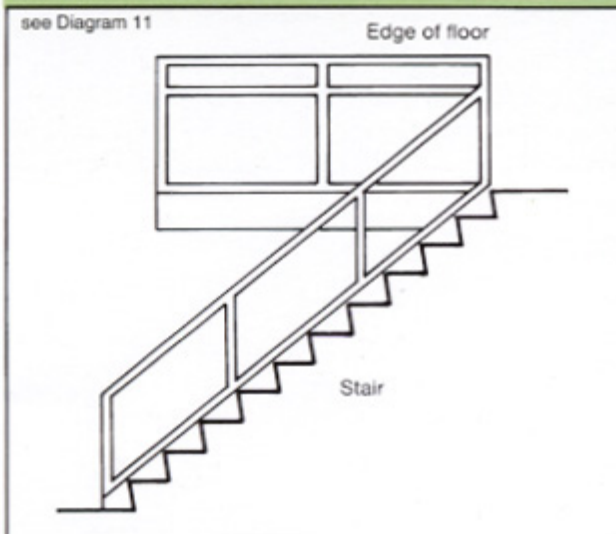


3.3 Where buildings are likely to be used by children under 5 years the guarding should prevent children being held fast by the guarding. The construction should be such that a 100mm sphere cannot pass through any opening in the guarding and so that children will not readily be able to climb it. Horizontal rails for such guarding should be avoided.

Diagram 12 Typical locations for containment



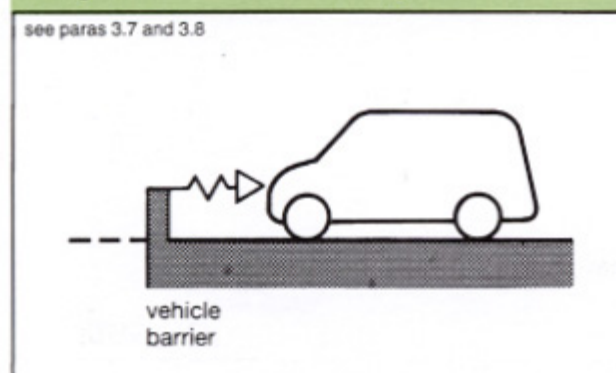
Guarding of areas used for maintenance

3.4 Where frequent access for maintenance will be required (eg at least once per month), provisions such as those suggested for dwellings in this Approved Document (see Diagram 11) will satisfy the requirement.

3.5 Where access for maintenance will be required less frequently, it may be appropriate to use temporary types of guarding or warning notices. Provisions for such measures are not covered by Building Regulations, but they are covered by the Construction (Design and Management) Regulations 1994.

3.6 Information on signs is given in the Health and Safety (Signs and Signals) Regulations 1996.

Diagram 13 Barrier siting



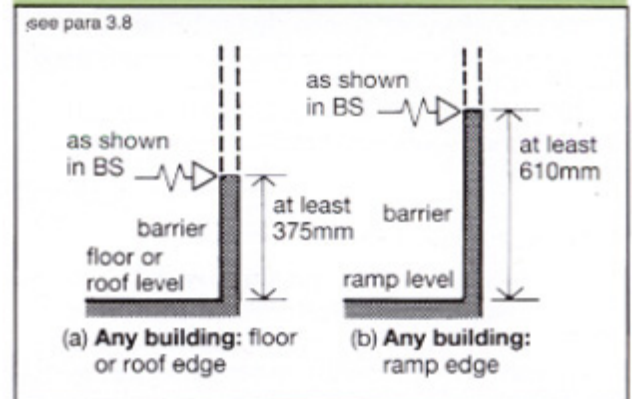
Vehicle barriers

3.7 Siting: If vehicles have access to a floor, roof or ramp which forms part of a building, barriers should be provided to any edges which are level with or above the adjoining floor or ground or any other route for vehicles (see Diagram 13).

3.8 Design: Any wall, parapet, balustrade or similar obstruction may serve as a barrier.

Barriers should be at least the height shown in Diagram 14 and should be capable of resisting forces set out in BS 6399: 1996 *Loading for buildings: Part 1: Code of practice for dead and imposed loads*.

Diagram 14 Barrier design



Loading bays

3.9 Design: Loading bays should be provided with at least one exit point from the lower level (preferably near the centre of the rear wall). Wide loading bays (eg those for three or more vehicles) should be provided with at least two exit points, one being at each side. Alternatively, a refuge should be provided which people can use to avoid being struck or crushed by a vehicle (see Diagram 15).

Diagram 15 Loading bay

