COCKPIT ARENA
DESIGN 4
RESEARCH # 1
MW 4:30 - 8:30 PM

Submitted by:
Mr. Julius Daclan Jr UAPSA
Student

Submitted to :
Ar. Rialino “Butch” M. Alisbo, FUAP
Instructor
Cockpit Arena

Cockpit Arena – A commercial building at the center of which is an enclosed cockfighting arena and surrounded by seats provided for bettors and other aficionados.

Cockfighting - shall embrace and mean the commonly known game or term “cockfighting derby, pintakasi or tupada” or its equivalent terms in different Philippine localities.

Objectives:

TO DESIGN A FUTURISTIC COCKPIT BUILDING LOCATED ON A VACANT LOT.

The purpose of these guidelines and standards is to regulate the location or siting of cockpits and prescribe minimum standards for development, public welfare and environmental safeguards.

Cockpits were arenas in which cock-fighting took place. This was a popular pastime at all levels of society, and examples of cockpits have been recorded from the twelfth century until the sport was declared illegal in 1849.

Betting on the outcome of the contest provided the impetus to construct specialised venues for the sport, usually in the cellars or gardens of public houses or in the gardens of gentry houses. After the activity was banned, major cockpits appeared in remote locations, away from the eyes of the law.

The arena typically takes the form of a circular hollow or area surrounded by raked seating or standing room, usually about 30 meters in diameter, with a central sunken floor and a table on which the cocks would fight. The arena was often temporary, but permanent examples survive as earthworks, some with tables in the centre where these were made of stone.
In more elaborate examples, galleries were constructed to improve the view of the arena for spectators. Cockpits were once common both in towns and in the countryside. Relatively few were built of enduring materials, however, and surviving examples are rare. They include the two cockpits at Lymm Hall, Cheshire, and that at Park Hall Mansion, Bitterley, Shropshire (both scheduled).

It is not a sport for the faint-hearted. It pits two roosters of comparable weight that fight each other until one is killed or turns tail and flees. The bout is usually brief and bloody.

Razor-sharp spurs are attached to the birds' legs. With neck feathers ruffled, the roosters move around each other, testing and figuring each others' move. There's a swish of blades and swirl of feathers, shouting and cheering becomes louder from the bleachers, and in a few minutes it is all over.

Cockfighting is reputed to be one of the most popular spectator sports in the Philippines and is also said to be deeply ingrained in Filipino culture. It was already around when the first Spanish colonizers came to the country and has persisted throughout the centuries despite attempts to ban or banish it. This ancient sport, called "Sabong," in Filipino, has become a national pastime with a fanatical following that cuts across all class barriers. Practically Filipino males from all levels of society are represented in cockfights. During cockfighting matches government officials, businessmen, movie stars, office workers, and even farmers and laborers are regular participants of this activity.

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**Site Selection**

Cockpits Site and Construction. — Cockpits shall be constructed and operated within the appropriate areas as prescribed in Zoning Law or Ordinance. In the absence of such law or ordinance, the local executives shall see to it that no cockpits are constructed within or near existing residential or commercial areas, hospitals, school buildings, churches or other public buildings. Owners, lessees, or operators of cockpits which are now in existence and do not conform to this requirement are given three years from the date of effectivity of this Decree to comply herewith. Approval or issuance of building permits for the construction of cockpits shall be made by the city or provincial engineer in accordance with their respective building codes, ordinances or engineering laws and practices.

**Locational Requirements**

Pursuant to Section 447 (3) (v) of the Local Government Code of 1991 otherwise known as the “Republic Act 7160” “Any Law to the Contrary Notwithstanding, authorize and license the establishment, operation and maintenance of cockpits and regulate cockfighting and commercial breeding of gamecocks.”

One cockpit for every 50,000 populations or fraction thereof be allowed to operate in the municipality of Ibaan, Batangas.

The annual cockpit permit fee is payable upon application of a permit before a cockpit shall be allowed to operate and within the first twenty days of January of each year in case of renewal thereof.
On derbies and special cockfights, the fees herein imposed shall be payable to the Municipal Treasurer before the same can be lawfully held.

Regular cockfights i.e., those held during Sundays, legal holidays, local fiestas and international derbies shall be excluded in the payment of fees herein imposed.

The permit fee for cockpit personnel shall be paid before they participate in a cockfight and pay annually upon renewal of the permit on the birth month of the permittee. Only duly registered and licensed personnel shall take part in all kinds of cockfights held in this Municipality. No operator or owner of a cockpit shall employ or allow to participate in a cockfight any of the above-mentioned personnel unless he has registered and paid the fee herein required.

A period of three (3) years unless terminated by the Sangguniang Bayan for violation of the provision of this ordinance and related regulations. Present franchise holder will have the options to renew the franchise within 30 days after the expiration. Failure to file the renewal on the prescribed period will pass on the option to other applications. This is a requisite in the issuance of a Permit to operate from the Mayor’s Office.

Title certificate of the land or contract to sell or lease

Site development plan

Drawing to scale of 1:4,000 or larger indicating the following features:

- lot/property boundaries
- plan layout
- number of stors of plan building
- circulation/road network within site premises
- future expansion area, if any
- pollution control plan
- sanitation measure.

Clearance from the ministry of agrarian reform if the application is for the conversion of tenanted rice and corn lands to urban uses (e.g. Residential, commercial, industrial, etc...)

Permit from the games and amusement bord

Certification from the local chief executive or zoning administrator that the proposed project is in accordance with the development/zoning plan of the locality.

SITE INSPECTION

Inspection of the proposed project site shall be conducted considering the following factors:

1. Compatibility of proposed project to the prevailing or dominant land uses existing in the locality in the absence of a land uses plan/zoning ordinance or its conformity with the land use plan or zoning ordinance of the locality, in case on is available.
2. Suitability of the site for the proposed activity.
3. Accessibility
4. Presence of/or the ability to provide utilities(power, water supply, etc.) to the site.

EVALUATION
Evaluation shall be based on substantial conformance to the herein standards and applicable such as:

A. Presidential decree 825, prescribing and regulating disposal of wastes in public places to promote environmental sanitation and hygiene.

B. Sanitation code of the philippines(PD 856) regulating the establishment of all trades and occupations, industry, institutions, commercial undertakings, water system, refuse disposal system, sewage collection and disposal system, etc. In accordance with prescribed guidelines and standards promoting environmental sanitation and hygiene.

C. Other related rules and regulations

Design consideration

In designing, we considered these things 1st and for most before coming up with the overall outcome of the building:

Slighting sloping Lot
Orientation
Areas the must be adjacent with each other
Location of the winds, sunrise/sunset
Location of the entry - exit so that it must have an access to the nat’l road
Location of the parking area for the customers, employees(private, public, disabled and motorcycle)
Location of the services parking space for services/deliveries
Location of the pedestrian lanes/ walkways/ drop offs
DESIGN STANDARDS

Site criteria

A. Topography
   Land intended for cockpit should have level to rolling terrain, at an ideal slope of 5% or as long as clearing and grading will pose no problem in terms of undue expense and soil erosion. The area should not be subject to flooding.

B. Soil
   Soil must be stable to support the intended building load and other site improvements.

Location

A. One cockpit is allowed in each city or municipality. However, in cities or municipalities with a population of over one hundred thousand (100,000) two cockpits may be established, maintained or operated.
B. Site should preferably be located outside of the city or municipal proper and served by a major road.
C. Cockpit must be situated at a distance of 200 to 500 meters from the national highway to avoid congestion and obstruction to smooth traffic flow. It should be accessible to transportation.
D. Cockpit shall be constructed at least 200 meters away from any existing residential or commercial areas, school buildings, churches or other public buildings as noise arising from the arena causes disturbance and other pollutant like dust is detrimental to public health.

Layout
   Cockpit project shall be planned to provide a judicious balance of land use and good layout to complement and integrate with the larger community.

Design Criteria
The proposed of the new building must depict the trend, life style, culture and sports of a distinct Filipino.

200 seating capacity
Well proportioned masses with attractive outlooks
Good orientation
Easy access in an expeditions, attractive and safe manner

DESIGN REQUIREMENTS

Site cockfighting area
For every 1,000 spectator/ bettor, allot one (1) hectare for cockfighting area.

Land allocation
Land allocation shall be based on rule XVI (light and ventilation )of the national building code.

Setbacks
Minimum setbacks of building from property/lot lines shall be in accordance with the National building code.

Easements
Where a cockpit is traversed by a water course, drainage way channel or stream, an easements or right-of-way prescribed by the forestry and/or water code must be maintained. Parallel plant strips or green-ways must be provided in connection therewith.

Buffer
A planting screen/buffer 3-5meters wide along the perimeter of
the site shall be provided to protect both the cockpit site and the
adjacent land uses.

**Cockfighting properties**

All property in the cockpit site shall be used for cockfighting
purposes only. Use cockpit for residential purposes (except for watch
and ard and other emergency staff) is strictly prohibited.

All buildings in the area shall be fire-resistant and constructed of
acceptable materials, in conformity with the national building.

**FACILITY REQUIREMENTS**

**Cock house**

Cock house should be provided in all cockpit sites with a
minimum space requirement of 0.80 x 0.60 x 0.80 meter per cock
house. Each site should have at least 50 to 100 cock house available.

**Arena**

An arena of 10 square meters at least, eight circular or square
should be provided.

**Restaurant/canteen**

Each cockpit site must provide canteen for bettors/spactators.

**Office**

Office space must likewise be provided within the area.

**Safe house**

Provision for safe house is optional. It is intended for
administration guests/visitor.

**Fire protection**

All cockpit projects shall be established/constructed consonant to
the provision stated on chapter 6 (fire resistive requirements in
construction) of the national building code and fire code.

**Security**

security in the premises could be effected either by fencing the
area and/or employing watchmen.

**Trash removal/disposal system**

A provision for sanitary trash disposal system shall be established
in all cockpit sites.
Comfort rooms

There shall be provision for enough comfort rooms for public usage

<table>
<thead>
<tr>
<th>Seat capacity</th>
<th>basin</th>
<th>water closet</th>
<th>urinal</th>
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</thead>
<tbody>
<tr>
<td>Up to 400 seats</td>
<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>400 - 600 seats</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<tr>
<td>600 - 1,000 seats</td>
<td>2</td>
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<td>3</td>
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PARKING SPACE

Parking space shall be based on rule XIX of the national building code of one (1) slot per fifty (50) square meters of gross floor area.

UTILITY REQUIREMENTS

Water Requirement

A minimum supply of about 70 L per person per day should be applied to the cockpit site. If this amount is not obtainable from the town water supply system, other water sources shall be developed.

DRAINAGE AND SEWAGE SYSTEM

A. Where available, connection shall be made to an approved public sewerage system.

Where a public system is not available, an approved sewer system shall be provided, subject to the requirements of applicable codes.

B. Surface Drainage
Surface run-off rainwater must be channeled to street gutters or pond and eventually to streams or creek. In no case shall this be discharged into the sewer system which could overload it.

C. Septic Tanks
Septic tanks should be provided for domestic use. It shall be constructed of durable materials waterproof and exposed to sunlight.

ELECTRICSL POWER SUPPLY
Power supply shall be connected to an approved public or community power supply system. A standby power generator must be provided in case of power failure.


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