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
Revision date	10/09/2026 (revision 2 – see revision note below)
Baseline year	2026
Reporting period covered	June 2026 – June 2027
Next review date	May 2027
Approved by	Llewellyn Kinch

Revision note

This revision corrects the Year 1 baseline published in June 2026. The baseline year is unchanged at 2026; the figures have been restated following a review of MMHG's reporting boundary and organisational data. Three changes account for almost all of the movement:

1. **Installation is now partly within MMHG's boundary.** The original plan described installation as carried out entirely by independently contracted third parties and treated it as outside MMHG's operational boundary. Approximately half of installations are in fact delivered by MMHG's own employed install crews, using company-owned vans. That fuel use is MMHG's Scope 1 and is now reported as such.
2. **Company vehicles restated.** The fleet is three diesel installer vans, not two petrol site-visit cars.
3. **Headcount and working pattern restated.** 32 employees, of whom 15 work hybrid on a two-day office week, 14 work fully remotely, and 3 are van-based install crew.

The restated baseline is higher than the figure originally published (~24.1 tCO2e against ~17.7 tCO2e). This reflects a more complete reporting boundary rather than any increase in MMHG's actual activity, and the reduction targets below have been recalculated against the corrected baseline.

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. MMHG delivers a substantial share of that work with its own employed survey and install crews. It is consistent with our mission that we hold ourselves to an ambitious standard for our own operational footprint, not only for the emissions we help our customers avoid.

Baseline Emissions Footprint

Baseline emissions represent the reference point against which future reductions are measured. As 2026 is the year of MMHG's first Carbon Reduction Plan, the baseline year and the current reporting year are the same. The figures below supersede those published in June 2026.

Baseline year: 2026

Emissions source	tCO2e
Scope 1 (company vehicles — direct fuel combustion)	**16.9**
Scope 2 (purchased electricity, shared office space — see note)	**0.9**
Scope 3: Business travel	**0.3**
Scope 3: Employee commuting	**1.4**
Scope 3: Waste generated in operations	**0.5**
Scope 3: Upstream/downstream transportation and distribution	Excluded — see note*
Scope 3: Homeworking	**4.1**
Total (baseline year)	**~24.1**

*__Exclusion of upstream and downstream transportation and distribution.__ Approximately half of MMHG's installations are delivered by accredited subcontracted installation partners who travel to site in their own vehicles. These partners are independent businesses holding their own reporting obligations, and MMHG has neither ownership nor operational control of those vehicles; their travel is therefore excluded from this reporting boundary. MMHG does not hold activity data for that travel and considers it more transparent to state the exclusion than to publish an unsupported estimate. MMHG has committed to requesting travel and mileage data from installation partners during the coming reporting period (see Carbon Reduction Projects) with the intention of quantifying and reporting this category at the next annual update. Travel by MMHG's own install crews is fully included within Scope 1. Emissions embodied in purchased goods (solar panels, inverters and batteries) fall outside the Scope 3 categories required by PPN 006 and are not reported here.

Current emissions: 2026 (same as baseline)

As 2026 is the first reporting year, current emissions are identical to the restated 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 restated 2026 baseline of ~24.1 tCO2e to Net Zero by 2040, through the following interim targets:

Milestone year	Target	Projected emissions
2028	15% reduction vs baseline	~20.5 tCO2e
2031	40% reduction vs baseline	~14.5 tCO2e
2036	75% reduction vs baseline	~6.0 tCO2e
2040	Net Zero (residual emissions offset via verified removals only after all reduction measures exhausted)	0 tCO2e

The single largest determinant of these targets is the transition of MMHG's three diesel installer vans to electric or plug-in hybrid models, which accounts for roughly seventy per cent of the current footprint. Targets

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

Carbon Reduction Projects

Completed / already in place

- **Hybrid and remote working model.** Of 32 employees, 14 work fully remotely and 15 work a hybrid pattern — three days from home and two days from a shared office space. No employee works a conventional five-day office week. This substantially reduces both commuting emissions and office energy demand.
- **Zero car commuting.** All office-attending staff travel by public transport, bicycle or on foot. No employee commutes by car, and MMHG operates no grey-fleet mileage scheme for staff using private vehicles on company business.
- **No separate depot journeys.** Install crews take vans home overnight and travel directly to site, avoiding a daily depot leg for both crew and vehicles.

Planned / in progress

- Transition the three diesel installer vans to electric or plug-in hybrid models as each reaches replacement age — MMHG's highest-impact single measure, addressing roughly seventy per cent of the current footprint. Feasibility work will cover payload, range against typical daily install routes, and home-charging arrangements for crews who keep vans overnight.
- Introduce fuel-card and telematics-based mileage reporting for the van fleet, replacing estimated annual mileage with actual recorded data ahead of the next annual update.
- Request travel and mileage data from subcontracted installation partners, with the intention of quantifying and reporting upstream and downstream transportation and distribution at the next annual update, closing the exclusion noted above.
- Request evidence of a renewable electricity tariff from the co-working provider, or disclosure of the site's energy mix. MMHG's desk fee is all-inclusive and no separate energy invoice is issued, so provider disclosure is the only route to actual Scope 2 data.
- Run a short staff commuting and homeworking survey to replace estimated mode-split assumptions with actual travel-pattern data.
- Introduce a cycle-to-work scheme and/or a public transport season ticket loan scheme, reinforcing the existing zero-car commuting position.
- Review supplier and installation partner 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 restated 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. An operational control boundary has been applied: emissions from vehicles MMHG owns and operates are reported in Scope 1 regardless of who is at the wheel.

Organisational assumptions used in this revision

Input	Assumption used	Confirm/replace with:
Headcount	32 employees	Confirmed
Working pattern	15 hybrid (home 3 days, shared office 2 days); 14 fully remote; 3 van-based install crew	Confirmed
Company vehicles	3 vans, diesel, ~12,500 miles/year each (mid-point of a 10,000–15,000 range)	Actual mileage from fuel cards or telematics
Office energy	Allocated per-desk share of a typical shared office, 15 staff, 2 days/week	Co-working provider disclosure (no separate invoice issued)
Commuting	15 staff, 15-mile round trip, 2 office days/week, 46 working weeks; conservative mode split weighted to bus and rail rather than assuming a high share of walking and cycling	Staff travel survey (mode split, distance)
Crew commuting	Not reported in Scope 3 — crews commute in company vans, so those journeys are already captured in Scope 1 and would otherwise be double-counted	Confirmed
Business travel	Occasional rail only; no flights	Expense records

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

Factor	Value used
Diesel van, average up to 3.5t (well-to-wheel)	~0.28 kgCO2e/km
Grid electricity (UK average)	~0.153 kgCO2e/kWh
Homeworking (per FTE per year, full-time)	~0.18 tCO2e
Bus and rail commuting (blended, per passenger-km)	~0.07 kgCO2e/km
Cycling and walking	nil

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. Homeworking for hybrid staff has been pro-rated at three days of a five-day week.

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. Where a published figure is later restated, record the change in a revision note rather than replacing the original silently.