

MakeMyHouseGreen

operating as Switchd Ltd

CARBON REDUCTION PLAN

Prepared in accordance with PPN 006 (formerly PPN 06/21) and the associated Carbon Reduction Plan reporting standard

Supplier name:	MakeMyHouseGreen (Switchd Ltd)
Publication date:	29/06/2026
Baseline year:	2026
Reporting period covered:	2026-June 2027.
Next review date:	May 2027.
Approved by:	Llewellyn Kinch

Commitment to Achieving Net Zero

MakeMyHouseGreen (Switchd Ltd) is committed to achieving Net Zero emissions by 2040, ten years ahead of the UK Government's own target of 2050. This Carbon Reduction Plan has been completed in accordance with PPN 006 (formerly PPN 06/21) and its associated reporting standard, and is aligned with the principles of the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard.

This commitment reflects the nature of MMHG's business: our purpose is to help households and local authorities reduce carbon emissions through residential solar PV, battery storage and EV charging. It is consistent with that mission that we hold ourselves to an ambitious standard for our own operational footprint, not only the emissions we help our customers avoid.

Baseline Emissions Footprint

Baseline emissions represent the reference point against which future reductions are measured. As this is MMHG's first Carbon Reduction Plan, the baseline year and the current reporting year are the same.

Baseline year: [YEAR 1]

Emissions source	tCO ₂ e
Scope 1 (company vehicles — direct fuel combustion)	4.7
Scope 2 (purchased electricity, shared office space — see note)	1.4
Scope 3: Business travel	0.8
Scope 3: Employee commuting	7.8
Scope 3: Waste generated in operations	0.4
Scope 3: Upstream/downstream transportation and distribution	Not applicable / de minimis*
Scope 3: Homeworking	2.6
Total (baseline year)	~17.7

**MMHG's core service is digital and advisory. Physical installation is carried out by accredited, independently contracted third-party installers who hold their own separate reporting obligations; this is treated as outside MMHG's own operational boundary rather than material upstream/downstream transport emissions.*

Current emissions: 2026 (same as baseline)

As this is the first Carbon Reduction Plan published by MMHG, current emissions are identical to the baseline figures above. Future annual updates to this plan will report current-year emissions against this baseline.

Methodology and assumptions, please read before use: The figures above are Year 1 estimates, calculated using the assumptions and DESNZ/DEFRA 2026 conversion factors set out in the Methodology appendix.

Emissions Reduction Targets

MMHG intends to reduce its total emissions from the [YEAR 1] baseline of **~17.7 tCO₂e** to Net Zero by 2040, through the following interim targets:

Milestone year	Target	Projected emissions
[YEAR 1 + 2]	15% reduction vs baseline	~15.0 tCO ₂ e
[YEAR 1 + 5]	40% reduction vs baseline	~10.6 tCO ₂ e

Milestone year	Target	Projected emissions
[YEAR 1 + 10]	75% reduction vs baseline	~4.4 tCO ₂ e
2040	Net Zero (residual emissions offset via verified removals only after all reduction measures exhausted)	0 tCO ₂ e

These targets will be reviewed at each annual update to this plan and adjusted as MMHG grows and as better-quality activity data becomes available.

Carbon Reduction Projects

Completed / already in place

- Remote-first working model: the majority of MMHG staff work fully remotely, with the remainder working from home three days a week (Monday–Wednesday) and from a shared office space only two days a week (Thursday–Friday). This substantially reduces both commuting emissions and office energy demand compared with a conventional five-day office model.

Planned / in progress

- Transition company site-visit vehicles to electric or plug-in hybrid models as the current vehicles reach replacement age.
- Investigate a renewable electricity tariff for the shared office space, or request evidence of one from the co-working provider.
- Run a short staff commuting and homeworking survey to replace estimated assumptions with actual travel-pattern data ahead of the next annual update.
- Introduce a cycle-to-work scheme and/or public transport season ticket loan scheme for staff travelling to the shared office.
- Review supplier and installer partners' own environmental credentials as part of ongoing due diligence, recognising that the largest carbon impact of MMHG's business model lies in the emissions it helps residents avoid, not in MMHG's own operations.

Appendix: Methodology and Data Sources

This appendix sets out the assumptions and conversion factors used to build the Year 1 baseline estimate, so that figures can be checked, challenged, and refined as better data becomes available.

Reporting standard

Emissions have been calculated in line with the UK Government's 2026 Greenhouse Gas Conversion Factors for Company Reporting (DESNZ/DEFRA), consistent with the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard.

Organisational assumptions used in this draft

Input	Assumption used	Confirm/replace with:
Headcount	24 employees	Confirmed
Working pattern	Majority fully remote; remainder home 3 days, shared office 2 days/week	Confirm split is still accurate
Company vehicles	2 vehicles, petrol, ~10,000 miles/year each	Actual vehicle count, fuel type, and mileage from fuel cards/logs
Office energy	Allocated per-desk share of a typical shared office, 2 days/week	Actual invoice or co-working provider disclosure, if available
Commuting	Average 15-mile round trip by car, 2 office days/week, 46 working weeks	Staff travel survey (mode split, distance)

Key conversion factors used (DESNZ/DEFRA 2026, rounded)

Factor	Value used
Petrol (average car, well-to-wheel)	~0.146 kgCO ₂ e/km
Grid electricity (UK average)	~0.153 kgCO ₂ e/kWh
Homeworking (per FTE per year, full-time)	~0.18 tCO ₂ e

These are representative figures for drafting purposes. Before publication, pull the exact current-year values from the published DESNZ dataset (gov.uk — *Government conversion factors for company reporting*) rather than relying on the rounded figures above.

Reusability note: This document is written to stand alone — for Gloucestershire, for any future council tender, and for publication on MMHG's own website (a PPN 006 CRP is expected to be publicly published, not just submitted in bids). Update the baseline year, headcount, and vehicle figures annually; the structure and methodology should not need to change.