construction as today: the number and size of the rooms will increase and the density will decrease. The recent houses often compose badly with the geometry of villages and hamlets, with reduced volumes, heterogeneities of materials, non-traditional constructions (in particular on the slopes). Build in a scattered way, they will largely affect landscape by urban sprawl. Lastly, a too great importance will be given to the private property compared to the locative one: Trièves will be regarded as a "garden" of the Grenoble' population, accessible to the people who could afford it (engineers, young retired people).

For the agricultural buildings, the economic and functional constraints will lead to non-traditional materials and constructions. The impact will be a large one, because agriculture buildings are the most important buildings, having a strong impact on the landscape and being difficult to hide with vegetation. The industrial buildings will pose the same kind of difficulty, but with the concentration in activity areas, which will also pose problems of landscape integration.

3.1.2. Local economy

The economic dynamism of the Trièves will continue to decrease. This phenomenon is explained by the total reduction in the economic activities on the territory, in the counties of Mens and Clelles (tourism, industry, services and agriculture) and by the increase of number of workers outside the territory. Only the community of Mens will stay a local centre of employment. Some service companies exist to answer the local request.

3.1.3. Agriculture

Agriculture will tend to decrease, for multiple reasons: reduction in the number of farmers due to a lack of renewal of the farmers and to the increasing of the land prices (in the North part of the territory), reduction in agricultural areas due to the abandonment of the lands which can not easily be mechanized, reduction in some activities like ovine breeding and certain cereals, due to the reduction of grants, end of the small farms. These changes will not be without consequences in term of landscape change, involving the landscape closing by an afforestation of the hills and mountain pastures and by the enlarging of some agricultural zones to the profit of large “strong productivity” farms.

3.1.4. Tourism

The tourist attractivity of the Trièves will change in the inertial scenario. Two different trends will arise, reducing the tourist zones of the territory to two distinct zones. The first one contains the already existing tourist areas of the territory, such as Gresse-en-Vercors and the Monteynard lake. They will develop a mass consumption and leisure tourism,. This tendency, due partly to the proximity with the Grenoble agglomeration, and to the increase of a daily tourism, will be characterized by an excess of visitors during the peak seasons, thus involving road congestions and the uncontrolled construction of new heteroclite tourist buildings and secondary houses disfiguring the land. In addition, it will involve cohabitation problems with the local population. The gap between full periods and slack periods will be too strong and does not allow a balance development of tourist communities. In low season, resorts and villages will be almost "dead", with their shops closed. The Gresse-en-Vercors' resort, which keeps its tourist attraction from the beauty of its landscape and its membership with the Regional Natural Park of Vercors, will face with a change of its tourist offers: winter activities will decrease because of problems of snow cover, and summer activities will turn to tourism of older people, less leisure seekers.

In addition, the remainder of the territory will see its tourist resources decreasing, with a rural tourism in regression because of a decreasing attractiveness, a “vulgarising” of the tourist activities, a reduction in the agro-tourist activities and the increase in daily tourism. This development involves the closing of certain hotel infrastructures and the degradation of certain collective housing units amplifying diffuse tourism on the territory.

3.1.5. Infrastructure and transportation

The territory will know an unbalance in the road infrastructures, with the insulation of the South ("peripheral steady area" and "abandonment area"). The problems of the inner circulation will not be solved. The commuting of inhabitants will more and more obstruct the minor roads connecting the communities to the chief towns of the counties and the motorway. The country lanes and the mountain roads will lack of a regular maintenance and will suffer from the natural risks, thus making internal circulation and accessibility even more difficult. In other hand, the arrival of the motorway could make it possible to solve the problem of the too dense traffic coming from outside. However, it asks for new road infrastructures for the interchanges, as much as the new housing which require to be connected to the cities.

Collective transport will become weak or inexistent for a great part of the territory. Only the chief-towns and the local centre will be served in connection with the agglomeration. The rail network will not exist any more.

3.1.6. Services and cultural promotion

The lack of public services and shops will be a real problem. They will die out gradually on the territory, concentrating on the chief-towns of the counties. Only Mens, regarded as the only local centre, will have a concentration of services and trades. Public services, entertaining activities, health centre, trades but also supermarkets will concentrate and be centralized on this zone. Inhabitants of the other communities will thus have to go shopping in this local center or in the Grenoble agglomeration. However, a possible increasing request towards the local centre, will produce a quick congestion, thus inducing an increase and the widening of commercial activities, with the building of parking and services outside the town. Lastly, some entertaining and cultural activities will persist on the metropolized zones in North but will not be enough to face with the increasing request of services due to the demographic trends.

3.1.7. Local attitude

The local attitude will largely change with the arrival of new inhabitants and secondary residents. The lack of trades and the low dynamism on the territory will involve a deterioration of the social relationships between population, tourists, farmers, secondary residents and a breakdown of the local life resulting in the death of the village life.

The unbalance of the development, the absence of a common leader and the lack of coordination exchanges between counties will add with the problem of social relationship involving dysfunctions and incoherencies of the actions undertaken on the territory (due to different preoccupations).

3.1.8. Landscape and environment

The landscape of the territory will largely change in the metropolized zones and the declining zones. The first will know a certain urban sprawl of the landscape and forest degradation because of the development of residences. The second will know an opposite evolution: the abandonment of the habitable zones and of some agricultural zones with difficult access will make place for fallow lands, with the risk of landscape closing and of an increasing insulation of hamlets and villages. However, tourist zones and "steady" zones will not know landscape change, except for some tourist additional infrastructures and for a modification of the agricultural fields (land unification).

The environment of Trièves will suffer a great pressure with the arrival of new inhabitants. Certain communities will quickly be limited for their drinking water and waste processing, because of the diffuse hamlets and residential zones. In addition, the building of the motorway and of the residential zones will involve a certain disruption of the biodiversity and will increase the exposition to natural risks. Lastly, the afforestation of the not-accessible and isolated zones will make difficult the management of the natural spaces.

3.2. General feature of clusters

3.2.1. Local centre

Sector	Indicator	Inertial scenario
		Local centre
Area		Only one zone of local centre: the community of Mens, chief town in the Trièves.
Overall character		Fairly accessible by road and long way from Grenoble. Under a little “metropolisation” pressure. The whole of services and population already concentrated in this community.
Number of communities belonging to the cluster		Only one community. 2 local centres will disappear because of urban pressure of Grenoble.
Bätzing types (2000)		LZ, PE.
Population	Total population	Increase, with « secondary » population and neighbouring population.
	Ageing	Ageing population by « secondary » population and wealthy population.
	Immigration not EU	Marginal.
	Migration balance	Positive.
	Density of population	Increase.
Settlements	Residential settlements	Individual house (secondary and principal house) and housing estate around town centre, more householder than leaseholder.
	Productive settlements	Little increase in answer to the increase of the demand for services.
	« Quality » of settlements	Modern architecture but respect in traditional line.
Economy	Working places (by sector if possible)	Little increase (services for population, commercial centre, liberal professions).
	GDP per capita	Moderate increase.
	Size of public expenditure	Reduced, no assistance for installation of companies.
	Endogenous / exogenous income	Endogenous and exogenous income (secondary population and population working in the metropolis).
	« Quality » of jobs	Big difference between agricultural and professional incomes.
Infrastructure	Rail network	None.
	Road network	Increase in the community and maintenance of the main road going to the local centre (big traffic of neighbouring population).
	Telecommunication systems and use of ICT	Increase of installation of telecommunication antennas and mobile phones.
	Energy	Increase of demand.
Traffic	Motorisation	Strong increase.
	Road traffic (goods, persons)	Increase of the traffic of the neighbouring population to local centre and food goods.
	Rail traffic (goods, persons)	None.
Services for residential population	Public services	Concentration of public services in the local centre but overworked. Extension of school but too limited to face the demand.
	Commercial services	Increase of commercial services and arrival of a commercial centre.
	Recreational services	Concentred in the local centre but don't answer the request of population.
	Public transport services	Only one service connecting the local centre to the agglomeration. Low Transport service.
Tourism	Tourist beds	Little decrease, daily tourism.
	Overnight stays	Decrease, daily tourism.
	Tourist infrastructure	Increase of farms with a tourism activity.

Sector	Indicator	Inertial scenario
		Local centre
	« Quality » of tourism	Agricultural tourism with local products.
	Integration with agriculture	Gap between local products for tourism and commercial products of supermarket.
Agriculture	Number of enterprises	Constant.
	Full time / part time	Full and part time: the second activity is tourism.
	Zootechnical production	Decrease because of extension of the residential area. Animals transported further.
	« Quality » of agriculture	Organic agriculture more and more marketed.
Land use	Forest area	Increase of forest areas because of abandonment of agricultural zones.
	Usable agricultural area	Decrease of abandonment of agricultural zones. Land prices increasing.
	Arable land	Decrease.
	Intensive grassland	Decrease.
	Extensive grassland	Strong decrease.
	Settlement area	Strong extension of village.
	Conflicts for land use	Increase of conflicts: land pressure, conflicts for agricultural ways and decrease of grants.
Environment	Pollution	Increase because of increase of population, tourism, road traffic. Water pollution.
	Waste disposal	Problems of increasing of household wastes.
	Biodiversity and ecological features	Loss of biodiversity, decrease in fauna and flora biodiversity.
	Protection of nature	Existing but low mobilization.
	Natural hazard	Intensified by the increase in buildings.
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	« Over-marketed » label of organic agriculture inducing a loss of local ecological identity.
	Local activities (cultural or leisure clubs)	Decrease of other activities that don't belong to the brand image of local centre.
	Other...	

3.2.2. “Metropolised” areas

Sector	Indicator	Inertial scenario
		“Metropolised” areas
Area		The « metropolised » zone spread over from the North to the South following the main road of the Trièves. Increasing accessibility with the arrival of the motorway.
Overall character		Accessible zones by main road and motorway. Zone more and more periurbanisation from Grenoble.
Number of communities belonging to the cluster		16.
Bätzing Types (2000)		P, K.
Population	Total population	Strong increase.
	Ageing	Older by « secondary » population and comfortably population.
	Immigration not EU	Marginal.
	Migration balance	Positive.
	Density of population	Strong increase.

Sector	Indicator	Inertial scenario
		“Metropolised” areas
Settlements	Residential settlements	Construction of residential houses: secondary and principal, housing estates.
	Productive settlements	Decrease.
	« Quality » of settlements	Urban sprawl, modern architecture, strong dispersal.
Economy	Working places (by sector if possible)	Low, dormitory villages: low services for population and public services, low agriculture.
	GDP per capita	Higher than national average.
	Size of public expenditure	Strong decrease.
	Endogenous / exogenous income	Exogenous, more of 50 % work in local centre or in agglomeration of Grenoble.
	« Quality » of jobs	Big difference between income: out-commuter population and maintaining farmers.
Infrastructure	rail network	Abandonment.
	Road network	Just maintenance of main roads, no extension of road but extension of motorway in the territory, enough connection for dormitory villages and hamlets.
	Telecommunication systems and use of ICT	Increase for internet connection and mobile phones.
	Energy	Strong increase.
Traffic	Motorisation	Strong increase to go work and to go shopping.
	Road traffic (goods, persons)	Increase of main road traffic on the tourist axis, congestion in the town on this axis.
	Rail traffic (goods, persons)	Disappearance.
Services for residential population	Public services	Strong decrease, just itinerant grocers.
	Commercial services	Strong decrease, shopping in metropolis.
	Recreational services	Strong decrease.
	Public transport services	Disappearance, strong dispersion of hamlets.
Tourism	Tourist beds	Decrease
	Overnight stays	Daily tourism increasing, hike in day.
	Tourist infrastructure	Decrease of infrastructures, municipal camping.
	« Quality » of tourism	Family tourism, decrease, negative image, deterioration of landscape by urban sprawl and construction.
	Integration with agriculture	Promoted tourist products on the main road.
Agriculture	Number of enterprises	Decrease, no recovery because increasing land prices.
	Full time / part time	Part time, double activities.
	Zootechnical production	Decrease.
	« Quality » of agriculture	Decrease.
Land use	Forest area	Increase.
	Usable agricultural area	Decrease.
	Arable land	Decrease.
	Intensive grassland	Decrease.
	Extensive grassland	Decrease.
	Settlement area	Strong increase.
	Conflicts for land use	Between new population and farmers.
Environment	Pollution	Increase by road pollution.
	Waste disposal	Strong problems of waste disposal.
	Biodiversity and ecological features	Loss of biodiversity.

Sector	Indicator	Inertial scenario	
		“Metropolised” areas	
	Protection of nature	Marginal.	
	Natural hazard	Intensified.	
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	Loss of identity.	
	Local activities (cultural or leisure clubs)	Decrease.	
	Other...		

3.2.3. Tourist area

Sector	Indicator	Inertial scenario	
		Tourist areas	
		Ski resort of average altitude	Tourist Lake
Area		Ski resort Gresse en Vercors in regional natural park	Lake Monteynard.
Overall character		Ski resort of average altitude (1200 m). Area with less and less snow in winter. Tourism of retirement age. Near to agglomeration of Grenoble. Big difference between high and low season. Landscape damaged. Not enough life in the village.	Artificial lake created by a dam, welcoming lot of water sports. Near Grenoble, soon near the motorway, zone with bad conditions for buildings.
Number of communities belonging to the cluster		1	1
Bätzing Types (2000)		T, P	T,P.
Population	Total population	Decrease of permanent population and increase of secondary population.	Low increase.
	Ageing	Old people. Decrease of young family. Secondary population of retirement age.	Young tourists but old inhabitants.
	Migration balance	Negative.	Positive.
	Density of population	Strong differences between the seasons.	Strong differences between the seasons.
Settlements	Residential settlements	Increase of secondary houses.	Low increase of secondary houses.
	Productive settlements	Strong decrease.	Low increase of tourist settlements.
	« Quality » of settlements	Badly-kept settlements. None integration in landscape of tourist settlements. Collective settlements, odd assortment.	None integration of secondary houses.
Economy	Working places (by sector if possible)	Just tourism, loss of agriculture.	Tourism.
	GDP per capita	Decrease, loss of some tourist activities.	Increase with daily tourism.
	Size of public expenditure	Strong decrease.	Decrease.
	Endogenous / exogenous income	Endogenous.	Endogenous.
	« Quality » of jobs	Seasonal, unstable.	Seasonal, unstable.
Infrastructure	Rail network	None.	None.

Sector	Indicator	Inertial scenario	
		Tourist areas	
		Ski resort of average altitude	Tourist Lake
	Road network	Badly-kept infrastructure, damaged by climatic hazards.	Arrival of motorway near tourist area, building of car parks.
	Telecommunication systems and use of ICT	Low increase, low interest in low season.	Strong increase.
	Energy	Unstable and imbalance demands depending the seasons and sectors of resort.	Increase for tourist demands.
Traffic	Motorisation	Increase but some old people isolated.	Strong, traffic of daily tourism: swimming, sport for a day.
	Road traffic (goods, persons)	Decrease of traffic in winter, increase in summer.	Strong increase in summer and summer week end, congestion of car parks near the Lake.
	Rail traffic (goods, persons)	None.	None.
Services for residential population	Public services	Seasonal services but none in low season.	Low or none.
	Commercial services	Just open during the high season.	Increase in high season.
	Recreational services	Open during the high season.	Low.
	Public transport services	No more between hamlets and resort, chief town and resort.	No existence.
Tourism	Tourist beds	Closing of tourist accommodations (hotels).	Constant, daily tourism.
	Overnight stays	Decrease in winter : ski by the day, constant in summer.	Decrease, daily tourism.
	Tourist infrastructure	Low extension of ski resort, deterioration.	Increase in infrastructure for leisure tourism and aquatic sports, 1 camping.
	« Quality » of tourism	Mass tourism in winter decreasing to tourism of retirement age in summer.	Mass tourism by the day in summer.
	Integration with agriculture	None integration.	None integration.
Agriculture	Number of enterprises	Decrease, survival of some farmers.	Decrease; strong land price.
	Full time / part time	Part time.	Part time.
	Zootechnical production	Decrease, deterioration of arable land by hike.	Marginal.
	« Quality » of agriculture	Breeding.	Difficult to keep agriculture, zone with hazards.
Land use	Forest area	Strong increase in mountain area.	Strong increase in sloping area
	Usable agricultural area	Decrease.	Strong decrease.
	Arable land	Decrease and deterioration.	Decrease, forestation, near to lake, tourist zone in increasing.
	Intensive grassland	Marginal.	Marginal.
	Extensive grassland	Decrease.	Strong decrease.
	Settlement area	Extension, urban sprawl of secondary settlements, hamlets.	Urban sprawl, construction on the lakeside.
	Conflicts for land use	Between ski resort and farmers, problems of cohabitation between tourists and the remaining population.	Between the assesses of lake and farmers, strong pressure of land prices.
Environment	Pollution	Water pollution.	Pollution of the lake.
	Waste disposal	Few taken into account.	Difficulties of waste services.

Sector	Indicator	Inertial scenario	
		Tourist areas	
		Ski resort of average altitude	Tourist Lake
	Biodiversity and ecological features	Decrease of species because of overpopulation in high season.	Decrease of species, intensive fishing.
	Protection of nature	Presence of regional natural park.	Low, deterioration of mass tourism.
	Natural hazard	More and more important hazards, avalanches.	Strong hazards.
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	“Parc Régional du Vercors”, mass tourism resort.	
	Local activities (cultural or leisure clubs)	Decrease of ski clubs but increase of mountain activities.	Increase of aquatic clubs.
	Other...		

3.2.4. Steady peripheral areas

Sector	Indicator	Inertial scenario
		Steady peripheral areas
Area		Zones in South of territory, far from agglomeration of Grenoble and near the local centre.
Overall character		Steady agricultural zones, 2 aspects of agriculture: intensive agriculture and organic agriculture. Avoidance of development of “dormitory” village.
Number of communities belonging to the cluster		3.
Bätzing Types (2000)		A, PE.
Population	Total population	Decrease, farmers and secondary population in hamlets.
	Ageing	Older (and some young farmers).
	Migration balance	Negative.
	Density of population	Low decrease.
Settlements	Residential settlements	Abandonment, constant, construction of some secondary houses.
	Productive settlements	Constant, no recovery or little construction of agricultural building outside the village.
	« Quality » of settlements	Deterioration, diffuse hamlets, none integration of the agricultural buildings.
Economy	Working places (by sector if possible)	Decrease of working places in other sectors than agriculture : handcraft, small services, forest.
	GDP per capita	Constant but low.
	Size of public expenditure	Decrease of agricultural and social assistance. No means for architectural pressure.
	Endogenous / exogenous income	Endogenous.
	« Quality » of jobs	Unstable.
Infrastructure	Rail network	Abandonment.
	Road network	The main and secondary agricultural roads maintained, often closed roads.
	Telecommunication systems and use of ICT	Low increase for mobiles.
	Energy	Increase.
Traffic	Motorisation	Increase because of travel to local centre.
	Road traffic (goods, persons)	Constant, “agricultural” traffic, difficulty traffic.
	Rail traffic (goods, persons)	Abandonment.
Services for residential population	Public services	Low, but main public services: school. Non social services.
	Commercial services	Low, mobile grocer.
	Recreational services	Low.
	Public transport services	Low connection with the local centre.
Tourism	Tourist beds	Decrease.
	Overnight stays	Decrease.
	Tourist infrastructure	Low, small farm camps, low accommodations local lodging, holiday accommodations.
	« Quality » of tourism	Agricultural tourism but low valorisation of organic tourism
	Integration with agriculture	Bad and low.
Agriculture	Number of enterprises	Constant, presence of young farmers but difficult recovery.

Sector	Indicator	Inertial scenario
		Steady peripheral areas
	Full time / part time	Full/part time.
	Zootechnical production	Constant.
	« Quality » of agriculture	Intensive agriculture and organic agriculture, cereals but less and less diversified, breeding.
Land use	Forest area	Increase on the hill, areas not suitable for mechanisation.
	Usable agricultural area	Low decrease.
	Arable land	Decrease in mountain pasture.
	Intensive grassland	Increase.
	Extensive grassland	Constant.
	Settlement area	Low extension of agricultural settlement.
Environment	Conflicts for land use	Increase between secondary population and farmers, increase of land prices, conflicts with private properties.
	Pollution	Increase due to intensive agriculture, limited water.
	Waste disposal	Increase, limited sanitation system.
	Biodiversity and ecological features	Loss of biodiversity because of intensive agriculture.
	Protection of nature	Decrease.
Promotion of local cultural and environmental resources – local identity, local pride	Natural hazard	Increase due to overexploitation of lands.
	Regional trademarks or labels	Image of intensive agriculture.
	Local activities (cultural or leisure clubs)	Decrease.
	Other...	

3.2.5. Abandonment peripheral areas

Sector	Indicator	Inertial scenario
		Abandonment peripheral areas
Area		Zones in south of the territory, low accessibility in mountains, and zones far from agglomeration and local centre.
Overall character		Declining agricultural zones and mountain zones, “dead villages”, marginal hamlets in mountains, enclosed areas, dispersed villages, only secondary houses.
Number of communities belonging to the cluster		7.
Bätzing types (2000)		K, p.
Population	Total population	Strong decrease, secondary population in hamlets.
	Ageing	Older, population.
	Migration balance	Negative due to moving out, young people go to metropolis and old people to local centre.
	Density of population	Low, decrease.
Settlements	Residential settlements	Abandonment, no renovation and construction of secondary houses.
	Productive settlements	Strong decrease, abandonment.
	« Quality » of settlements	Deterioration of hamlets, secondary house with modern architecture.
Economy	Working places (by sector if possible)	Few agriculture.
	GDP per capita	Decrease.

Sector	Indicator	Inertial scenario
		Abandonment peripheral areas
	Size of public expenditure	None, no financial means.
	Endogenous / exogenous income	Exogenous.
	« Quality » of jobs	Unstable.
Infrastructure	Rail network	Deterioration, abandonment.
	Road network	Bad-kept roads, often closed.
	Telecommunication systems and use of ICT	Decrease.
	Energy	Decrease.
Traffic	Motorisation	Constant.
	Road traffic (goods, persons)	Decrease, with difficulties.
	Rail traffic (goods, persons)	Abandonment.
Services for residential population	Public services	None, disappearance, no school.
	Commercial services	None, disappearance.
	Recreational services	None, disappearance.
	Public transport services	None, disappearance of “taxi-train” connection.
Tourism	Tourist beds	Decrease.
	Overnight stays	Decrease.
	Tourist infrastructure	Decrease, disappearance, abandonment of old hotels.
	« Quality » of tourism	Marginal.
	Integration with agriculture	Marginal.
Agriculture	Number of enterprises	No recovery, strong decrease.
	Full time / part time	Part time, double labour status.
	Zootechnical production	Decrease.
	« Quality » of agriculture	Breeding.
Land use	Forest area	Strong increase in mountain and sloppy zones, closing of the landscape and isolation of hamlets and population.
	Usable agricultural area	Strong decrease.
	Arable land	Decrease due to reforestation..
	Intensive grassland	Decrease.
	Extensive grassland	Decrease
	Settlement area	Abandonment and deterioration.
	Conflicts for land use	
Environment	Pollution	Limited water.
	Waste disposal	Decrease.
	Biodiversity and ecological features	
	Protection of nature	None.
	Natural hazard	Increase of not-protected zones, landslide increasing.
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	None.

3.3. Photographs and photomontages representing the inertial scenario 2003-2020

“**Steady peripheral area**”: The small agricultural parcels disappear to the profit of large farms in the flat zones, and of afforestation at the top of the hills. (St Maurice in Trièves)



“**Metropolised area**”: The development of the individual houses and housing estates changes the frontage of the village. (Clelles)



“Tourist area”: The slope of the ski resort Gresse in Vercors is modified to widen its tourist activities (Gresse en Vercors)



“Abandonment area”: The hamlets of the community are more insulated by the afforestation from the old arable lands and by the deterioration of the road infrastructures. (St Sébastien)



4. SUSTAINABLE SCENARIO

4.1. General description

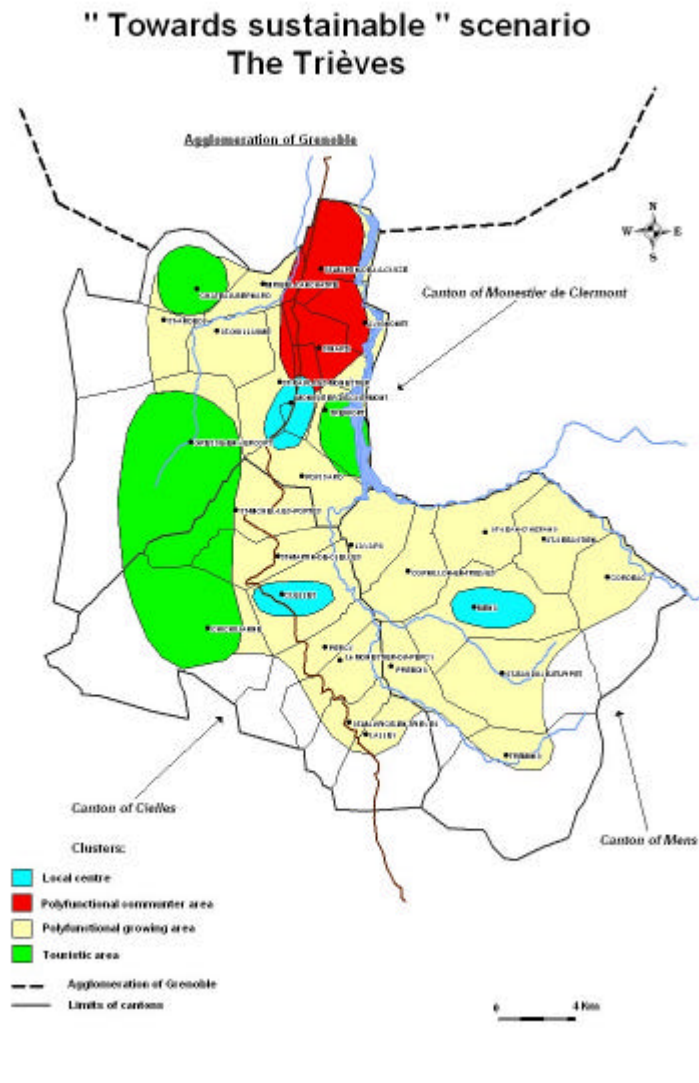


Fig 4. : "Towards sustainable " scenario of the Trièves in 2020

Under the assumption of a sustainable scenario, in which regional development policies have a sustained effect on landscape and territorial development, the Trièves will know a slow, harmonious, sustainable and controlled development. The sustainable scenario insists on the economic development and the conservation of the quality of life. The valorisation and the use of the Trièves local resources (agriculture, solar energy-wood and diffuse tourism) are some important factors of economic dynamism, while taking care of the resources conservation on the long term.

A great part of the territory will keep the rural and preserved character that it has today, based on strong agricultural and craft activities, on the model of a "polyfunctional growing area". In addition,

the territory will keep its three local centres, which corresponds to the three chiefs-town of counties where the public services and the poles of economic activities are centralised. The Trièves will also keeps its three tourist poles, while developing soft and diffuse tourism, on the whole of its territory and related to the agricultural activities. Lastly, the metropolised zone in the North will reduced to some communities, near to the exit of motorway, gathering a population working on the agglomeration, but offering a certain number of small services to the population and accommodating some economic activities, on the model of a "polyfunctional commuter area".

4.1.1. Population and settlement

In this scenario, the global population will changed regularly, more or less according to the counties and their accessibilities. It will be renovating and rejuvenated with the arrival of new families seeking for a certain quality of life for their settlement.

All the communities will show an increase of their population, more or less according to the urban pressure they undergo. The northern communities will inevitably know a reasoned "rurbanisation" while remaining integrated into the landscape. They will reinforce the protection of the quality of their buildings with the help of land use plans and of a dialogue with the building planners and promoters. The communities in polyfunctional growing area will accept the arrival of new inhabitants while controlling their buildings in the respect of settlement and village. The whole of communities will have to follow a settlement charter to force residential, industrial and agricultural constructions to use local building materials in order to preserve a certain homogeneity of villages and to keep it rural character. Lastly, new rental residences will be planned in order to support the installation of a younger and less comfortably population.

4.1.2. Local economy

The local economy will develop on the basis of small economic activities, such as small business and industry, craftsmen and main services for population, but also in developing the local know-how of the Trièves, thus supporting the full employment of inhabitants but also the attraction of the outsiders to be worked on the territory. The activities will be respectful of the territory with the creation of activity zones equitably dispersed on the three counties, in proportion with the existing population, and with the objective of avoiding the activity concentration on only one activity zone.

4.1.3. Agriculture and forest

The Trièves will maintain and develop its agriculture as its dominant activity. Some grants will make it possible for farmers to maintain their activities in spite of the increasing land pressure, and also to embrace again activities that tended to disappear (like the breeding). The territory will become even an example for sustainable agriculture and equitable trade (which holds account of the consumption costs). The local organic products will be developed and will become famous at a national level because of the quality of the natural space of the territory, the environmental quality, the small structures of mixed-farming and breeding and the implementation of complete paths of transformation and marketing. In addition, the agro-alimentary sector will base its development on both tourism and agriculture and will profit from the passion of the consumers for native or label products. The proximity of the zones of marketing and tourism will be assets for this type of agricultural products. A strong valorisation of cultural heritages and landscape with a strong partnership and transversal policies will reinforce the image that the Trièves offer to the consumers: a guarantee of "rurality", authenticity and quality. Some research will be done for a further diversification of the agricultural models.

The forest will become an increasing resource, like for power supply or entertaining activity, and will become an employment source. The policies and local communities will support it.

4.1.4. Tourism

Tourism will mainly develop under the form of rural tourism. It will become a sustainable tourism, proposing a range of activities and reception facilities spread on the whole territory (rural lodgings, farm camping). The already existing tourist poles (Gresse-en-Vercors resort, Monteynard lake and the Regional Natural Park of Vercors) will control their development in order to support soft tourism. For example, the ski resorts having problems of snow cover will be reconverted into adapted mountain sports and offer more family and relaxation activities turned on nature in order to combine offers all over the year. Many efforts will be thus made in order to reinforce the local economy, the employment and the life of the villages. Landscape protection will remain the key of the economic and tourist development of the territory.

4.1.5. Infrastructure and transportation

The great preoccupation of circulation and accessibility will be mostly solved. The communities suffering from a high traffic of people coming from the outside will obtain new detour roads. The main road and minor roads will be re-managed to facilitate the displacements of the inhabitants on the territory.

In addition, the Trièves will reinforce and multiply collective transport: frequent connections of railway and buses as well as taxi assistances will connect hamlets and villages towards the local centres and the Grenoble agglomeration.

Lastly, the accessibility of the Trièves will be reinforced by the installation of new communication and information technologies.

4.1.6. Services and cultural promotion

With the maintenance of three local centres, the three chief-towns of the territory, the Trièves will preserve commercial and social activities. In addition, it will know a return of minima services to the population in the villages and the centre-towns (small trade, schools, health services), which will allow avoiding the development of suburbs. These services will be thought with a holistic approach of the Trièves. Multi-services projects (grocer, bar-tobacco, newspapers) will be thought in small communities with little population. Space-young persons, cultural and leisure will be created in each county in order to answer the request of the inhabitants (showrooms, spectacles).

4.1.7. Local attitude

Trièves will keep this strong identity of "animated territory" on the whole of the communities. The quality of the "village life" will be preserved in spite of the increase of the population. In addition, the implication of the population in the life of its territory will be strong. A balance will exist between the local and new population, the counties and the communities, thus facilitating positive exchanges and projects (on the cultural and social level). The citizen and associative life will be strong to compensate for the handicaps of rural life.

4.1.8. Landscape and environment

The development of the Trièves will be based on the respect of its landscape and its environment. The landscape will change, but will generally remains preserved and keeping its rural character thanks to the maintenance of the agricultural activities on the territory. The new zones of building will be integrated into the existing villages and hamlets, thus allowing a coherent and harmonious development of the territory. As regards environmental protection, agricultural and urban pollution will be controlled with the installation of ecological treatment. Financial contributions and the regrouping of the communities thus will make it possible to prevent that drinking water and waste management become limiting for the development.

4.2. General feature of clusters

4.2.1. Local centre

Sector	Indicator	Sustainable scenario
		Local centres
Area		3 local centre, chief towns of 3 cantons of territory.
Overall character		The 3 local centre are situated in the middle of each canton, each one on the limited space.
Number of communities belonging to the cluster		3111.
Bätzing types (2000)		LZ, D.
Population	Total population	Controlled increase of population and constant evolution.
	Ageing	Average age, young families and retired people.
	Immigration not EU	Low.
	Migration balance	Positive.
	Density of population	Controlled increase, high in comparison with other communities of the territory.
Settlements	Residential settlements	Construction of house in the continuity of the town, limited in specific zone. Housing to rent.
	Productive settlements	Construction of small companies in specific economic zones.
	« Quality » of settlements	Modern architecture respecting the use of local building materials and local characteristics of gardens.
Economy	Working places (by sector if possible)	Increase of services, handicrafts, small and medium size industrial business and agriculture.
	GDP per capita	Increase, but lower than national average.
	Size of public expenditure	Increase: support of housing, of agricultural, of small business, and for the control of land pressure.
	Endogenous / exogenous income	Endogenous.
	« quality » of jobs	Flexibility, steady.
Infrastructure	Rail network	Existing on 2 out of 3 local centres, improvement of equipment and infrastructures, reopening of rail network.
	Road network	Improvement of the main and the secondary network, detour road to avoid the congestion of town centre.
	Telecommunication systems and use of ICT	Increase and improve of internet access and generalisation of mobile phones.

Sector	Indicator	Sustainable scenario
		Local centres
	Energy	Increase of consumption.
Traffic	Motorisation	Increase.
	Road traffic (goods, persons)	Increase but controlled.
	Rail traffic (goods, persons)	Development of rail traffic: services answering the need of private and public transport; network with metropolis.
Services for residential population	Public services	Opening of public services equitably distributed in the 3 chief towns.
	Commercial services	Development of small commercial business and services for population.
	Recreational services	Development and construction of recreational settlement for children, young people and adults: municipal library, theatre, cinema, sports ground and swimming pool, equitably in the 3 chief towns.
	Public transport services	Increase of transport services: frequent and speed connection with metropolis.
Tourism	Tourist beds	Increase.
	Overnight stays	Increase: weekend, low et high season.
	Tourist infrastructure	Agricultural farms, country inns.
	« Quality » of tourism	Eco-tourism, soft tourism, family tourism based on agricultural and organic, all the year round.
	Integration with agriculture	Good integration of local products in tourism.
Agriculture	Number of enterprises	Constant.
	Full time / part time	Full time.
	Zootechnical production	Constant.
	« quality » of agriculture	Famous organic agriculture, identity of the Trièves.
Land use	Forest area	Constant, maintaining of open landscape.
	Usable agricultural area	Constant.
	Arable land	Increase with reopening of landscape and deforestation.
	Intensive grassland	Constant.
	Extensive grassland	Increase.
	Settlement area	Limited extension of local centre, good integration in landscape, zones dedicated for farmers, population, economic activities.
	Conflicts for land use	Decrease between farmers, population, economic activities and new population.
Environment	Pollution	Limited.
	Waste disposal	Installation of waste disposals of recycling.
	Biodiversity and ecological features	Protection of biodiversity.
	Protection of nature	Valorisation of natural biodiversity for population and tourists.
	Natural hazard	Controlled.
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	Labels of local organic products, patrimony.
	Local activities (cultural or leisure clubs)	Increase.
	Other...	

4.2.2. Polyfunctional-commuter areas

Sector	Indicator	Sustainable scenario
		Polyfunctional commuter areas
Area		Areas between agglomeration of Grenoble and local centre of Monestier de Clermont.
Overall character		Strong proximity with agglomeration and connection by motorway.
Number of communities belonging to the cluster		3.
Bätzing types (2000)		D, G.
Population	Total population	Controlled increase.
	Ageing	Average age.
	Immigration not EU	Low.
	Migration balance	Positive.
	Density of population	Controlled increase, average.
Settlements	Residential settlements	Controlled increase.
	Productive settlements	Construction of small companies in specific economic zones, increase.
	« Quality » of settlements	Integration with the landscape and the space of villages.
Economy	Working places (by sector if possible)	Services, handicrafts, small business, low agriculture.
	GDP per capita	Increase.
	Size of public expenditure	Increase: assistance of housing, of agricultural, of small business, land pressure controlled.
	Endogenous / exogenous income	Endogenous.
	« Quality » of jobs	Flexibility, steady.
Infrastructure	Rail network	Good use of rail network.
	Road network	Improve of main and secondary network, loop road for congestion of town centre, presence of motorway..
	Telecommunication systems and use of ICT	Increase and improve of internet access and integration of mobile phone antennas
	Energy	Increase of consumption, develop of wood energy sector
Traffic	Motorisation	Increase.
	Road traffic (goods, persons)	Increase but controlled, good use of motorway.
	Rail traffic (goods, persons)	Development of rail traffic: services answering the need of private and public transport.
Services for residential population	Public services	Adapted for population.
	Commercial services	Development of small commercial business and services for population
	Recreational services	Adapted for need of population
	Public transport services	Increase of transport services: frequent and speed connection with metropolis
Tourism	Tourist beds	Low increase..
	Overnight stays	Low increase.
	Tourist infrastructure	Country inns.
	« Quality » of tourism	Family tourism, hiking near the agglomeration.
	Integration with agriculture	Good integration of local products in tourism.
Agriculture	Number of enterprises	Constant.

Sector	Indicator	Sustainable scenario	
		Polyfunctional commuter areas	
	Full time / part time	Full time.	
	Zootechnical production	Constant.	
	« Quality » of agriculture	Organic agriculture.	
Land use	Forest area	Constant, maintaining of open landscape, use of wood for energy.	
	Usable agricultural area	Constant.	
	Arable land	Increase.	
	Intensive grassland	Decrease.	
	Extensive grassland	Increase.	
	Settlement area	Limited: zones dedicated to farmers, population, economic activities.	
	Conflicts for land use	Decrease between farmers, population, economic activities and new population.	
Environment	Pollution	Limited.	
	Waste disposal	Installation of waste disposals of recycling.	
	Biodiversity and ecological features	Protection of biodiversity.	
	Protection of nature	Valorisation of natural biodiversity for the population and tourists.	
	Natural hazard	Controlled.	
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	Labels of local organic products.	
	Local activities (cultural or leisure clubs)	Increase.	
	Other...		

4.2.3. Tourist area

Sector	Indicator	Sustainable scenario	
		Tourist areas	
		Ski resorts of average altitude	Tourist lake and Regional Natural Park
Area		2 ski resorts of average altitude in regional natural park: Gresse en Vercors et Château Bernard.	Lake Monteynard and the community Chichilienne.
Overall character		2 ski resorts of average altitude (a big and a little) which develop the summer tourism, of mountain sports, hike... Less and less of snow, alternative in eco-tourism, family tourism in low and high season.	Artificial Lake with aquatic sports. Near to agglomeration and arrival of motorway. Difficulty to build- natural hazards. Chichilienne = access in “Parc Naturel Régional du Vercors »: summer tourism, agricultural tourism, familial tourism.
Number of communities belonging to the cluster		2.	2.
Bätzing Types (2000)		T, A.	T, A.
Population	Total population	Increase of principal and secondary population.	Increase of principal population.
	Ageing	Installation of young families. Medium age.	Medium age.
	Migration balance	Positive.	Positive.

Sector	Indicator	Sustainable scenario	
		Tourist areas	
		Ski resorts of average altitude	Tourist lake and Regional Natural Park
	Density of population	Controlled Increase.	Controlled Increase.
Settlements	Residential settlements	Controlled increase of building of individual houses.	Increase of principal houses but controlled in natural park.
	Productive settlements	Controlled increase of agricultural and tourist settlements.	Controlled increase of agricultural and tourist settlements.
	« Quality » of settlements	Extension but respecting the contours of villages, no urban sprawl, building materials controlled by park.	Controlled extension of village, no urban sprawl.
Economy	Working places (by sector if possible)	Tourism, agriculture.	Tourism, agriculture.
	GDP per capita	Increase.	Increase.
	Size of public expenditure	Increase for protection of park, for soft tourism.	Increase for « green » re-adjustment for lakeside.
	Endogenous / exogenous income	Endogenous.	Endogenous.
	« Quality » of jobs	Seasonal and full time.	Seasonal and full time.
Infrastructure	Rail network	None.	None.
	Road network	Well-kept infrastructure against climatic hazards	Well-kept infrastructure, good integration of parking, motorway.
	Telecommunication systems and use of ICT	Increase to intensity the connection between tourists and mountain resorts.	Increase controlled by park.
	Energy	Increase.	Increase.
Traffic	Motorisation	Increase.	Increase.
	Road traffic (goods, persons)	Limited increase to stop seasonal congestion.	Controlled increase with the arrival of the motorway, no extension of infrastructures.
	Rail traffic (goods, persons)	None.	None.
Services for residential population	Public services	Adapted services all the year, for population and tourists.	Adapted for population and tourists all the year.
	Commercial services	Maintaining for resident population all the year.	Maintaining all the year in the park and adapted for the lake
	Recreational services	Adapted services all the year, for population and tourists.	Improvement of services for long lasting tourists (1 week and more).
	Public transport services	Increase of transport services, development of bus between resorts and hamlets.	Increase of transport services, development of bus between lake and camps, park and hamlets.
Tourism	Tourist beds	Increase in local lodging.	Increase camping for lake, farm camping in the park.
	Overnight stays	Increase of the tourism for the week.	Increase: tourism for the week (lakeside camping).
	Tourist infrastructure	Controlled extension of collective settlements, no extension of ski resorts, restoration of hiking trails.	Extension of aquatic activities but controlled, nature paths in park.
	« Quality » of tourism	Green tourism, soft tourism, familial tourism, hike.	Sport tourism, aquatic tourism for young people, for the lake, familial, nature tourism for the park.
	Integration with agriculture	Connection with farmers and shepherds.	Connection with farmers and shepherds of the park.

Sector	Indicator	Sustainable scenario	
		Tourist areas	
		Ski resorts of average altitude	Tourist lake and Regional Natural Park
Agriculture	Number of enterprises	Recovery.	Recovery.
	Full time / part time	Full time with connection green tourism.	Full time with connection with green tourism.
	Zootechnical production	Increase with transhumance.	Increase transhumance.
	« Quality » of agriculture	Breeding.	Breeding, development of hemp.
Land use	Forest area	Constant, exploitation of wood for energy, forest for leisure.	Constant, leisure for the park.
	Usable agricultural area	Reserved zones.	Reserved zone, for breeding.
	Arable land	Protected.	Protected.
	Intensive grassland	Constant.	Constant.
	Extensive grassland	Recovery.	Recovery, increase.
	Settlement area	Extension and recovery.	Recovery.
	Conflicts for land use	Less between resorts and population.	Less between park and population.
Environment	Pollution	Limited.	Limited in the park and the lake, Prevention.
	Waste disposal	Adapted in seasonal resorts.	Adapted.
	Biodiversity and ecological features	Diversity of species in park.	Diversity of species in park.
	Protection of nature	Increase.	Increase.
	Natural hazard	Protection against avalanches.	Protection.
Promotion of local cultural and environmental resources – local identity, local pride	Regional trademarks or labels	Famous eco-tourism and family tourism.	Famous label of park.
	Local activities (cultural or leisure clubs)	Mountain Sport clubs.	Aquatic clubs.
	Other...		

4.2.4. Polyfunctional growing areas

Sector	Indicator	Sustainable scenario	
		Polyfunctional growing areas	
Area		Area of plateau of average altitude, around the local centres of territory.	
Overall character		Large agricultural activities, average accessibility with agglomeration, independent of agglomeration.	
Number of communities belonging to the cluster		19.	
Bätzing types (2000)		A, g, k.	
Population	Total population	Increasing trend, medium.	
	Ageing	Becoming medium.	
	Migration balance	Positive.	
	Density of population	Medium.	
Settlements	Residential settlements	Limited construction of principal and secondary house.	
	Productive settlements	Specific area of economic activities.	
	« Quality » of settlements	In local context.	

Sector	Indicator	Sustainable scenario
		Polyfunctional growing areas
Economy	Working places (by sector if possible)	Organic agriculture, handcrafts, diffuse tourism, services, small business.
	GDP per capita	Increase.
	Size of public expenditure	Increase, agricultural and social assistance, premiums.
	Endogenous / exogenous income	Endogenous.
	« Quality » of jobs	Flexibility.
Infrastructure	Rail network	Restored and use.
	Road network	Improve of main and secondary roads, no construction.
	Telecommunication systems and use of ICT	Increase of internet connection, mobiles.
	Energy	Integration of infrastructure.
Traffic	Motorisation	Increase.
	Road traffic (goods, persons)	Controlled increase.
	Rail traffic (goods, persons)	Increase, new service of transport.
Services for residential population	Public services	Minimal services in each village.
	Commercial services	Small services, itinerant grocers for hamlets and isolated people.
	Recreational services	Small services for each village, depending on the population.
	Public transport services	Transport towards local centres.
Tourism	Tourist beds	Increase, local lodging.
	Overnight stays	Increase, farm tourism.
	Tourist infrastructure	Lodging, farm camps.
	« Quality » of tourism	Family, green, soft tourism.
	Integration with agriculture	Very good.
Agriculture	Number of enterprises	Increase.
	Full time / part time	Full time.
	Zootechnical production	Increase.
	« Quality » of agriculture	Sustainable agriculture.
Land use	Forest area	Valorisation of wood, constant area.
	Usable agricultural area	Increase.
	Arable land	Increase.
	Intensive grassland	Constant.
	Extensive grassland	Increase
	Settlement area	Grouping, respected village, no urban sprawl, in continuity of village.
	Conflicts for land use	Decrease between lodger and proprietor.
Environment	Pollution	Decrease by controlled intensive agriculture, controlled traffic.
	Waste disposal	Adaptation of infrastructure.
	Biodiversity and ecological features	Valorisation of biodiversity, increase.
	Protection of nature	Increase of associations of environment protection, sudden awareness of population.
	Natural hazard	Controlled.
Promotion of local cultural and environmental	Regional trademarks or labels	Famous Ecological, organic labels “green”.
	Local activities (cultural or leisure clubs)	Increase of cultural, Nature club in Trièves.

Sector	Indicator	Sustainable scenario
		Polyfunctional growing areas
resources – local identity, local pride	Other...	Development research in organic agriculture for the diversification of the products etc.

5. CONCLUSION

The Trièves well illustrates and corroborates the tendencies described by the total Alp scenarios. It remains however a space that knows attenuated evolutions compared to the other alpine regions. This is mainly due to its rural character, its weak population, its low local dynamism, but also to the existence of a strong identity. This has induced some adaptations of the prospective work in order to allow the definition of more likely scenarios. Some clusters were thus gathered: the zones of residential suburbs and the zones of suburbs with clean activities were assembled in only one zone "metropolized area". In the sustainable scenario, the zones "steady peripheral areas and "growing peripheral areas" were gathered in only one zone "steady peripheral areas".

The comparison of the two scenarios built for the Trièves in 2020 show that they have some common points. The rural character will be maintain in the first scenario, and will grow in the second. This is because of the strong rural local identity. Trends of sub-urbanisation are also common to the two scenarios, and are strongly related to the urban pressure undergone. Sub-urbanisation persists in the sustainable scenario and suggests a sort of fatality and that the Trièves' population accepts this evolution, consciously or unconsciously. The balance between urbanisation and the maintenance of the rural character corresponds to tow groups of inhabitants, divided between the belief in a certain need for urbanization and the belief of the need of to keeping a certain rurality for others.

Nevertheless, there are differences in landscape change and development between the two scenarios. The inertial scenario knows an urbanisation in the North with some consequences on landscape, and a certain desertification o the South. The sustainable scenario largely attenuates these two tendencies to tend overall towards a more balanced rural growth. In addition, two local centres, Clelles and Monestier de Clermont, disappear in the inertial scenario and reappear in the sustainable one. Lastly, the small tourist zones, very diffuse on the territory, know the same phenomenon as the local centres.

Some trends do not appear in the Trièves. Being a territory of medium mountains and with the presence of moderated tourism, he does not know the development trends of mass tourism in the inertial scenario. In addition, remaining a territory with a low accessibility because of its topography, it does not know the development trends of commuters. It is thus preserved from the main extreme tendencies concerning the alpine regions.

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Loi sur le renforcement de la protection de l'environnement du 2 février 1995 : La protection, mise en valeur, restauration, remise en état et la gestion des milieux naturels (..) sont d'intérêt général et concourent à l'objectif de développement durable qui vise à satisfaire les besoins de développement des générations présentes sans compromettre la capacité des générations futures à répondre aux leurs.

Loi Barnier du 2 février 1995 : Loi incluant l'interdiction de construire, en dehors des espaces urbanisés, dans une bande de 100 m de part et d'autre des autoroutes, routes express et déviations et de 75 m pour les routes à grande circulation, sauf dispositions d'urbanisme justifiées et motivées.

Charte du PNRV (Loi du 8 janvier 1993 et du décret 94-765 du 1^{er} sept 1994) : Avec deux axes : Axe 1 : Préservation des identités et du patrimoine naturel et culturel avec les actions suivantes : Gestion des milieux, observation, restauration et préservation du patrimoine naturel et culturel. Axe 2 : Valorisation et développement des ressources locales avec les actions suivantes : Promotion et gestion des produits et services du parc

Une charte forestière va être créée sur L'objectif de la charte forestière est d'asseoir la gestion durable de la forêt dans une démarche de contractualisation globale.

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