



The Impact of Trade on Architecture During the Seljuk-Ottoman Period: A Study on Caravanserais and Khan Structures in the Southeastern Anatolia Region

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Abstract

This study analyzes the impact of trade on architectural structures and examines how caravanserais and khans gradually transformed into commercial centers. Sixty-one structures built between the 13th and 20th centuries in the Southeastern Anatolia Region were identified, though historical information was unavailable for 12 of them. Among the 49 examined buildings, four belonged to the Seljuk period, 3 to the Early Ottoman period, and 42 to the Ottoman period. Eight well-preserved structures with clearly identifiable architectural elements and documented construction dates were selected for detailed analysis. The selection process included examples from the Seljuk (13th century), Early Ottoman (14th-15th century), and Ottoman (16th century and beyond) periods. Field studies were conducted to document the structures' current condition. In contrast, archival documents and official records were used to analyze architectural plans, facade designs, and the relationship between open and closed spaces.

Comparative analyses were carried out through visuals, tables, and drawings, which were systematically converted into schematic representations and categorized based on their construction periods. The findings reveal that trade routes and economic changes directly influenced the architectural plans of khans and caravanserais. While security-focused structures were common in the 13th century, declining trade in the 14th century led to the preference for smaller, enclosed plans. From the 15th century onwards, courtyards were reintroduced, and during the Ottoman period, khans evolved into commercial centers. After the 16th century, shop units were added, the number of floors increased, and aesthetic elements became more prominent in the 18th and 19th centuries.

This study highlights the architectural transformation of khans and caravanserais, emphasizing the impact of trade on their identity and the significance of factors contributing to the preservation of cultural heritage.

Keywords: Caravanserais, Khan, Ottoman, Seljuks, Trade, Southeastern Anatolia.

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INTRODUCTION

Monumental buildings establish a cultural connection between the past and the present. Campbell (2011) states that understanding historical sites helps us grasp their value in today's world. Aslan (2007) argues that social, cultural, and economic changes have transformed architectural structures, and understanding this transformation strengthens the connection between the past and the future (Aslan, 2007, pp. 93-102). Architectural structures are shaped by cultural, social, and economic factors (Lawrance, 1987). Cultural heritage structures are influenced by environmental and social events (Akalp & Aycam, 2024, pp.1500). When monumental buildings are examined, it becomes possible to gain insights into their living conditions, cultural interactions, and economic conditions. Altman and Chemers (1984) categorized the factors influencing architectural design into three main areas: economic, environmental, and cultural (Figure 1).

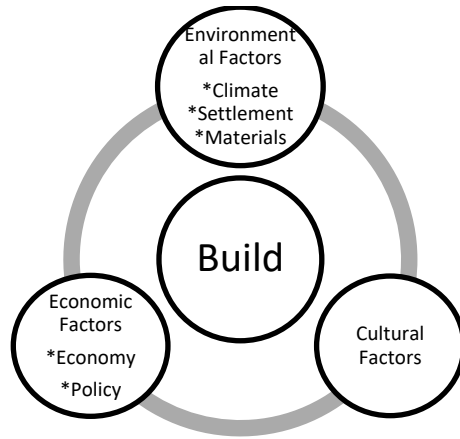


Figure 1. Factors Affecting Structural Formation (Altman ve Chemers, 1984).

Economic factors in their formation processes significantly influenced Caravanserais and khans built along trade routes. Examining this process, the trade network that started in China gradually expanded towards Anatolia, leading to new trade routes. This expansion increased the need for accommodation, prompting the development of architectural structures that provided security and shelter. The first caravan cities were established to support the growth of trade. The term "Fondouq" referred to a lodging place and eventually evolved into the word "hotel" (Liu, 2010, p.8). These structures later transformed into military-religious buildings known as "ribat" (Köprülü, 1942, pp. 267-278). Over time, ribats evolved into caravanserais. Caravanserais served as stations where caravans could shelter their animals, store goods, and procure food (Stephan, 2017). As trade expanded into Anatolia, caravanserais became widespread and adopted a standardized layout around a central courtyard (Burlot, 1995).

During the Middle Ages and Early Modern Period, these structures were built for merchants and supported by philanthropists to promote social solidarity. They became key centers for trade and cultural exchange, shaping their regions' social and economic structure (Kathryn

& Emily, 2019, pp. 40-54). In the 11th century, as trade increased under the rule of the Anatolian Seljuks, new caravanserais were built, transforming into social hubs (Köprülü, 1942, pp. 267-278). These structures included additional facilities such as baths, markets, and stables. Over time, as cities expanded, caravanserais were also built within urban centers and were called "khans." Although urban khans resembled caravanserais in appearance, they were smaller in scale and had different functions (Güran, 1978). Some urban khans housed merchants, soldiers, travelers, madrasa students, and instructors (Yaşar, 2023, pp. 539-550). During the Ottoman period, caravanserais located around the *bedesten* (covered market) supported the development of bazaar culture (Kuban, 2007, p. 602). Additionally, caravanserais played a significant role within *külliyes* (building complexes) constructed in rural areas (Güressever Cantay, 2016).

Despite the architectural transformations of these structures over different periods, there remains a significant research gap regarding how their architectural forms and functions changed over time and how trade routes influenced their transformation. This study examines the impact of trade on caravanserai and khan architecture in Southeastern Anatolia from the Seljuk to the Ottoman periods. Unlike previous studies, this research uniquely integrates historical documents, field observations, and comparative architectural analysis to holistically evaluate the role of trade in shaping caravanserai and khan structures.

Within the scope of this study, 61 caravanserais and khans in Southeastern Anatolia were identified, and eight were selected for detailed examination. The selection criteria included accessibility to architectural plans, preservation status, and the ability to represent the architectural characteristics of their respective periods fully. The selected structures include Han El-Barur, a Seljuk-period structure with corner towers; Gevran Khan and Karakaya Khan, representing the early Ottoman period with a courtyard-less plan; and several Ottoman-period structures with courtyard-based layouts. The architectural characteristics of these structures were analyzed according to their respective periods, and their differences were presented through comparative tables.

Throughout history, caravanserais and khans have served as accommodation facilities and functioned as centers of social interaction, cultural exchange, and economic activity. Their cultural influence on local communities fostered social solidarity and facilitated the establishment of trade networks. Today, as an integral part of cultural heritage, these buildings contribute to tourism and the cultural economy. The study aims to analyze the cultural, social, and economic factors that influenced the architectural design of caravanserais and khans. In this context, preserving caravanserais and khans is a means of safeguarding historical traces and a crucial tool for transferring historical knowledge and raising cultural awareness.

Another objective of this study is to examine the impact of trade on physical structures and increase awareness of urban planning and

architectural development processes. The evolution of trade, which plays a key role in shaping urban identity, has influenced various aspects of cities, from spatial organization and street layouts to building designs and architectural details. In this regard, khans and caravanserais have played a critical role in shaping urban identity, serving as commercial hubs and spaces for cultural, social, and economic interaction. Understanding the influence of trade on architecture provides valuable insights for developing sustainable urban planning approaches today. This study contributes to society by promoting awareness of architectural preservation and emphasizing the importance of transferring cultural heritage to future generations.

These structures provide deep insights into past socioeconomic conditions, trade expansion routes, and forms of social organization, thereby strengthening a sense of community. The connection with these buildings allows individuals to understand better how past commercial dynamics and economic activities continue to shape their lives today. This awareness fosters interest in historic preservation and supports efforts to protect, maintain, and repurpose heritage assets for future generations. By establishing a connection with monumental buildings, modern societies can recognize their cultural heritage, protect architectural assets, and appreciate the role of cultural values in sustainable urban development.

From the Seljuks to the Ottomans: Commercial Life in Anatolia

Trade has been of great importance since the first Turkish states. With the establishment of the Anatolian Seljuk state in the early 11th century, Turkish beyliks began to settle in Anatolia. The Seljuks' settlement in Anatolia resulted in the acquisition of coastal cities such as Antalya and Alanya (Alaiye), opening trade routes to the Mediterranean. While maintaining their influence in overland trade, the Seljuks also moved their capital to Konya, allowing them to spread Turkish architecture, which had emerged in Central Asia, to Anatolia. Transit trade taking place in regions like Konya, Sivas, and Sinop led to the involvement of Russian and Armenian merchants in trade. Similarly, the Seljuk state faced challenges in Mediterranean trade with Italy. Recognizing this, the Seljuk state increased security measures to protect trade (Tuncer, 2007). Caravanserais were built along trade routes to ensure safety on the roads. These caravanserais provided lodging for caravans while also serving social purposes with features such as mosques, hospitals, fountains, and baths. The spatial dimensions of the Seljuk period were related to the size of the cities. During the Seljuk period, cities were enclosed by walls, and stringent security measures were taken. Commercial life influenced both cities and roads throughout the trade process. As the Seljuk period came to an end and the transition to the Ottoman period began in the 14th century, there was a change in trade. Drought in Anatolian lands disrupted production and trade. During this period, small neighborhoods outside the cities began to form. Commercial stagnation led to

architectural structures being simple, small in scale, and devoid of extravagance (Nikaein, 2019).

After the formation of the Ottoman Empire in the late 14th century, the nature of trade changed significantly. Sea trade began to replace overland trade, leading to the importance of port cities. Urbanization increased around port cities, and trade was conducted through these regions. The rapid population growth led to migration from castle cities to areas outside the fortifications, expanding the urbanization phenomenon. Urbanization in the Ottoman period, starting in the 16th century, was facilitated by complexes. These complexes, which included various social spaces, met the needs of new settlements. Commercial areas called 'bedestens' emerged, creating places for the trade of valuable goods. Khan structures, considered urban caravanserais, were placed around the bedestens (Faroghi, 1993, p.13). In the 17th century, the Silk Road's change in direction further decreased overland trade, and the security gap in caravanserais along land routes increased. With the advancement of wheeled vehicle technology during the Industrial Revolution, road vehicles began to replace pack animals. This movement, which began in the 19th century, eliminated security concerns outside the city. Consequently, rural caravanserais gave way to urban khan structures.

Architectural Features of Caravanserais and Khans

Caravanserais and khans, strategically situated along major trade routes, were historically constructed to ensure continuity in commerce, security, and lodging (Cesaris et al., 2014). These edifices, exemplifying the unique features of Turkish-Islamic architecture, underwent notable architectural transformations over time to accommodate evolving economic, social, and security demands. This transition can be attributed to the intermediary period when trade shifted from mountainous areas to urban areas. While the terms "caravanserai" and "khan" are sometimes used interchangeably, caravanserais generally refer to lodging structures located outside cities along the road, whereas khans refer to lodging structures located within cities. These terms are used to describe structures that served as places for rest and accommodation for travelers and nomads, especially during periods when vehicles were not common means of transportation. The construction of caravanserais began during the late 12th century in the Seljuk period and continued until the Seljuks' decline. During the early Ottoman period, the construction of caravanserais declined, and the focus shifted more towards the construction of khans within cities. With the establishment of the Ottoman state, caravanserais transformed into city khans and distance khans. During this period, khans provided lodging and services for trade activities in bustling trade centers (Albak, 2007, p.106-107). Distance khans, also referred to as caravanserais, are defined as structures located on important trade routes, offering accommodation and stable facilities for caravans traveling along trade routes. In this context, caravanserais

provided lodging facilities for caravans traveling on trade routes. City khans, on the other hand, were in regions with active trade and were characterized by their courtyard and multi-story design. These khans were typically located in city centers and served as venues for both lodging and trade activities. Complex khans, referred to as külliye khans, housed various functions and were typically part of a larger külliye complex. These khans can be divided into two groups: those located within the city and those located outside the city. While city-based külliye khans were primarily used for educational and religious purposes, those located outside the city were trade-oriented (Keleş Usta, 1994, p.96). A detailed examination of khans and caravanserais from the early Turkish states to the Ottoman Empire, particularly in terms of plan typology and facade elements, reveals distinct transformations that reflect the era's shifting priorities. In the 13th century and earlier, caravanserais exhibited characteristics such as rectangular or square layouts, single-story structures, high protective walls, and defensive towers, aligning with the dense trade networks of the period. These fortified complexes, designed to safeguard goods and travelers, often featured a functional courtyard-centered plan with rooms oriented towards a shared courtyard, while stables were located within the same enclosure. During the Seljuk period, adobe and brick—locally sourced materials—were primarily used, thus embedding regional architectural characteristics into the structures (Turan, 1946, p.474-481). While the courtyard served as a place where animals were tethered, the rooms provided living spaces for travelers. (The painter Charles Theodore depicted daily life in a caravanserai courtyard in the 19th century (Figure. 2)).



Figure 2. Daily life in the courtyard of the Okale Caravanserai in Cairo by Charles Théodore Frère (1814- 1888)

Functional units in caravanserais and khan structures include Courtyard-Enclosed area (stable and hall)-rooms-entrance hall-eyvan (iwān)-rewak-Mosque-Shops-Depot-Kitchen-Hospital-Water Element-Security Room-Special spaces. These spaces are classified into unit types based on the form, size, location, roofing, and number of these spaces within the structure. The fundamental needs in caravanserais and khan structures are accommodation and resting places for packing animals. These two needs are met through the courtyard-room-stable elements. These structures were typically designed as fortified complexes with

rooms around a courtyard. The courtyard served as a place to tether animals, while the rooms provided living spaces for travelers. Additionally, these caravanserais could also serve defensive purposes, as they were often used as isolated points in rural areas (Ahmad and Chase, 2004, p. 44-48). Caravanserai structures were first observed during the period of the earliest Muslim Turkish states, particularly during the rule of the Ghaznavids and the Karakhanids from the 9th century onwards. The distinct features of caravanserais and khan structures from the early Turkish state period included a single-story design with an ornate entrance portal, corner towers, a courtyard layout, a combination of iwan¹ (eyvan) and domes, and a square plan. The construction materials were typically adobe and brick. An early example is the Ribat al-Mahi, built during the Ghaznavid era in 1019-1020 by Mahmud of Ghazni. The spaces behind the courtyard were designed for lodging purposes (Aspanapa, 1990, p. 38-40). (Figure. 3). Another example is the Ribat al-Malik caravanserai, located between Samarkand and Bukhara during the Karakhanid period, built in 1079. The caravanserai was designed as a single-story structure using adobe and brick as construction materials. Today, only the entrance gate remains standing, but examination of the restitution plan reveals that the structure consisted of two main sections (Kuyulu, 1996, p.97-116). (Figure. 3).

¹Iwan (eyvan): Generally, a space located in the middle of buildings, with three sides closed and opening onto an inner courtyard, covered with a vaulted ceiling.

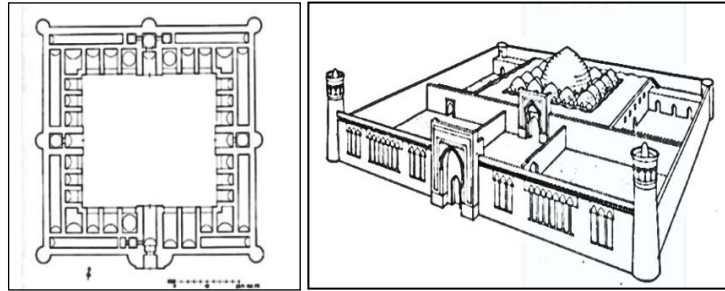


Figure 3. Ground floor plan of Ribat-i Mahi (Korn, 2020, p.12).

Figure 4. Ribat-i Melik Caravanserai (Un, 2012, p.4-12)

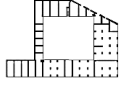
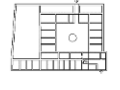
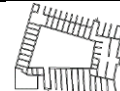
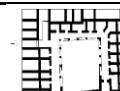
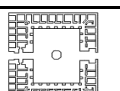
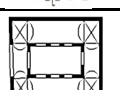
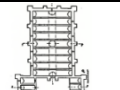

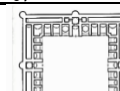
The Great Seljuk Empire ruled over Anatolian lands in the 11th century and beyond. When examining caravanserais and khan structures from the Great Seljuk period, it is observed that the courtyard element was preserved. Caravanserais of the era were designed with plain facades, high outer walls, and watchtowers (Turan, 1946, p.474-481). The dominant plan type featured a single-story, entrance portal, square-plan design around a courtyard, like those in the early Turkish states. Some examples featured a second courtyard and rewak². The primary construction materials of the period were adobe and brick. The construction of these structures continued to decline until the Early Ottoman period. The caravanserais built during the Seljuk period were planned as centers to establish infrastructure for trade, part of an initiative. The transition period between the Seljuks and the early Ottoman period sheds light on their connection. By the 14th century, economic downturns and heightened security concerns prompted adjustments in caravanserai design, leading to the construction of smaller, enclosed structures without commercial stalls. As classified by

² Rewak (revak): The term for a space commonly found in Turkish Islamic architecture, supported by the building it's attached to, with an open front facade, covered roof, and supported by columns or piers, is known as a 'portico'.

Güreşsever Cantay and Aysıl Tükel Yavuz, closed-plan types emerged, categorized by single nave, double nave, triple nave, and equal-aisled configurations (Tükel Yavuz, 1991; Güreşsever Cantay, 2016). The inward-facing design provided a fortified refuge, addressing the need for heightened protection during a period of increased instability (Blessing and Goshgarian, 2017, p.58-62). The 15th century marked a significant period of transformation as the Ottoman Empire asserted dominance over Anatolia. While khans retained the traditional courtyard-centered layout, they incorporated commercial stalls along the street-facing side of the courtyard, reflecting the expansion of economic functions (Güran, 1978). This integration of trade into the architectural fabric added a dynamic layer to urban centers, enhancing social and economic interactivity. With the expansion of urbanization in the 16th century, Ottoman cities witnessed a strengthened market and bazaar culture, with khans positioned as central nodes of trade within city landscapes (Kuban, 2007; Akkuş, 2009). These khans, commonly situated within or adjacent to bustling market areas, became indispensable to the city's commercial life. The facade design was characterized by minimal ornamentation, reflecting the practical requirements of daily trade. Concurrently, the divergence of lodging and commercial functions led to the relocation of stables to less prominent areas at the back of the khan or to larger adjoining spaces.

In the 17th century, the architecture of khans evolved to cater primarily to urban commerce. These buildings adopted a design emphasizing retail over lodging, reshaping both their internal spatial organization and external presentation. The addition of multiple stories (often two or three) provided enhanced access to natural light through large windows, facilitating a design that supported greater social and commercial interaction (Güreşsever Cantay, 2016). By the 18th century, ornamentation assumed greater significance, particularly in independently constructed khans, where richly decorated portals and intricate facade details conveyed the aesthetic ideals of the Ottoman Empire. This emphasis on embellishment underscored a period of architectural refinement, transforming khans from mere functional spaces into cultural landmarks. The 19th and 20th centuries saw the emergence of taller, three-story khans as the Ottoman Empire neared its twilight. These khans, with their ornate portals, intricate facade elements, and extensive fenestration, aimed to create spacious, light-filled interiors. Influenced by the Empire's modernization efforts and Western architectural styles, these later khans shifted away from the classical Ottoman approach to blend harmoniously with the evolving urban fabric (Yaşar, 2023, p.539-550). (Table-1).

Table-1. Development of Khan and Caravanserai Structures in Turkish States (References: Ilter, Ismet. (1969). Turkish Caravanserais. Republic of Turkey General Directorate of Highway, Ankara, 1969, Erdmann. (2008). "Kargi khan near Alanya," p. 254. Koroglu; (2021). "Caravanserai in Western Anatolia and Their Place and Importance in Anatolian Trade Life (1071-1308)" (Author's archive), 2022, 2023)

Ottoman Period of the 20th Century	Ottoman Period of the 19th Century	Ottoman Period of the 18th Century	Ottoman Period of the 17th Century	Ottoman Period of the 16th Century	Seljuk Period 13th		Karakhanid period	Gazne period	Period
Single or Multi	Single or Multi	Single or Multi	Single or Multi	Single or no courtyard	Single or no courtyard	Single	Single	Single	Period
compatible with the parcel	compatible with the parcel	compatible with the parcel	Spherical Form	Spherical Form	Spherical Form	Spherical Form	Spherical Form, Corner Towered	Spherical Form, Corner Towered	Floor Plan Type
2 +	2 +	1	1	2	Single	Single	Single	Single	Number of Floors
Existent	Existent	Partly	Partly	Partly	no	no	no	no	Basement
Existent	Existent	Existent	Existent	Existent	No	No	Existent	Existent	Decoration
Partly	Partly	Existent	Existent	Existent	No	No	Existent	Existent	Portal Door
Partly	Partly	Existent	Existent	Existent	No	No	No	No	Rewak
Brick-Stone	Brick-Stone	Brick-Stone	Brick-Stone	Brick-Stone	Brick-Stone	Brick-Stone	Adobe-Brick-Stone	Adobe-Brick	Material
									Sample Plan Type
Bican Ağa Khan	Büdeyhi Khan (Gaziantep)	Mecidiye Khan	Sülükiü Khan (Diyarbakir)	Deliller Caravanserai	Sincik Taşkale Khan	Sultan Khan (Konya)	Ribati Melik (Semerkand)	Ribati Mahi (Seras)	Name of build

The Caravanserais and Khan Structures of Southeastern Anatolia Region

The Southeastern Anatolia Region (SEAR) represents the region between the Taurus Mountains in Anatolia and the southern border with Syria. With a total area of 57,000 square kilometers, it is the smallest geographical region in Turkey (Karadoğan and Ozgen, 2006, p.15). The region encompasses a total of 9 provinces, including Adıyaman, Diyarbakir, Batman, Mardin, Sanliurfa, Gaziantep, Kilis, Siirt, and Sirnak. In terms of land area, Sanliurfa is the largest province in the region, while Kilis is the smallest (Figure. 5).

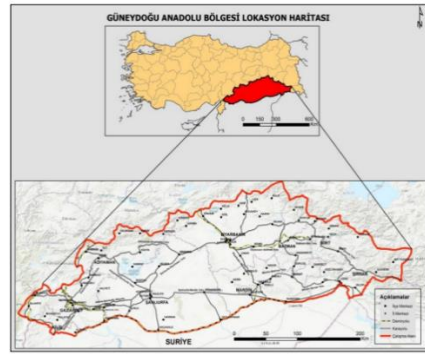


Figure 5. The location of the Southeastern Anatolia Region in Turkey (Ogel and Avcı, 2022, p.12-14).

The Southeastern Anatolia Region shares its borders with Syria and Iraq. In terms of climate, it is the region with the highest temperatures in the country. The region experiences a continental climate, although in some microregions, a Mediterranean climate can also be observed (Kuşçu, 2000, p. 10-18). The primary livelihood in this region, located in the Mesopotamian lands, is agriculture. Historical records also indicate that sericulture, the cultivation of silkworms, was carried out intensively in the region. Due to favorable climate conditions in the vicinity, Diyarbakir province became a significant center for sericulture in Anatolia. With increased production during the Ottoman period, silk trade gained momentum, and the Silk Road's importance in the region grew (Başkaya, 2016, p. 43-67). The caravan routes connected Anatolia from east to west and from north to south, linking trade centers both within and outside the borders of the Anatolian Seljuk state. In the 13th century, the main trade centers were Tabriz in Iran, Baghdad in Iraq, and Aleppo in Syria, primarily accessed by transit through the Southeastern Anatolia region (Tükel Yavuz, 1997, p.80-95). (Figure. 6).

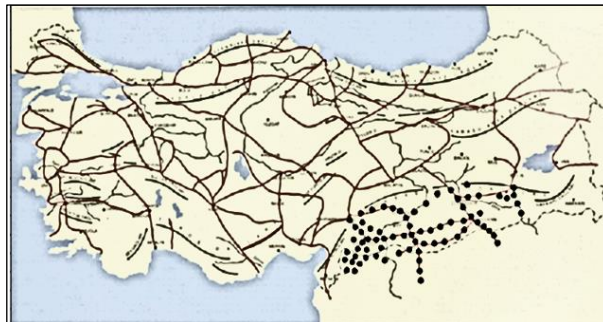
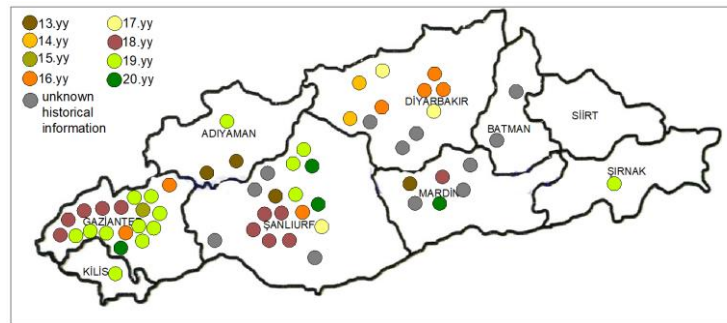


Figure 6. The density of caravanserais and khans in the Southeast Anatolian region during the Ottoman period (based on the map by Bektas, 1999) (Tükel Yavuz, 1997, p.80-95).

³ The structures included in the study cover various cities in Southeastern Anatolia. These include Kalaycılar Caravanserai (19th c.) in Kilis, Kavuncu Caravanserai (19th c.) in Şırnak, Eymir Caravanserai (unknown) and Vazde Caravanserai (unknown) in Batman. In Adiyaman, examples include Taşkale Caravanserai (13th c.), Damlacık Caravanserai (13th c.), and Tuz Khan (19th c.). In Mardin, notable structures are Artuklu Caravanserai (13th c.), Sirur Khan (18th c.), Gelüşke Khan (20th c.), Merkez Khan (unknown), Hayvan Khan (unknown), and Estel Khan (unknown). Diyarbakır features Gevran Han (14th c.), Karakaya Khan (14th c.), Şerbetin Khan (16th c.), Hasanpaşa Khan (16th c.), Deliller Caravanserai (16th c.), Çiğir Khan (16th c.), Çeper Khan (17th c.), Sülüklü Khan (17th c.), Konak Khan (unknown), Pirinçlik Khan (unknown), and Güzelşeyh Khan (unknown). In Şanlıurfa, examples include El-Barur Khan (13th c.), Gümrük Khan (16th c.), Samsat Kapısı Khan (17th c.), Mençek Khan (18th c.), Şaban Han (18th c.), Barutçu Khan (18th c.), Millet Han (18th c.), Gümrük Han in Siverek (18th c.), İlgar Caravanserai (19th c.), Buğday Pazarı Khan (19th c.), Hacı Kâmil Khan (19th c.), Topçu Khan (20th c.), Cudi Paşa Khan in Siverek (20th c.), Çarmelik Caravanserai (unknown), Kantarma Khan (unknown), Kap Han (unknown), and Titriş Caravanserai (unknown). Lastly, in Gaziantep, examples include Emir Ali Khan (15th c.), Yeni Khan (16th c.), Sam Khan (16th c.), Lala Mustafa Paşa Khan (16th c.), Tuz Han (16th c.), Mecidiye Han (18th c.), Pürsefa Khan (18th c.), Yüzükçü Khan (18th c.), Yemiş Khan (18th c.), Tütün Khan (18th c.), Millet Khan (19th c.), Şeker Khan (19th c.), Kumru Khan (19th c.), Anadolu Khan (19th c.), Gümrük Khan (19th c.), Güven Khan (19th c.), Belediye Khan (19th c.), Kürkçü Khan (19th c.), Büdeyri Khan (19th c.), and Bayaz Khan (20th c.).

Figure 7. The historical density of caravanserais and hans in the Southeast Anatolia region



When examining caravanserais and khan structures in the Southeastern Anatolia region, a total of 61³ structures have been identified. It was observed that there are 4 structures dating back to the pre-Ottoman period until the 13th century, 12 of the remaining structures could not be dated, and a total of 42 structures belong to the Ottoman period (Table. 2) (Figure 7).

Table 2. Table of Khan and Caravanserai Structures Identified in Southeast Anatolia Region According to Periods (Author's Archive).

Period	Century	Diyarbakır	Gaziantep	Sanliurfa	Batman	Mardin	Şırnak	Kilis	Adiyaman	Total
Seljuk period	13th			1		1			2	4
	14th	2								2
Early ottoman period	15th		1							1
	16th	4	4	1						9
Ottoman period	17th	2		1						3
	18th		5	5		1				11
	19th		9	3			1	1	1	15
	20th		1	2		1				4
	Unknown	3		4	2	3				12

When examined according to the characteristics of their respective periods, these structures are categorized as Seljuk period (13th century), Early Ottoman period (14-15th century), and Ottoman period (16th century and beyond) caravanserais/khan structures. The transition from the Seljuk period to the early Ottoman period, represented by the dating of the 14-15th centuries, is also reflected in the architectural design of lodging structures. When examining the 14th and 15th-century structures found in the Southeast Anatolia region, a notable example is the no courtyard plan type. Eight structures were selected as examples from 61 buildings as part of the study. Structures with unknown construction dates were excluded from the study. Among the four structures from the Seljuk period, Damlacık Khan and Taşkale Khan were

excluded due to their ruined condition. Artuklu Caravanserai was omitted as it currently contains numerous additions. Therefore, only Khan el-Barur was included in the study for the Seljuk period.

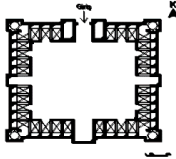

Additionally, two structures from the 14th century, representing the Early Ottoman period, were included. For the Ottoman period, structures within city centers that had undergone minimal plan changes and lacked significant additions were chosen. Efforts were made to select structures that retained their original plans.

Deliller Caravanserai was included among the selected structures due to its separately designed stable section and its central location in Diyarbakir. Sülüklü Khan, despite being a 17th-century structure, was chosen for its single-story design. Care was also taken to select one structure from the center of each city. For this purpose, Gelüşke Khan in Mardin city center was chosen as an example of 20th-century architecture. Similarly, Millet Khan and Barutçu Khan, located in the city centers of Gaziantep and Sanliurfa, respectively, were included as examples from the 18th and 19th centuries, as they have retained their architectural integrity.

Seljuk Period (Seljuk Era)

Among the caravanserai and khan structures identified in the Southeast Anatolia region, four of them belong to the Seljuk period. One of these four structures has been selected for the study. When examining the plan and façade features of khan El Barur caravanserai located in Harran, Sanliurfa, dating back to the 13th century, it is observed that some of the era's characteristics are reflected in its design. Notably, the corner defense towers, designed for defensive purposes, are incorporated into the structure's plan. High walls were constructed for security reasons. The courtyard-type structure adheres to the era's characteristics, being a regular square-shaped design. The structure is single-story, featuring a entrance portal entrance on the front façade. The façade surface is plain, with minimal window openings. This lack of windows is considered a reflection of the security concerns prevalent during that period (Table.3).

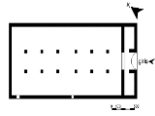
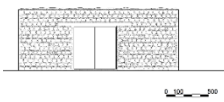
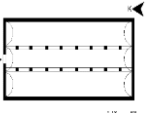
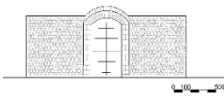
Table 3. Pre-Ottoman Period Caravanserai Examples in Southeastern Anatolia Region - Sanliurfa Khan el Barur (Guler, M, (2021) (reorganized by the author) (Güler, 2021, p.276).

Building Name/Location	Building Plan	Building Facade	century	Period Features
Khan El Barur Caravanserai Sanliurfa /Harran/ Goktas Village			13th	Courtyard plan type Corner towered Regular rectangular courtyard type Entrance portal Single-story Simple facade type

Early Ottoman Period

When we examine the caravanserais and khan structures built in the 14th century, considered as the transition from the Seljuk period to the Ottoman period, it is evident that closed-plan, small-volume, plain, unpretentious plan types were constructed due to the increase in security vulnerabilities. One of the structures, Gevran khan, is in the village outpost of Ergani district in Diyarbakir. The building has a regular rectangular shape with a closed-plan type. It measures approximately 35x15 in size and consists of three sections. The sections are divided into seven parts by square stone pilasters supporting columns. The arches facilitating passage are pointed arches, and the roof is covered with a barrel vault. The entrance gate is simple and unadorned. The khan structure is currently used as a warehouse. Another example from the 14th century is the Karakaya khan, located in the village of Karakaya in the Cermik district of Diyarbakir. The distance between these two structures is approximately 40 km. Karakaya khan is an example of reconstruction. The khan has a north-south oriented rectangular plan. It consists of three sections, and the sections are divided into nine parts with columns supported by square stone pilasters. Passage is provided through pointed arches, and the roof is covered with a barrel vault. The entrance gate is plain and unpretentious. When examining the period characteristics of these structures, it is observed that the traces of the Seljuk era gradually disappeared in the architecture of caravanserais and khans during the 14th century, which marked the transition from the Seljuk to the Ottoman era (Table. 4).

Table 4. (Author Archive for drawings, 2022-2023)

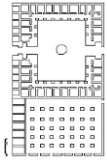



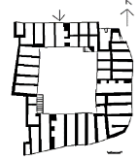
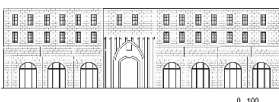
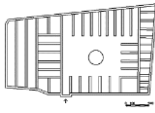

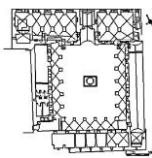
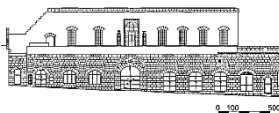
Building Name/Location	Building Plan	Building Facade	century	Period Features
Gevran khan Diyarbakir/ Ergani/Gevran Village			14th	No courtyard plan type Regular rectangular courtyard type With nave plan type Simple façade type Single-story
Karakaya khan Diyarbakir/ Cermik/ Karakaya Village				

Ottoman Era

When we look at the 15th century, it is evident that the increase in secure trade practices began to reflect in the building plans as city trade started to thrive. The buildings were now significantly different from the Seljuk era characteristics. There was a noticeable reduction in the size of the structures, and shop openings appeared on the façade. The presence of shops was parallel to the development of urban trade. In the scope of this study, the selected structure from the 15th century is the Emir Ali

khan, located in the central district of Gaziantep. When examining the plan of the khan, it is again observed that it has a regular rectangular shape and an enclosed courtyard of the same form. Entry to the khan is through a pointed arched entrance gate located on the front facade. Symmetrically positioned shops are on the right and left sides of the entrance gate. The entrance gate is plain and unadorned. It opens into the entrance eyvan. The roof is covered with a barrel vault. In the 16th century structures in the Southeastern Anatolia region, the Deliller caravanserai, located in the Sur district of Diyarbakir, is selected as an example. When looking at the plan features of the Deliller caravanserai, it is seen that the plan layout was shaped according to the period's trade relations, and the distinction between urban trade and stable space is reflected in the plan. Shop openings are present on the façade. The two-story plan type with numerous window openings began to replace the one-story high castle-walled plan type with heavy security measures of the Seljuk period. It can be said that the regular plan type from the Seljuk era continued to exist. However, examples of the plan type that shaped according to the shape of the plot on which it was located, which is a characteristic of the Ottoman period, began to emerge during this period. Within the scope of the study, among 61 structures identified in the Southeastern Anatolia Region, examples from the 17th century and beyond were selected. For the 17th century, there is the Sülüklü khan, located in the Sur district of Diyarbakir. The entrance facade is plain and unadorned due to the khan's location, opening to the street within the bazaar. The khan is built in the courtyard plan type with a rewak system. The irregular rectangular courtyard plan reflects the shape of the parcel. For the 18th century, there is the Barutçu khan, located in the central district of Sanliurfa. It is partially three stories high and has a courtyard plan type. It has a grand facade and an entrance portal, reflecting the characteristics of the period. These structures, which served as business centers, were primarily focused on trade. They include numerous interior and exterior shops, as well as accommodation areas on the upper floors. For the 19th century, there is the Millet khan, located in the central district of Gaziantep. Millet khan has a courtyard plan type, an irregular rectangular plan, two stories, rewaks, and a entrance portal. Space openings for shops are present on the facade. For the 20th century, there is the Gelüşke khan, located in Midyat, Mardin. The structure has a courtyard plan type, an irregular rectangular plan, two stories, and rewaks. The entrance gate is a grand entrance portal, and the façade is highly ornamented, with numerous window openings and built with cut stones (Table. 5).

Table 5. (Sources: Plan drawings; Geluske khan from Sakir Guler Archive, other structures from Author's archive, 2022-2023) Güler, 2018).

Building Name/Location	Building Plan	Building Facade	Century	Period Features
Deliller caravanserai Diyarbakir/ Sur			16th	Courtyard Plan Type Rectangular Courtyard Plan Two-Story Rewak Entrance portals Ground Floor Stables Presence of Shops on the Facade
Suluklu khan Diyarbakir/ Sur			17th	Courtyard Plan Type Irregular Courtyard Plan Single-Story With Rewak Presence of Shops on the Facade
Barutcu khan Sanliurfa			18th	Courtyard Plan Type Irregular Quadrilateral Courtyard Plan Two-Story Arcaded Entrance portal Presence of Shops on the Facade
Millet khan Gaziantep			19th	Courtyard Plan Type Irregular Quadrilateral Courtyard Plan Two-Story Arcaded Entrance portal Presence of Shops on the Facade
Geluske khan Mardin/ Midyat			20th	Courtyard Plan Type Irregular Quadrilateral Courtyard Plan Two-Story Arcaded Entrance portal Presence of Shops on the Facade

ASSESSMENT

When trade routes passing through Anatolia were the focus, various political events, economic changes, and military movements from the Eastern Roman Empire to the Seljuk era negatively affected trade. During the Seljuk era, a series of measures were taken to revive these trade routes. One of these measures was the construction of lodging and defense structures such as caravanserais and khans to ensure the safety of the routes. This policy followed during the Seljuk period continued into the Ottoman period. Indeed, with the urbanization movements that occurred during the Ottoman period, the nature of trade also changed. In this study, the physical impact of this change on caravanserais and khans is discussed. Among the 61 structures identified in the Southeastern Anatolia Region, one sample structure was selected for each period, and it was observed that these structures gradually shifted from being built outside the city in the Seljuk period to being built inside the city over time. This change can be attributed to the increase in urban trade and the

elimination of security issues related to the transportation of commercial goods (Table. 6).

Table 6. Parcel status of the selected structures in the field study

Century	Name of structure	Parcel shape	Location of the building	Century	Name of structure	Parcel shape	Location of the building
13.th	khan el barur			17.th	Sülüklü khan		
14.th	Gevran khan			18.th	Barutçu khan		
	Karakaya khan			19.th	Millet khan		
16.th	Deliller caravanserai			20th	Gelüşke khan		

Limitations in urban space, parcel shape, parcel size, and the presence of shops, among other criteria, had an impact on the plan type of khans. When examining the khans and caravanserais in the Southeastern Anatolia region, it is observed that (13th century and earlier) in the selected example (Khan El Barur), caravanserais with an enclosed rectangular plan type, one-story high with protective walls and defensive towers were built. However, in the early Ottoman period, also known as the transitional period (14th century) (Gevran Khan and Karakaya Khan), due to economic crises and security vulnerabilities, smaller-volume structures with enclosed courtyards and no shops were constructed. These sahn structures can be built as one-story, attached to the sahn, and can show different plan types. In the period after the 15th century, when the Ottoman Empire fully established its dominance, a change in the plan type of caravanserais and khans is observed. Although the courtyard plan type is still present, the arrangement of spaces around the courtyard continues, and shops open to the street are present behind the spaces. In the 16th century, (Deliller Caravanserai) with the increase in urban trade,

the concept of the bazaar-marketplace emerged, and khans and caravanserais located within the bazaar became prominent. This situation led to simplicity in the facade design of structures located within the bazaar. Furthermore, the shift in focus from lodging to daily shopping, a characteristic of the period's commercial activities, is reflected in the plan type, with the separation of stable spaces. When looking at the period from the 17th century (Sülüklü Khan) onwards, it is seen that the structures now primarily serve urban trade, with an emphasis on shopping rather than lodging. In this context, khan structures take precedence over caravanserais. In the 17th-century structures, the number of stories increased, and there were numerous window openings in the facade.

In the examination of 18th-century khan and caravanserai in the study area (Barutçu Khan), it is seen that independently constructed structures had grand facades and entrance portal. Due to the construction of the structures within the city and the small parcel sizes, the structures deviated from regular rectangular forms and adapted to the shape of the parcel. Also, khans constructed within the logic of the bazaar-marketplace served as business centers during this period, prioritizing trade over lodging. Numerous interior and exterior shops are present on the facades of the structures. There are accommodation areas on the upper floors.

When examining the 19 th (Millet Khan) and 20th (Gelüske Khan) centuries, it is seen that these periods are a continuation of the 18th century. Khans with three stories, including the ground floor, can be found. The entrance facades of the structures have entrance portal, ornate facade elements, and many window openings. There are numerous shops on the ground floor facades of the structures. This situation indicates a significant increase in urban trade. Furthermore, the increase in window openings on the facades suggests the elimination of security issues (Table 7).

Table 7. Plan and Facade Changes in Caravanserais and Khans in the Southeastern Anatolia Region

13.th and early	→ 14.th	→ 15-17. th	→ 17.th and then

CONCLUSION

Over time, the khan and caravanserai structures built to meet the lodging needs on trade routes have transformed into bustling trade centers. One of the significant factors contributing to this transformation is commerce itself. As trade began, these structures, originally designed for lodging, underwent physical changes as commerce evolved. The changes in accommodation structures over time provide insights into how trade progressed.

This study discusses how the historical buildings were affected by the commercial, politics and social changes that occurred in various periods. In conclusion, in the study conducted on khan and caravanserai structures located in the Southeastern Anatolia Region, when the current drawings of the examined structures are compared, differences in dimensions in both plan and facade, open-closed space relationships, newly added architectural elements, or removed elements have been identified (Table. 8).

- In the 13th century, functional additions related to security issues were observed. Since these structures served both accommodation and military defense purposes, observation and defense towers were included in the building plans. The presence of high castle walls in the structures can also be related to the environmental factors affecting rural trade activities of the period (Table. 8- No 1).

- In the 14th century, it is observed that due to the decrease in trade speed and the increasing security problems in the transportation of commercial goods, small volume khan and caravanserai structures with closed plan types were constructed. The shrinking of plans and the transition to courtyard-less plan types indicate the absence of the semi-open space element of the revak. Unlike other periods, in the 14th century, simple and small entrance doors are observed instead of grandiose entrance gates (Table. 8- No 2,3).

- Khan and caravanserai structures designed for caravans traveling on trade routes were in the caravanserai during the 13th century. Until the Ottoman Empire, this trade operated in this way, but it continued within the city from now on. With the transition to the Ottoman State, the situation changed, and the plan shape emerged according to the shape of the parcel. The reduction of parcel area, the increase in urban population, and the increase in trade led to an increase in the number of stories in buildings (Table. 8- No 4,5,10).

- In khan and caravanserai structures with courtyard plan types, the courtyard was used for the resting of pack animals carried by caravans. In the period when trade took place in the city due to the lack of security issues, the courtyard served as a safe inner street in closed structures. In the 14th century, when the plan type became smaller, the courtyard disappeared. It is determined that this situation is due to the decrease in trade and the security problems experienced during the transportation of commercial goods. In the later periods, with the change in state policy and the increase in trade security and commercial relations, the

courtyard regained its place in the plans from the 15th century onwards. Due to the decrease in the need for lodging with the acceleration of trade in the Ottoman State and the increase in urban trade, a separate stable unit was formed for animals. This unit was solved on both the ground floor and the basement (Table. 8- No 6,7).

- The increase in the circulation of commercial life within the city turned khan and caravanserai structures into business centers rather than lodging facilities. With the acceleration of trade, the importance of daily shopping has increased. This situation necessitated the addition of shops to the facades. From the 16th century onwards, the presence of shops is observed in buildings (Table. 8- No 9).

- Until the 15th century and earlier, it is observed that minimal openings were made in the building facades. However, this situation disappeared with the transformation of commerce. The increase in urban trade and the elimination of security problems resulted in an increase in window openings in building facades (Table. 8- No 11).

Table 8. Periodic Architectural Element Analysis Table of Khan and Caravanserai Structures in the Southeastern Anatolia Region

No	Period-specific Features	13th	14th	15th	16th	17th	18th	19th	20th
1	Defense Towers	√							
2	Entrance Portal	√		√	√	√	√	√	√
3	Rewak	√		√	√	√	√	√	√
4	Rectangular Plan	√	√	√	√				
5	Harmonious Parcel Plan				√	√	√	√	√
6	Courtyard	√		√	√	√	√	√	√
7	Independent Stable Structure					√	√	√	√
8	Decorative Facade Elements						√	√	√
9	Shop Space				√	√	√	√	√
10	Number of Floors			√	√	√	√	√	√
11	Window Opening			√	√	√	√	√	√

By examining the environmental, cultural, and social factors that have influenced cultural heritage structures, architectural insights into past situations can be gained. In this study conducted in the southeastern Anatolia region, where trade routes are located, the impact of khan and caravanserai structures on architectural terms due to the period's trade relations has been analyzed. Determining the changes that monumental buildings have undergone until the present day will strengthen the cultural connection between the past and the future. This study conducted in the Southeastern Anatolia region is important for future research in different regions, as it aims to identify the factors that have

influenced the formation processes of khan and caravanserai structures, which are cultural heritage structures in the historical process. Future research may wish to explore the role of trade in shaping the identity of structures and their contributions to interregional relations, as well as examining intangible cultural heritage potentials worthy of preservation and further scholarly investigation.

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Resume

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